

AGENDA

Planning and Zoning Commission

November 16, 2022 – REGULAR MEETING

5:30 PM

The New Business items have been placed on the agenda in the order they were received. Please note that at 9:00 p.m., the Commission will evaluate the remainder of the agenda to determine if time constraints will permit the full agenda to be heard at this meeting. All items not heard at this meeting will be postponed to the next regularly scheduled PC/BOA meeting of December 7, 2022 or to a special meeting scheduled by the Commission.

NOTICE: THE VIDEO AND AUDIO FOR THIS MEETING ARE STREAMED TO THE PUBLIC VIA THE INTERNET AND MOBILE DEVICES WITH VIEWS THAT ENCOMPASS ALL AREAS, PARTICIPANTS AND AUDIENCE MEMBERS

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

1. LOG INTO PC/BOA MEETING
 - I. Link to ZOOM:
<https://us02web.zoom.us/j/85090173726?pwd=K096L1dVSy9yUHI6QlJsZnQwWDUwQT09>
2. CALL TO ORDER
3. ROLL CALL
4. MATTERS FROM THE PUBLIC
5. APPROVAL OF MINUTES
 - I. October 19, 2022 Minutes
 - II. November 2, 2022 Minutes
6. OLD BUSINESS
7. NEW BUSINESS
8. BOARD OF ADJUSTMENT
9. PLANNING COMMISSION
 - I. **P22-141:** 1050,1060,1080 South Park Loop Rd. - Development Plan
10. MATTERS FROM THE COMMISSION
11. AGENDA FOLLOWUP
12. MATTERS FROM STAFF
13. ADJOURNMENT

**MINUTES
PLANNING AND ZONING COMMISSION
TOWN OF JACKSON, WYOMING
October 19, 2022**

The meeting of the Planning and Zoning Commission was called to order at 5:30 p.m. on 10/19/2022, via ZOOM and in Town Hall Chambers.

ROLL CALL:

x Anne Schuler _x_ Wendy Martinez, _x_ Katie Wilson, ___ Abby Petri, _x_ Christie Schutt,
x Thomas Smits

STAFF: Katelyn Page, Paul Anthony

MATTERS FROM THE PUBLIC:

APPROVAL OF 10/05/22 MINUTES: A motion was made by: Schuler & seconded by:
Smits

Motion approved by a _5_ to _0_ vote

OLD BUSINESS:

PLANNING COMMISSION

ITEM P22-211: Request for a Land Development Regulation (LDR) Text Amendment to Section 2.2.6.
- NL-5 Zoning District to allow 4 units provided all units are permanently deed restricted.

STAFF PRESENTATION: Katelyn Page

QUESTIONS FOR STAFF: No fourplexes because you're concerned about the scale or mass of the structure? This helps reflect the comprehensive plan and maintain character and variability.

Can language be changed in the future regarding the configuration options, regarding a fourplex?
Would require an amendment to the LDR's.

Discussed how allowing a fourplex would be more efficient and fit better in limited space. Planning Director recommended the Planning Commission to include that in their recommendation to the Town Council.

APPLICANT PRESENTATION: Alison Lee – the Community Housing Trust strives to maximize community benefit in developments. Affordability will be approved with allowing 1 more unit per lot.

Would like to modify the amendment language as presented 2.2.6.e.1 – to mirror existing language in LDRs.

Also would like to modify the amendment as presented to allow one fourplex vs. being broken up into 2 plus buildings.

QUESTIONS FOR THE APPLICANT: Asked for clarification on the language they're proposing. Why are you exempt from questionnaires on livability standards?

PUBLIC COMMENT: none

COMMISSION DISCUSSION: Question for staff, In response to 2.2.6.e.1 regarding modification of the language as presented, either language would work.

Motion: I move to recommend **approval** to the Town Council of the proposed text amendment P22-211, based upon factors 1-6 in Section 8.7.2.C of the Land Development Regulations as presented by the applicant in the staff report dated October 19, 2022.

A motion was made by: Schutt & seconded by: Schuler

Motion approved by a 4 to 0 vote (Martinez recused herself)

MATTERS FROM COMMISSION: Schutt would like to address the parking requirements for some of the large residential buildings that are coming down the pipeline. Also wants to discuss shared ownership properties - Pacaso

MATTERS FROM STAFF: Large projects coming in, seeing people aggregating property. There are limits on commercial building sizes around Town Square, but not in rest of the Town. Some communities are addressing LLC's buying residential homes.

Adjourn: A motion was made by: Schuler & seconded by: Schutt

Motion approved by a 5 to 0 vote at 6:52 pm.

**MINUTES
PLANNING AND ZONING COMMISSION
TOWN OF JACKSON, WYOMING
November 02, 2022**

The meeting of the Planning and Zoning Commission was called to order at 5:30 p.m. on 11/02/2022, via ZOOM and in Town Hall Chambers.

ROLL CALL:

☒ Anne Schuler ☒ Wendy Martinez, ☐ Katie Wilson, ☒ Abby Petri, ☒ Christie Schutt,
☐ Thomas Smits

STAFF: Paul Anthony

MATTERS FROM THE PUBLIC:

OLD BUSINESS:

PLANNING COMMISSION

Work Session – Town Parking standards

STAFF PRESENTATION: Paul Anthony

QUESTIONS FOR STAFF:

APPLICANT PRESENTATION:

QUESTIONS FOR THE APPLICANT:

PUBLIC COMMENT:

COMMISSION DISCUSSION: PC has received complaints that there's not enough parking in multi-unit buildings, not enough guest parking, if any. Trade off with more units vs parking. With increased rents, more people are living in units, so 4 ppl in 2 bedroom with 1.5 parking spots, as an example. On-street parking in the winter would help alleviate some parking issues. Do we need guest parking standards? Criteria to determine needs/requirements.

MATTERS FROM COMMISSION:

MATTERS FROM STAFF:

Adjourn: A motion was made by: Schutt & seconded by: Martinez

Motion approved by a 4 to 0 vote at 7:00 pm.

STAFF REPORT



Meeting Date:	November 16, 2022	Meeting Title:	Planning Commission
Submitting Department:	Planning Department	Presenter:	Tyler Valentine
Agenda Item:	P22-141 Development Plan for two new 4-story apartment buildings at the properties addressed at 1050, 1060, and 1080 South Park Loop Road.	Public Comment:	Yes

Purpose & Policy Considerations.

A Development Plan is required in the Commercial Residential – 3 (CR-3) zoning district by the Town of Jackson Land Development Regulations (LDRs) for 100% residential projects with a floor area that exceeds 30,000 sf. The proposed development's qualifying floor area is 34,664 sf, even though the total development is approximately 158,456 sf (includes circulation space) after using certain allowable bonuses.

Requested Action.

The applicant is requesting approval of a Development Plan for two new 4-story apartment buildings at the properties addressed at 1050, 1060, & 1080 South Park Loop Road.

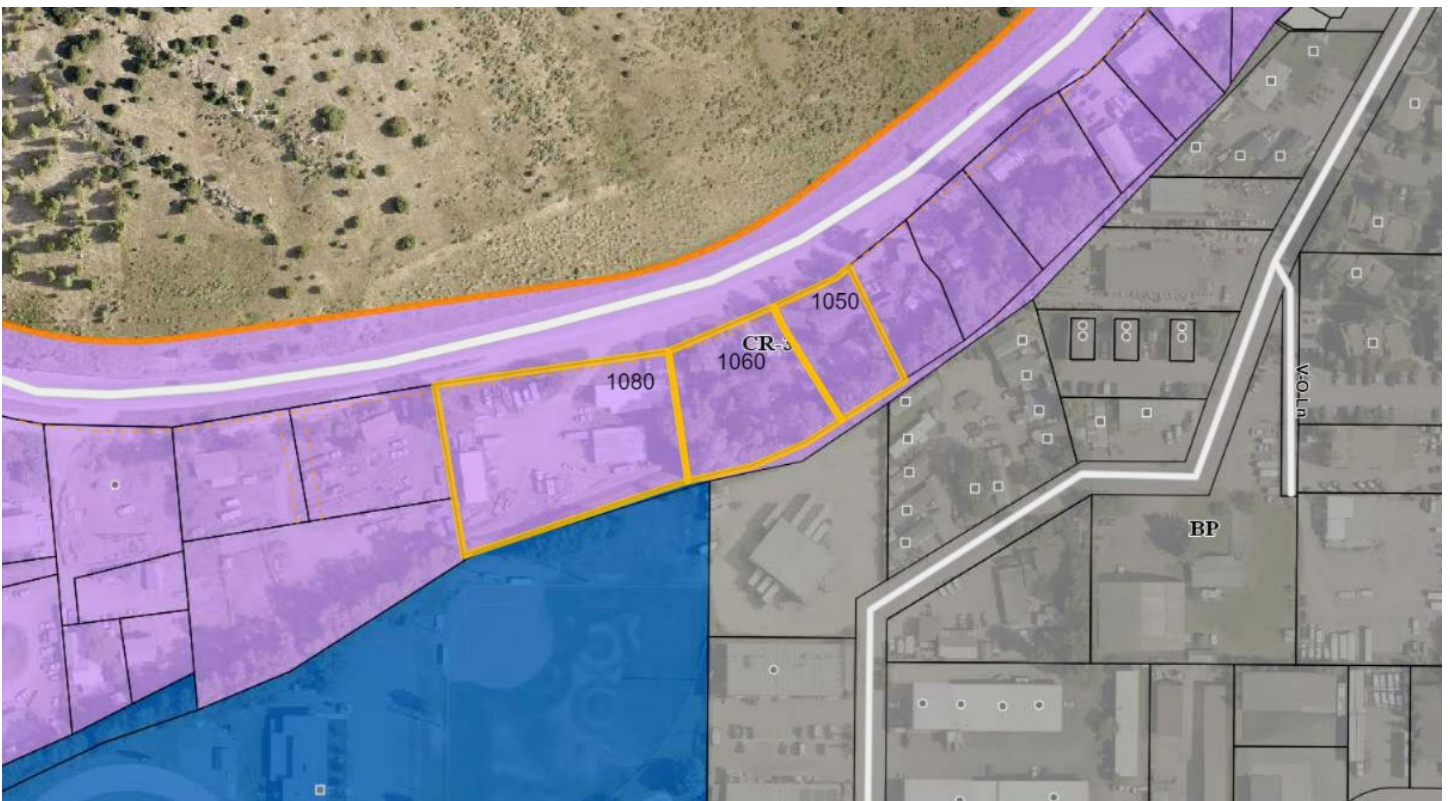
Recommendations.

The Planning Director recommends **approval** of a Development Plan for two new 4-story apartment buildings at the properties addressed at 1050, 1060, & 1080 South Park Loop Road, subject to the departmental reviews attached hereto, and the following conditions:

1. Prior to Town Council review, a parking management plan shall be provided.
2. At the time of building permit submittal, final details on exterior lighting shall be submitted and comply with the newly adopted dark sky lighting standards.
3. At the time of building permit submittal, the two curb cuts and driveways that access the courtyards shall each be reduced from 24' to 20' in width.
4. At the time of building permit submittal, the serviceberry shrubs shall be replaced with a native non-fruit-bearing species of shrub consistent with Municipal Code Section 7.08.080 - Wildlife Attractants.
5. Prior to building permit submittal, the applicant shall apply for a Development Agreement with the Town, specifically related to the final road design which includes a westbound center turn lane for the stretch of road adjacent to the development site.
6. Prior to building permit submittal, the applicant shall work with the Town on the final design for the right-of-way to ensure that enough space is reserved for the future cycle track.

Project Location.

The properties are located at 1050 South Park Loop Road (PT NE1/4 NE1/4, SEC. 6, TWP. 40, RNG. 116), 1060 South Park Loop Road (PT LOT 1 & PT. LOT 2, SEC. 6 TWP. 40, RNG. 116) and 1080 South Park Loop Road (PT LOT 2, SEC. 6, TWP. 40, RNG. 116 (T-312A). An aerial photo and zoning map are shown on the following page:



Background/Project Description.

Background: The applicant's 2.09-acre site is comprised of 1050, 1060, and 1080 South Park Loop Road (SPLR), all of which are parcels. The subject properties are zoned Commercial Residential – 3 (CR-3). To the east and west, the zoning is CR-3, to the south is Public / Semi-Public (Middle School) and Business Park zoning, and to the north across from the street from SPLR is High School Butte which is located within the County limits. Below

is a summary of existing development for each property (note: several structures have been removed or are in the process of being removed):

- 1050 SPLR consists of a 740-sf duplex built in 1964 and a 1,022-sf detached single-family home built in 1969.
- 1060 SPLR consists of 2 detached single-family homes (968 sf & 941 sf) both built in 1955.
- 1080 SPLR consists of a 1,147-sf detached single-family home with a 1,410-sf basement, a 1,860-sf detached garage, and a 1,500-sf detached garage all built in 1947.

On July 6, 2022, the Planning Director approved Item P22-130 - Zoning Compliance Verification (ZCV) establishing that the slopes on the subject property that exceed 10% were man-made as a result of the construction of South Park Loop Road. Essentially when the road was created, dirt was pushed farther to the south up against the subject properties and thus created a short, steep slope of over 10% along the northern portions of the site. According to LDR Section 5.4.1.B.1, development on manmade slopes is allowed and exempt from Section 5.4.1 - Steep Slopes which typically requires a Hillside Conditional Use Permit (CUP) for development on site with slopes 10% or greater and typically requires a variance to develop on slopes in excess of 25%. Based on the result of the ZCV, a Hillside CUP was not required. This same slope determination was made recently in 2019 on the 1120 SPLR housing project located a few properties to the west.

Project Description:

The applicant is requesting approval of a Development Plan for a new 4-story apartment complex (referred to as “The Loop”) within 2 separate u-shaped buildings comprised of a total of 195 rental units and 158,456 sf of above-ground habitable floor area. Although the applicant is using nearly all of their allowed 0.40 Floor Area Ratio (FAR) of 36,416 sf, the applicant is also proposing to use two additional incentives: 1) the 2:1 Workforce Housing Bonus (referred to as “2:1 Bonus”) and 2) the 4th Story Workforce Housing Incentive Bonus (referred to as “4th Story Bonus”) which are permitted in the CR-3 zoning district. Using these bonuses, the combined FAR for the entire project is 1.74.

For the 2:1 Bonus, the applicant is proposing to exceed the base FAR by approximately 82,000 sf (including circulation space), of which +/-55,000 sf is market housing (63 units) and +/-28,000 sf is workforce deed restricted (48 units). While the CR-3 has a 3-story limit and 46’ height maximum, the 4th Story Bonus allows an additional story and a height bonus of 2’ for a total maximum height of 48 feet (42 feet for flat-roofed structures). The applicant is using both allowances to add another 40,760 sf (including circulation space) of deed-restricted units (50 units). The 4th Story Bonus is allowed in the CR-3 zone if certain criteria are met according to Section 2.2.13.E.4, among other things, that the property must be at least 2 acres in size and the 4th story must be 100% deed-restricted (restriction can be workforce or affordable).

In summary, of the 195 units proposed, 106 are market, 88 are workforce deed restricted, and 1 is affordable deed restricted at 80-120% Area Median Income (AMI). To mitigate the base FAR, the applicant is opting to provide the 1 affordable unit in exchange for the fee associated with their fractional housing requirement of 0.767 units. Even though the underlining zoning allows ownership units (i.e., condominiums and townhomes), the applicant has not indicated any interest in subdividing the units and plans to keep them as apartment rentals. Below is a breakdown of the total calculations and individual building calculations:

TOTAL CALCULATIONS (proposed)

- Total above-ground habitable sf: 158,456 sf
- Total units: 195
 - 101 studios (398 sf)
 - 27 one-beds (499 sf & 731 sf)
 - 39 two-beds (1,087 sf)
 - 28 three-beds (1,138 sf)
- Unit Breakdown:
 - 106 Market Units
 - 88 Workforce Deed-Restricted Units (56 studios, 1 one-bed, 19 two-beds, 12 three-beds)
 - 1 Affordable Deed Restricted Unit (2-bed) 80-120% Area Median Income (AMI)
- Total parking: 246 spaces provided (232 garage + 14 guest spaces)
- Total basement garage sf: 108,699 sf

WEST BUILDING (proposed):

- Total above-ground habitable: 80,496 sf
- Total Units: 95
 - 45 studios, 14 one-bed, 20 two-beds, 16 three-beds
- Unit Breakdown:
 - 52 Market Units
 - 42 Workforce Deed-Restricted Units
 - 1 Affordable Deed Restricted Unit
- Total Parking: 107 spaces provided (100 garage + 7 guest)
- Total basement garage: 51,254 sf

EAST BUILDING (proposed):

- Total above-ground habitable: 77,960 sf
- Total Units: 100
 - 56 studios, 13 one-beds, 19 two-beds, 12 three-beds
- Unit Breakdown:
 - 55 Market Units
 - 45 Workforce Deed-Restricted Units
- Total Parking: 139 spaces provided (132 garage + 7 guest)
- Total basement garage: 57,445 sf

Primary vehicular access will be taken from SPLR via a two-way driveway located in between the buildings which leads to the basement parking garages for each building. Each parking garage has 2 basement levels for a total of 232 covered parking spaces: 100 spaces in building West and 132 spaces in building East. In addition to the primary vehicular entrance, each building has its own driveway that leads to the front entry courtyards. Besides serving as the front entrance to each building, the courtyards each provide 7 surface parking spaces for guests (14 total) and convenient access for deliveries (i.e., FedEx, UPS, etc.) and moving trucks. In addition, the courtyards would provide tenant/visitor amenities such as bike parking and outdoor gathering spaces.

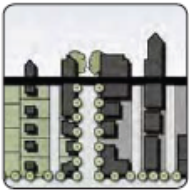
Regarding pedestrian improvements and site amenities, the applicant is required to provide a Trees in Lawn pedestrian frontage (5' attached planting strip and 6' detached sidewalk). This would replace and improve upon the existing attached sidewalk. In addition, in response to recommendations from Pathways that this section of SPLR is planned for a separated 10'-wide 2-way cycle track, the applicant has demonstrated that there is enough room in the right-of-way (ROW) to include a cycle track, either now or in the future. Once inside the site, several pedestrian walkways lead to multiple entry points to each building, with the main entrances located in the courtyards. Regarding outdoor amenities, the applicant is proposing ample bike storage, courtyard gathering spaces, seating areas (both in front and back of buildings), and a fenced dog play area. Regarding indoor amenities, the applicant is proposing private balconies for several units, gathering areas, private storage spaces, bike washrooms, dog washrooms, movie rooms, and libraries.

Analysis.

Comprehensive Plan/Desired Future Character:

The stretch of properties along SPLR, from Gregory Lane to the Middle School, are located within subarea 5.3 – High School Butte, of the Comprehensive Plan (see excerpt below). This subarea is transitional which means redevelopment and a change in character are desired, namely that a variety of housing types, including multi-family, be provided and occupied primarily by the local workforce. Besides the recent 26-unit apartment building built in 2021 (1120 SPLR), this stretch of SPLR is mostly comprised of older industrial buildings and low-density development (i.e., single-family homes and duplexes).

5.3: High School Butte



Village Form

This TRANSITIONAL Subarea will be comprised of a variety of housing types and forms including single family, duplex, triplex, and multifamily occupied primarily by the local workforce. Mixed use will also be desirable to provide additional opportunities for local entrepreneurial and industrial and service uses. The future development pattern should take advantage of the substantial grade change in this area to allow for two to three story single and mixed use structures screened from view.



To help implement the desired future character, the Town rezoned this subarea from Residential-Business (RB) to CR-3 in 2018 which included the provision of the 2:1 Bonus and 4th Story Bonus for properties 2 acres or larger. In addition, in 2018 the residential housing mitigation rates were significantly lowered while simultaneously raising the commercial housing mitigation rates. In other words, CR-3-zoned properties throughout town were given multiple incentives so that developers had the tools needed to build a much-needed community product: high-density multi-family developments to house the workforce.

As proposed, The Loop would be the densest project in the Town's recent history coming in at 93 units per acre. Even so, as noted above, this area has been identified as appropriate for redevelopment and increased density, which is why the zoning was given the bonuses it currently has. More specifically, this site is appropriate for higher-density development as it is situated in a less visible location away from the main arteries in Town (i.e., Broadway Avenue or in the Downtown Core) where a project of this density and size would likely receive more scrutiny. The topics of density, building size, and design are discussed further in the sections below.

Development Plan Review:

This project requires Development Plan because the project's 34,664 sf of base floor area exceeds the 30,000-sf threshold for a Development Plan in the CR-3 Zone for projects that are 100% residential. At no time is a Sketch Plan required in the CR-3 zone for projects that are 100% residential. This is because the Town intentionally decreased the thresholds for review to incentivize larger multi-family residential developments to go through a shorter public review process. This general approach of allowing larger projects to be reviewed through a shorter public review process was done in nearly all other zones as well, although each zone has a slightly different process based on square footage or density.

The purpose of a Development Plan is to review a physical development or development option that is large and complex enough to benefit from a public review at a sufficient level of detail to determine compliance with these LDRs prior to the preparation of final construction or plat documents. After reviewing the applicant's submittal, staff finds that as conditioned it complies with the CR-3 zone. Please refer to the LDR Conformance table below:

Conformance with Applicable LDRs:

	CR-3	Proposed	Complies?
FAR	0.40 Base FAR (36,416 sf) + 2:1 Workforce Housing Bonus (no sf limit) + 4 th Story Bonus (no sf limit)	Base FAR = 34,664 sf + Affordable Unit = 1,087 sf + 2:1 Bonus = 81,945 sf + 4 th Story Bonus = 40,760 sf Total Above Ground Habitable = 158,456 sf	Yes (see "Building Design" section below)
LSR	10% or 9,104 sf	24% or 22,177 sf	Yes
Plant Units	1 plant unit per 1,000 sf of LSR + 1 plant unit per 12 parking spaces = 24 plant units required	27 plant units provided	Yes
Height	48' with 4 th Story Bonus	48'	Yes
Parking	Apartments: 1/DU < 500 sf, otherwise 1.5/DU 121 DUs < 500 sf = 121 spaces 74 DUs > 500 sf = 111 spaces TOTAL REQUIRED = 232 spaces.	TOTAL PROPOSED = 246 spaces (14 are guest spaces)	Yes
Parking Setback	10' from primary street property line	10'	Yes
Bike Parking	1 bike parking space per 10 vehicle spaces required = 24	130 in East Building 130 in West Building TOTAL = 260	Yes
Primary Street Setback (north)	10' – 65'	10'	Yes
Side Setback (east)	5'	11'8" – 14'	Yes
Side Setback (west)	5'	14'	Yes

Rear Setback (south)	10'	15'-40'	Yes
Street Façade Width (min)	50% of primary street	+50%	Yes
Pedestrian Frontage	13'6" (Trees in Lawn)	13'6" (Trees in Lawn)	Yes

Pedestrian Frontage Improvements

The subject property has approximately 500 linear feet of frontage along SPLR with an exceptionally wide ROW frontage (i.e., area between the property line and curb) ranging in width from 25' - 50' compared to most areas in town which are closer to 10' - 15'. Although this stretch of SPLR already has a 6'-wide attached sidewalk in place, the applicant will be required to provide a new Trees in Lawn pedestrian frontage (5'-wide attached planting strip + 6'-wide detached sidewalk) for +/-400' of their frontage. This will significantly improve the safety and functionality of the sidewalk. Although there is generally ample room in the ROW frontage for the Trees in Lawn frontage, the westernmost +/-100' of frontage is proposed to remain as an attached sidewalk due to a pinch point created by an existing driveway serving the adjacent properties to the west (1106-1110 SPLR). The existing driveway, located in the ROW frontage, cuts in front of the westernmost 100' of the subject site and runs parallel to the road. Not only does the existing driveway leave less than the standard width for a detached sidewalk, but the driveway also drops in elevation 6'-8' below the road. Due to these existing circumstances, and because the adjacent property owner uses this driveway to back down their horse trailers, the Town is not requiring the applicant to relocate the existing driveway and install Trees in Lawn for this portion of frontage. However, when the adjacent properties to the west redevelop, they will be required to relocate their driveway and likely install the required pedestrian improvements.

In addition to the LDR requirement for Trees in Lawn, the Town of Jackson/Teton County Pathways Coordinator (Brian Schilling) has provided review comments pertaining to a future vision for SPLR which includes a recommendation for a 10'-wide 2-way cycle track along the southern side of the road in front of the proposed project. Although this vision has not yet been designed or approved by the Town Council as a Capital Improvement Project (CIP), Pathways have provided some general dimensions and street sections so that the applicant can demonstrate conceptually that enough room exists for a cycle track. The idea is that space should be reserved to construct the cycle track at some point in the future and that the sidewalk and driveways should be designed and constructed with the future cycle track in mind so that there is minimal disruption to existing facilities when the cycle track is eventually constructed. At this time staff is not requiring that the applicant build the cycle track since it is not a requirement of the LDRs nor does the Town have an approved design. Staff is however requiring that the applicant work with Engineering and Pathways and provide a final street design at the time of building permit submittal to ensure sufficient space is reserved for the future cycle path.

Site Design:

The proposed site plan is consistent with the goals of the CR-3 zone which encourage reducing bulk and scale and creating attractive streetscapes. Each u-shaped building has a varied setback with some portions of each building being pulled up toward the street and some portions being pushed back from the street in the form of a courtyard and guest parking area. This helps create an attractive green street edge versus a continuous building with little to no variation. Although some surface parking has been provided in front of each building via 2 separate driveways, the applicant has successfully screened 100% of their required parking from the public street by locating it in an underground garage. Locating the parking in the basement was somewhat of a practical

design choice based on the topography of the site, which slopes down away from the street roughly 8'-10' below street grade. The main parking garages are accessed via a 3rd driveway located in between the two buildings.

Since the most visible elevations of the building are from the street, the applicant has placed the majority of their landscaping to the north to help screen and soften the building. With that being said, ample landscape screening has also been provided to the east, west, and south. The applicant is also providing double the amount of landscape/green area and has set back the buildings from the side and rear property lines farther than the minimum 5' side and 10' rear setbacks to help reduce visual impacts on neighboring properties. Finally, the applicant is proposing to bury and culvert the existing open irrigation ditch that runs along the southern property line to allow the development to get closer to the rear property line. Culverting a ditch is permitted and the applicant's civil team is working with Town Engineering to ensure the culvert is built to Town standards and that matters surrounding water rights are satisfied.



Overall, staff finds that the site design meets the standards, goals, and intention of the CR-3 zone.

Vehicular Access/Parking:

Vehicular access will be provided via three 24'-wide, two-way driveways (3 curb cuts total). The CR-3 zone limits curb cuts to 24' per frontage per property, and when multiple properties are aggregated together for a single development, such as the case with The Loop, planning typically recommends consolidating curb cuts to the greatest extent possible. Even so, staff is supportive of the multiple access plan for various reasons: 1) there will be no more access points than what would be expected had 1050, 1060, and 1080 SPLR been developed individually; 2) the Fire Department is supportive of the access plan as it best meets their life/safety needs to service each building in the event of a fire or emergency (please refer to department review comments from Fire); and 3) the vast majority of vehicular traffic will be consolidated to the middle access point which serves over 90% of the parking for the development and so the additional 2 driveways will be used much less and have minimal impacts on SPLR from a traffic standpoint. Finally, overall access will be significantly improved compared to the current condition which consists of 4 curb cuts that lead to a dirt/gravel frontage road area that is used freely for parking and access to the various buildings along this stretch of road.

In an effort to reduce curb cut widths, staff has added a condition of approval requiring that the two curb cuts and driveways that access the courtyards each be reduced from 24' to 20' in width. Reducing the width of these two curb cuts will improve the areas where driveways intersect with sidewalks/future cycle-track by reducing the pedestrian crossing distance yet still provide ample width for two-way vehicular travel.

Regarding the parking count, the applicant is meeting their 232-space requirement and is also providing 14 guest spaces which is above and beyond the requirements of the LDRs. This comes out to 1.26 spaces per unit, or 0.85 spaces per bedroom, which is similar to parking statistics for other dense residential developments (see chart below). The LDRs do not have a requirement for guest parking. However, because on-street parking is prohibited

on SPLR, and because no public parking lot/garage is nearby, staff highly recommended early on that some guest parking be provided. Staff is pleased that the applicant has provided the 14 guest spaces.

Regarding the management of parking, staff has added a condition of approval requiring that a parking management plan be provided prior to Town Council review which lays out how tenant parking will function (i.e., designated spaces or free-for-all.). In addition, the plan should address how property management will handle overflow parking from tenants or guests to ensure adjacent properties are not being impacted by the development.

Parking Comparison Chart:

Development Name/Address	Units / Beds	Total Parking	Parking Per Unit	Parking Per Bedroom
The Loop	195 / 289	246	1.26	0.85
Hidden Hollow	168 / 352	390	2.32	1.11
Sagebrush Apartments	90 / 110	90	1.00	0.82
1120 South Park Loop Road	26 / 46	36	1.38	0.78
440 W Kelly Ave (condos)	12 / 21	20	1.66	0.95
Flat Creek Apartments	48 / 84	60	1.25	0.71
JHMR Dormitories	54 / 192	87	1.61	0.45
Veronica Lane Apartments	36 / 43	42	1.16	0.97
Jackson Street Apartments	57 / 113	64	1.14	0.57

Finally, Planning and Engineering staff are recommending that a westbound center turn lane be included in the final design and constructed either by the applicant or jointly with the Town as part of the project. Although neither the LDRs nor the Town Engineer required a traffic analysis, a Traffic Impact Study (TIS) was provided by the applicant which concluded that the proposed density would not significantly impact the Level of Service (LOS) at nearby intersections (i.e., SPLR and Gregory Lane and US Hwy 89). However, the analysis does state that deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour, and since the development would generate 47 left-turn vehicles an hour, a westbound turn lane is “generally needed”. The provision of a westbound median turn lane would provide a designated vehicular queuing lane to help westbound traffic flows into the project. Based on the available ROW width for this stretch of SPLR, there appears to be ample room for an auxiliary turn lane without impacting the functionality of the road or the required pedestrian improvements. The length of the turn lane was not discussed in the analysis and thus the details of the turn lane would likely be determined at a later date as part of the Development Agreement.

The LDRs provide some guidance on access points, specifically Section 7.6.3.F – Access states that “Access points may require the construction of acceleration, deceleration and turning lanes to existing highways, or arterial streets, when warranted by expected future traffic volumes to the subject or related subdivision.” Staff finds that based on the above language in the LDRs, and based on the density of this project and the potential future growth of this area, the provision of an auxiliary turn lane is prudent to meet future demands. In addition, the Tribal Trails connector road is likely to be constructed in the near future and westbound traffic is anticipated to increase on SPLR based on the projected model volumes. These traffic models projected out to 2045 and included 1710 additional households being added to Northern South Park. As conditioned, staff is requiring the applicant to apply for a Development Agreement so that the final design, cost, and obligations for a westbound auxiliary turn lane are clearly defined prior to the issuance of a building permit.

Staff is seeking feedback from the Planning Commission on the need for a center turn lane.

Public Space/Amenities:

The LDRs require a minimum Landscape Surface Ratio (LSR) of 10% (9,104 sf) in the CR-3 which the applicant has more than doubled in providing 22,177 sf. Although the LDRs are silent on true open space, the Design Guidelines have an entire section (Section A, pages 6-8) that provides guidelines addressing the use, location, scale, variety, connection, and screening of public spaces. According to the Design Guidelines, the criteria for successfully complying with the public space section is as follows:

- The project has demonstrated that the proposed public space is usable and desirable to inhabit.
- The project's developed public space will be engaging and in scale with the pedestrian.
- The design of the proposed public space(s) has integrated the following:
 - Orientation/day-lighting.
 - Screening the users from parking, utilities, and garbage facilities.

As mentioned further below in the Design Review Committee (DRC) section, the DRC reviewed this item several times and discussed the importance of quality public space, especially for such a dense development. Ultimately the DRC recommended approval of the project and found it to comply with all sections of the Design Guidelines, including the public space section. The various indoor and outdoor amenities provided include private designated storage areas (3'x9' and 5'x9') in the parking garages, separate bike & dog washrooms, outdoor patios, game rooms, package delivery room, outdoor & indoor bike storage, large lobbies, exercise rooms, movie rooms, and library rooms. Absent of an LDR standard for open space, staff finds that adequate public space and amenities have been provided.

Landscaping:

The applicant is exceeding the minimum requirements for LSR and plant units. Because the buildings will be most visible from SPLR, the applicant has focused on screening and softening the front of the buildings which is where more trees and shrubs have been located. Substantial landscaping has also been located on the sides and rear of the site. With the exception of serviceberry shrubs, all other tree and shrub species are non-fruit bearing. staff has added a condition requiring that serviceberry shrubs be replaced with a native non-fruit-bearing species which is consistent with the recently approved changes to the Municipal Code (7.08.080 Wildlife Attractants) prohibiting ornamental fruit-bearing trees for new developments. As a side note, the subject site is not located within the Bear Conflict zone.

Additional site features include added fill to the south side of both buildings which creates terraced green spaces with rock-bolder retaining walls each under 4' in height. Not only do these terraces help reduce the perceived scale of the building from the south elevation, but they also help create and support flat gathering spaces for tenants. Fencing is proposed along portions of the southern property line to provide separation from the ballfields and industrial properties. Fencing is permitted within side and rear yards and cannot exceed 6' in height. Overall, staff finds that the landscaping and associated features comply with the LDRs and enhance the development.

Trash/Snow Storage

The applicant plans to address snow storage by providing the minimum storage standard, which is 2.5% of all driveway surfaces. In addition, all three driveways are proposed to have a snow-melt system that drains to the stormwater collection systems. Regarding trash, each building includes trash chutes on all levels which dump trash into the upper basement levels of each garage. Trash will then be wheeled outside and picked up at the east and west terminal ends of the hammerhead driveway.

Density:

As mentioned above, The Loop is the densest housing project in the Town recent history at 93 units per acre, or 138 bedrooms per acre. Being that the CR-3 zone does not have a maximum density or maximum building size, coupled with the allowed 2:1 Bonus and 4th Story Bonus, properties with 2 or more acres can now achieve densities that were not possible before 2018. The allowed bonuses and tools now available were approved by the Town Council in 2018 as a means to incentivize developers to provide high-density multi-family developments that could be built without any taxpayer subsidy. The free market had failed to build workforce housing for so many years that the Town opted to create a menu of incentives to jump-start this type of much-needed development. The trade-off is that the community receives workforce-restricted units (without taxpayer funds) and the developer receives additional market units to offset construction and land costs.

The only limiting factors to density in the CR-3 zone for properties 2 acres or larger using these bonuses are 1) compliance with the LDR standards for setbacks, parking, stories, height, LSR, etc., and 2) compliance with the Design Guidelines which is generally left to the purview to the Design Review Committee (DRC) for detailed analysis. The Town Council, however, ultimately makes the final decision on compliance with the Design Guidelines as the DRC is a recommending body. As discussed further in detail below under the Design Review Committee (DRC) section, the DRC recommended approval to the Town Council at their November 9, 2022, meeting.

To help understand the densities of other residential developments in the town, staff has provided a density comparison chart (below) of various residential projects, some existing, some new, and some being constructed. The chart compares density based on units per acre and bedrooms per acre. Besides The Loop, none of the other projects listed below were developed with the ability to use both the 2:1 Bonus and 4th Story Bonus.

Density Comparison Chart:

Development Name/Address	Acreage	Units / Beds	Units Per Acre	Beds Per Acre
The Loop	2.09	195 / 289	93	138
Hidden Hollow	10	168 / 352	17	35
Sagebrush Apartments	2	90 / 110	45	55
1120 South Park Loop Road	0.62	26 / 46	42	74
440 W Kelly Ave	0.32	12 / 21	38	66
Flat Creek Apartments	1	48 / 84	48	84
JHMR Apartments	2.3	54 / 192	23	83
Veronica Lane Apartments	0.65	36 / 43	55	66
Jackson Street Apartments	1.46	57 / 113	39	77

Affordable/Employee/Workforce Housing:

LDR Section 6.3.2.A.1 in the LDRs gives an affordable housing “credit” for any uses on the site established from December 19, 1995, to the present. Essentially, whichever uses generate the highest mitigation requirement during this period create a credit of equal value that can be used to offset the housing requirement of new development or redevelopment on the same site. Based on this methodology for assessing housing credits and requirements, the proposed development of 44 base market units requires less than 1 unit of housing (0.767 unit requirement), which the applicant can pay a fee to satisfy. Instead of paying the fee of \$208,492, the applicant plans to provide a 2-bedroom affordable deed-restricted unit restricted at 80-120% AMI located on the first floor of the West building.

It is important to understand that the affordable housing requirement is tied only to the base FAR, and although the project is +/-159,000 sf, only the base FAR of 34,664 sf is subject to affordable housing mitigation. The additional +/-124,000 sf of floor area is not subject to affordable housing requirements because it is considered bonus floor area that has its own separate workforce housing requirements. For example, the applicant was able to add approximately 83,000 sf of additional floor area as part of the 2:1 bonus, with approximately 28,000 sf of that as workforce deed restricted while the remainder is market. In addition, the applicant was able to add 40,760 sf as part of the 4th story bonus and 100% of that floor area is workforce deed restricted. The workforce housing associated with the 4th story bonus is located on the 2nd level of each building.

In the case of The Loop, the community would benefit by receiving 88 workforce deed-restricted units, which is .45% of the 195 units. This would be a much higher percentage of deed-restricted housing than would be required without the incentives and by the base housing mitigation requirements, which would require only 0.767 units of deed-restricted housing. In addition, the applicant is not building large 2,000-3,000 sf units, but rather is providing a variety of unit types from studios to 3-bedrooms ranging in size from 398 sf to 1,100 sf. Furthermore, the applicant is building this housing in advance of a future hotel development on North Cache in order to house temporary construction workers and future hotel staff. Essentially, the applicant plans to deed-restrict market units from The Loop to satisfy any housing requirements from their hotel, or other future development. Deed restricting existing units is an allowed method in satisfying a housing requirement according to the LDRs.

The below table provides a summary of the affordable housing mitigation plan:

Mitigation Requirement (Base 0.40 FAR)
<u>Proposed:</u> 34,664 sf (above grade) (17) studios @ 398 sf = 0.190 units (17) 1-bedroom units @ 499 sf = 0.298 units (7) 2-bedroom units @ 1,087 sf = 0.282 units (3) 3-bedroom units @ 1,138 sf = 0.128 units Requirement: 0.898 units <u>Credit for existing/historical uses:</u> 5,488 sf (above grade) - Detached single-family home (2,557 sf) = 0.066 units - Detached single-family home (1,022 sf) = 0.023 units - Detached single-family home (968 sf) = 0.021 units - Detached single-family home (941 sf) = 0.021 units - Existing Apartments (duplex) = no credit Total Credits: 0.131 units <u>Complies:</u> 0.898 – 0.131 = 0.767 units required = fee of <u>\$208,492.02</u> Although a unit is not required, the applicant is choosing to provide a 2-bedroom deed-restricted unit at 80-120% AMI instead of paying the fee.

In addition to the analysis above, staff is aware that the applicant plans to deed-restrict market units in The Loop to mitigate any affordable housing requirements that result from their future hotel project on North Cache. At this time the applicant is not seeking to bank any units according to LDR Section 6.3.5.D.3 – Banked Units which is where a developer voluntarily deed-restricts units with an affordable restriction in advance of future demand. Under the preferred methods of satisfying an employee-generating development (LDR Section 6.3.5.B), utilization of a banked unit OR restriction of an existing residential unit is allowed as a means to satisfy an affordable housing requirement. The applicant plans to use the latter by placing a deed restriction on existing residential units at The Loop when there is a requirement. The applicant is aware that as part of using this method, they will need to demonstrate that all units being deed-restricted meet the livability standards.

Building Design and DRC Review

As shown further above in the LDR compliance table, the building and site comply with all relevant dimensional standards for the CR-3 zone. The buildings are each 4-stories with a flat roof design and a maximum of 48' in height. Because the property slopes down away from the street, both buildings read as 5-stories in certain areas along the south elevations because each building has basement garages that daylight. Since both basements meet the Town's definition of a basement and the building falls within the height restrictions, the building complies with the LDRs. To help reduce the visual impact, the applicant is proposing to add fill and landscaping along the south side of each building so they mostly appear as 4-stories. Adding fill is permitted to improve aesthetics and reduce visual impacts provided that the fill is not used to create a taller building. Staff has confirmed that the added fill is not manipulating the height of the buildings.



As proposed, the development consists of approximately 159,000 sf of above-ground habitable which is significantly larger than most developments in town. In order to address the bulk and scale, the applicant chose to split the development into 2 buildings, each roughly 80,000 sf, even though the CR-3 zone does not have a

maximum individual building size. In addition, both buildings are designed in an u-shape with courtyards facing the street which further helps break up the visual form along SPLR. This design also provides opportunities for landscaping and open space which provides additional visual relief along the +/- 500' of development frontage. It helps that the ROW frontage is exceptionally wide along this stretch of SPLR which pushes the building back roughly 35'-60' from the road reducing its perceived bulk and scale. Also, the property slopes down away from the street (+/- 10' - 12' below the road), and although the height is 48' at its tallest point (i.e., from the south), the height from the street is 42' which is the max allowed height for all flat-roof structures in the CR-3 zone. In other words, what is seen from the street is no taller than if the applicant was not using the 4th Story Bonus and building a 3-story building.

Regarding the architecture of the building, the applicant is using earth-tone colors for the siding which include fiber cement panels in 3 shades of brown and metal panels in multiple shades of gray. Some materials have been used more heavily on certain buildings which is a subtle way of differentiating the buildings from each other. In addition, additive and subtractive architectural elements are provided on all levels to vary the façade and rooflines to create interest and shadow lines. Exterior materials have been applied in a way that complements the additive and subtractive elements. On the upper 3rd and 4th levels, building step-backs have been applied on all sides which is an effort to satisfy the LDR criteria #3 for allowing the 4th story and 48' building height. In addition, over 40 units have outdoor balconies which help break up the mass and improve the livability for those units.



The DRC reviewed this project 5 times and recommended approval (4-0 vote) to the Town Council at their November 9, 2022, meeting with 1 condition:

1. Prior to building permit submittal, the applicant shall submit the following information for DRC review:
 - a. The lighter wood-tone material shown in the renderings should be the material used. A material sample for the lighter wood tone shall be provided that better matches the renderings.
 - b. Provide details on the courtyard landscaping, specifically on the landscaping and trees in planter beds.
 - c. Provide more details on the guardrails along the rear of the property.
 - d. Provide more details on the dry-stack boulder wall along the southern portions of the property.

Since the original DRC submittal back in June, the architecture, materials, and overall character of the project have significantly improved. Below are two images capturing the progress since the June submittal:

Original Submittal - June 2022 DRC meeting:



Final Submittal - November 2022 DRC meeting:



Leading up to the November 9th meeting, the DRC once again struggled in applying the Design Guidelines to larger-than-usual buildings, specifically as it relates to breaking up the bulk and scale and addressing the human scale. These struggles were similar to those that occurred during the review process for the Pearl/Cache development downtown which was also a larger-than-usual building. Without an LDR standard limiting individual building size, the DRC felt that there was a disconnect between the Design Guidelines and the LDRs and expressed interest in discussing solutions that would likely involve modifications to the Design Guidelines and/or LDRs. With that being said, after reviewing the project 5 times the DRC ultimately found the project to comply with the Design Guidelines and was satisfied with the efforts made by the applicant to break up the bulk & scale. The DRC also weighed in on the 4th story setback/step-down requirement, at staff's request, and found that the building complied with the standard through the various efforts made by the applicant's design team.

Neighborhood Context

In providing some balance to the overall discussion surrounding building size, design, and density, staff would like to point out that the location of this development is appropriate beyond the language in the Comprehensive Plan which envisions this area for higher-density residential developments. Primarily, the development is not

located in a prominent location of town such as along Broadway, a highway, or in downtown. Essentially the land surrounding the development is a combination of open space to the north (i.e., High School Butte), middle-school ballfields & Gregory Lane industrial area to the south, and underdeveloped lots on the sides. Although the density and building size will continue to be a topic of discussion, staff finds that the location for this project is appropriate.

Building Height & 4th Story Bonus:

In 2015 the Council approved an amendment to the LDRs to allow additional height (48') and a 4th story in the Urban Residential (UR) zone if the property was at least 2 acres in size, the additional floor area on the 4th story (or an equivalent) was deed restricted for the workforce, and if other requirements were met (see full criteria below). This amendment was proposed by the Jackson Hole Mountain Resort (JHMR) as a tool that was intended to apply to their Powderhorn Planned Unit Development (PUD) dormitory development. Please note that the UR zone no longer exists in the LDRs and that the same height and 4th story bonus option now exists only in the CR-3 zone using the same approval criteria. Since its inception, the Powderhorn PUD and Sagebrush Apartments are the only two developments to use the 4th Story Bonus. As analyzed below, the applicant has complied with all criteria allowing them to utilize the 4th Story Bonus:

The criteria for approval of 4th Story Bonus are below:

1. The following standards apply to the amount of additional floor area achieved through the increase in structure height; however, the actual floor area to which the following standards apply may be distributed throughout the structure.

- a. It shall be deed restricted workforce, affordable, or employee housing with an occupancy restriction;

Complies. The applicant will provide a workforce deed restriction at the time of building permit to restrict all units created by the 4th story bonus that is acceptable to the Teton County/Jackson Housing Department prior to occupancy of the units.

- b. It may have an employment and/or price restriction.

Complies. The required deed restriction will have a Workforce deed restriction, which is the equivalent of an employment restriction.

- c. It shall be exempt from the calculation of affordable housing required by Division 7.4, but shall not be used to meet the affordable housing requirement for the project.

Complies. The units resulting from the 4th story are exempt from mitigation requirements and cannot be converted in the future to meet the mitigation requirements of any other development. The additional units created by the 4th story can be located on any floor and the applicant is proposing to locate them on the 2nd story. Thus the 2nd story of each building is 100% workforce deed-restricted to satisfy this requirement.

2. The project shall provide the affordable housing required by Division 7.4 on site.

Complies. The applicant will provide a workforce deed restriction to restrict all units created from the 4th story bonus that is acceptable to the Teton County/Jackson Housing Department prior to occupancy of the apartments.

3. The site shall be at least 2 acres to provide opportunity for sufficient setback from, and building height step down to small-scale development.

Complies. The applicant's site is 2.09 acres and so meets this requirement. In addition, the applicant has made efforts to setback and step down the building height in the areas that are adjacent to small-scale development, namely the sides and rear. This criterion is not quantitative (i.e., measurable through a numerical value), but rather qualitative and is subject to interpretation. Efforts made by the applicant include setting the building 11'-14' away from the side property lines even though the side setback is 5'. On the rear side, the building is located 15'-40' from the rear property line even though the rear setback is 10'. In addition, portions of the 3rd and 4th stories have been stepped down along the east, west, and south portions of both buildings. This effort helps break up the massing at the highest levels and reduces the visual impacts on adjacent property owners to the sides and rear.

Staff also requested feedback from the DRC on this LDR standard. During the first few reviews, the DRC did not feel that the applicant made enough effort to setback and step down the building to the sides and rear and recommended that bigger moves be made on such large buildings. After the 5th DRC review and several renditions later, the majority of the DRC supported the design and the efforts made to meet this standard. Staff notes that although the DRC recommends approval of the design, the DRC unanimously agreed that there is a disconnect between the LDRs and the Design Guidelines as it relates to the recent trend of large single buildings. Without additional standards in the Design Guidelines and/or LDRs that pertain to large buildings, the DRC will continue to struggle to review large single buildings.

Staff encourages the Planning Commission to provide feedback on whether the applicant has met criteria #3 based on the LDR language stated above.



4. The site shall be served by transit within 1/4 mile.

Complies. There are START bus stops on South Park Loop Road east of the development (Gregory Lane stop) and west of the development (South Park and Middle School stop) both of which are approximately 1,000 feet walking distance and complies with the criteria above.

5. The site shall be within ¼ mile walking distance from numerous commercial services routinely needed by residents.

Complies: *The site has Car Corner (Maverick store, gas station, Cowboy coffee, Express Lube, etc.) and other commercial services within ¼ mile of the site. In addition, there are banks, grocery stores, and other commercial services within ½ mile – 1 mile of the site.*

6. The additional building height shall not increase the floor area allowance or decrease the required open space.

Complies: *Approval of the 48' tall apartment buildings does not increase the amount of floor area allowed in the CR-3 zoning district, which is still limited to the 0.40 FAR maximum.*

Public Comment

No written comment at the time of writing this report. Staff has received one call from an adjacent property owner who shared concerns about the height of the building.

Comprehensive Plan & Priority Alignment.

Development Plan. All Development Plan proposals may be approved only if all of the following findings are made:

1. *The proposed project is consistent with the desired future character described for the site in the Jackson/Teton County Comprehensive Plan.*

Not applicable. This finding is not applicable according to the Wyoming Supreme Court.

2. *The proposed project achieves the standards and objective of the Natural Resource Overlay (NRO) and Scenic Resources Overlay (SRO), if applicable.*

Not applicable. The property is not located within the Natural Resource Overlay (NRO) or Scenic Resources Overlay (SRO).

3. *The proposed project does not have a have a significant impact on public facilities and services, including transportation, portable water and wastewater facilities, parks, schools, police, fire, and EMS facilities.*

Complies. As conditioned, staff finds that the proposed project will not have significant impacts on public facilities and infrastructure.

4. *The proposed project complies with the Town of Jackson Design Guidelines, if applicable.*

Complies. The DRC reviewed this Development Plan on November 9, 2022, and recommended approval to Town Council.

5. *The proposed project complies with all relevant standards of these LDRs and other Town Ordinances.*

Complies. As conditioned, staff finds that the application meets all standards of the LDRs and other Town Ordinances.

6. *The proposed project is in substantial conformance with all standards or conditions of any prior applicable permits or approvals.*

Not applicable.

Fiscal Impact.

No fiscal impact identified at this time.

Staff Impact.

The amount of staff time to review this Development Plan and several DRC submittals, meet with the applicant, research, and write reports is over 100 hours.

Attachments or Links.

Department Reviews

Applicant Submittal

Suggested Motion.

I move to **recommend approval** to the Town Council of Development Plan P22-071 for two new 4-story apartment buildings at the properties located at 1050, 1060, and 1080 South Park Loop Road based upon the findings and conditions presented in the staff report, the departmental reviews, and subject to this staff report dated November 16, 2022.

Town of Jackson
Project Plan Review History
PLANNING

Project Number	P22-141	Applied	6/1/2022	AL
Project Name	Dev. Plan - 1050,1060,1080 South Park Loop Rd.	Approved		
Type	DEVPLAN	Closed		
Subtype		Expired		
Status	STAFF REVIEW	Status		

Applicant	Mogul Hospitality Partners	Owner	MIDWAY HOSPITALITY PARTNERS, L
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Site Address	City	State	Zip
1050 South Park Loop Road	JACKSON	WY	83001

Subdivision	Parcel No	General Plan
	22401606100010	

Type of Review	Status	Dates			
Contact		Sent	Due	Received	Remarks
Notes					
Building	APPROVED W/CONDITI	6/1/2022	6/23/2022	6/23/2022	
Kelly Sluder					
(6/23/2022 11:24 AM KS)					
Structures must meet the current adopted Building Codes at the time of jpermit submital					

Building	APPROVED W/CONDITI	8/10/2022	8/25/2022	8/23/2022	
Kelly Sluder					
(8/23/2022 3:04 PM KS)					
Structures must meet the current adopted Building Codes at the time of permit submital					

Fire		8/10/2022	8/25/2022		
Kathy Clay					

Fire	APPROVED W/CONDITI	6/1/2022	6/23/2022	10/3/2022	
Kathy Clay					

Type of Review	Status	Dates			Remarks
		Sent	Due	Received	
Contact					
Notes					
(10/3/2022 8:42 AM TV)					
While I understand the Town's concern and goal of providing more green space for this area and the residents of these buildings, entirely removing access to the lobby area and ultimately the interior of the East building directly from South Park Loop Road is not practical for the following reasons.					
Buildings or facilities exceeding 30' or three (3) stories in height shall have no fewer than two means of fire apparatus access for each structure. Additionally, a building must have access so that fire apparatus can drive within 50' of an exterior door that allows access to the interior. Three of the four egress doors for this building immediately face South Park Loop Road including the building's main lobby. If the proposed access/parking area is removed, these minimum requirements will not be met.					
I understand the FDC for the East building is expected to be provided on the West side of the building, with access for fire apparatus in the lane between the East and West buildings. This access lane is currently identified as having a 12-14% grade. While I understand the developer is working to refine this slope and put in place a snow melt system, with this central lane as the only road to the East building for FD access, during the winter months the trucks and crews could be put in a potentially hazardous situation.					
If I did the math correctly, the East building provides roughly 15% more in residential and parking spaces than the West building. Due to the size of this building and this increase in population, we might naturally see an increase in call volume to the East Building. In any given situation where fire apparatus is on scene in conjunction with an EMS apparatus, the option of having two access areas allows the crews to better coordinate response and emergency medical care. EMS providers frequently face challenges in gaining access to patients to provide care. Limiting their access to the building primarily via the parking garage areas would create such a challenge.					
At a minimum and in lieu of the parking blueprint for this area as proposed below, a designated fire lane from South Park Loop Road to the lobby area of the East building could be created with an approved driving surface capable of supporting the imposed load of fire/EMS apparatus. The road would need to meet the minimum specifications for width, including an increase in width in the immediate vicinity of the building or portion thereof for aerial fire apparatus unless a Class 1 standpipe from the lowest level of fire department vehicle access to all roof surfaces is provide through an enclosed stairway, turning radius and must include any dead-end road requirements if applicable. This road could also be secured by a gate accessible only to Fire/EMS apparatus.					
This is the initial 2¢ from a Fire/EMS perspective.					
Please let me know if there is anything else.					
Best regards,					
Lisa					
Joint Housing Dept		6/1/2022	6/23/2022		
Stacy Stoker					
Joint Housing Dept	APPROVED W/CONDITI	8/10/2022	8/25/2022	9/6/2022	See Notes
Kristi Malone					

Type of Review	Status	Dates			Remarks
		Sent	Due	Received	
Contact					
Notes					
The applicant is requesting approval of a Development Plan for a 228-unit apartment complex of approximately 274,905 square feet on a 2.09-acre site zoned CR-3. The project uses the Workforce Housing Floor Area Bonus (LDR Sec. 7.8.4) and the Workforce Housing Incentive for Additional Height (LDR Sec. 2.2.13.E.4) to achieve the proposed density and intensity of development. In summary, this Development Plan proposes 122 unrestricted apartments via base zoning allowance and the Floor Area Bonus tool, and 106 restricted apartments generated by Housing Mitigation requirements, Floor Area Bonus standards, and Additional Height Bonus standards. Of the restricted apartments, 105 are required to be Workforce restricted and one is required to be restricted for 80-120% Median Family Income Affordability range. If any additional units are proposed to be used to satisfy housing mitigation requirements for future development, they should be banked now, or at a minimum, designed to meet current Livability Standards. Livability Standards may change in the future and the applicant is responsible for any remodeling or improvements required to meet future Livability Standards at the time the unit is deed restricted to meet mitigation requirements. If “banked” now via deed restriction, the units are subject to current Livability Standards and are not impacted by future changes to Livability Standards regardless of when the banked units are used. If the employee generating development is approved to be constructed in phases, the required affordable workforce housing shall be provided in proportion to the phases of the employee generating development. The phasing plan shall be established in the Housing Mitigation Plan submitted with the first Building Permit application. The phasing plan shall require a recalculation of the amount of affordable workforce housing required at each phase. The Housing Department recommends that the following conditions be added if the proposed Development Plan is approved: - Required components of livability. Each required Affordable or Workforce housing unit shall include, at a minimum, the components of livability required by the Housing Department Rules and Regulations. - Prior to applicant’s submittal of Building Permit, the Livability Standards Questionnaire shall be completed and submitted to the Housing Department for review along with floor plans that include dimensions and a functional furniture placement diagram. A letter from the Housing Department will be issued to the applicant stating whether the unit(s) are compliant with Livability Standards or whether there are required changes. A Livability Standards Approval Letter is required to be submitted to the Planning Department along with submittal for Building Permit. - Prior to issuance of Certificate of Occupancy, the Housing Department shall inspect the site to ensure units were built to approved plans. - Deed Restriction. To ensure compliance with the standards of the Town of Jackson Land Development Regulations and the Housing Department Rules & Regulations, the property shall be subject to a deed restriction, in perpetuity, in a form established and approved by the Housing Department. - Prior to issuance of Certificate of Occupancy, a special restriction drafted by the Housing Department using the applicable approved Restriction Template will be recorded on the units/property. The applicant will be responsible for payment of recording fees. The applicant or applicant's agent(s) shall attend a Compliance Conference with the Housing Department.					
Legal		8/10/2022	8/25/2022		
Lea Colasuonno					
Legal		6/1/2022	6/23/2022		
Lea Colasuonno					
Parks and Rec	APPROVED W/CONDITI	6/1/2022	6/23/2022	6/21/2022	
Steve Ashworth					
(6/21/2022 10:25 AM AL) Comments from P&R on P22-141: Some of the perennials in the planting schedule can be difficult to establish in our climate. Substitutions that have a similar form but require less maintenance and water could be considered. Thanks, Rachel					
Parks and Rec	NO COMMENT	8/10/2022	8/25/2022	8/22/2022	
Steve Ashworth					

Type of Review Contact Notes	Status	Dates			Remarks
		Sent	Due	Received	
Pathways Brian Schilling		8/10/2022	8/25/2022		
Pathways Brian Schilling (6/28/2022 2:57 PM AL) P22-141 - 1050, 1060, 1080 South Park Loop Rd. – The Loop – Development Plan Comments from Teton County/TOJ Pathways Department June 28, 2022 Status: approved w/conditions	APPROVED W/CONDITIONS	6/1/2022	6/23/2022	6/28/2022	
• Staff wishes to acknowledge the applicant’s efforts in addressing comments from the pre-app. • Cycle Track and Sidewalk - o Ensure that the sloped portions of the driveway ramps that cross the sidewalk and (future) cycle track do not encroach on the space reserved for the cycle track or sidewalk. - o Staff recognizes that it may not be practical to construct just 400 feet or so of cycle track and that it may be preferred to wait until it is possible to extend the cycle track to the west and the east. At a minimum, however, space should be reserved for future construction of the cycle track. If the cycle track is not constructed as part of this project, the sidewalk and driveways should be designed and constructed with the future cycle track in mind so that there is minimal disruption to existing facilities when the cycle track is eventually constructed. - o It is recommended that the applicant provide a bond to construct that portion of the cycle track as part of a future Town of Jackson streetscape improvement project. • Driveways - o Any interfaces between the driveways and the sidewalk and/or cycle track shall be constructed so that the sidewalk/cycle track remains at a consistent vertical alignment with the sidewalk/cycle track legs on either side of the driveway that is raised above the elevation of the driveway. The sidewalk/cycle track shall not ramp down when crossing the driveway access, rather the driveway should rise to the level of the sidewalk/cycle track. Any vertical change from the street elevation to the sidewalk elevation should be restricted to the driveway apron in the buffer space between the cycle track/sidewalk and the street. Concrete sidewalk surfaces and texture and the cycle track surfaces and texture shall continue uninterrupted across the entire access driveway. • Bicycle Parking - o Please provide a standard detail for the bike parking racks and spaces. - o The style for short-term bike parking shall be one or more “single inverted-U” racks or substitute style approved by the Pathways Coordinator. “Wave,” “ribbon,” and “toaster” style racks shall not be used. The best location for a rack area is immediately adjacent to the entrance it serves. - o For long-term parking, clustered inverted-U bike racks, wall racks, or external bike lockers are appropriate. - o Outdoor bike parking should be constructed on a concrete pad. Grass surfaces will quickly deteriorate into mud from foot traffic during wet seasons and will be difficult to keep clear of snow. Also, a concrete surface will provide a more secure mounting surface for the racks and will discourage theft. - o Staff supports including the bike parking towards the landscape surfacing requirement so that bike parking does not detract from the applicant’s landscape requirements. Conversion of car parking spots to bike parking would also be supported. - o Jackson Hole Community Pathways will be happy to provide additional background information and guidance on site selection, layout, rack specification, and rack installation.					
Planning Paul Anthony		8/10/2022	8/25/2022		
Planning Tyler Valentine	APPROVED W/CONDITIONS	6/1/2022	6/23/2022	8/24/2022	

Type of Review	Status	Dates			Remarks
		Sent	Due	Received	
Contact					
Notes					
(8/24/2022 8:22 AM TV)					
Applicant needs to ensure that sufficient ADA parking is provided for each building. Please refer to LDR Section 6.2.2.C - Required Disability Parking.					
This property has a 10' parking setback measured from the front property line. This needs to be shown on the site plan and will likely impact the surface parking spaces.					
Please clarify if the applicant plans to meet their required housing mitigation by providing an affordable housing unit instead of paying the fee. That is how it appears in the housing mitigation, but I need to confirm.					
Please show the driveway/curb cut widths on the site plan and how they each comply with the max width of 24'.					
Police		6/1/2022	6/23/2022		
Michelle Weber					
Police		8/10/2022	8/25/2022	8/11/2022	see comments
Michelle Weber					
(8/11/2022 9:10 AM AL)					
My concerns are parking (is there enough to accommodate those living there?) and two the impacts this development will have on South Park Loop, particularly during school hours. Turning left during school hours onto South Park Loop will be nearly impossible. Additionally, because I drive this stretch daily, I've observed near collisions when vehicles are trying to turn left into the new development that was just built, with more housing this will only exasperate the current situation. I do not have any recommendations, but those are my concerns. Thanks! Michelle Weber					
Public Works		6/1/2022	6/23/2022		VOIDED (BTL 9/19/2022)
Scott Mohror					
Public Works	APPROVED W/CONDITI	8/10/2022	8/25/2022	10/20/2022	
Brian Lenz					

Type of Review	Status	Dates			
		Sent	Due	Received	Remarks
Contact					
Notes					
(10/20/2022 11:44 AM BTL)					
Development Plan – Approved with Conditions					
P22-141					
ADDRESS: 1050, 1060, and 1080 South Park Loop Rd					
OWNER: Mogul Hospitality Partners et al					
APPLICANT: Jason MacKinnon / Design Assoc.					
10/20/2022					
Scott Mohror, Brian Lenz, (307) 733-3079					
DATE OF SUBMITTAL: 8/10/2022					
DATE OF MATERIALS: 5/18/2022					
REVISION NO.: 01					

The Engineering Division has reviewed your application for a DEVELOPMENT PLAN submitted on and with application materials as dated above.

*The following comments are being provided for use in preparation of future applications and are required for sufficiency.

PROJECT SPECIFIC COMMENTS

1. C3: Existing water wells are to be abandoned and water rights addressed per DEQ rules, the state engineer, and state statute.
2. C4: Revise plan as necessary to accommodate the Town's preferred street frontage and demonstrate that the plan is compatible with future bicycle and pedestrian improvements. A development agreement should be entered with the developer to construct to the extent practical bicycle and pedestrian facilities that are not required as part of the development in conjunction with the construction of the development.
3. C4/TIS: The street frontage shall be revised to demonstrate that the proposed plan will accommodate auxiliary lanes for turn movement access to the project. Demonstration shall include conceptual design of the planned lanes and reasonable assurance that the plan will function vertically with the design as well. All necessary auxiliary lanes serving the development should be built as part of the project and not by the Town at a future date as recommended in the TIS. Any portion of the improvements that would benefit the Town or other private properties should be negotiated through a development agreement.
4. Applicant to identify which utilities are publicly and privately owned. All publicly owned utilities must be provided with adequate easements to maintain and operate, e.g. stormwater main. Private utilities that service adjacent properties require an agreement for the ongoing use of the utilities by other properties, e.g. sanitary sewer.
5. Recommends that agreements with the ditch owners be recorded.
6. The proposed Stormtech chamber bed should have a WYDEQ 5D2 permit.
7. The project shall preserve and maintain access to the Robinson properties to the west via the westernmost access.
8. C7: Provide insulation for the sanitary sewer where the irrigation ditch crosses over with only 2.7' of clearance.
9. Sheet C7 under Sanitary Sewer Note 6.1, correct "Poly" sewer pipe with "PVC".
10. TIS: The Traffic Impact Study should be updated to address or respond to review comments from WYDOT and Jorgensen Associates provided under separate transmittal.
11. The development will create an additional demand on postal services and an agreement with the US Postal Service for delivery to the development or for a private delivery service should be provided to reduce trips to the post offices and in turn traffic.

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12. Show all encroachments into the Town's right-of-way or easements. Encroachment agreements are required for encroachments of buildings, retaining walls, foundations, canopies, balconies, roofs, shoring, etc.
 - a. Show the height of the proposed retaining wall at the west upper parking level entrance that encroaches into the right-of-way along with the proposed wall on the east corner of the building. Walls higher than 4 feet require an Encroachment Agreement with the Town.

LAND DEVELOPMENT REGULATIONS

13. Development shall comply with the physical development standards for its zoning.

5.5 LANDSCAPING STANDARDS

14. Provide a plan that complies with the LDRs and addresses erosion control.
15. Verify with Planning those trees and shrubs shown in ROW along with ornamental grasses are approved species.

Type of Review	Status	Dates			
		Sent	Due	Received	Remarks
Contact					
Notes					
16. Trees that are proposed over Stormtech structure and box culvert may cause root issues in the future. Trees in the drainage easement may not be allowed.					
5.7 GRADING, EROSION CONTROL, AND STORMWATER					
5.7.1.D.6 Stormwater Management Plan:					
17. Submit a stormwater management plan, prepared by an engineer or landscape architect licensed in the State of Wyoming.					
18. If it is necessary to determine compliance with Sec. 5.7.4., the stormwater management plan shall be approved by the Town Engineer prior to any physical development.					
5.7.2 Grading Standards:					
19. Provide a grading plan that shows compliance with this section. Plan shall include existing and proposed site contours with elevation labels, spot elevations, high and low points, grade breaks.					
20. Provide easements for grading proposed on adjacent properties.					
5.7.3 Erosion Control Standards:					
21. Provide an erosion control plan that shows compliance with this section.					
5.7.3.B.4.c					
22. Runoff from the entire disturbed area on the site shall be controlled by filter fences, straw bales, or equivalent control measures placed along all side slope and down slope sides of the site.					
23. If a channel or area of concentrated runoff passes through the site, filter fences shall be placed along the channel edges to reduce sediment reaching the channel.					
5.7.4 Stormwater Management Standards:					
24. Provide an erosion control plan that shows compliance with this section.					
5.7.4.B.1 Storage Capacity:					
25. All stormwater storage facilities shall be designed with sufficient capacity to maintain a post-development runoff rate that is equal to or lower than the pre-development runoff rate.					
26. The stormwater storage facilities shall be designed for the range of storms from the 1-year through 100-year storm events.					
6.2 PARKING AND LOADING STANDARDS					
6.2.2 Required Parking and Loading:					
27. Provide a plan that shows the proposed parking in compliance with this section. Include location and dimension of parking spaces, accessible spaces, including van accessible spaces, and bicycle parking.					
28. For uses that require delivers, show the proposed loading facilities.					
6.2.2.C.4 Dimensions.					
29. Parking spaces provided for use by disabled persons shall be a minimum of 8 feet wide by 20 feet long with an adjacent parallel access aisle 5 feet wide. The adjacent parallel access aisle may be shared by 2 disability parking spaces.					
30. Provide parking spaces and accessible parking spaces as required by the Land Development Regulations. Note on the plans whether underground parking alternative dimensions are being used.					
6.2.2.C.5 Posted and Marked.					
31. ADA parking spaces shall be posted and marked with both a ground-mounted sign and pavement marking which includes the international symbol for barrier-free environments and a statement informing the public that the parking space is reserved for use by disabled persons.					
6.2.5 Off-Street Parking and Loading Design Standards:					
32. Provide a parking plan in compliance with this section. Include surface materials and drainage plans, access and circulation, and snow storage.					
7.6 TRANSPORTATION FACILITY STANDARDS					
7.6.2 Access to Roads, Streets and Highways:					
33. Provide a plan showing the point of access. Show compliance with the standards for access. All accesses shall be driveways without curb return radii.					
7.6.3 Streets and Easements:					
34. Provide a plan showing all proposed streets, and easements. Show compliance with the general standards, extension, engineering access, right-of-way, pavement widths, urban and rural classification, alignment, profile, grades, and intersections.					
7.6.4 Street and Road Standards (section not used, for reference):					
35. For all pedestrian areas provide a plan that includes dimensions, radii, elevations, slopes (running and cross slopes, not oblique slopes), ramp slopes, grade breaks, stair dimensions, handrails, guards, etc. showing compliance with ADA, IBC, and Town standards.					

Type of Review	Status	Dates		Remarks
		Sent	Due	
Contact				
Notes				
7.7 – REQUIRED UTILITIES				
7.7.2 Potable Water Supply:				
36. State whether the water system will be privately or publicly owned.				
37. Provide a water supply plan and estimated average day, maximum day, and maximum hour, required fire flows, and per capita maximum daily demands. Demands shall be determined by one of the following: Wyoming DEQ Chapter 12 Section 8 (equivalent per capita water use shall be at least 125 gpd and 340 gpd for average and maximum day respectively); Wyoming DEQ Chapter 25 Tables 1 and 2 with consumption and irrigation factored in, metered water supply data from another development where similar water demands have been demonstrated, or other Town Engineer approved source.				
38. Provide right-of-way or easements as required, 30 feet minimum width with 10 feet minimum to either side.				
39. Provide a water system analysis indicating the required domestic and fire flow demands. Identify impacts to or upgrade requirements for the existing distribution, supply, or treatment system.				
40. If inadequate for services, the developer shall pay for any extensions or upsizing necessary to connect the proposed development to adequate utility lines.				
41. Show compliance with state regulations, construction standards, connections for lots of record, provisions for system expansion, and fire protection. Provide information on planned metering and backflow prevention locations.				
42. Water services over 2-inch in diameter require engineering design. Water mains larger than 8-inch and or longer than 250 feet require a Wyoming DEQ permit.				
7.7.3 Sanitary Sewer System:				
43. Provide a sanitary sewer wastewater plan and estimated average day, maximum day, and peak hour for the design of the project, per capita design flows, extraneous flows, and industrial and/or commercial waste volumes. Volumes shall be determined by one of the following: Wyoming DEQ Chapter 25 Tables 1 and 2; metered water supply data from another development where similar water demands have been demonstrated; or other Town Engineer approved source.				
44. Provide right-of-way or easements as required, 30 feet minimum width with 10 feet minimum to either side.				
45. Provide a sanitary sewer analysis. Identify downstream impacts on existing sewers, lift stations, and treatment facilities.				
46. If inadequate for services, the developer shall pay for any extensions or upsizing necessary to connect the proposed development to adequate utility lines.				
47. Show compliance with state regulations, construction standards, maximum allowable infiltration, connections for lots of record, provisions for system expansion.				
48. Sand/oil separator will be required for the parking area prior to effluent entering the sanitary sewer collection system.				
49. State whether the sewer system will be privately or publicly owned.				
7.7.4 Irrigation System:				
1. Provide a plan that displays a 15' irrigation ditch setback.				
2. For all systems provide the irrigation water demand, type of backflow preventer, location, and whether irrigation will be metered separately from domestic.				
3. Show compliance with surface water rights (if applicable), irrigation surface water runoff, setbacks to ditches, and access to ditches.				
4. Show compliance to standards for any alteration of an irrigation ditch.				
7.7.5 Other Utilities:				
5. Provide a plan for all other utilities, such as telephone, cable TV, electric, fiber, gas. All utilities shall be installed underground.				
6. Provide right-of-way or easements as required. Show that private utilities can be located on private properties, e.g., transformers.				
START		8/10/2022	8/25/2022	
Darren Brugmann				
START		6/1/2022	6/23/2022	
Darren Brugmann				

DEVELOPMENT PLAN APPLICATION FOR THE LOOP HOUSING PROJECT



APPLICANT:



MOGUL CAPITAL

Mogul Hospitality Partners, LLC
210 E Main St, Midway, Utah 84049
435-654-5030

PREPARED BY:

FFKR ARCHITECTS

730 Pacific Ave.
Salt Lake City, Utah 84104
801-521-6186

TOWN OF JACKSON

Resubmittal Date: November 3, 2022
Submittal Date: Aug 13th, 2022
FFKR Architects Project No. 21000-108
TOJ #

SUBMITTED BY:



Project Architect
O - 307-733-3600
C - 307-264-9070
Jason@dajh.com

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SECTION ONE OVERVIEW

DEPARTMENT REVIEW RESPONSES



October 31, 2022

Public Works Department
Town of Jackson
150 E. Pearl Avenue
Jackson, WY 83001

RE: Public Works Comments

REMARKS:

We offer these responses to the Public Works Department’s Development Plan Review received on October 24th, 2022. Responses have been made in red.

- While I understand the Town’s concern and goal of providing more green space for this area and the residents of these buildings, entirely removing access to the lobby area and ultimately the interior of the East building directly from South Park Loop Road is not practical for the following reasons.

Buildings or facilities exceeding 30’ or three (3) stories in height shall have no fewer than two means of fire apparatus access for each structure. Additionally, a building must have access so that fire apparatus can drive within 50’ of an exterior door that allows access to the interior. Three of the four egress doors for this building immediately face South Park Loop Road including the building’s main lobby. If the proposed access/parking area is removed, these minimum requirements will not be met.

I understand the FDC for the East building is expected to be provided on the West side of the building , with access for fire apparatus in the lane between the East and West buildings. This access lane is currently identified as having a 12-14% grade. While I understand the developer is working to refine this slope and put in place a snow melt system, with this central lane as the only road to the East building for FD access, during the winter months the trucks and crews could be put in a potentially hazardous situation.

If I did the math correctly, the East building provides roughly 15% more in residential and parking spaces than the West building. Due to the size of this building and this increase in population, we might naturally see an increase in call volume to the East Building. In any given situation where fire apparatus is on scene in conjunction with an EMS apparatus, the option of having two access areas allows the crews to better coordinate response and emergency medical care. EMS providers frequently face challenges in gaining access to patients to provide care. Limiting their access to the building primarily via the parking garage areas would create such a challenge.

At a minimum and in lieu of the parking blueprint for this area as proposed below, a designated fire lane from South Park Loop Road to the lobby area of the East building could be created with an approved driving surface capable of supporting the imposed load of fire/EMS apparatus. The road would need to meet the minimum specifications for width, including an increase in width in the immediate vicinity of the building or portion thereof for aerial fire apparatus unless a Class 1 standpipe from the lowest level of fire department vehicle access to all roof surfaces is provide through an enclosed stairway, turning radius and must include any dead-end road requirements if applicable. This road could also be secured by a gate accessible only to Fire/EMS apparatus. **The Proposed Conditions Site Plan (sheet C4) has been revised to reflect the 24-ft wide**

east building fire apparatus access. The access will remain ungated. Class 1 standpipes will be added to each building at the lower level for fire department use. The design will be provided at time of building permit.

- The applicant is requesting approval of a Development Plan for a 228-unit apartment complex of approximately 274,905 square feet on a 2.09-acre site zoned CR-3. The project uses the Workforce Housing Floor Area Bonus (LDR Sec. 7.8.4) and the Workforce Housing Incentive for Additional Height (LDR Sec. 2.2.13.E.4) to achieve the proposed density and intensity of development. In summary, this Development Plan proposes 122 unrestricted apartments via base zoning allowance and the Floor Area Bonus tool, and 106 restricted apartments generated by Housing Mitigation requirements, Floor Area Bonus standards, and Additional Height Bonus standards. Of the restricted apartments, 105 are required to be Workforce restricted and one is required to be restricted for 80-120% Median Family Income Affordability range.

If any additional units are proposed to be used to satisfy housing mitigation requirements for future development, they should be banked now, or at a minimum, designed to meet current Livability Standards. Livability Standards may change in the future and the applicant is responsible for any remodeling or improvements required to meet future Livability Standards at the time the unit is deed restricted to meet mitigation requirements. If “banked” now via deed restriction, the units are subject to current Livability Standards and are not impacted by future changes to Livability Standards regardless of when the banked units are used. If the employee generating development is approved to be constructed in phases, the required affordable workforce housing shall be provided in proportion to the phases of the employee generating development. The phasing plan shall be established in the Housing Mitigation Plan submitted with the first Building Permit application. The phasing plan shall require a recalculation of the amount of affordable workforce housing required at each phase. **Owner will comply with all these workforce housing regulations for this project.**

The Housing Department recommends that the following conditions be added if the proposed Development Plan is approved:

- Required components of livability. Each required Affordable or Workforce housing unit shall include, at a minimum, the components of livability required by the Housing Department Rules and Regulations. **This project will comply with these regulations.**
 - Prior to applicant’s submittal of Building Permit, the Livability Standards Questionnaire shall be completed and submitted to the Housing Department for review along with floor plans that include dimensions and a functional furniture placement diagram. A letter from the Housing Department will be issued to the applicant stating whether the unit(s) are compliant with Livability Standards or whether there are required changes. A Livability Standards Approval Letter is required to be submitted to the Planning Department along with submittal for Building Permit. **See attached livability questionnaires for all workforce housing units. These will be sent to the housing authority prior to us submitting for a building permit.**
 - Prior to issuance of Certificate of Occupancy, the Housing Department shall inspect the site to ensure units were built to approved plans. **This project will comply with these inspections.**
- Deed Restriction. To ensure compliance with the standards of the Town of Jackson Land Development Regulations and the Housing Department Rules & Regulations, the property shall be subject to a deed restriction, in perpetuity, in a form established and approved by the Housing Department. **This project will comply with these regulations.**
 - Prior to issuance of Certificate of Occupancy, a special restriction drafted by the Housing Department using the applicable approved Restriction Template will be recorded on the

DEPARTMENT REVIEW RESPONSES



units/property. The applicant will be responsible for payment of recording fees. The applicant or applicant's agent(s) shall attend a Compliance Conference with the Housing Department. **The owner will comply with these requirements for the project.**

- Comments from P&R on P22-141: Some of the perennials in the planting schedule can be difficult to establish in our climate. Substitutions that have a similar form but require less maintenance and water could be considered. **Please specify which plants you are concerned with and we can look at replacements.**
- Cycle Track and Sidewalk
 - o Ensure that the sloped portions of the three driveway ramps that cross the sidewalk and (future) cycle track do not encroach on the space reserved for the cycle track or sidewalk. **Noted and will be addressed at time of building permit.**
 - o Staff recognizes that it may not be practical to construct just 400 feet or so of cycle track and that it may be preferred to wait until it is possible to extend the cycle track to the west and the east. At a minimum, however, space should be reserved for future construction of the cycle track. If the cycle track is not constructed as part of this project, the sidewalk and driveways should be designed and constructed with the future cycle track in mind so that there is minimal disruption to existing facilities when the cycle track is eventually constructed. **Noted. Space has been provided as defined on the Proposed Conditions Site Plan (sheet C4).**
 - o It is recommended that the applicant provide a bond to construct that portion of the cycle track as part of a future Town of Jackson streetscape improvement project. **Noted.**
- Driveways
 - o Any interfaces between the driveways and the sidewalk and/or cycle track shall be constructed so that the sidewalk/cycle track remains at a consistent vertical alignment with the sidewalk/cycle track legs on either side of the driveway that is raised above the elevation of the driveway. The sidewalk/cycle track shall not ramp down when crossing the driveway access, rather the driveway should rise to the level of the sidewalk/cycle track. Any vertical change from the street elevation to the sidewalk elevation should be restricted to the driveway apron in the buffer space between the cycle track/sidewalk and the street. Concrete sidewalk surfaces and texture and the cycle track surfaces and texture shall continue uninterrupted across the entire access driveway. **Noted and will be addressed at time of building permit.**
- Bicycle Parking
 - o Please provide a standard detail for the bike parking racks and spaces. **See added sheet DR501-DETAILS and the attached cutsheet in the appendix.**
 - o The style for short-term bike parking shall be one or more “single inverted-U” racks or substitute style approved by the Pathways Coordinator. “Wave,” “ribbon,” and “toaster” style racks shall not be used. The best location for a rack area is immediately adjacent to the entrance it serves. **See added sheet DR501- DETAILS. Refer to DRE101 and DRW101 for locations of surface “single inverted-U” bike racks.**
 - o For long-term parking, clustered inverted-U bike racks, wall racks, or external bike lockers are appropriate. **See attached cutsheet in the appendix for two tier bike racks which are located in the parking garage level. Refer to DRE100.1, DRE100.2, DRW100.1, and DRW100.2 for locations of the two tier bike racks.**
 - o Outdoor bike parking should be constructed on a concrete pad. Grass surfaces will quickly



deteriorate into mud from foot traffic during wet seasons and will be difficult to keep clear of snow. Also, a concrete surface will provide a more secure mounting surface for the racks and will discourage theft. **See added sheet DR501-DETAILS.**

- Applicant needs to ensure that sufficient ADA parking is provided for each building. Please refer to LDR Section 6.2.2.C - Required Disability Parking. **Per LDR Section 6.2.2.C, the required amount of ADA parking is (8). (8) ADA stalls are provided. (6) located in the parking garage, (2) located in surface parking.**
- This property has a 10' parking setback measured from the front property line. This needs to be shown on the site plan and will likely impact the surface parking spaces. **Noted. The parking has been moved to as defined on the Proposed Conditions Site Plan (sheet C4) to comply with the 10-ft parking setback.**
- Please clarify if the applicant plans to meet their required housing mitigation by providing an affordable housing unit instead of paying the fee. That is how it appears in the housing mitigation, but I need to confirm. **Confirmed. Ownership will elect to dedicate a 2-Bedroom Unit for the affordable housing requirement in lieu of paying the fee.**
- Please show the driveway/curb cut widths on the site plan and how they each comply with the max width of 24'. **Noted. The 24-ft wide curb cuts are defined on the Proposed Conditions Site Plan (sheet C4).**
- My concerns are parking (is there enough to accommodate those living there?) and two the impacts this development will have on South Park Loop, particularly during school hours. Turning left during school hours onto South Park Loop will be nearly impossible. Additionally, because I drive this stretch daily, I’ve observed near collisions when vehicles are trying to turn left into the new development that was just built, with more housing this will only exasperate the current situation. **The Traffic Impact Study (TIS) does not indicate a level of service drop that warrants modifications to SPLR.**

- PROJECT SPECIFIC COMMENTS
 - o 1. C3: Existing water wells are to be abandoned and water rights addressed per DEQ rules, the state engineer, and state statute. **A note has been provided to address the abandonment of the wells and water rights.**
 - o 2. C4: Revise plan as necessary to accommodate the Town’s preferred street frontage and demonstrate that the plan is compatible with future bicycle and pedestrian improvements. A development agreement should be entered with the developer to construct to the extent practical bicycle and pedestrian facilities that are not required as part of the development in conjunction with the construction of the development. **Noted. Space has been provided as defined on the Proposed Conditions Site Plan (sheet C4)**
 - o 3. C4/TIS: The street frontage shall be revised to demonstrate that the proposed plan will accommodate auxiliary lanes for turn movement access to the project. Demonstration shall include conceptual design of the planned lanes and reasonable assurance that the plan will function vertically with the design as well. All necessary auxiliary lanes serving the development should be built as part of the project and not by the Town at a future date as recommended in the TIS. Any portion of the improvements that would benefit the Town or other private properties should be negotiated through a development agreement. **The Traffic Impact Study (TIS) does not indicate a level of service drop that warrants modifications to SPLR.**
 - o 4. Applicant to identify which utilities are publicly and privately owned. All publicly owned utilities must be provided with adequate easements to maintain and operate, e.g. stormwater main. Private utilities that service adjacent properties require an agreement for the ongoing use of the utilities by other properties, e.g. sanitary sewer. **Noted. Sheet C6 Overall Utility Site Plan defines publicly and privately owned utilities along with transition points (where necessary). The properties are currently serviced by the existing private sanitary sewer main. No further agreement is necessary. The existing sanitary sewer services and a portion of the dead-end main,**

DEPARTMENT REVIEW RESPONSES



- will be abandoned and re-routed. The re-routed sanitary sewer main will be placed back into a 20-ft easement. The map of survey, T-311-D, will be revised to reflect the easement modifications.
- 5. Recommends that agreements with the ditch owners be recorded. **Noted.**
 - 6. The proposed Stormtech chamber bed should have a WYDEQ 5D2 permit. **Noted and will be addressed at time of building permit.**
 - 7. The project shall preserve and maintain access to the Robinson properties to the west via the westernmost access. **Noted. Space has been provided as defined on the Proposed Conditions Site Plan (sheet C4). The existing curb cut used for the Robinsons will remain in place.**
 - 8. C7: Provide insulation for the sanitary sewer where the irrigation ditch crosses over with only 2.7’ of clearance. **Noted. Sheet C7 has been revised to add the insulation.**
 - 9. Sheet C7 under Sanitary Sewer Note 6.1, correct “Poly” sewer pipe with “PVC”. **Noted. Sheet C7 has been revised.**
 - 10. TIS: The Traffic Impact Study should be updated to address or respond to review comments from WYDOT and Jorgensen Associates provided under separate transmittal. **The responses to the review comments have been provided as a part of this submittal.**
 - 11. The development will create an additional demand on postal services and an agreement with the US Postal Service for delivery to the development or for a private delivery service should be provided to reduce trips to the post offices and in turn traffic . **US Postal Service for delivery will not be provided on-site.**
- ToJ CODE
 - 12. Show all encroachments into the Town’s right-of-way or easements. Encroachment agreements are required for encroachments of buildings, retaining walls, foundations, canopies, balconies, roofs, shoring, etc. **Noted and will be addressed, if necessary, at building permit.**
 - a. Show the height of the proposed retaining wall at the west upper parking level entrance that encroaches into the right-of-way along with the proposed wall on the east corner of the building. Walls higher than 4 feet require an Encroachment Agreement with the Town. **West upper parking level entrance wall has been removed. All other walls will be placed, at a maximum, along the property line. If wall heights exceed 4-feet, Encroachment Agreements will be applied for at time of building permit.**
- LAND DEVELOPMENT REGULATIONS
 - 13. Development shall comply with the physical development standards for its zoning. **Noted. The Proposed Conditions Site Plan (sheet C4) illustrates compliance.**
- 5.5 LANDSCAPING STANDARDS
 - 14. Provide a plan that complies with the LDRs and addresses erosion control. **This is not in our scope.**
 - 15. Verify with Planning those trees and shrubs shown in ROW along with ornamental grasses are approved species. **Plants were selected from the city preferred plant list.**
 - 16. Trees that are proposed over Stormtech structure and box culvert may cause root issues in the future. Trees in the drainage easement may not be allowed. **Trees will be moved out of the stormtech, box culvert areas.**
- 5.7 GRADING, EROSION CONTROL, AND STORMWATER
 - 5.7.1.D.6 Stormwater Management Plan:
 - 17. Submit a stormwater management plan, prepared by an engineer or landscape architect licensed in the State of Wyoming. **Noted and will be addressed at building permit.**
 - 18. If it is necessary to determine compliance with Sec. 5.7.4., the stormwater management plan shall be approved by the Town Engineer prior to any physical development. **Noted and will be addressed at building permit.**



- 5.7.2 Grading Standards:
 - 19. Provide a grading plan that shows compliance with this section. Plan shall include existing and proposed site contours with elevation labels, spot elevations, high and low points, grade breaks. **Refer to sheet C5, Proposed Grading & Erosion Control Plan.**
 - 20. Provide easements for grading proposed on adjacent properties. **N/A. The properties directly to the south do not have known ownership.**
 - 5.7.3 Erosion Control Standards:
 - 21. Provide an erosion control plan that shows compliance with this section. **Refer to sheet C5, Proposed Grading & Erosion Control Plan.**
 - 5.7.3.B.4.c
 - 22. Runoff from the entire disturbed area on the site shall be controlled by filter fences, straw bales, or equivalent control measures placed along all side slope and down slope sides of the site. **Noted and will be addressed at building permit.**
 - 23. If a channel or area of concentrated runoff passes through the site, filter fences shall be placed along the channel edges to reduce sediment reaching the channel. **Noted and will be addressed at building permit.**
 - 5.7.4 Stormwater Management Standards:
 - 24. Provide an erosion control plan that shows compliance with this section. **Noted and will be addressed at building permit.**
 - 5.7.4.B.1 Storage Capacity:
 - 25. All stormwater storage facilities shall be designed with sufficient capacity to maintain a post-development runoff rate that is equal to or lower than the pre-development runoff rate. **Noted and will be addressed at building permit.**
 - 26. The stormwater storage facilities shall be designed for the range of storms from the 1-year through 100-year storm events. **Noted and will be addressed at building permit.**
- 6.2 PARKING AND LOADING STANDARDS
 - 6.2.2 Required Parking and Loading:
 - 27. Provide a plan that shows the proposed parking in compliance with this section. Include location and dimension of parking spaces, accessible spaces, including van accessible spaces, and bicycle parking. **Noted. Refer to sheet C4 and the architectural site plans for parking layouts.**
 - 28. For uses that require delivers, show the proposed loading facilities. **Deliveries can use the upper podium level parking areas that are provided at both buildings.**
 - 6.2.2.C.4 Dimensions.
 - 29. Parking spaces provided for use by disabled persons shall be a minimum of 8 feet wide by 20 feet long with an adjacent parallel access aisle 5 feet wide. The adjacent parallel access aisle may be shared by 2 disability parking spaces. **Noted.**
 - 30. Provide parking spaces and accessible parking spaces as required by the Land Development Regulations. Note on the plans whether underground parking alternative dimensions are being used. **All parking stalls in the courtyard will comply with section 6.2.2.C.5. Alternate dimensions are used in parking garage. Refer to Resolution 09-25 (Attached).**
 - 6.2.2.C.5 Posted and Marked.
 - 31. ADA parking spaces shall be posted and marked with both a ground-mounted sign and pavement marking which includes the international symbol for barrier-free environments and a statement informing the public that the parking space is reserved for use by disabled persons. **Ground-mounted sign and pavement markings will be provided for all ADA stalls as stated in LDR Section 6.2.2.C.5**
 - 6.2.5 Off-Street Parking and Loading Design Standards:
 - 32. Provide a parking plan in compliance with this section. Include surface materials and drainage plans, access and circulation, and snow storage. **Noted. Refer to sheet C4 and the architectural site plans for parking**

DEPARTMENT REVIEW RESPONSES



layouts. Surface material will be concrete. Drainage plan will be provided at building permit. Snow storage will be provided as noted on plans.

- 7.6 TRANSPORTATION FACILITY STANDARDS
 - 7.6.2 Access to Roads, Streets and Highways:
 - 33. Provide a plan showing the point of access. Show compliance with the standards for access. All accesses shall be driveways without curb return radii. **Noted. Refer to sheet C4 for dimensions. No curb return radii are proposed.**
 - 7.6.3 Streets and Easements:
 - 34. Provide a plan showing all proposed streets, and easements. Show compliance with the general standards, extension, engineering access, right-of-way, pavement widths, urban and rural classification, alignment, profile, grades, and intersections. **Noted. Refer to sheet C4 for dimensions.**
 - 7.6.4 Street and Road Standards (section not used, for reference):
 - 35. For all pedestrian areas provide a plan that includes dimensions, radii, elevations, slopes (running and cross slopes, not oblique slopes), ramp slopes, grade breaks, stair dimensions, handrails, guards, etc. showing compliance with ADA, IBC, and Town standards. **Noted. Refer to sheet C4 for dimensions and sheet C5 for grades.**
- 7.7 – REQUIRED UTILITIES
 - 7.7.2 Potable Water Supply:
 - 36. State whether the water system will be privately or publicly owned. **Sheet C6 Overall Utility Site Plan defines publicly and privately owned utilities along with transition points (where necessary).**
 - 37. Provide a water supply plan and estimated average day, maximum day, and maximum hour, required fire flows, and per capita maximum daily demands. Demands shall be determined by one of the following: Wyoming DEQ Chapter 12 Section 8 (equivalent per capita water use shall be at least 125 gpd and 340 gpd for average and maximum day respectively); Wyoming DEQ Chapter 25 Tables 1 and 2 with consumption and irrigation factored in, metered water supply data from another development where similar water demands have been demonstrated, or other Town Engineer approved source. **Noted and will be provided at building permit.**
 - 38. Provide right-of-way or easements as required, 30 feet minimum width with 10 feet minimum to either side. **N/A**
 - 39. Provide a water system analysis indicating the required domestic and fire flow demands. Identify impacts to or upgrade requirements for the existing distribution, supply, or treatment system. **Noted and will be provided at building permit.**
 - 40. If inadequate for services, the developer shall pay for any extensions or upsizing necessary to connect the proposed development to adequate utility lines. **Noted and will be provided at building permit.**
 - 41. Show compliance with state regulations, construction standards, connections for lots of record, provisions for system expansion, and fire protection. Provide information on planned metering and backflow prevention locations. **Noted and will be provided at building permit.**
 - 42. Water services over 2-inch in diameter require engineering design. Water mains larger than 8-inch and or longer than 250 feet require a Wyoming DEQ permit. **Noted.**
 - 7.7.3 Sanitary Sewer System:
 - 43. Provide a sanitary sewer wastewater plan and estimated average day, maximum day, and peak hour for the design of the project, per capita design flows, extraneous flows, and industrial and/or commercial waste volumes. Volumes shall be determined by one of the following: Wyoming DEQ Chapter 25 Tables 1 and 2; metered water supply data from another development where similar water demands have been demonstrated; or other Town Engineer approved source. **Noted and will be provided at building permit.**
 - 44. Provide right-of-way or easements as required, 30 feet minimum width with 10 feet minimum to either side. **N/A**



- 45. Provide a sanitary sewer analysis. Identify downstream impacts on existing sewers, lift stations, and treatment facilities. **Noted and will be provided at building permit.**
 - 46. If inadequate for services, the developer shall pay for any extensions or upsizing necessary to connect the proposed development to adequate utility lines. **Noted.**
 - 47. Show compliance with state regulations, construction standards, maximum allowable infiltration, connections for lots of record, provisions for system expansion. **Noted and will be provided at building permit.**
 - 48. Sand/oil separator will be required for the parking area prior to effluent entering the sanitary sewer collection system. **Noted and will be provided at building permit.**
 - 49. State whether the sewer system will be privately or publicly owned. **The sanitary sewer services will be private, owned and maintained by the development.**
- 7.7.4 Irrigation System:
 - 1. Provide a plan that displays a 15’ irrigation ditch setback. **Noted. Refer to sheet C4 for dimensions.**
 - 2. For all systems provide the irrigation water demand, type of backflow preventer, location, and whether irrigation will be metered separately from domestic. **Noted and will be provided at building permit.**
 - 3. Show compliance with surface water rights (if applicable), irrigation surface water runoff, setbacks to ditches, and access to ditches. **Noted. Refer to sheet C4 for dimensions. There are not water rights associated with these properties.**
 - 4. Show compliance to standards for any alteration of an irrigation ditch. **Refer to sheet C9 for irrigation ditch alterations. The developer has established maintenance agreements with the key irrigation ditch water right holders.**
- 7.7.5 Other Utilities:
 - 5. Provide a plan for all other utilities, such as telephone, cable TV, electric, fiber, gas. All utilities shall be installed underground. **Refer to sheet C6. All utilities will be placed underground.**
 - 6. Provide right-of-way or easements as required. Show that private utilities can be located on private properties, e.g., transformers. **Refer to sheet C6.**

END OF SECTION

Regards,

Jackson Ferguson
Principal, Architect
FFKR Architects

Cc: Steve Beesley

PROJECT TEAM DIRECTORY			
OWNER / DEVELOPER: Mogul Hospitality Partners – Jackson, LLC PO BOX 998 Midway, Utah 84049 www.mogulcapital.com Rachel Lambert Vice President of Construction Direct 602-885-2342 RachelL@mogulcapital.com Mogul Capital/TRCF	ARCHITECTS: FFKR Architects 730 Pacific Avenue Salt Lake City, Utah 84104 801.521.6186 801.539.1916 fax www.ffkr.com Jackson Ferguson AIA Principal Architect O - 801.520.5265 jferguson@ffkr.com Desert Edge Architecture Steve Beesley, AIA Senior Project Manager C - 714.943.5840 steve@desertedge.co	CIVIL ENGINEER: Summit Consulting Group P.O. Box 6482 Jackson, WY 83002 307.413.4399 Randy Schrauder Principal PE & PHIUS Certified Builder 307.413.4399 randy@scgengineering.com STRUCTURAL ENGINEER: DCI Engineers 523 W 6 th Street, Suite 616 Los Angeles, CA 90014 Mark D. Aden, PE, SE Principal D - 213.298.3703 C - 509.991.3244 maden@dc-engineers.com Nolan G. Lenahan, PE Associate Principal 916-337-1449	MEP ENGINEER: Spectrum Engineers 324 State Street - #400 Salt Lake City, Utah 84111 800-678-7077 spectrum-engineers.com David Hinckley Electrical Design D - 801-201-8369 DGH@spectrum-engineers.com Rick Graham Plumbing Design D - 801-401-8478 rlg@spectrum-engineers.com LANDSCAPE ARCHITECT: FFKR Architects 730 Pacific Avenue Salt Lake City, Utah 84104 801.521.6186 801.539.1916 fax www.ffkr.com Matt Payne PLA Associate I Landscape Architect 801-534-4258 mpayne@ffkr.com
OWNER REPRESENTATIVE: Standard Construction 2, LLC Boyd Suemnick Owner's Representative 760-519-7821 boyd@udvs.net	PROJECT ARCHITECT: Design Associates Architects 130 W. Broadway Suite A PO Box 4615 Jackson, WY 83001 www.dajh.com Jason MacKinnon Project Architect O - 307-733-3600 C - 307-264-9070 Jason@dajh.com		

APPLICATION


PLANNING PERMIT APPLICATION
Planning & Building Department

150 E Pearl Ave. | ph: (307) 733-0440
 P.O. Box 1687 | www.townofjackson.com
 Jackson, WY 83001

For Office Use Only

Fees Paid _____ Date & Time Received _____
 Application #s _____

Please note: Applications received after 3 PM will be processed the next business day.

PROJECT.

Name/Description: THE LOOP
 Physical Address: 1050, 1060, 1080 SOUTH PARK LOOP ROAD
 Lot, Subdivision: PT NE1/4 NE1/4, SEC. 6, TWP. 40, RNG. 116 PIDN: 22-40-16-06-1-00-010, 011 & 012

PROPERTY OWNER.

Name: MIDWAY HOSPITALITY PARTNERS, LLC & MOGUL HOSPITALITY PARTNERS - JACKSON, LLC & CHRISTENSEN BROTHERS, LLC Phone: 602.885.2342
 Mailing Address: PO BOX 998 MIDWAY, UT ZIP: 84049-0998
 E-mail: RachelL@mogulcapital.com

APPLICANT/AGENT.

Name: Jason MacKinnon Phone: 307-264-9070
 Mailing Address: 130 W. Broadway, Suite A Jackson, WY. ZIP: 83001
 E-mail: jason@dajh.com

DESIGNATED PRIMARY CONTACT.

_____ Property Owner ☒ Applicant/Agent

TYPE OF APPLICATION. Please check all that apply; review the type of application at www.townofjackson/200/Planning**Use Permit**

_____ Basic Use
 _____ Conditional Use
 _____ Special Use

Relief from the LDRs

_____ Administrative Adjustment
 _____ Variance
 _____ Beneficial Use Determination
 _____ Appeal of an Admin. Decision

Physical Development

_____ Sketch Plan
 _____ Development Plan
☒ Design Review
Subdivision/Development Option
 _____ Subdivision Plat
 _____ Boundary Adjustment (replat)
 _____ Boundary Adjustment (no plat)
 _____ Development Option Plan

Interpretations

_____ Formal Interpretation
 _____ Zoning Compliance Verification

Amendments to the LDRs

_____ LDR Text Amendment
 _____ Map Amendment

Miscellaneous

_____ Other: _____
 _____ Environmental Analysis

APPLICATION

PRE-SUBMITTAL STEPS. To see if pre-submittal steps apply to you, go to www.townofjackson.com/200/Planning and select the relevant application type for requirements. Please submit all required pre-submittal steps with application.

Pre-application Conference #: PAP 21-241 Environmental Analysis #: NA
 Original Permit #: NA Date of Neighborhood Meeting: _____

SUBMITTAL REQUIREMENTS. Please ensure all submittal requirements are included. The Planning Department will not hold or process incomplete applications. Partial or incomplete applications will be returned to the applicant. Go to www.townofjackson.com/200/Planning and select the relevant application type for submittal requirements.

Have you attached the following?

- X **Application Fee.** Fees are cumulative. Go to www.townofjackson.com/200/Planning and select the relevant application type for the fees.
- X **Notarized Letter of Authorization.** A notarized letter of consent from the landowner is required if the applicant is not the owner, or if an agent is applying on behalf of the landowner. Please see the Letter of Authorization template at <http://www.townofjackson.com/DocumentCenter/View/845/LetterOfAuthorization-PDF>.
- X **Response to Submittal Requirements.** The submittal requirements can be found on the TOJ website for the specific application. If a pre-application conference is required, the submittal requirements will be provided to applicant at the conference. The submittal requirements are at www.townofjackson.com/200/Planning under the relevant application type.

Note: Information provided by the applicant or other review agencies during the planning process may identify other requirements that were not evident at the time of application submittal or a Pre-Application Conference, if held. Staff may request additional materials during review as needed to determine compliance with the LDRs.

Under penalty of perjury, I hereby certify that I have read this application and associated checklists and state that, to the best of my knowledge, all information submitted in this request is true and correct. I agree to comply with all county and state laws relating to the subject matter of this application, and hereby authorize representatives of Teton County to enter upon the above-mentioned property during normal business hours, after making a reasonable effort to contact the owner/applicant prior to entering.



 Signature of Property Owner or Authorized Applicant/Agent

Jason MacKinnon

 Name Printed

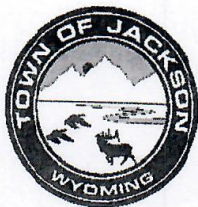
7/05/22

 Date

Project Architect

 Title

NOTARIZED LETTER OF OWNER AUTHORIZATION (LOA - DA)



Town of Jackson
150 E Pearl Avenue
PO Box 1687, Jackson, WY 83001
P: (307)733-3932 F: (307)739-0919
www.jacksonwy.gov

Date: 04/29/2022

LETTER OF AUTHORIZATION
NAMING APPLICANT AS OWNER'S AGENT

PRINT full name of property owner as listed on the deed when it is an individual OR print full name and title of President or Principal Officer when the owner listed on the deed is a corporation or an entity other than an individual: Mogul Hospitality Partners - Jackson, LLC and/or Midway Hospitality Partners, LLC and/or Christensen Brothers, LLC

Being duly sworn, deposes and says that _____ is the owner in fee of the premises located at:

Name of property owner as listed on deed

Address of Premises: 1080, 1060 & 1050 S Park Loop Road, Jackson, WY

Legal Description: PT NE1/4 NE1/4, SEC.6, TWP.40, RNG. 116

PIDN: 22-40-16-06-1-00-010/

22-40-16-06-1-00-011/ 22-40-16-06-1-00-012

Please attach additional sheet for additional addresses and legal descriptions

And, that the person named as follows: Name of Applicant/agent: Jason MacKinnon/ Design Associates Architects

Mailing address of Applicant/agent: PO Box 4615, Jackson, WY 83001

Email address of Applicant/agent: jason@dajh.com

Phone Number of Applicant/agent: 307-264-9070

Is authorized to act as property owner's agent and be the applicant for the application(s) checked below for a permit to perform the work specified is this(these) application(s) at the premises listed above:

- ☒ Development/Subdivision Plat Permit Application ☒ Building Permit Application
☒ Public Right of Way Permit ☒ Grading and Erosion Control Permit ☒ Business License Application
☒ Demolition Permit ☒ Other (describe) N/A

Under penalty of perjury, the undersigned swears that the foregoing is true and, if signing on behalf of a corporation, partnership, limited liability company or other entity, the undersigned swears that this authorization is given with the appropriate approval of such entity, if required.

Bradley Wagstaff
Property Owner Signature

Managing Partner

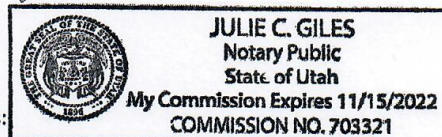
Title if signed by officer, partner or member of corporation, LLC (secretary or corporate owner) partnership or other non-individual Owner

STATE OF Utah)
COUNTY OF Wasatch) SS.

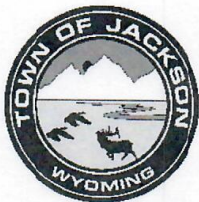
The foregoing instrument was acknowledged before me by Bradley Wagstaff this 9 day of May, 2022. WITNESS my hand and official seal.

Julie C. Giles
Notary Public

My commission expires: 11/15/2022



NOTARIZED LETTER OF OWNER AUTHORIZATION (LOA - FFKR)



Town of Jackson
150 E Pearl Avenue
PO Box 1687, Jackson, WY 83001
P: (307)733-3932 F: (307)739-0919
www.jacksonwy.gov

Date: 04/29/2022

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NAMING APPLICANT AS OWNER'S AGENT

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Name of property owner as listed on deed

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Legal Description: PT NE1/4 NE1/4, SEC.6, TWP.40, RNG. 116 PIDN: 22-40-16-06-1-00-010/
22-40-16-06-1-00-011/ 22-40-16-06-1-00-012
Please attach additional sheet for additional addresses and legal descriptions

And, that the person named as follows: Name of Applicant/agent: Jackson Ferguson and/or Kevin Haub/FFKR Architects

Mailing address of Applicant/agent: 730 Pacific Ave, Salt Lake City, UT, 84104

Email address of Applicant/agent: jferguson@ffkr.com and/or khaub@ffkr.com

Phone Number of Applicant/agent: 801-520-5265 and/or 661-713-6362

Is authorized to act as property owner's agent and be the applicant for the application(s) checked below for a permit to perform the work specified is this(these) application(s) at the premises listed above:

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☒ Public Right of Way Permit ☒ Grading and Erosion Control Permit ☒ Business License Application
☒ Demolition Permit ☒ Other (describe) N/A

Under penalty of perjury, the undersigned swears that the foregoing is true and, if signing on behalf of a corporation, partnership, limited liability company or other entity, the undersigned swears that this authorization is given with the appropriate approval of such entity, if required.

Property Owner Signature

Managing Partner

Title if signed by officer, partner or member of corporation, LLC (secretary or corporate owner) partnership or other non-individual Owner

STATE OF Utah)

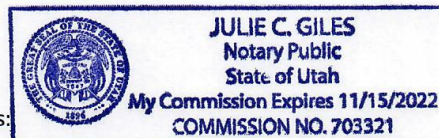
COUNTY OF Wasatch) SS.

The foregoing instrument was acknowledged before me by Bradley Waystaff this 9
day of May, 2022. WITNESS my hand and official seal.

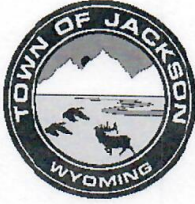
Notary Public

My commission expires:

11/15/2022



NOTARIZED LETTER OF OWNER AUTHORIZATION (LOA - SCG)



Town of Jackson
150 E Pearl Avenue
PO Box 1687, Jackson, WY 83001
P: (307)733-3932 F: (307)739-0919
www.jacksonwy.gov

Date: 04/29/2022

LETTER OF AUTHORIZATION
NAMING APPLICANT AS OWNER'S AGENT

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Please attach additional sheet for additional addresses and legal descriptions 22-40-16-06-1-00-011/ 22-40-16-06-1-00-012

And, that the person named as follows: Name of Applicant/agent: Randy Schrauder/ Summit Consulting Group

Mailing address of Applicant/agent: PO Box 6482, Jackson WY 83002

Email address of Applicant/agent: randy@scgengineering.com

Phone Number of Applicant/agent: 307-413-4399

Is authorized to act as property owner's agent and be the applicant for the application(s) checked below for a permit to perform the work specified is this(these) application(s) at the premises listed above:

- ☒ Development/Subdivision Plat Permit Application ☒ Building Permit Application
☒ Public Right of Way Permit ☒ Grading and Erosion Control Permit ☒ Business License Application
☒ Demolition Permit ☒ Other (describe) N/A

Under penalty of perjury, the undersigned swears that the foregoing is true and, if signing on behalf of a corporation, partnership, limited liability company or other entity, the undersigned swears that this authorization is given with the appropriate approval of such entity, if required.

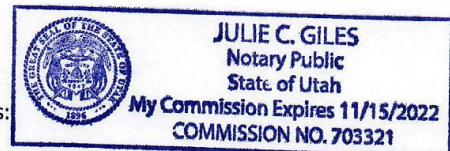
Brady Wright
Property Owner Signature
Managing Partner
Title if signed by officer, partner or member of corporation, LLC (secretary or corporate owner) partnership or other non-individual Owner

STATE OF Utah)
) SS.
COUNTY OF Wasatch)

The foregoing instrument was acknowledged before me by Bradley Wagstaff this 9
day of May, 2022. WITNESS my hand and official seal.

Julie C. Giles
Notary Public

My commission expires:
11/15/2022



PREAPPLICATION CHECKLIST



PRE-APPLICATION CONFERENCE SUMMARY

Planning & Development Department

Planning Division

150 E Pearl Ave. | ph: (307) 733-0440
 P.O. Box 687 | fax: (307) 734-3563
 Jackson, WY 83001 | www.townofjackson.com

This Summary will be prepared by Planning Staff. The applicant, or the applicant's agent, shall receive a copy of this summary for their reference in submitting a sufficient application.

Staff may request additional materials during review as needed to determine compliance with the LDRs.

PRE-APPLICATION MEETING GENERAL INFORMATION.

PAP#: P21-241
 Date of Conference: 10/25/21
 Planning Staff: Tyler Valentine & Paul Anthony

PROJECT.

Name/Description: The Loop Housing Project
 Physical Address: 1050, 1060 & 1080 South Park Loop Road
 Lot, Subdivision _____ PIDN: _____
 Zoning District(s): Commercial Residential – 3 (CR-3)
 Overlay(s): n/a

STAKEHOLDERS.

Applicant: Mogul Hospitality Partners, LLC
 Owner: Michael Pruett (1050 & 1060 SPL) and Mike Daus (1080 SPL)
 Agent: _____

REQUIRED APPLICATIONS. *This project will require the following applications:*

Application	Reason	Fee
Zoning Compliance Verification	Required prior to Development Plan submittal to determine slopes as man-made.	\$601
Development Plan	Required for 100% residential projects over 30,000 sf.	\$3,005
Design Review Committee (DRC)	Required for Development Plan.	\$240 each submittal
Partial Vacation without Replat	Required prior to building permit submittal to vacate property lines, combine lots, vacate easements.	\$601
Grading Pre-App	Required prior to Building Permit for site disturbance greater than 3,000 sf or required at Town Engineer discretion.	\$180
Demo Permit	Required to remove structures.	TBD

PREAPPLICATION CHECKLIST

Building Permit	Required for all physical development.	TBD
Subdivision Plat	Only required if the intent is to condominiumize	\$1,202 + technical review fees

MEETING ATTENDEES:

Name	Company	Phone/Email
Tyler Valentine	Town Planning	(307) 733-0440 x1305
Paul Anthony	Town Planning	(307) 733-0440 x1303
Brian Lenz	Town Engineering	(307) 733-3079 x1410
Jeff Silliman	Town Engineering	(307) 733-3079 x1412
Brian Schilling	Town/County Pathways	(307) 732-8573 x8573
Kelly Sluder	Town Building	(307) 733-0520 x1350
Scott Mohror	Town Engineering	(307) 733-3079 x1413
Stacy Stoker	Housing Department	(307) 732-0867
Kathy Clay	Fire Department	(307) 732-8506
Brad	Mogul Capital	bradw@mogulcapital.com
Brandon	Mogul Capital	brandonw@mogulcapital.com
Rachel	Mogul Capital	Rachell@mogulcapital.com
Randy Schrauder	SCG Engineering	randy@scgengineering.com
Chris Lee	Design Associates	chris@dajh.com
Jason	Design Associates	jason@dajh.com
Jason MacKinnon		JMacKinnon@lantz-boggio.com
Boyd		boyd@udvs.net

TIMELINES. This table is intended to provide general information regarding the review process and timing of decisions. See Article 8 for a complete explanation of the review process.

PREAPPLICATION CHECKLIST

The following timelines are generally applicable:

Application Types:	Sufficiency	Decision-Maker	Timeline
Zoning Compliance Verification	14 days	Staff	45 days from sufficiency
Development Plan	14 days	Town Council	90-120 days after sufficiency
DRC (concurrent with Development Plan)		Design Review Committee	DRC: Meets 2 nd Wednesday of each month
Partial Vacation without Replat	14 days	Town Council	60 days from sufficiency
Grading Pre-App	1 week	Town Engineer	2-3 weeks
Demo Permit		Staff (however, the Town Council issue a 90 day stay on demolition depending on the recommendation of the Historic Preservation Board)	30-90 days
Building Permit		Building Official	First round review is typically 4 weeks.
Subdivision Plat	14 days	Town Council	90 days from sufficiency

Checklist Key.

✓ **Required.** Applicant must demonstrate compliance with this requirement.

N/A **Not Applicable.** Review requirement is not applicable to this project.

General Information

Requirement

Notes

<u>✓</u>	Planning Permit Application. The application should list all pertinent permits (use, physical development, interpretation, relief from the LDRs, Development Option/Subdivisions, Amendments to the LDRs) for which you are applying.	
<u>✓</u>	Notarized Letter of Authorization. See "Permit and Applications" section on Planning Department website for copy of form.	Required If applicant is different than owner.
<u>✓</u>	Application Fees. Fees are cumulative. Applications for multiple types of permits, or for multiple permits of the same type, require multiple fees. See the currently adopted Fee Schedule in the Administrative Manual for more information.	Please see above.
<u>✓</u>	Review fees. The applicant is responsible for paying any review fees and expenses from consulting services necessitated by the review of the application by the County Surveyor, Town Engineer, Title Company and any other required consultant. Such fees shall be paid prior to approval of the permit.	

PREAPPLICATION CHECKLIST

✓	Mailed Notice fee. See Section 8.2.14.C.2 for notice requirements. If mailed notices are required, the applicant is responsible for paying for any mailing in excess of 25 notices.	Landowners within two hundred (200) feet of the land subject to the application. Done by Town Staff.
✓	Digital Format. All applications submitted to the Town Planning Department must be submitted in digital format.	Please provide digital copy with application.
✓	Response to Submittal Checklist. All applications require response to applicable review standards. For applications where a pre-application conference is required, applicable standards are identified below. If a pre-application conference is optional, see the submittal checklist for the relevant application type, established in the Administrative Manual.	This checklist serves as a guideline for process, but has additional concerns/recommendations throughout.
✓	Title Report. A title report, title certificate or record document guarantee prepared within the last six months that includes evidence of ownership and all encumbrances on the subject property. Copies of the documents referenced in the report should not be submitted unless requested by the planner during review.	Required for plat
✓	Narrative description of the proposed development. Describe in detail the existing condition of the property and the proposed development, use, or subdivision for which you are seeking approval.	
✓	Findings for approval. Include in your narrative a response to the findings for approval found in LDR Sec. 8.3.2, as applicable.	
✓	Proposed Development Program. Provide a table that summarizes the the projects compliance with the primary development standards (setbacks, heights, FAR, LSR, etc.).	Applicant shall provide compliance with all applicable CR-3 zoning standards and provide a housing mitigation plan. Staff will provide a building permit submittal checklist.
✓	Site Plan. Provide a detailed site plan of the proposed project. A list of minimum standards for a site plan are established in the Administrative Manual.	Please provide site plan to scale and dimensioned.
✓	Floor Plans. Include floor plans for any existing buildings that will be occupied by a proposed use. If changes to existing buildings are proposed, indicate those on the floor plans.	Please provide site plan to scale and dimensioned.
N/A	Neighborhood Meeting Summary. See Section 8.2.3 for Neighborhood Meeting requirements.	Optional.
✓	Posted Notice. See Section 8.2.14.C.4 for Posted Notice requirements for all public hearings.	

ARTICLES 2 (COMPLETE NEIGHBORHOODS), 3 (RURAL AREA ZONES), and 4 (SPECIAL PURPOSE ZONES).

Applicable Zone: Commercial Residential-3 (CR-3)

Applicable LDR Section: Sec. 2.2.13

PHYSICAL DEVELOPMENT. Please see Subsection B in applicable Zone District for specific standards.

Requirement	Notes
✓ Structure Location and Mass (setbacks, height, FAR, etc.)	Show in CR-3 compliance summary table
N/A Maximum Scale of Development (individual building size)	

PREAPPLICATION CHECKLIST

<u>✓</u>	Design Review (Design Guidelines and Design Review Committee)	DRC meets second Wednesday of each month.
<u>✓</u>	Site Development (Driveway and Access limits)	
<u>✓</u>	Landscaping (see Div. 5.5 for more information)	
<u>✓</u>	Fencing (see Sec. 5.1.2 for more information)	
<u>N/A</u>	Environmental Standards (see Div. 5.1 and 5.2 for more information) • Natural Resource Buffers • Irrigation Ditch Setback • Wild Animal Feeding • Natural Resource Overlay Standards • Bear Conflict Area Standards	
<u>✓</u>	Scenic Standards (see Div. 5.3 for more information) • Exterior Lighting • Scenic Resource Overlay (SRO) Standards	Provide exterior lighting worksheet with building permit submittal, provide manufacturer cut sheets.
<u>✓</u>	Natural Hazards to Avoid (see Div. 5.4 for more information) • Steep Slopes • Areas of Unstable Soils • Fault Areas • Floodplains • Wildland Urban Interface	Only if applicable
<u>N/A</u>	Signs (see Div. 5.6 for more information)	Signs approved separately.
<u>✓</u>	Grading, Erosion Control, Stormwater (see Div. 5.7 for more information) • Grading • Erosion Control • Stormwater Management	Grading pre-app will be required. All grading info will be included in the building permit.

USE STANDARDS. Please see Subsection C in applicable Zone District for specific standards.

Requirement	Notes
<u>✓</u> Allowed Uses (see Div. 6.1 for more information)	
<u>✓</u> Parking (see Div. 6.2 for more information)	Show all parking dimensions including drive aisle width. This development can use the underground parking ordinance. In addition, please identify bike parking per the LDRs.
<u>✓</u> Employee Housing (see Div. 6.3 for more information)	
<u>✓</u> Maximum Scale of Use	

PREAPPLICATION CHECKLIST

<u>✓</u>	Operational Standards (see Div. 6.4 for more information) • Outside Storage • Refuse and Recycling • Noise • Vibration • Electrical Disturbances • Fire and Explosive Hazards • Heat and Humidity • Radioactivity	Refuse and recycling enclosure req'd. Please show on site plan.
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DEVELOPMENT OPTIONS. *Please see Subsection D in applicable Zone District for specific standards.*

Requirement

Notes

<u>✓</u>	Allowed Subdivision and Development Options (see Div. 7.1 and 7.2 for more information)
<u>N/A</u>	Residential Subdivision Requirements (see Div. 7.4 and 7.5 for more information) • School and Parks Exactions
<u>✓</u>	Infrastructure (see Div. 7.6 and 7.7 for more information) • Transportation Facilities • Required Utilities

OTHER APPLICABLE LDR STANDARDS

Requirement

Notes:

<u>N/A</u>	Division 1.9, Nonconformities
	1.9.2 Nonconforming Physical Development
	1.9.3 Nonconforming Uses
	1.9.4 Nonconforming Development Options and Subdivisions
	1.9.5 Nonconforming Signs

PREAPPLICATION CHECKLIST

N/A

Division 7.3, Open Space Standards

- 7.3.3 Configuration and Location of Required Open Space
- 7.3.4 Use of Open Space
- 7.3.5 Physical Development Permitted in Open Space
- 7.3.6 Record of Restriction
- 7.3.7 Ownership of Open Space

ADDITIONAL COMMENTS

1. In the Development Plan submittal, the applicant needs to clearly identify how/where the base FAR and 2:1 bonus is being allocated both in the floor plans and narrative. When calculating FAR, hallways, mechanical spaces, stairs and elevators count. Stairs are counted every two floors and elevators are counted only once.
2. As the building design moves further along, consider additional storage space for most, if not all, units. It is the Town's understanding that some market units will be deed restricted at a later date to mitigate future development(s). In order for those units to meet the livability standards at the time of deed restriction, those units will need to have storage space. It would be prudent to consider the livability standards upfront so that issues do not arise at the time of deed restriction.
3. Applicant must detail how the development complies with all standards for the 4th story allowance. Also, the 4th story may need to be stepped back from the front and/or sides to blend into surrounding development according one of the standards in Section 2.2.13.E.4.
4. The site plan will need to include multiple pedestrian connections from the building to the sidewalk in the right-of-way.
5. At Development Plan, the applicant will need to include bike racks in various locations. This should include guest racks and racks protected from the elements.
6. Applicant shall address pedestrian frontage requirements (see Brian Schilling's comments), transparency, story height, blank wall, etc. in LDR Section 2.2.1.
7. Ditch: Ditches can be buried provided Section 7.7.4.D is complied with. Since water rights owners can access and maintain water flow in the event the buried pipe is blocked or restricted, the applicant should provide enough room for equipment to access the back of the site for maintenance, repairs, etc.
8. Considering there is no on-street parking or nearby public parking lots, the applicant should strongly consider providing guest parking. Alternatively, the Town is open to supporting an Administrative Adjustment to reduce parking requirements. Staff is supportive of reducing the parking requirement for some of the 2-bedroom units from 1.5 spaces per unit to 1 space per unit. This would free up parking for guests.
9. At the meeting we discussed the potential for a frontage road for guest parking. This should be further explored with the design team but also coordinate with Public Works, Pathways and Planning.
10. ADA Parking according to the LDRs: 1 ADA space is required per 25 required spaces. Thus, 10 ADA spaces are required under the current 239 space paring plan.
11. Housing Credit: 0.131 units. 4 single family homes. There are some apartments, but apartments are not granted credits.
12. What happens to the existing vehicular access on the adjacent property to the east (1100 SLP Road)? Does that access shift west so that it is located directly north of their property?
13. Planning and engineering recommend speaking with WYDOT (Darin Kaufman) regarding traffic impacts as the nearby ligl Highway 89 and SPL Road).

PLAN REVIEW COMMITTEE. *The Plan Review Committee consists of the following listed agencies. Planning Staff will transmit pertinent portions of the application to each agency. Other agencies and individuals not checked off on this list may be added to the PRC if necessary.*

PREAPPLICATION CHECKLIST

	Agency	Required for:
☒	Building Official	
☒	Town Attorney	
☒	Town Engineer	
☒	Title Company – for subdivision plat	
☒	County Surveyor – for subdivision plat	
☒	Jackson Hole Fire EMS	
☒	Housing Authority	
☐	Integrated Solid Waste & Recycling	
☐	National Park Service	
☒	Parks and Recreation Department	
☒	Pathways Coordinator	
☐	Public and Environmental Health	
☒	Police Department	
☐	Teton Conservation District	
☐	Teton County School District	
☐	Teton County (required when subdividing land within one mile of the Teton County)	
☐	U.S. Forest Service (if adjacent to or accessing through forest service lands)	
☐	Wyoming Department of Environmental Quality	
☐	Wyoming Department of Game & Fish	
☐	Other	

PREAPPLICATION CHECKLIST - RESPONSES

Pre-Application Checklist Responses

1. In the Development Plan submittal, the applicant needs to clearly identify how/where the base FAR and 2:1 bonus is being allocated both in the floor plans and narrative. When calculating FAR, hallways, mechanical spaces, stairs and elevators count. Stairs are counted every two floors and elevators are counted only once.

The design team has included overall plans, unit mix square footage calculations, and the housing mitigation calculator showing the breakdown and allocation of the market rate, market rate bonus, deed restricted workforce housing, and affordable workforce housing units required for the project. This new housing development will also provide future employee housing for another project being designed in the Town of Jackson.

2. As the building design moves further along, consider additional storage space for most, if not all, units. It is the Town's understanding that some market units will be deed restricted at a later date to mitigate future development(s). In order for those units to meet the livability standards at the time of deed restriction, those units will need to have storage space. It would be prudent to consider the livability standards upfront so that issues do not arise at the time of deed restriction.

The design team has planned for additional storage area closets to be provided in the parking garages for all units in the facility. These storage areas will meet the minimum square footage requirements per the Housing Authority Livability Design Standards.

3. Applicant must detail how the development complies with all standards for the 4th story allowance. Also, the 4th story may need to be stepped back from the front and/or sides to blend into surrounding development according one of the standards in Section 2.2.13.E.4.

All conditions will be met for the 4th story allowance per the CR-3 zoning requirements.

A. The additional floor area shown at floor level 2 for both buildings is shown to be designated deed restricted workforce housing for the project and will meet the livability design standards per the housing authority.

B. The project will support a mixture of market rate, market rate bonus, deed restricted, affordable workforce housing, and future designated employee housing. The housing mitigation calculator has indicated that there is a requirement of .822 affordable housing units for the project. The owner will be dedicating a 2-bedroom affordable workforce housing unit per the housing mitigation calculator to meet this requirement.

C. All 3 property sites combined add up to 2.09 acres which exceeds the 2-acre minimum requirement.

D. There is a START bus transit stop at South Park Loop Road and Gregory Lane which is within a 1/4 mile of our new development.

E. There are numerous commercial services within a 1/4 mile of our new development including Whole Foods, Maverik gas station, Leisure Sports, and many other commercial and retail operations within the 1/4 mile radius of our site.

F. The 4th floor does not exceed the floor area allowance and does not decrease the required open space for the project.

4. The site plan will need to include multiple pedestrian connections from the building to the sidewalk in the right-of-way.

The site design for both buildings show multiple pedestrian sidewalk connections to the right-of-way detached sidewalk from both buildings.

PREAPPLICATION CHECKLIST - RESPONSES

5. At Development Plan, the applicant will need to include bike racks in various locations. This should include guest racks and racks protected from the elements.

The design of both buildings will provide short term and long-term bike rack locations. These locations are shown near the main entrances to both buildings and in the 2 levels of the enclosed parking garage. The project will support over 300+ bike racks and additional storage areas for residents, staff, & guests.

6. Applicant shall address pedestrian frontage requirements (see Brian Schilling's comments), transparency, story height, blank wall, etc. in LDR Section 2.2.1.

The site design has provided a plan for the future development for the detached pedestrian sidewalk. There is also a plan to provide the design for bike lanes & landscape buffer zones in the right-of-way to be designed and constructed at a later date once confirmed it is feasible by the Town of Jackson and will be connected to surrounding properties on the South side of South Park Loop Road. The project frontage will also support additional landscaping for the project in the right-of-way for screening of the building and guest parking and will include trees in lawns where appropriate for the project.

Due to the nature of the 40-70 foot distance from the primary road to portions of the building, building site layout, and the step down of the existing site grades the design team did not see the need for a building step back. The project has been designed for the residential frontage neighborhood character which currently meets the entrance desired location off of the primary street, story height dimensions, transparency at all stories, blank wall area percentages, and pedestrian access requirements.

Parking has been designed for residents and staff to be provided in enclosed parking garage accessed from the middle drive aisle down to the South end of both buildings. The project also supports 9 resident and visitor parking stalls at west building entrances these areas will be screened with landscaping and or site walls around the North portion of the site.

7. Ditch: Ditches can be buried provided Section 7.7.4.D is complied with. Since water rights owners can access and maintain water flow in the event the buried pipe is blocked or restricted, the applicant should provide enough room for equipment to access the back of the site for maintenance, repairs, etc.

The plan for the irrigation ditch is to be fully buried in a concrete section of pipe that will span the entire site. There will be enough clearance per the direction of the water rights ownership around this new section of pipe to access for future maintenance & repairs.

8. Considering there is no on-street parking or nearby public parking lots, the applicant should strongly consider providing guest parking. Alternatively, the Town is open to supporting an Administrative Adjustment to reduce parking requirements. Staff is supportive of reducing the parking requirement for some of the 2-bedroom units from 1.5 spaces per unit to 1 space per unit. This would free up parking for guests.

The site design now includes a total of 9 guest surface parking stalls for the main entrances at the West building.

9. At the meeting we discussed the potential for a frontage road for guest parking. This should be further explored with the design team but also coordinate with Public Works, Pathways and Planning.

The design team explored this as an option but was not feasible with the overall design for the project.

10. ADA Parking according to the LDRs: 1 ADA space is required per 25 required spaces. Thus, 10 ADA spaces are required under the current 239 space parking plan.

We are now currently showing a total of 267 parking stalls for the project (258 parking garage + 9 guest surface parking). The design will include a total of 11 ADA stalls placed near multiple entrances to the building at both the surface parking and parking garage.

PREAPPLICATION CHECKLIST - RESPONSES

11. Housing Credit: 0.131 units. 4 single family homes. There are some apartments, but apartments are not granted credits.

This development submittal has included the housing mitigation calculator with the current allocation of market rate & deed restricted workforce housing in our submittal for your review.

12. What happens to the existing vehicular access on the adjacent property to the east (1100 SLP Road)? Does that access shift west so that it is located directly north of their property?

All required existing vehicular curb cuts needed to access surrounding properties will need to be maintained as a part of our new development. Currently we will be providing shared access for the neighboring property to the West along with an area planned for additional hardscape surface for that property owner to be able to back-up their cattle trailer onto their site.

13. Planning and engineering recommend speaking with WYDOT (Darin Kaufman) regarding traffic impacts as the nearby light Highway 89 and SPL Road).

We have included a traffic study for our project which has explored and has provided recommendations based on the overall traffic impacts for our new development.

ZONING COMPLIANCE VERIFICATION (ZCV) COPY



ZONING COMPLIANCE VERIFICATION (ZCV)

MOGUL HOSPITALITY PARTNERS – JACKSON, LLC

Location:

PT LOT 1 & LOT 2, NE1/4 NE1/4, SEC. 6, TWP. 40, RNG. 116
PIDN: 22-40-16-06-1-00-010, 011 & 012
1050, 1060 & 1080 South Park Loop Road
Town of Jackson, Wyoming

Prepared For:

Mogul Hospitality Partners - Jackson, LLC
c/o Rachel Lambert, VP of Construction
PO Box 998
Midway, UT 84049-0998
rachel@mogulcapital.com
(602) 885-2342

SCG Project No. 164211

Delivered: May 16, 2022

PO Box 6482 | Jackson, WY 83002 | 307.413.4399

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

WWW.SCGENGINEERING.COM



May 16, 2022

Town of Jackson Planning and Building
PO Box 1687
150 E Pearl Street
Jackson, WY 83001
(Ph) [307-733-0440](tel:307-733-0440)
planning@jacksonwy.gov

RE: ZONING COMPLIANCE VERIFICATION
Property Owner - Mogul Hospitality Partners - Jackson, LLC
Town of Jackson, Wyoming

Hello,

Please accept this zoning compliance verification (ZCV) request package on behalf of the property owner/applicant, Mogul Hospitality Partners - Jackson, LLC et. al. (Mogul). Rachel Lambert, VP of Construction for Mogul, is the owner/applicant designated contact. Please copy Rachel (rachell@mogulcapital.com, 602.885.2342) on all correspondences regarding this application.

The subject property addresses are 1050, 1060 and 1080 South Park Loop Road. The properties are between Middle School Road to the west and Gregory Lane to the east. The project encompasses three separate lots with a gross site area of just over 2-acres. The properties are not within a subdivision and not subject to HOA. The existing development includes a mix of older residential and light industrial uses. The proposed project, *The Loop*, intends to combine the three properties and develop as market rate and workforce apartment housing in compliance with the CR-3 zone district.

This submittal includes the following files:

1. Planning Permit Application for Zoning Compliance Verification (ZCV)
2. Letter of Authorization
3. The property deeds of record
4. P21-241 summary notes
5. 1120 South Park Loop Road, Slope evaluation Memorandum, Jorgensen, 1/11/2019, to TOJ Engineer, as part of public record
6. 1050 & 1060 South Park Loop Road Slope Evaluation Memorandum, Jorgensen, 5/6/2021, to Michael Pruett
7. Exhibit A – Aerial photo with existing slope conditions

PO Box 6482 | Jackson, WY 83002 | 307.413.4399

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

WWW.SCGENGINEERING.COM



A pre-application conference was held with Town of Jackson (TOJ) staff on October 25, 2021. Refer to P21-241 for the final conference summary notes. As discussed, a ZCV would be required to determine if the slopes on the property are natural or man-made. If natural, the properties would be subject to the Hillside Conditional Use Permit (CUP) regulations and requirements.

The slopes in question are located along the northern portions of the properties and, in some locations, are in excess of 25%. Refer to **Exhibit A**. As detailed below, it is the opinion that these slopes are not natural and were created during grading activity related to the creation of South Park Loop Road (SPRL) and to provide access to the subject properties.

Here are some points to consider:

1. On a similar apartment-style project located at 1120 South Park Loop Road (project located just to the west), Jorgensen submitted a memorandum to the Town Engineer (see attached file). The purpose of the January 1, 2019 memorandum was to determine if the existing steep slopes along SPLR were man-made or part of High School Butte's natural slope runoff. Jorgensen states that the slopes "*...were a result of grading efforts for construction of SPLR and property access roads, and are not a natural continuation of the slope of High School Butte.*" In conclusion, a Hillside CUP was not required for the development of this property.
2. On May 6, 2021, Jorgensen submitted another memorandum (see attached file) to the Town Engineer stating that the northern slopes along 1050 and 1060 Again, suggesting that the slopes are man-made.
3. Prior to Mogul Hospitality Partners, et.al. acquisition of the 1050 and 1060 properties, Michael Pruett engaged Jorgensen to perform a slope evaluation across the properties. Refer to the attached Jorgensen memorandum dated May 6, 2021. The scopes of work were similar to those performed on 1120 SPRL. Again, Jorgensen's analyses concluded that the slopes adjacent to SPRL "*...are a result of previous grading along the sites, and not a natural continuation of the slope of High School Butte.*" A Hillside CUP should not be required for the development of these lots. Mr. Pruett has allowed Mogul to utilize the Jorgensen memorandum.
4. The property at 1080 SPLR is located between 1120 and 1060/1050, therefore it would make sense that the man-made slope condition would apply. A Hillside CUP should not be required for the development of this property.
5. A review of the Teton County GIS Lidar slope data identifies steeper slopes (+25%) right along the southern edge of SPLR, which is the northern property lines of the subject properties. Refer to the attached Exhibit A. The magenta line delineates all three property boundaries. The cyan line indicates the Leek Ditch (along the southern boundary) and an old remnant of a Leek Ditch lateral. The ditch and lateral are very obvious in 1977 aerial imagery.

Based on the facts presented by the analyses and review of available data, it seems obvious that these slopes are indeed man-made, not natural. A Hillside CUP should not be required for the development of these properties. Applications that contemplate future planning issues, physical development and proposed uses will be submitted at a later time.

PO Box 6482 | Jackson, WY 83002 | 307.413.4399

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

WWW.SCGENGINEERING.COM



We appreciate the opportunity to work with you on this project.

Sincerely,

Summit Consulting Group, LLC

A handwritten signature in black ink, appearing to read "Randy Schrauder", is written over a light gray dotted line.

Randy Schrauder, P.E.

Attachments:

PO Box 6482 | Jackson, WY 83002 | 307.413.4399

ZONING COMPLIANCE VERIFICATION (ZCV) COPY


PLANNING PERMIT APPLICATION
Planning & Building Department

150 E Pearl Ave. | ph: (307) 733-0440
 P.O. Box 1687 | www.townofjackson.com
 Jackson, WY 83001

For Office Use Only

Fees Paid _____ Date & Time Received _____
 Application #s _____

Please note: Applications received after 3 PM will be processed the next business day.

PROJECT.

Name/Description: THE LOOP
 Physical Address: 1050, 1060, 1080 SOUTH PARK LOOP ROAD
 Lot, Subdivision: PT NE1/4 NE1/4, SEC. 6, TWP. 40, RNG. 116 PIDN: 22-40-16-06-1-00-010, 011 & 012

PROPERTY OWNER.

Name: MIDWAY HOSPITALITY PARTNERS, LLC & MOGUL HOSPITALITY PARTNERS - JACKSON, LLC & CHRISTENSEN BROTHERS, LLC Phone: 602.885.2342
 Mailing Address: PO BOX 998 MIDWAY, UT ZIP: 84049-0998
 E-mail: RachelL@mogulcapital.com

APPLICANT/AGENT.

Name: _____ Phone: _____
 Mailing Address: _____ ZIP: _____
 E-mail: _____

DESIGNATED PRIMARY CONTACT.

_____ Property Owner ☒ _____ Applicant/Agent

TYPE OF APPLICATION. Please check all that apply; review the type of application at www.townofjackson/200/Planning

Use Permit	Physical Development	Interpretations
_____ Basic Use	_____ Sketch Plan	_____ Formal Interpretation
_____ Conditional Use	_____ Development Plan	☒ _____ Zoning Compliance Verification
_____ Special Use	_____ Design Review	Amendments to the LDRs
Relief from the LDRs	Subdivision/Development Option	_____ LDR Text Amendment
_____ Administrative Adjustment	_____ Subdivision Plat	_____ Map Amendment
_____ Variance	_____ Boundary Adjustment (replat)	Miscellaneous
_____ Beneficial Use Determination	_____ Boundary Adjustment (no plat)	_____ Other: _____
_____ Appeal of an Admin. Decision	_____ Development Option Plan	_____ Environmental Analysis

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

PRE-SUBMITTAL STEPS. To see if pre-submittal steps apply to you, go to www.townofjackson.com/200/Planning and select the relevant application type for requirements. Please submit all required pre-submittal steps with application.

Pre-application Conference #: PAP 21-241 Environmental Analysis #: NA
 Original Permit #: NA Date of Neighborhood Meeting: _____

SUBMITTAL REQUIREMENTS. Please ensure all submittal requirements are included. The Planning Department will not hold or process incomplete applications. Partial or incomplete applications will be returned to the applicant. Go to www.townofjackson.com/200/Planning and select the relevant application type for submittal requirements.

Have you attached the following?

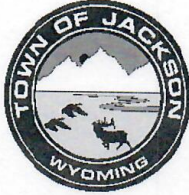
- X **Application Fee.** Fees are cumulative. Go to www.townofjackson.com/200/Planning and select the relevant application type for the fees.
- X **Notarized Letter of Authorization.** A notarized letter of consent from the landowner is required if the applicant is not the owner, or if an agent is applying on behalf of the landowner. Please see the Letter of Authorization template at <http://www.townofjackson.com/DocumentCenter/View/845/LetterOfAuthorization-PDF>.
- X **Response to Submittal Requirements.** The submittal requirements can be found on the TOJ website for the specific application. If a pre-application conference is required, the submittal requirements will be provided to applicant at the conference. The submittal requirements are at www.townofjackson.com/200/Planning under the relevant application type.

Note: Information provided by the applicant or other review agencies during the planning process may identify other requirements that were not evident at the time of application submittal or a Pre-Application Conference, if held. Staff may request additional materials during review as needed to determine compliance with the LDRs.

Under penalty of perjury, I hereby certify that I have read this application and associated checklists and state that, to the best of my knowledge, all information submitted in this request is true and correct. I agree to comply with all county and state laws relating to the subject matter of this application, and hereby authorize representatives of Teton County to enter upon the above-mentioned property during normal business hours, after making a reasonable effort to contact the owner/applicant prior to entering.

Signature of Property Owner or Authorized Applicant/Agent _____ Date _____
 Name Printed _____ Title _____

ZONING COMPLIANCE VERIFICATION (ZCV) COPY



Town of Jackson
150 E Pearl Avenue
PO Box 1687, Jackson, WY 83001
P: (307)733-3932 F: (307)739-0919
www.jacksonwy.gov

Date: 04/29/2022

LETTER OF AUTHORIZATION
NAMING APPLICANT AS OWNER'S AGENT

PRINT full name of property owner as listed on the deed when it is an individual OR print full name and title of President or Principal Officer when the owner listed on the deed is a corporation or an entity other than an individual: Mogul Hospitality Partners - Jackson, LLC and/or Midway Hospitality Partners, LLC and/or Christensen Brothers, LLC

Being duly sworn, deposes and says that _____ is the owner in fee of the premises located at: _____
Name of property owner as listed on deed

Address of Premises: 1080, 1060 & 1050 S Park Loop Road, Jackson, WY

Legal Description: PT NE1/4 NE1/4, SEC.6, TWP.40, RNG. 116

PIDN: 22-40-16-06-1-00-010/

Please attach additional sheet for additional addresses and legal descriptions

22-40-16-06-1-00-011/ 22-40-16-06-1-00-012

And, that the person named as follows: Name of Applicant/agent: Randy Schrauder/ Summit Consulting Group

Mailing address of Applicant/agent: PO Box 6482, Jackson WY 83002

Email address of Applicant/agent: randy@scgengineering.com

Phone Number of Applicant/agent: 307-413-4399

Is authorized to act as property owner's agent and be the applicant for the application(s) checked below for a permit to perform the work specified in this(these) application(s) at the premises listed above:

- ☒ Development/Subdivision Plat Permit Application ☒ Building Permit Application
☒ Public Right of Way Permit ☒ Grading and Erosion Control Permit ☒ Business License Application
☒ Demolition Permit ☒ Other (describe) N/A

Under penalty of perjury, the undersigned swears that the foregoing is true and, if signing on behalf of a corporation, partnership, limited liability company or other entity, the undersigned swears that this authorization is given with the appropriate approval of such entity, if required.

Property Owner Signature

Managing Partner

Title if signed by officer, partner or member of corporation, LLC (secretary or corporate owner) partnership or other non-individual Owner

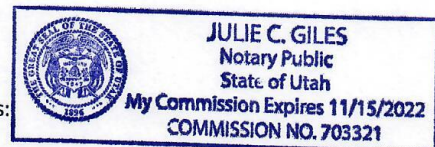
STATE OF Utah)
) SS.
COUNTY OF Wasatch)

The foregoing instrument was acknowledged before me by Bradley Wagstaff this 9
day of May, 2022. WITNESS my hand and official seal.

Notary Public

My commission expires:

11/15/2022



ZONING COMPLIANCE VERIFICATION (ZCV) COPY

Wyoming Title & Escrow - Jackson
1110 Maple Way
Jackson, Wyoming 83001

GRANTOR: CHERUBIM LLC
GRANTEE: MIDWAY HOSPITALITY PARTNERS LLC ET AL
Doc 1025534 Filed At 13:06 ON 10/05/21
Maureen Murphy Teton County Clerk fees: 18.00
By Corrina Dorman Deputy Clerk

WARRANTY DEED

Cherubim, LLC, a Wyoming limited liability company, GRANTOR(S), of PO Box 8682, Jackson, WY 83001, for Ten Dollars (\$10.00) and other good and valuable consideration in hand paid, receipt of which is hereby acknowledged, CONVEY(S) AND WARRANT(S) TO Midway Hospitality Partners, LLC, a Delaware limited liability company, as to an undivided 62.6% interest and Mogul Hospitality Partners - Jackson, LLC, a Utah limited liability company, as to an undivided 37.4% interest, as tenants in common, GRANTEE(S), whose address is PO Box 998, Midway, UT 84049, the following described real estate, situated in the County of Teton, State of Wyoming, hereby releasing and waiving all rights under and by virtue of the homestead exemption laws of the State of Wyoming, to-wit:

See attached Exhibit A

Together and including all improvements thereon, and all appurtenances and hereditaments thereunto belonging. Subject to general taxes for the year of closing, local improvement districts, guaranteed revenues to utility companies, building and zoning regulations, city, county and state subdivision and zoning laws, easements, restrictive covenants, and reservations of record.

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

WITNESS the due execution and delivery of this Warranty Deed this 4th
day of October, 2021.

Cherubim, LLC, a Wyoming limited liability company

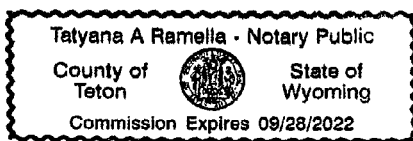
By: 
Michael Pruett, Member
By: 
Dawn Pruett, Member

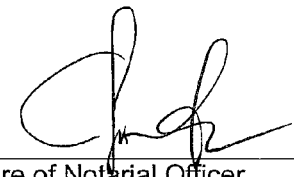
STATE OF Wyoming)
COUNTY OF Teton) ss.

The foregoing instrument was acknowledged before me by Michael Pruett and Dawn Pruett, Members of Cherubim, LLC, a Wyoming limited liability company this 4th day of October, 2021.

WITNESS my hand and official seal.

(SEAL)




Signature of Notarial Officer
Title and Rank Notary Public
My Commission Expires 9/28/2022

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

Order Number: W-25969

EXHIBIT "A" LEGAL DESCRIPTION

That part of a tract of record in the Office of the Clerk of Teton County, Wyoming in Book 42 of Photo on pages 93 and 94 being part of Lot 1 (NE¼NE¼), Section 6, T40N, R116W, 6th P.M. of said County described as follows from notes taken during an actual survey;

COMMENCING at the northeast corner of a tract of record in said Office of Book 8 of Deeds on Page 507, marked by a one inch diameter iron pipe, which is S63°-53'-57"W, 1228.97 feet from the northeast corner of said Section 6; THENCE N18°-45'-33"E, 29.90 feet to the northeast corner of the tract of record in said Book 42 on the southeast right-of-way line of South Park County Road 22-1, marked by a one inch diameter iron pipe; THENCE S50°-44'-15"W, 88.25 feet along the north line of said tract and said right-of-way line to the POINT OF BEGINNING;

THENCE S26°-55'-00"E, 149.39 feet to a point on the south line of said tract, identical with the south line of the tract of record in said Book 8;

THENCE S57°-10'-28"W, 89.24 feet along said south line to a point for the southwest corner of the tract of record in said Book 42;

THENCE N32°-47'-06"W, 33.85 feet along the west line of said tract to an one inch diameter iron pipe;

THENCE continuing N32°-47'-06"W, 97.78 feet along said west line to an angle point;

THENCE N25°-20'-30"W, 26.00 feet along said west line to a point on said right-of-way line for the northwest corner of said tract;

THENCE N64°-58'-28"E, 81.69 feet along the north line of said tract and said right-of-way line to an angle point marked by an one inch diameter iron pipe;

THENCE N50°-44'-11"E, 20.34 feet along said north line to the POINT OF BEGINNING.

PIDN: 22-40-16-06-1-00-010

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

Wyoming Title & Escrow - Jackson
1110 Maple Way
Jackson, Wyoming 83001

GRANTOR: CHERUBIM LLC
GRANTEE: MOGUL HOSPITALITY PARTNERS - JACKSON LLC
Doc 1025535 Filed At 13:08 ON 10/05/21
Maureen Murphy Teton County Clerk fees: 21.00
By Corrina Dorman Deputy Clerk

WARRANTY DEED

Cherubim, LLC, a Wyoming limited liability company, GRANTOR(S), of PO Box 8682, Jackson, WY 83002, for Ten Dollars (\$10.00) and other good and valuable consideration in hand paid, receipt of which is hereby acknowledged, CONVEY(S) AND WARRANT(S) TO Mogul Hospitality Partners - Jackson, LLC, a Utah limited liability company, GRANTEE(S), whose address is PO Box 998, Midway, UT 84049, the following described real estate, situated in the County of Teton, State of Wyoming, hereby releasing and waiving all rights under and by virtue of the homestead exemption laws of the State of Wyoming, to-wit:

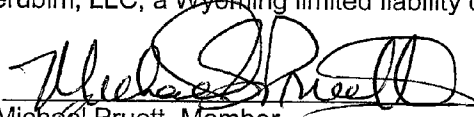
See attached Exhibit A

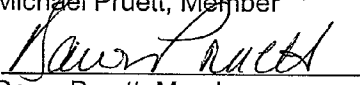
Together and including all improvements thereon, and all appurtenances and hereditaments thereunto belonging. Subject to general taxes for the year of closing, local improvement districts, guaranteed revenues to utility companies, building and zoning regulations, city, county and state subdivision and zoning laws, easements, restrictive covenants, and reservations of record.

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

WITNESS the due execution and delivery of this Warranty Deed this 4th
day of October, 2021.

Cherubim, LLC, a Wyoming limited liability company

By: 
Michael Pruett, Member

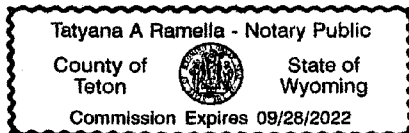
By: 
Dawn Pruett, Member

STATE OF Wyoming)
COUNTY OF Teton) ss.

The foregoing instrument was acknowledged before me by Michael Pruett and Dawn Pruett, Members of Cherubim, LLC, a Wyoming limited liability company, this 4th day of October, 2021.

WITNESS my hand and official seal.

(SEAL)




Signature of Notary Public
Title and Rank Notary Public
My Commission Expires 9/28/2022

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

Order Number: W-26031

EXHIBIT "A" LEGAL DESCRIPTION

This tract of land may be described as being a portion of Lot 1, or the NE¼ of the NE¼ of Section 6, and a portion of Lot 2, or the NW¼ of the NE¼ of Section 6, all in Township 40 North, Range 116 West of the Sixth Principal Meridian, in Teton County, Wyoming.

This tract of land may be more particularly described by metes and bounds as follows:

Commencing at a point which lies 1379 feet west and 728.4 feet south of the northeast corner of Section 6, in Township 40 North, Range 116 West of the Sixth Principal Meridian, in Teton County, Wyoming, which point also coincides with the northwest corner of a tract of land previously deeded to Mr. E. M. Woodward by Mr. Noble Gregory, Sr., and recorded in Book 8 of Deeds on Page 507, of the records of the Teton County Clerk and Recorder, thence bearing North 62° 05' East, for a distance of 26 feet to the POINT OF BEGINNING,

thence bearing North 5° 08' West, for a distance of 29 feet,
thence bearing North 62° 24' East, for a distance of 129.7 feet,
thence bearing South 27° 55' East, for a distance of 26 feet,
thence bearing South 62° 05' West, for a distance of 141 feet, more or less, to the point of beginning

...AND...

This tract of land may be described as being a portion of Lot 1, or the NE¼ of the NE¼ of Section 6, and a portion of Lot 2, or the NW¼ of the NE¼ of Section 6, all in Township 40 North, Range 116 West of the Sixth Principal Meridian, in Teton County, Wyoming.

This tract of land may be more particularly described by metes and bounds as follows:

Commencing at a point which lies 1379 feet west and 728.4 feet south of the northeast corner of Section 6, in Township 40 North, Range 116 West of the Sixth Principal Meridian, in Teton County, Wyoming, which point also coincides with the northwest corner of a tract of land previously deeded to Mr. E. M. Woodward, by Mr. Noble Gregory, Sr., and recorded in Book 8 of Deeds on Page 507, of the records of the Teton County Clerk and Recorder, thence bearing North 62° and 05' East, for a distance of 26 feet to the POINT OF BEGINNING,

thence bearing North 62° 05' East, for a distance of 141 feet,
thence bearing South 33° 10' East for a distance of 129 feet, more or less, to a point on the south boundary of said Woodward Tract,
thence bearing South 57° 07' West, for a distance of 53.8 feet,
thence bearing South 63° 49' West, for a distance of 67 feet,
thence bearing South 73° 49' West, for a distance of 81.4 feet,

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

thence bearing North 5° 08' West, for distance of 123.9 feet, more or less, to the point of beginning.

PIDN: 22-40-16-06-1-00-011

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

Wyoming Title & Escrow - Jackson
1110 Maple Way
Jackson, Wyoming 83001

GRANTOR: MFD INDUSTRIAL I LLC
GRANTEE: CHRISTENSEN BROTHERS LLC ET AL
Doc 1025877 Filed At 13:52 ON 10/08/21
Maureen Murphy Teton County Clerk fees: 18.00
By Corrina Dorman Deputy Clerk

WARRANTY DEED

MFD Industrial I, LLC, a Wyoming limited liability company, GRANTOR(S), of PO Box 563, Teton Village, WY 83025, for Ten Dollars (\$10.00) and other good and valuable consideration in hand paid, receipt of which is hereby acknowledged, CONVEY(S) AND WARRANT(S) TO Christensen Brothers, LLC, a Washington limited liability company, as to an undivided 31.3% interest, and Mogul Hospitality Partners - Jackson, LLC, a Delaware limited liability company, as to an undivided 68.7% interest, as tenants in common, GRANTEE(S), whose address is PO Box 998, Midway, UT 84049, the following described real estate, situated in the County of Teton, State of Wyoming, hereby releasing and waiving all rights under and by virtue of the homestead exemption laws of the State of Wyoming, to-wit:

See attached Exhibit A

Together and including all improvements thereon, and all appurtenances and hereditaments thereunto belonging. Subject to general taxes for the year of closing, local improvement districts, guaranteed revenues to utility companies, building and zoning regulations, city, county and state subdivision and zoning laws, easements, restrictive covenants, and reservations of record.

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

WITNESS the due execution and delivery of this Warranty Deed this 6th
day of October, 2021.

MFD Industrial I, LLC, a Wyoming limited liability
company

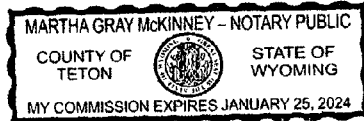
Michael F. Daus
Michael F. Daus, Managing Member

STATE OF Wyoming)
COUNTY OF Teton) ss.

The foregoing instrument was acknowledged before me by Michael F. Daus,
Managing Member of MFD Industrial I, LLC, a Wyoming limited liability company, this
6th day of October, 2021.

WITNESS my hand and official seal.

(SEAL)



Martha Gray McKinney
Signature of Notarial Officer

Title and Rank

My Commission Expires _____

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

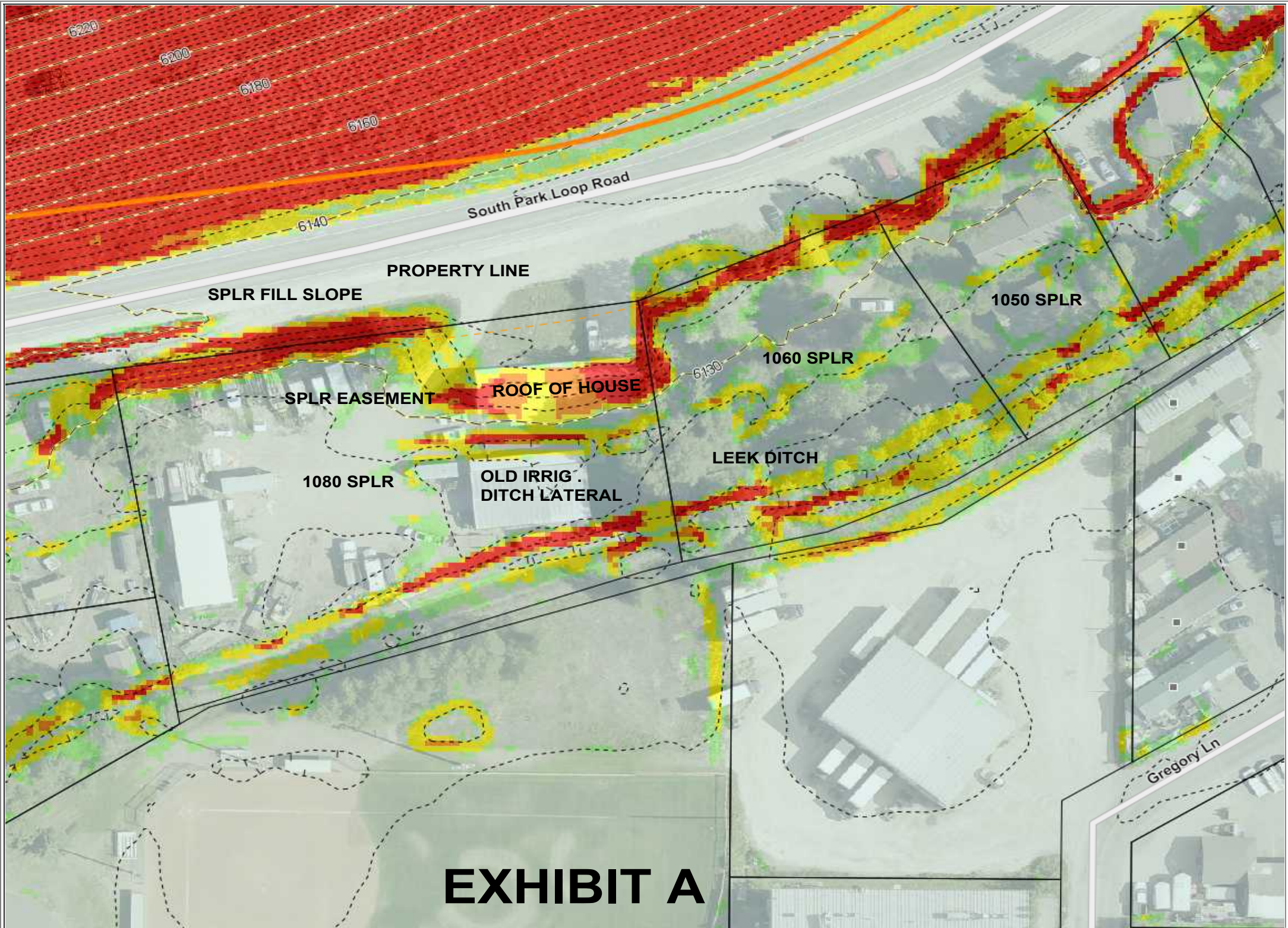
Order Number: W-25592

EXHIBIT "A" **LEGAL DESCRIPTION**

A parcel of land located within Lot 2, Section 6, T40N, R116W, 6th P.M., Teton County, Wyoming, said parcel being more particularly described as follows:

Beginning at a point monumented by a 1 inch diameter iron pipe, from which the northeast corner of said Section 6 bears N66° 42' 53"E, 1824.12 feet;
Thence S08° 34' 09"E, 2.80 feet to a point;
Thence continuing S08° 34' 09"E, 112.70 feet to a point;
Thence continuing S08° 34' 09"E, 39.88 feet to a point;
Thence S74° 26' 48"W, 21.48 feet to a point;
Thence S71° 14' 01"W, 166.79 feet to a point;
Thence S71° 35' 56"W, 92.30 feet to a point;
Thence N09° 45' 04"W, 188.00 feet to a point monumented by a 1 inch diameter iron pipe;
Thence continuing N09° 45' 04"W, 9.52 feet to a point;
Thence continuing N09° 45' 04"W, 7.48 feet to a point;
Thence N81° 46' 23"E, 280.66 feet to the Point of Beginning.

PIDN: 22-40-16-06-1-00-012



Teton County Wyoming
MapServer

- Town of Jackson Corporate Limits
- River, Creeks, Lakes
- 2020 Color, 3" resolution, private land
- Slope less than 10%
- Slope 10% - 15%
- Slope 15% - 25%
- Slope 25% - 30%
- Slope over 30%



Teton County provides this map for illustrative purposes only and assumes no liability for actions taken by users based on information shown.
printed 12/14/2021

EXHIBIT A

ZONING COMPLIANCE VERIFICATION (ZCV) COPY



PRE-APPLICATION CONFERENCE SUMMARY

Planning & Development Department Planning Division

150 E Pearl Ave. | ph: (307) 733-0440
P.O. Box 687 | fax: (307) 734-3563
Jackson, WY 83001 | www.townofjackson.com

This Summary will be prepared by Planning Staff. The applicant, or the applicant's agent, shall receive a copy of this summary for their reference in submitting a sufficient application.

Staff may request additional materials during review as needed to determine compliance with the LDRs.

PRE-APPLICATION MEETING GENERAL INFORMATION.

PAP#: P21-241
Date of Conference: 10/25/21
Planning Staff: Tyler Valentine & Paul Anthony

PROJECT.

Name/Description: The Loop Housing Project
Physical Address: 1050, 1060 & 1080 South Park Loop Road
Lot, Subdivision: _____ PIDN: _____
Zoning District(s): Commercial Residential – 3 (CR-3)
Overlay(s): n/a

STAKEHOLDERS.

Applicant: Mogul Hospitality Partners, LLC
Owner: Michael Pruett (1050 & 1060 SPL) and Mike Daus (1080 SPL)
Agent: _____

REQUIRED APPLICATIONS. This project will require the following applications:

Application	Reason	Fee
Zoning Compliance Verification	Required prior to Development Plan submittal to determine slopes as man-made.	\$601
Development Plan	Required for 100% residential projects over 30,000 sf.	\$3,005
Design Review Committee (DRC)	Required for Development Plan.	\$240 each submittal
Partial Vacation without Replat	Required prior to building permit submittal to vacate property lines, combine lots, vacate easements.	\$601
Grading Pre-App	Required prior to Building Permit for site disturbance greater than 3,000 sf or required at Town Engineer discretion.	\$180
Demo Permit	Required to remove structures.	TBD

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Building Permit	Required for all physical development.	TBD
Subdivision Plat	Only required if the intent is to condominiumize	\$1,202 + technical review fees

MEETING ATTENDEES:

Name	Company	Phone/Email
Tyler Valentine	Town Planning	(307) 733-0440 x1305
Paul Anthony	Town Planning	(307) 733-0440 x1303
Brian Lenz	Town Engineering	(307) 733-3079 x1410
Jeff Silliman	Town Engineering	(307) 733-3079 x1412
Brian Schilling	Town/County Pathways	(307) 732-8573 x8573
Kelly Sluder	Town Building	(307) 733-0520 x1350
Scott Mohror	Town Engineering	(307) 733-3079 x1413
Stacy Stoker	Housing Department	(307) 732-0867
Kathy Clay	Fire Department	(307) 732-8506
Brad	Mogul Capital	bradw@mogulcapital.com
Brandon	Mogul Capital	brandonw@mogulcapital.com
Rachel	Mogul Capital	Rachell@mogulcapital.com
Randy Schrauder	SCG Engineering	randy@scgengineering.com
Chris Lee	Design Associates	chris@dajh.com
Jason	Design Associates	jason@dajh.com
Jason MacKinnon		JMacKinnon@lantz-boggio.com
Boyd		boyd@udvs.net

TIMELINES. This table is intended to provide general information regarding the review process and timing of decisions. See Article 8 for a complete explanation of the review process.

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

The following timelines are generally applicable:

Application Types:	Sufficiency	Decision-Maker	Timeline
Zoning Compliance Verification	14 days	Staff	45 days from sufficiency
Development Plan	14 days	Town Council	90-120 days after sufficiency
DRC (concurrent with Development Plan)		Design Review Committee	DRC: Meets 2 nd Wednesday of each month
Partial Vacation without Replat	14 days	Town Council	60 days from sufficiency
Grading Pre-App	1 week	Town Engineer	2-3 weeks
Demo Permit		Staff (however, the Town Council issue a 90 day stay on demolition depending on the recommendation of the Historic Preservation Board)	30-90 days
Building Permit		Building Official	First round review is typically 4 weeks.
Subdivision Plat	14 days	Town Council	90 days from sufficiency

Checklist Key.

✓ **Required.** Applicant must demonstrate compliance with this requirement.

N/A **Not Applicable.** Review requirement is not applicable to this project.

General Information

Requirement

Notes

<u>✓</u>	Planning Permit Application. The application should list all pertinent permits (use, physical development, interpretation, relief from the LDRs, Development Option/Subdivisions, Amendments to the LDRs) for which you are applying.	
<u>✓</u>	Notarized Letter of Authorization. See "Permit and Applications" section on Planning Department website for copy of form.	Required If applicant is different than owner.
<u>✓</u>	Application Fees. Fees are cumulative. Applications for multiple types of permits, or for multiple permits of the same type, require multiple fees. See the currently adopted Fee Schedule in the Administrative Manual for more information.	Please see above.
<u>✓</u>	Review fees. The applicant is responsible for paying any review fees and expenses from consulting services necessitated by the review of the application by the County Surveyor, Town Engineer, Title Company and any other required consultant. Such fees shall be paid prior to approval of the permit.	

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

✓	Mailed Notice fee. See Section 8.2.14.C.2 for notice requirements. If mailed notices are required, the applicant is responsible for paying for any mailing in excess of 25 notices.	Landowners within two hundred (200) feet of the land subject to the application. Done by Town Staff.
✓	Digital Format. All applications submitted to the Town Planning Department must be submitted in digital format.	Please provide digital copy with application.
✓	Response to Submittal Checklist. All applications require response to applicable review standards. For applications where a pre-application conference is required, applicable standards are identified below. If a pre-application conference is optional, see the submittal checklist for the relevant application type, established in the Administrative Manual.	This checklist serves as a guideline for process, but has additional concerns/recommendations throughout.
✓	Title Report. A title report, title certificate or record document guarantee prepared within the last six months that includes evidence of ownership and all encumbrances on the subject property. Copies of the documents referenced in the report should not be submitted unless requested by the planner during review.	Required for plat
✓	Narrative description of the proposed development. Describe in detail the existing condition of the property and the proposed development, use, or subdivision for which you are seeking approval.	
✓	Findings for approval. Include in your narrative a response to the findings for approval found in LDR Sec. 8.3.2, as applicable.	
✓	Proposed Development Program. Provide a table that summarizes the the projects compliance with the primary development standards (setbacks, heights, FAR, LSR, etc.).	Applicant shall provide compliance with all applicable CR-3 zoning standards and provide a housing mitigation plan. Staff will provide a building permit submittal checklist.
✓	Site Plan. Provide a detailed site plan of the proposed project. A list of minimum standards for a site plan are established in the Administrative Manual.	Please provide site plan to scale and dimensioned.
✓	Floor Plans. Include floor plans for any existing buildings that will be occupied by a proposed use. If changes to existing buildings are proposed, indicate those on the floor plans.	Please provide site plan to scale and dimensioned.
N/A	Neighborhood Meeting Summary. See Section 8.2.3 for Neighborhood Meeting requirements.	Optional.
✓	Posted Notice. See Section 8.2.14.C.4 for Posted Notice requirements for all public hearings.	

ARTICLES 2 (COMPLETE NEIGHBORHOODS), 3 (RURAL AREA ZONES), and 4 (SPECIAL PURPOSE ZONES).

Applicable Zone: Commercial Residential-3 (CR-3)

Applicable LDR Section: Sec. 2.2.13

PHYSICAL DEVELOPMENT. Please see Subsection B in applicable Zone District for specific standards.

Requirement	Notes
✓ Structure Location and Mass (setbacks, height, FAR, etc.)	Show in CR-3 compliance summary table
N/A Maximum Scale of Development (individual building size)	

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

<u>✓</u>	Design Review (Design Guidelines and Design Review Committee)	DRC meets second Wednesday of each month.
<u>✓</u>	Site Development (Driveway and Access limits)	
<u>✓</u>	Landscaping (see Div. 5.5 for more information)	
<u>✓</u>	Fencing (see Sec. 5.1.2 for more information)	
<u>N/A</u>	Environmental Standards (see Div. 5.1 and 5.2 for more information) • Natural Resource Buffers • Irrigation Ditch Setback • Wild Animal Feeding • Natural Resource Overlay Standards • Bear Conflict Area Standards	
<u>✓</u>	Scenic Standards (see Div. 5.3 for more information) • Exterior Lighting • Scenic Resource Overlay (SRO) Standards	Provide exterior lighting worksheet with building permit submittal, provide manufacturer cut sheets.
<u>✓</u>	Natural Hazards to Avoid (see Div. 5.4 for more information) • Steep Slopes • Areas of Unstable Soils • Fault Areas • Floodplains • Wildland Urban Interface	Only if applicable
<u>N/A</u>	Signs (see Div. 5.6 for more information)	Signs approved separately.
<u>✓</u>	Grading, Erosion Control, Stormwater (see Div. 5.7 for more information) • Grading • Erosion Control • Stormwater Management	Grading pre-app will be required. All grading info will be included in the building permit.

USE STANDARDS. Please see Subsection C in applicable Zone District for specific standards.

Requirement	Notes
<u>✓</u> Allowed Uses (see Div. 6.1 for more information)	
<u>✓</u> Parking (see Div. 6.2 for more information)	Show all parking dimensions including drive aisle width. This development can use the underground parking ordinance. In addition, please identify bike parking per the LDRs.
<u>✓</u> Employee Housing (see Div. 6.3 for more information)	
<u>✓</u> Maximum Scale of Use	

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

<u>✓</u>	Operational Standards (see Div. 6.4 for more information) • Outside Storage • Refuse and Recycling • Noise • Vibration • Electrical Disturbances • Fire and Explosive Hazards • Heat and Humidity • Radioactivity	Refuse and recycling enclosure req'd. Please show on site plan.
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DEVELOPMENT OPTIONS. Please see Subsection D in applicable Zone District for specific standards.

Requirement

Notes

<u>✓</u>	Allowed Subdivision and Development Options (see Div. 7.1 and 7.2 for more information)
<u>N/A</u>	Residential Subdivision Requirements (see Div. 7.4 and 7.5 for more information) • School and Parks Exactions
<u>✓</u>	Infrastructure (see Div. 7.6 and 7.7 for more information) • Transportation Facilities • Required Utilities

OTHER APPLICABLE LDR STANDARDS

Requirement

Notes:

<u>N/A</u>	Division 1.9, Nonconformities
	1.9.2 Nonconforming Physical Development
	1.9.3 Nonconforming Uses
	1.9.4 Nonconforming Development Options and Subdivisions
	1.9.5 Nonconforming Signs

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

N/A

Division 7.3, Open Space Standards

- 7.3.3 Configuration and Location of Required Open Space
- 7.3.4 Use of Open Space
- 7.3.5 Physical Development Permitted in Open Space
- 7.3.6 Record of Restriction
- 7.3.7 Ownership of Open Space

ADDITIONAL COMMENTS

1. In the Development Plan submittal, the applicant needs to clearly identify how/where the base FAR and 2:1 bonus is being allocated both in the floor plans and narrative. When calculating FAR, hallways, mechanical spaces, stairs and elevators count. Stairs are counted every two floors and elevators are counted only once.
2. As the building design moves further along, consider additional storage space for most, if not all, units. It is the Town's understanding that some market units will be deed restricted at a later date to mitigate future development(s). In order for those units to meet the livability standards at the time of deed restriction, those units will need to have storage space. It would be prudent to consider the livability standards upfront so that issues do not arise at the time of deed restriction.
3. Applicant must detail how the development complies with all standards for the 4th story allowance. Also, the 4th story may need to be stepped back from the front and/or sides to blend into surrounding development according one of the standards in Section 2.2.13.E.4.
4. The site plan will need to include multiple pedestrian connections from the building to the sidewalk in the right-of-way.
5. At Development Plan, the applicant will need to include bike racks in various locations. This should include guest racks and racks protected from the elements.
6. Applicant shall address pedestrian frontage requirements (see Brian Schilling's comments), transparency, story height, blank wall, etc. in LDR Section 2.2.1.
7. Ditch: Ditches can be buried provided Section 7.7.4.D is complied with. Since water rights owners can access and maintain water flow in the event the buried pipe is blocked or restricted, the applicant should provide enough room for equipment to access the back of the site for maintenance, repairs, etc.
8. Considering there is no on-street parking or nearby public parking lots, the applicant should strongly consider providing guest parking. Alternatively, the Town is open to supporting an Administrative Adjustment to reduce parking requirements. Staff is supportive of reducing the parking requirement for some of the 2-bedroom units from 1.5 spaces per unit to 1 space per unit. This would free up parking for guests.
9. At the meeting we discussed the potential for a frontage road for guest parking. This should be further explored with the design team but also coordinate with Public Works, Pathways and Planning.
10. ADA Parking according to the LDRs: 1 ADA space is required per 25 required spaces. Thus, 10 ADA spaces are required under the current 239 space paring plan.
11. Housing Credit: 0.131 units. 4 single family homes. There are some apartments, but apartments are not granted credits.
12. What happens to the existing vehicular access on the adjacent property to the east (1100 SLP Road)? Does that access shift west so that it is located directly north of their property?
13. Planning and engineering recommend speaking with WYDOT (Darin Kaufman) regarding traffic impacts as the nearby ligl Highway 89 and SPL Road).

PLAN REVIEW COMMITTEE. *The Plan Review Committee consists of the following listed agencies. Planning Staff will transmit pertinent portions of the application to each agency. Other agencies and individuals not checked off on this list may be added to the PRC if necessary.*

ZONING COMPLIANCE VERIFICATION (ZCV) COPY

	Agency	Required for:
☒	Building Official	
☒	Town Attorney	
☒	Town Engineer	
☒	Title Company – for subdivision plat	
☒	County Surveyor – for subdivision plat	
☒	Jackson Hole Fire EMS	
☒	Housing Authority	
☐	Integrated Solid Waste & Recycling	
☐	National Park Service	
☒	Parks and Recreation Department	
☒	Pathways Coordinator	
☐	Public and Environmental Health	
☒	Police Department	
☐	Teton Conservation District	
☐	Teton County School District	
☐	Teton County (required when subdividing land within one mile of the Teton County)	
☐	U.S. Forest Service (if adjacent to or accessing through forest service lands)	
☐	Wyoming Department of Environmental Quality	
☐	Wyoming Department of Game & Fish	
☐	Other	

ZONING COMPLIANCE VERIFICATION (ZCV) COPY



JORGENSEN
GEOTECHNICAL, LLC

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MEMORANDUM

TO: Brian Lenz, P.E.
FROM: Jack Fitzgerald, E.I., Colter H. Lane, P.E.
DATE: 01/11/2019
SUBJECT: 1120 South Park Loop Road
PROJECT NO.: 18147

We are writing this memorandum to summarize the findings of our preliminary slope evaluation of the residence at 1120 South Park Loop Road in Jackson, Wyoming. A review of the Teton County slope analysis on Teton County GIS indicates the property has areas of 25-30% slopes as well as slopes in excess of 30%. Based on our analysis, these steep slopes were a result of grading efforts for construction of South Park Loop Road and property access roads, and are not a natural continuation of the slope of High School Butte. Four exhibits are attached to support this conclusion, and are discussed in detail below.

Exhibit 1: Comparison of Historical Imagery

This exhibit compares the Teton County slope analysis (lower left) with historical imagery from 1955 (upper left) and 1999 (upper right). In the figure, dashed lines represent roadways visible in 1955 and solid lines represent roadways visible in 1999. Aerial photography in 1955 and 1999 are not special per se, but the quality of imagery along South Park Loop Road is better than surrounding years and the images appear to adequately portray historic grading conditions.

The steep slopes south of South Park Loop Road appear to correlate with fill slopes of the area's roads and driveways, an apparent pattern which is observable on properties from Blair Drive to Gregory Lane. Specifically on 1120 South Park Loop Road, steep slopes appear to result from grading efforts from pre-1955 roadways, widening of South Park Loop road, and grading work to extend the driveway up to South Park Loop.

Exhibit 2: Cross Section Location Map

Two cross sections were built to compare the disturbed slope around 1120 South Park Loop Road (A-A') with a relatively undisturbed slope (B-B'). Cross section B-B' slope was chosen as an approximation of the undisturbed slope along the southern toe of High School Butte. The cross sections were built using topographic data taken from a 2015 LiDAR survey of Teton County.

Exhibit 3: Relatively Undisturbed Cross Section

As stated above, Cross Section B-B' represents a relatively undisturbed slope at the toe of High School Butte, further to the west where the existing South Park Loop Road is no longer along the toe of the butte, and is used as a comparison to existing slopes at the property in question. The term "relatively undisturbed" is used because the former alignment of South Park Loop Road ran through this section. Even so, based on the approximate location of the former road and the slope angles taken from the LiDAR data, we believe this is a good approximation of ground surface conditions of the slope south of High School Butte prior to any grading work based on natural geomorphologic processes. The measured

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18147 – 1120 South Park Loop Road
Due Diligence

January 11, 2019

slope transition zone between the butte and valley bottom is measured on this cross-section to be 11.5%.

Exhibit 4: Cross Section for 1120 South Park Loop Road

The cross section through 1120 South Park Loop shows the existing road conditions (thick black line) compared with an extrapolated slope angle (thin black line) and the estimated undisturbed slope (green). The extrapolated slope extends the slope angle of the butte to where it may have met the approximately horizontal ground surface of the valley floor. The estimated undisturbed slope is the ground surface profile from cross section B-B'. The estimated maximum cut and fill, which may exist based on these respective original ground surfaces, are shown in red. From Exhibit 1, the slopes in excess of 25% occur in the northern portion of the property. According to this analysis, the original ground surface slopes prior to grading is estimated to be on the order of 10% or less. This estimate is based upon our interpretation of the best available information given that original conditions along the toe of the butte have been completely disturbed and contains inherent uncertainty

Conclusion

Based on these observations, slopes in excess of 25% on 1120 South Park Loop Road are likely to be manmade and the natural runout of the slope is estimated to be on the order of 10% or less. The average slope across the entire lot was calculated to be approximately 8% under current conditions, and 5% in undisturbed conditions. We therefore conclude that a Hillside Conditional Use Permit is not required for grading on this lot. However, given the site grading may impact the slope adjacent South Park Loop Road, we recommend a complete geotechnical investigation be conducted with any development proposal for this parcel.

If you have any question about this memorandum, please contact us.

Respectfully submitted,

JORGENSEN GEOTECHNICAL, LLC



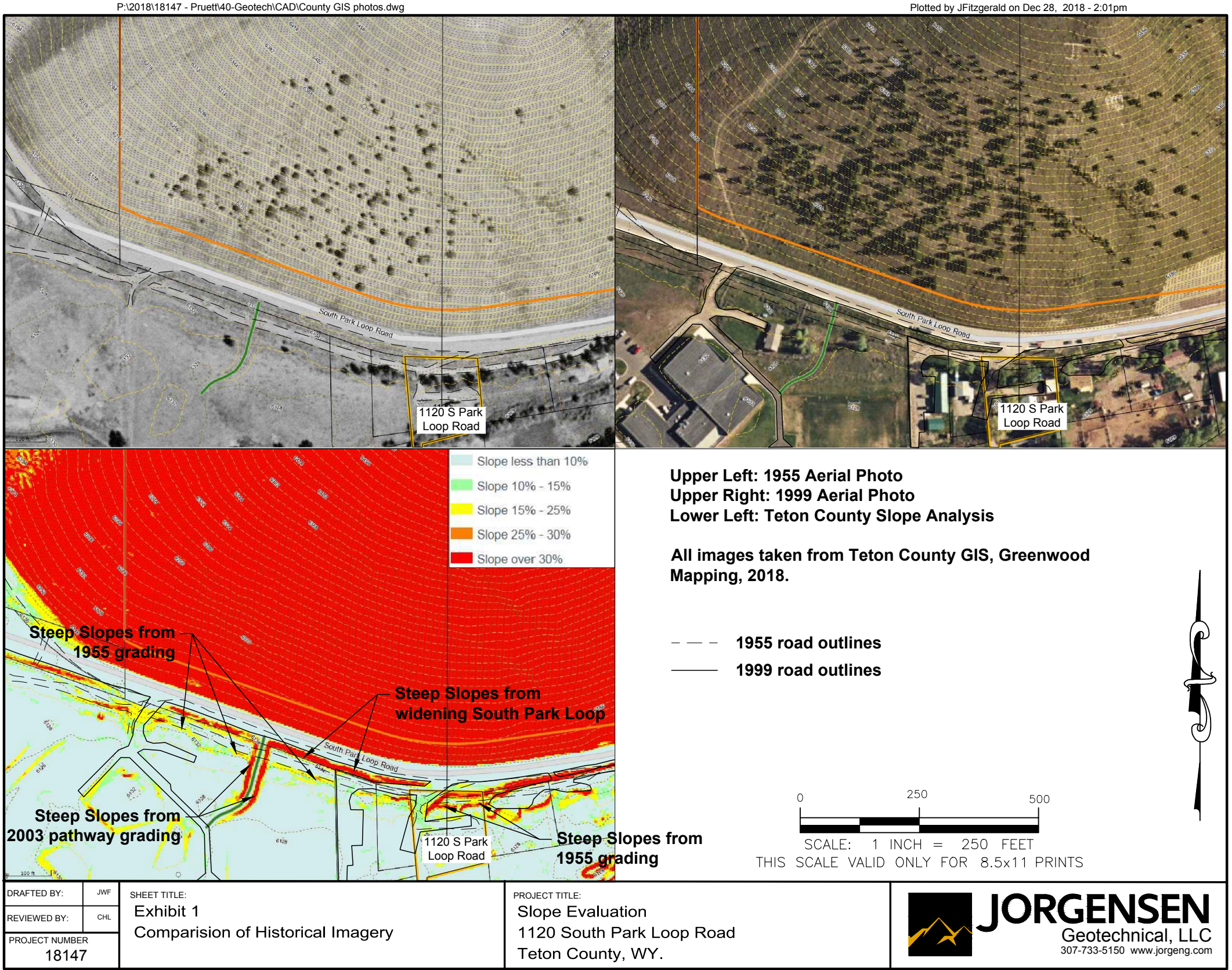
Jack Fitzgerald, E.I.



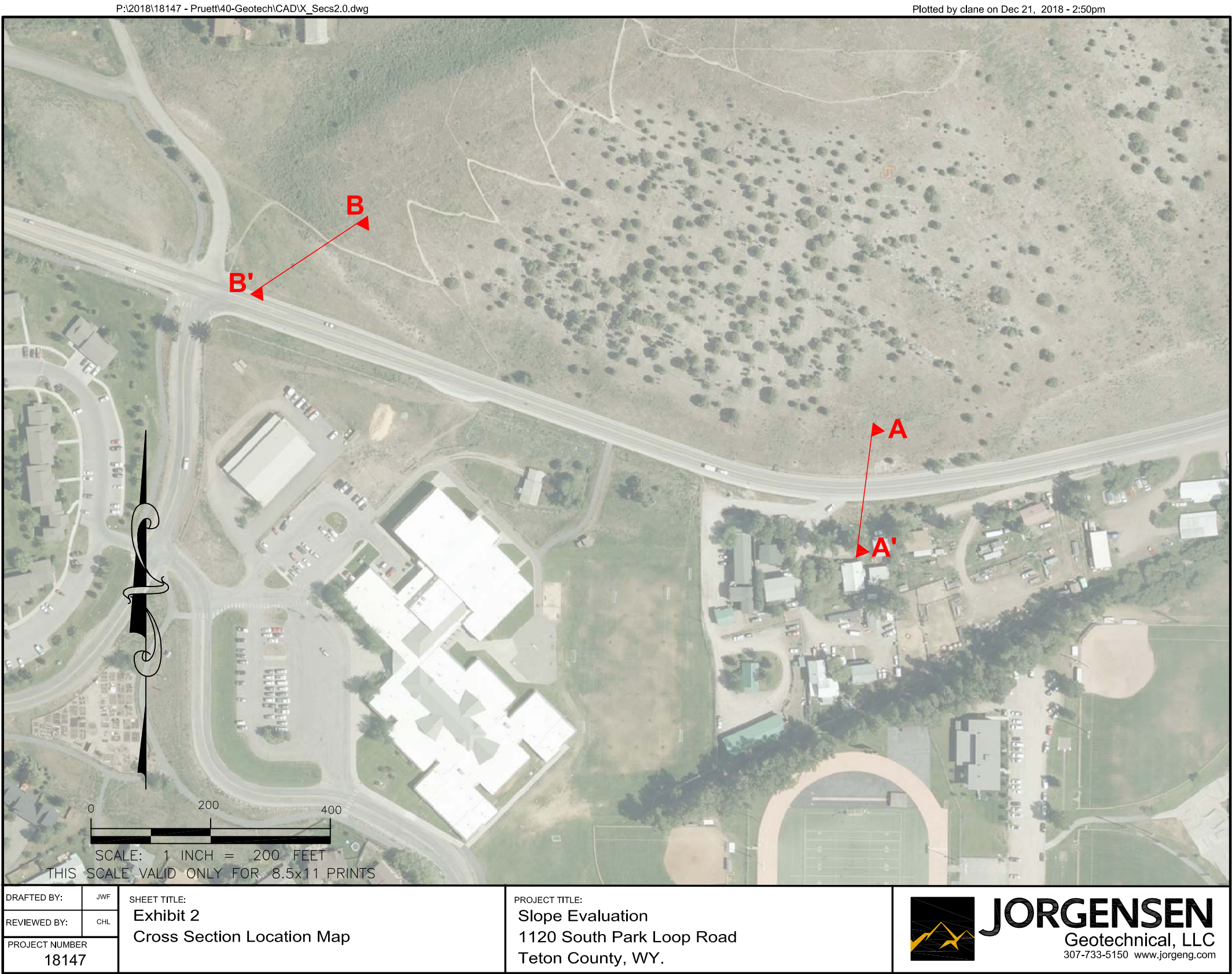
Colter H. Lane, P.E.

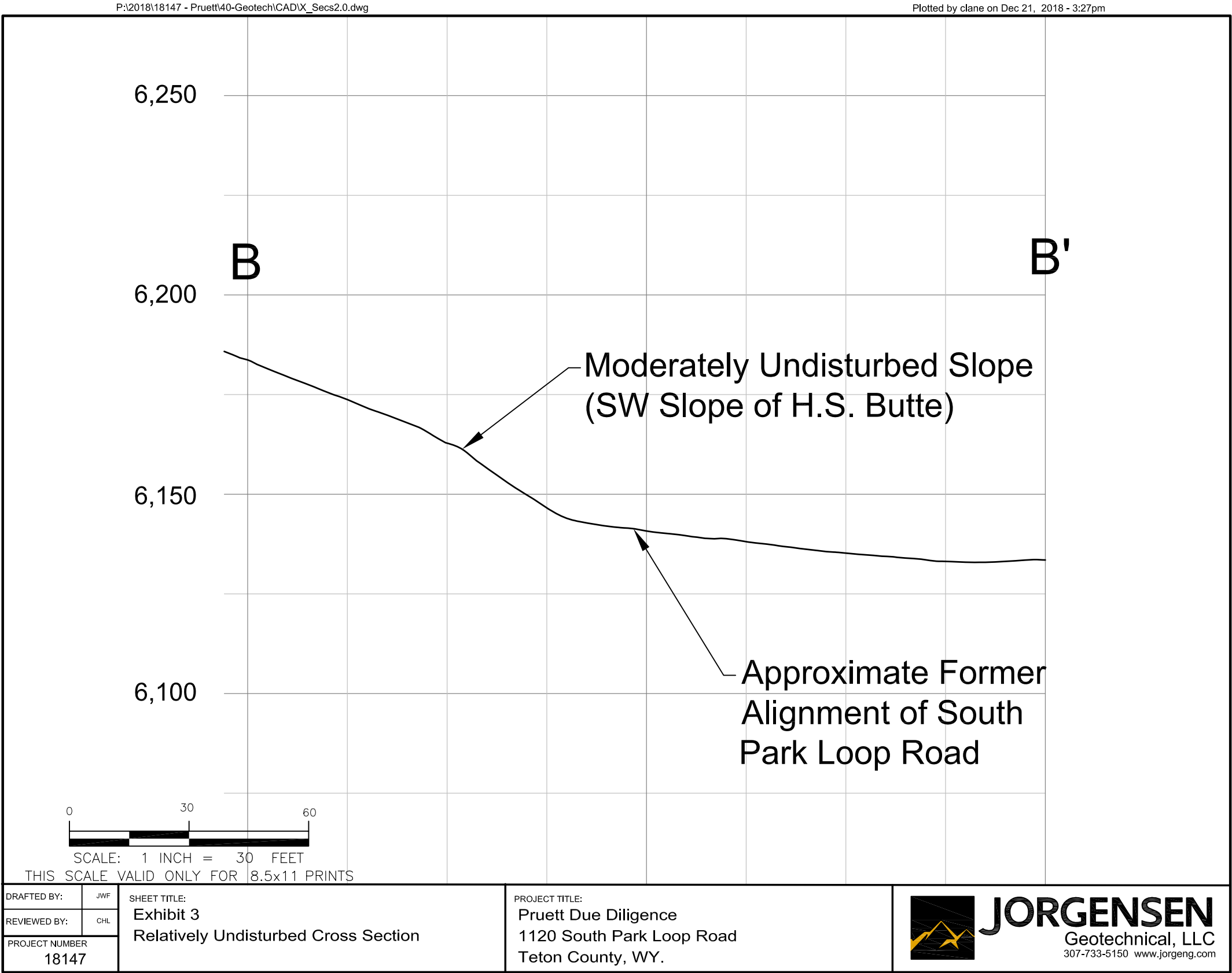
Attached: Exhibit 1: Comparison of Historical Imagery
 Exhibit 2: Cross Section Location Map
 Exhibit 3: Relatively Undisturbed Cross Section
 Exhibit 4: Cross Section for 1120 South Park Loop Road

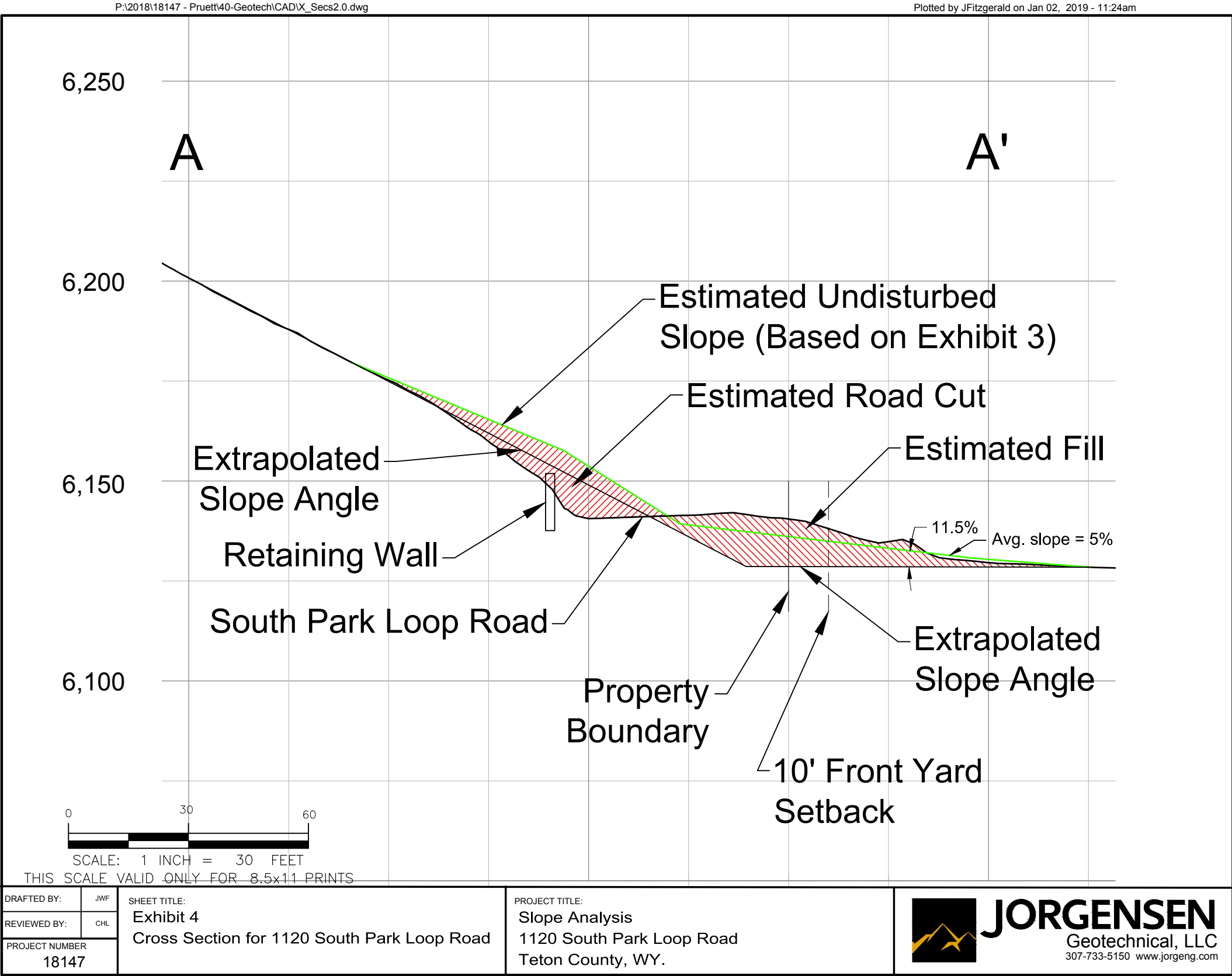
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MEMORANDUM

TO: Michael Pruett

FROM: Jack Fitzgerald, E.I., G.I.T.; Colter H. Lane, P.E.

DATE: May 6, 2021

SUBJECT: 1060 and 1050 South Park Loop Road Slope Evaluation

PROJECT NO.: 21045

JWF CHL JAL

This memorandum presents the findings of our slope evaluations of the properties located at 1060 and 1050 South Park Loop Road in Jackson, Wyoming. The “Slopes” layer of the Teton County GIS indicates portions of the properties are covered by 25-30% slopes, as well as slopes in excess of 30%. Our analysis indicates these steep slopes are a result of previous grading along the sites, and not a natural continuation of the slope of High School Butte. A discussion of our methods is found below, along with descriptions of four exhibits (attached) which support the conclusions.

Methodology

The analysis is based on available historical imagery and LiDAR data retrieved from the Teton County GIS Map Server (Teton County, 2021), as well as our knowledge of geomorphological processes. Historical imagery indicates the previous alignment of South Park Loop Road was further south than its current location, and the locations of slopes greater than 30% appears to coincide with where fill slopes associated with road construction would be expected. The historic photos also show some cuts made into the toe of the slope starting in the 1970’s (possibly a small quarry). The scar from this excavation is still visible on the slope, and was used, in part, to assist in the extrapolation of the natural slope of the hillside.

The steep slopes south of South Park Loop Road appear to correlate with fill slopes of the area’s roads and driveways, an apparent pattern which is observable on properties from Blair Drive to Gregory Lane. Specifically on the subject properties, steep slopes appear to result from grading efforts from pre-1955 roadways, and the widening of South Park Loop road.

Exhibit 1: Cross Section Location Map

Three cross sections were built to compare the disturbed slopes around 1060 and 1050 South Park Loop Road (cross sections B-B’ and C-C’, respectively) with a relatively undisturbed slope (A-A’). Cross section A-A’ slope was chosen as an approximation of the undisturbed slope along the southern toe of High School Butte. The cross sections were built using topographic data taken from a 2015 LiDAR survey of Teton County.

Exhibit 2: Relatively Undisturbed Cross Section

As stated above, Cross Section A-A’ represents a relatively undisturbed slope at the toe of High School Butte and is used as a comparison to existing slopes at the properties in question. The term “relatively

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21045– 1060 & 1050 South Park Loop Road

May 5, 2021

undisturbed” is used because the former alignment of South Park Loop Road ran through this section. Even so, based on the approximate location of the former road and the slope angles taken from the LiDAR data, we believe this is a good approximation of ground surface conditions of the slope south of High School Butte prior to any grading work based on natural geomorphologic processes. The measured slope transition zone between the toe of the Butte and valley bottom is measured on this cross-section to be approximately 12%.

Exhibits 3 and 4: Cross Sections for 1060 and 1050 South Park Loop Road

The cross sections through the subject properties show the existing slope conditions (shown as a black line) compared with an extrapolated slope angle (shown in green). The extrapolated slope extends the slope angle of the Butte to where it may have met the approximately horizontal ground surface of the valley floor. It is based on the location of the scar from the 1970's excavations, as well as the geometry of the relatively undisturbed slope shown in Exhibit 2. The slopes greater than 25% occur in the northern portions of the properties, corresponding to the location of the road and associated grading activities.

According to this analysis, the original ground surface slopes prior to grading is estimated to be on the order of 10.5% or less. This estimate is based upon our interpretation of the best available information given that original conditions along the toe of the butte have been completely disturbed and contains inherent uncertainty

Conclusion

Based on these observations, slopes in excess of 25% on 1060 and 1050 South Park Loop Road are likely to be manmade and the natural runout of the slope is estimated to be much flatter. We therefore conclude that a Hillside Conditional Use Permit is likely not required for grading on these lots. However, given the site grading may impact the slope adjacent to South Park Loop Road, we recommend a complete geotechnical investigation be conducted with any development proposal for these parcels.

If you have any question about this memorandum, please contact us.

Attached: Exhibit 1: Cross Section Location Map
Exhibit 2: Relatively Undisturbed Cross Section
Exhibit 3: Cross Section for 1060 South Park Loop Road
Exhibit 4: Cross Section for 1050 South Park Loop Road

References

Teton County Geographic Information System, 2021, Teton County, Wyoming, accessed May 4 from:
[https://maps.greenwoodmap.com/tetonwy/mapserver/map#zcr=9.335111463888694/2434569.3102442254/1408949.4197738057/0&lyrs=a2020,slopesZ,state_fed,water,tojcorp,Roads,ownership,placelabels&filter=\(pidn%20in\('22-40-16-06-1-00-011'%2C'22-40-16-06-1-00-010'\)\)](https://maps.greenwoodmap.com/tetonwy/mapserver/map#zcr=9.335111463888694/2434569.3102442254/1408949.4197738057/0&lyrs=a2020,slopesZ,state_fed,water,tojcorp,Roads,ownership,placelabels&filter=(pidn%20in('22-40-16-06-1-00-011'%2C'22-40-16-06-1-00-010')))

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Plotted by JFitzgerald on May 05, 2021 - 4:56pm



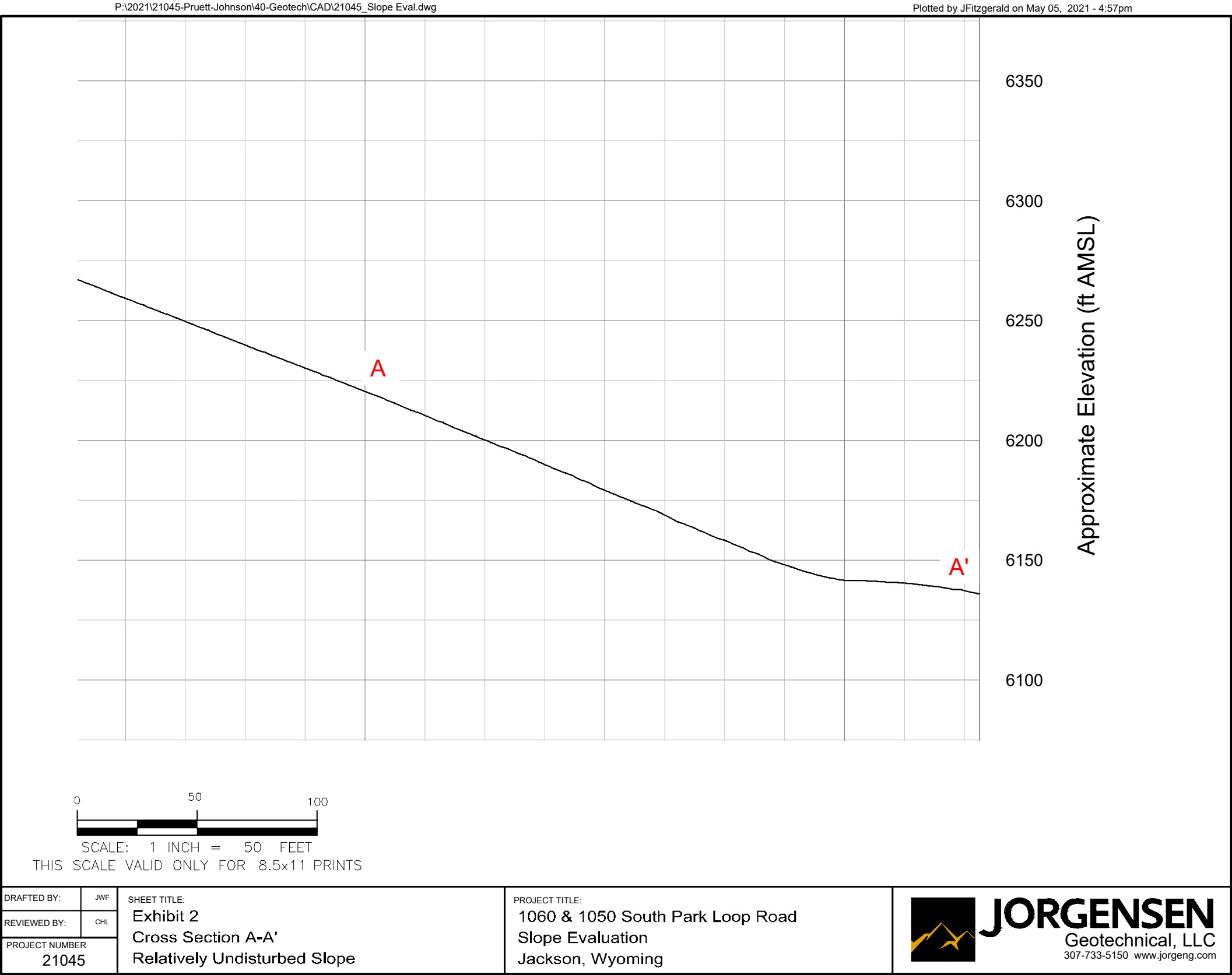
SCALE: 1 INCH = 300 FEET
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DRAFTED BY:	JWF	SHEET TITLE:	PROJECT TITLE:
DEVELOPMENT PLAN APPLICATION	Exhibit 1	1060 & 1050 South Park Loop Road	Slope Evaluation
PROJECT NUMBER	21045	Cross Section Location Map	Jackson, Wyoming

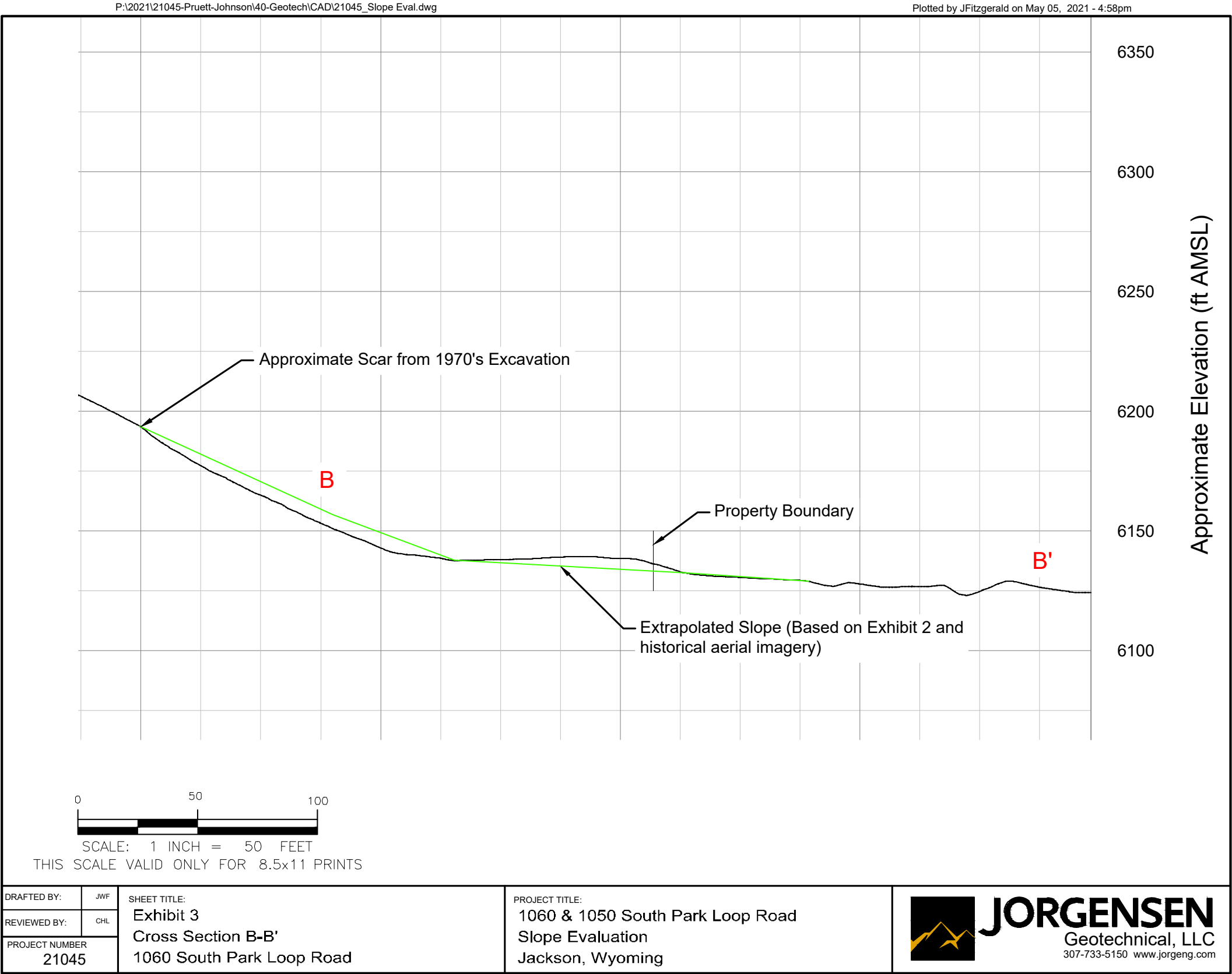


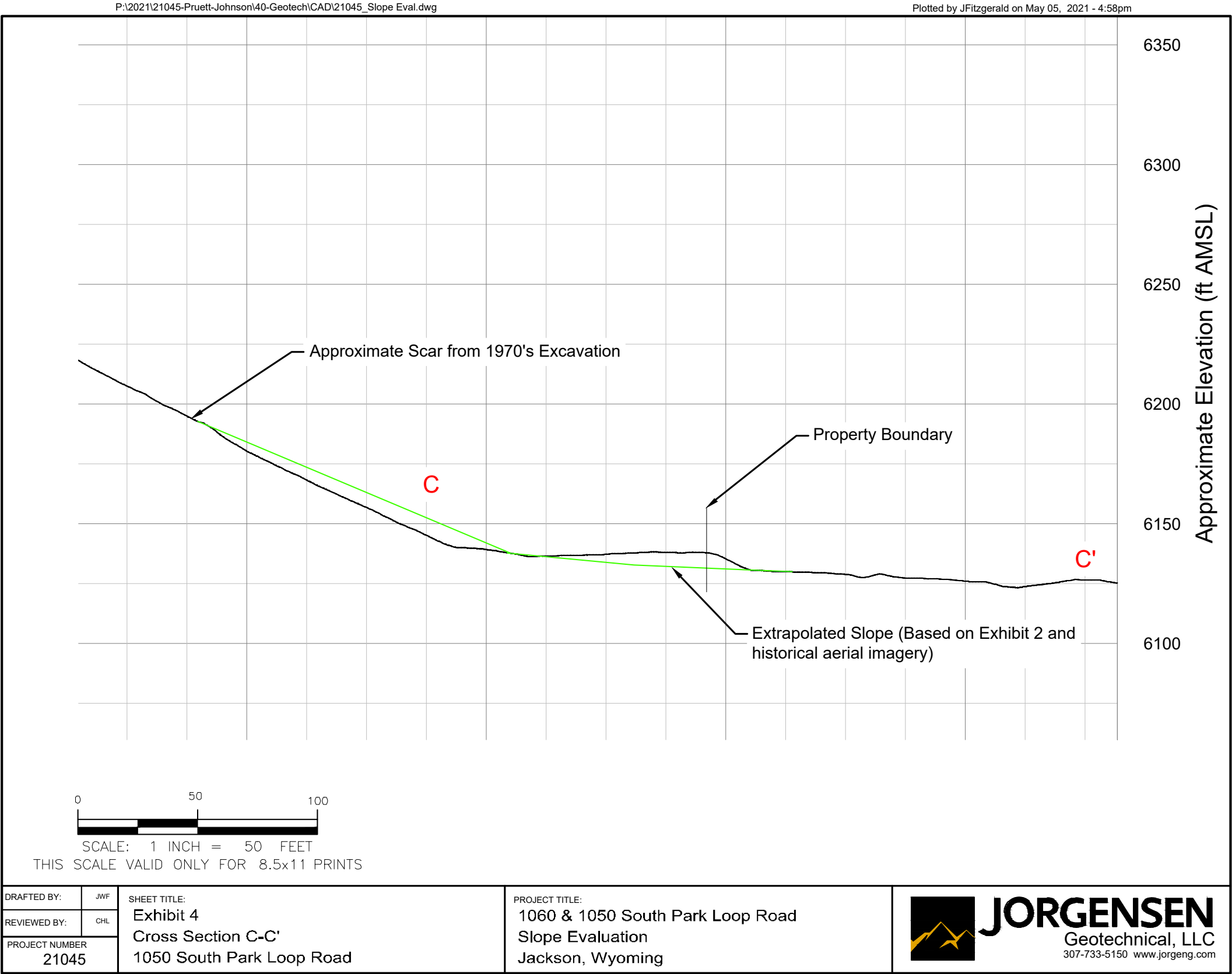
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NARRATIVE

LDR Section 8.3.3 - Findings for Approval:

1. Is consistent with the desired future character described for the site in the Jackson/Teton County Comprehensive Plan;

Compliant, This development falls within the Comprehensive plan District 5: West Jackson – 5.3 High School Butte transitional subarea which includes a variety of housing types and forms including single family, duplex, triplex, and multifamily occupied primarily by the workforce community in Jackson. This new development design strives to provide a desirable and vibrant community neighborhood with a mixture of market rate and workforce housing and in a transitional subarea of town. The new development is compliant with the CR-3 zone and the comprehensive plan for allowing multifamily housing projects. The overall site design provides appealing walkable pedestrian access and future planning of bike lane access connections to the surrounding areas and local commercial services from our new housing development. With the amount of proposed landscaping and lawn trees in the right-of-way it will allow for a pleasant walking and biking experience at the pedestrian frontage of our development that will also provide screening and a large landscaped buffer zone between the edge of South Park Loop roadway and our building frontage at the North end of the site. The exterior design and choice of building materials for the project meets the town design guidelines for this subarea of town. The building layout and site design of this development have taken advantage of the existing site grades to allow for both buildings to step down the hill which will allow this project to maximize more housing, vehicle parking, and resident amenities for this community. We have also designed in supplemental visitor parking and areas for short term deliveries at both main entrances to both buildings which will be necessary for the operations of this new development.

2. Achieves the standards and objective of the Natural Resource Overlay (NRO) and Scenic Resources Overlay (SRO), if applicable; Not Applicable,

This project is not located within the Natural Resource Overlay (NRO) and Scenic Resources Overlay (SRO) and this finding is not applicable to our project.

3. Does not have significant impact on public facilities and services, including transportation, potable water and wastewater facilities, parks, schools, police, fire, and EMS facilities;

Compliant, The development falls within the Town of Jackson’s corporate limits and is supported by public services, such as water, sewer, public street maintenance, law enforcement, fire protection, emergency services, library and school systems. St John’s Hospital and associated healthcare services are available in close proximity. The properties are within a specified Town of Jackson zoned district, which anticipates a proposed build-out density that is commensurate with what is proposed. Significant impacts on such public services are not projected as they are already utilized in the area and not beyond the existing service range.

4. Complies with the Town of Jackson Design Guidelines, if applicable;

Compliant, The development complies with the Town Design Guidelines. This project will be submitted for Design Review Committee (DRC) and will run concurrent with the Development plan review process and the Zoning Compliance Verification.

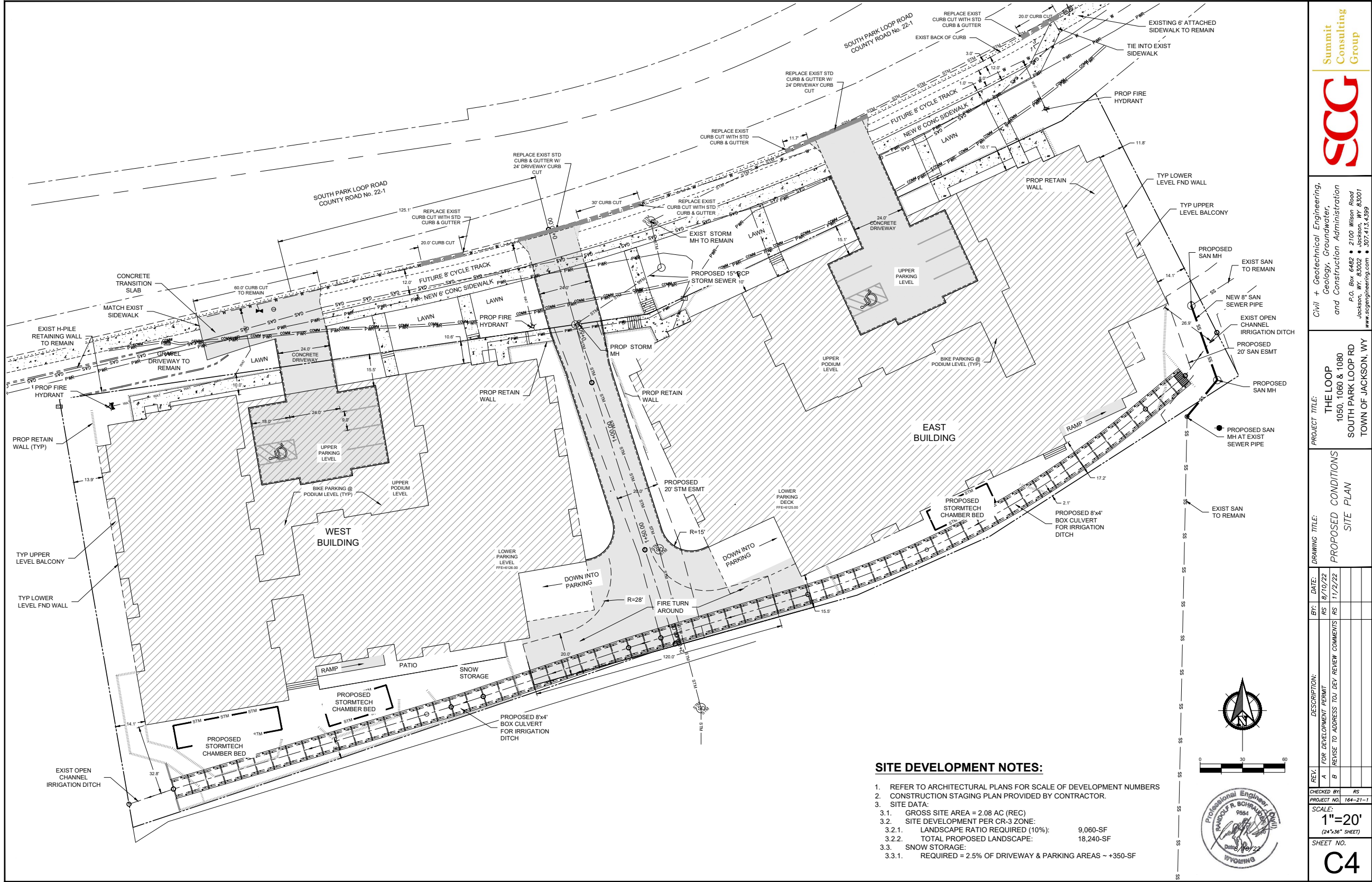
5. Complies with all relevant standards of these LDRs and other Town Ordinances;

Compliant, the project design complies with all of the applicable Land Development Regulations and Town Ordinances.

6. Is in substantial conformance with all standards or conditions of any prior applicable permits or approvals.

Compliant, the development is in conformance with all standards and prior permits.

DEVELOPMENT PLAN - SITE PLAN



Loop Housing Project

September 30, 2022

DEVELOPMENT STATS & NARRATIVE

Lot Info
Address: 1050, 1060, & 1080 South Park Loop Road
PIDN: 1050 South Park Loop Road – 22-40-16-06-1-00-010
1060 South Park Loop Road – 22-40-16-06-1-00-011
1080 South Park Loop Road – 22-40-16-06-1-00-012

Area: 1050 South Park Loop Road – .34 acres
1060 South Park Loop Road – .60 acres
1080 South Park Loop Road – 1.15 acres
Full Site 2.09 acres (91,040 s.f.),
Total Building footprint for both buildings at grade1.22 acres (53,430 s.f.)

Zoning: CR-3
Overlays: N/A
Scale of Development
FAR: 2.09 acres (91,040 s.f.)
Allowed: .40 (36,416 s.f.)
DEV Plan Threshold – (>30,000 s.f.)
2:1 Bonus: 23,943 s.f. - all deed restricted workforce housing
Site Development: .58 (East & West Parking Garage – 53,130 s.f.)
Allowed: .90 (81,936 s.f.)

<u>Building Floor Area</u>	
<u>West Building</u>	
Garage Levels 2	26,924 s.f.
Garage Level 1	24,330 s.f.
Level 1	20,966 s.f.
Level 2	20,785 s.f.
Level 3	19,958 s.f.
<u>Level 4</u>	<u>18,787 s.f.</u>
Grand Total	131,750 s.f.
<u>East Building</u>	
Garage Levels 2	28,645 s.f.
Garage Level 1	28,800 s.f.
Level 1	20,298 s.f.
Level 2	19,975 s.f.
Level 3	19,585 s.f.
<u>Level 4</u>	<u>18,102 s.f.</u>
Grand Total	135,405 s.f.

<u>New Parking</u> Residential: Parking Spots:	1/DU < 500 s.f., otherwise 1.5/DU 246 total parking stalls 232 covered parking stalls and 14 visitor parking at main entrances (232 residential parking required for this project)
<u>Additional Unit Storage</u>	All units will be provided with additional storage that meets the Livability Standards minimum size requirements
<u>Landscape Ratio</u> Min: Plant Units (min): Landscaped area provided:	10% (9,104 s.f.) 1/1,000 s.f. landscaped area + 1/12 parking spots 24% (22,177 s.f.)
<u>Building Height</u> Max height: Stories:	48' (roof pitch < 5/12) 4 stories per item #4 in the Zone-Specific Standards for CR-3
<u>Existing Property Conditions</u> - All 3 existing properties (1050,1060,1080) are along South Park Loop Road between the Middle School Road to the West and Gregory Lane to the East. -Existing multiple single-family homes, apartments, and accessory use buildings to be demolished and removed from the site at 1050 & 1060 SPLR. -Existing miscellaneous commercial and contractor storage & shop buildings at 1080 SPLR will be demolished and removed from the site. -All existing landscaping and trees on all 3 properties will need to be removed onsite for the construction of the new development. -All existing utilities/pedestals will need to be removed and upgraded onsite for the new development of both buildings. -Existing storm water easement	

NARRATIVE - PROGRAM - SQUARE FOOTAGE & ZONING

WEST BUILDING UNIT COUNT / PARKING REQUIREMENTS						
	A UNITS (STUDIO)	B UNITS (1-BED)	C UNITS (1-BED)	F UNITS (2-BED)	G UNITS (3-BED)	TOTAL
WEST BLDG C - LEVEL 1	9	0	1	3	1	14
WEST BLDG C - LEVEL 2	10	0	0	3	2	15
WEST BLDG C - LEVEL 3	7	2	0	3	2	16
WEST BLDG C - LEVEL 4	7	2	1	3	1	14
WEST BLDG D - LEVEL 1	3	0	0	3	3	9
WEST BLDG D - LEVEL 2	3	0	0	3	3	9
WEST BLDG D - LEVEL 3	3	3	0	1	3	10
WEST BLDG D - LEVEL 4	3	3	2	1	1	10
WEST BLDG - TOTAL UNITS	45	10	4	20	16	95 UNITS
PARKING RATIO	x1	x1	x1.5	x1.5	x1.5	
WEST PARKING REQUIRED	45	10	6	30	24	115 STALLS
WEST PARKING PROVIDED (COURTYARD & GARAGE)						115 STALLS
WEST GUEST PARKING PROVIDED (COURTYARD)						0 STALLS
TOTAL WEST PARKING PROVIDED (SHORTAGE ACCOMODATED IN THE EAST BLDG)						107 STALLS
WEST BICYCLE PARKING						130 SPACES

WEST BUILDING UNIT STORAGE REQUIREMENTS						
	A UNITS	B UNITS	C UNITS	F UNITS	G UNITS	
STORAGE AREA REQUIREMENT	25 SF	25 SF	25 SF	40 SF	50 SF	
WEST STORAGE REQUIRED	53 (3'x9')	6 (3'x9')	3 (3'x9')	20 (5'x9')	17 (5'-x10')	
WEST STORAGE PROVIDED	53 (3'x9')	6 (3'x9')	3 (3'x9')	8 (5'x9')	8 (5'-x10')	

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EAST BUILDING UNIT COUNT / PARKING REQUIREMENTS						
	A UNITS (STUDIO)	B UNITS (1-BED)	C UNITS (1-BED)	F UNITS (2-BED)	G UNITS (3-BED)	TOTAL
EAST BLDG A - LEVEL 1	6	0	0	1	2	9
EAST BLDG A - LEVEL 2	6	0	0	1	2	9
EAST BLDG A - LEVEL 3	3	3	0	1	1	8
EAST BLDG A - LEVEL 4	1	4	1	1	0	7
EAST BLDG B - LEVEL 1	11	0	1	4	1	17
EAST BLDG B - LEVEL 2	11	0	0	4	2	17
EAST BLDG B - LEVEL 3	12	0	0	4	2	18
EAST BLDG B - LEVEL 4	6	3	1	3	2	15
EAST BLDG - TOTAL UNITS	56	10	3	19	12	100 UNITS
PARKING RATIO	x1	x1	x1.5	x1.5	x1.5	
EAST PARKING REQUIRED	56	10	4.5	28.5	18	117 STALLS
EAST PARKING PROVIDED						117 STALLS
EAST GUEST PARKING PROVIDED						14 STALLS
SHARED PARKING W/ WEST BLDG						8 STALLS
TOTAL EAST PARKING PROVIDED						139 STALLS
EAST BICYCLE PARKING						130 SPACES

EAST BUILDING UNIT STORAGE REQUIREMENTS						
	A UNITS	B UNITS	C UNITS	F UNITS	G UNITS	
STORAGE AREA REQUIREMENT	25 SF	25 SF	25 SF	40 SF	50 SF	
EAST STORAGE REQUIRED	68 (3'x9')	6 (3'x9')	3 (3'x9')	19 (5'x9')	12 (5'-x10')	
EAST STORAGE PROVIDED	68 (3'x9')	6 (3'x9')	3 (3'x9')	2 (5'x9')	12 (5'-x10')	

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NARRATIVE - PROGRAM - PROPOSED DEVELOPMENT

Proposed Development

- Project design includes (2) four story residential apartment buildings over 2 levels of underground covered parking below grade.
- 195 total resident apartments (rental units) including a total of 4 ADA units.
- The unit mix for both buildings includes a total of (101) studio units, (27) 1-bedroom units, (39) - 2-bedroom units, & (28) - 3-bedroom units. Both buildings will provide a mixture of market rate, deed-restricted workforce housing, future employee housing, and affordable deed-restricted workforce housing rental apartments.
- All resident units for the project will be constructed as a prefabricated modular unit and will be fully assembled prior to being shipped onsite.
- 135,205 s.f. total habitable gross square feet on four levels for both the East and West Buildings, both buildings will include 2 levels of covered basement level parking (232 parking spots) 108,699 total S.F. of underground parking area and 14 resident & visitor surface parking stalls at both main entrances to each building.
- Resident amenities for the project will include outdoor community venues that will have fire tables and BBQ picnic designated areas, coffee terraces, outdoor playground, designated bike parking areas, game room, tech center, interior lounge areas, dog and bike wash rooms.
- The property is accessed directly off of SPLR. The project proposes three access curb cuts. The 24-foot wide east and west access is for each building at the upper podium level that will provide guest and short-term delivery parking. The middle driveway will be the main point of use for the tenants. The middle driveway splits between the buildings and provides access from SPLR to the lower parking - located beneath both buildings. The driveway is 24-foot wide within the SPLR right-of-way and necks down to 20-foot-wide within the development. The driveways will include all-weather type surfaces that are capable of supporting fire apparatus. A fire apparatus hammerhead-type turn around will be created at the terminal end of the middle driveway.
- The western access also is for the western shared access to the adjacent property owner. To note, the 60-foot wide western access within the SPLR right-of-way is larger than the others. The purpose for the size is to enable the neighboring property to maneuver with large cattle hauling transport vehicles. The development team met with the neighbors to ensure that adequate access for them continues and has been included within this development plan.
- There are no improvements proposed to SPLR itself. All existing and proposed driveway cuts will meet TOJ standards. All driveways will remain private.
- The existing open irrigation ditch is shown to be relocated and buried in a concrete box culvert at the South property line.
- All new utility connections (buried electrical, sewer, water, fire line, storm sewer) will be provided for both East and West buildings.
- New internal pedestrian sidewalks will be provided around the site for accessibility and connection to the pedestrian walkways in the right-of-way at South Park Loop Road.
- The site design includes the future planning for bike lane pathways and additional landscape buffers in the right-of-way for the new development to eventually connect to surrounding properties to the East and West on the South side of South Park Loop Road.
- A mixture of 300+ total short-term and long-term bike parking stalls will be provided for residents, staff, and visitors at the main entrances and in the underground parking levels for both buildings.

DRC 1ST ROUND COMMENTS

DRC 2ND ROUND COMMENTS

DRC 1st Round Comments – 6/8/2022

1. Applicant needs to address all LDR concerns as noted by staff and provide a full LDR compliance checklist upon re-submittal.
See attached LDR compliance checklist submitted in this DRC package.
2. Applicant needs to demonstrate compliance with all design guidelines in their narrative.
See attached narrative regarding compliance with the design guidelines.
3. The resolution on all renderings needs improvement as the previous visuals were blurry.
See attached hi-resolution renderings for the project.
4. Applicant needs to provide visuals of the development from the rear (south).
See attached renderings for the project that highlight the South elevations for both buildings.
5. The front elevation has too many large blank walls. The applicant should add more windows to this elevation.
See attached renderings for the project that highlight the North elevations which now include additional window openings. See also the LDR compliance checklist that describes the project meets the LDR requirements.
6. The 4th story step-down standard (Sec. 2.2.13.E.4) is not being met. This may require a reduction in units to reduce the size of the 4th story along the east and west sides.
The East and West elevations have been revised to address the 4th story step back standard identified in the LDRs for both buildings at the East and West property lines. See attached revised design that demonstrates compliance of this requirement in the attached renderings and LDR compliance checklist.
7. The site lacks adequate amenities in relation to the proposed density. Consider converting the front parking lots to open space.
The site design now includes additional open space amenities for the project. These site amenities now include multiple outdoor gathering spaces including BBQ and picnic areas, fire tables, seating areas, outdoor bike racks, coffee terraces at both buildings, & outdoor playground..
8. Applicant should consider the use of balconies to provide some private outdoor space.
Both building designs have now included private unit balconies at the 4th floor step back units and also at some of the ground level units on the East and West elevations of both buildings.
9. Applicant needs more contextual renderings.
See attached additional renderings for the project that highlight surrounding properties and adjacent buildings for visual reference and scale.
10. Applicant needs better renderings of the pedestrian frontage. It is recommended that a colored landscape plan be provided.
See attached new renderings for the project that highlight the primary street views and pedestrian frontage along South Park Loop Road.
11. Applicant should seek opportunities to create more variability in the fenestration.
The new design has tried to incorporate variability in the fenestration with the additional material transitions, window openings, outdoor entrance canopies, the 4th story step-back on both the East and West property boundaries for both of the buildings, and the addition of balconies at the 1st and 4th level stories of the building.

DRC 2nd Round Comments – 8/10/2022

1. Vision statement – An overarching comment from the DRC was that the project design and scale were not consistent with the vision statement of the Design Guidelines which states:

“Future development should consider the regional vernacular of the Intermountain West while inspiring innovative design and creativity that emphasizes a positive pedestrian experience.”

The Jackson Loop workforce housing project is a Bunkhouse to the town of Jackson. Just a couple miles out of town, it provides the workforce a place of their own to unwind and rest like the bunkhouse of the traditional ranch. It is made of modern materials native to the region including siding, brick, and metal panels. The resident units are stacked to get space for their individual needs with more space than a traditional bunk. This is after all nicer than a traditional bunk house with underground parking, storage for bikes, care for pets and shared entertainment spaces for family and friends. The courtyards provide a nice arrival from town by bike or hike or a great launching point for a walk with the dog on the connected trail system.

2. 4th story step-down – Not enough effort was made to address the standard (Sec. 2.2.13.E.4.c) that calls for stepping down the building height to small-scale development. Part of the trade-off of getting the 4th story is reducing its perceived bulk and scale by stepping the building height down in areas that abut adjacent to smaller development. Although the LDRs do not give a specific percentage that needs to be stepped down, the DRC felt that the applicant needs to make much bigger and bolder moves to address the scale of these large buildings. It was strongly suggested that the density be reduced as a means to achieve this standard. At the meeting, the DRC acknowledged that the density was at 204 units in July and the suggestion then was to reduce density, yet the density increased to 228 units which was opposite of the DRCs suggestion. Meeting the design guidelines can mean that floor area and/or density need to be reduced and that a proposed density and/or floor area is not guaranteed. As a reminder, the LDRs state in Section 1.6.2 that “Maximum densities and intensities are not guaranteed to be achievable by the terms of these LDRs. All standards and requirements shall be met and actual achievable densities and intensities may be limited by factors such as product type, site location and configuration, natural and scenic resource limitations, or parking requirements.”

The step down has been increased on the East side of the East building from step back at the fourth floor to both the third and fourth floor. It has also been increased on the West side of the west building from fourth floor to both the third and fourth floor. Additional step backs have been added at the ends of each of the 4 wings that face Jackson Loop road. Balconies have been placed at the step backs. These balconies have also been finished with darker colors to enhance the step back affect. Unit Density has also been reduced from 228 to 207.

3. Scale – The DRC felt the scale is beyond what is in Jackson and not enough effort was made to address the scale of the building. This comment reinforces the overarching concerns over the density of the project.

Like the ranch bunkhouse, the workforce housing is a different use and density than the main town. These residents often reside as individuals. As such they take more space than a traditional family. For example 1 bed units occupy 700 SF where families take 900 SF in a 2 or 3 bed unit. Also, space is provided so individuals can spend communal time together in public spaces as their family. While the stacked units appear to be more in number, the number of persons residing here is not as high as other town uses like hotels.

4. Landscaping – The DRC posed a practical question of how the large trees located above the basement level garages will be planted and maintained. Will those trees be in above ground planting boxes or be at-grade?

Trees over the parking below will be planted in boxes. This will restrict the root system, and ultimately restrict the tree some at maturity. Also note, the East courtyard has reverted to include some vehicle access. This is per the request of emergency services for fire truck and ambulance services to reach the courtyard area and hose pull around the buildinga.

DRC 3RD ROUND COMMENTS

5. Materials – The bright white hardy is too white and it makes the building feel bigger.

The white siding has been replaced with wood look siding stained to a more traditional western feel.

6. Roof plane – The roof plane has no vertical variation and is too flat. The applicant needs to make efforts to change this plane to break up the perceived scale.

The roof line has been adjusted in several locations. The roof cap soffits have been reduced to bump out locations on the building. Step back locations on the building have been given a straight roof line similar to a parapet. Step backs at the balconies on the third and fourth floors have changed the roof lines dramatically.

7. Windows - More windows are needed on the street elevation.

Floor to ceiling glazing has been added at the street side towers which compose the end of hallways in the building layout. This is a strip of glazing that encompasses the door at street level up to the soffit at the tower roof soffit. These windows also provide a dramatic view and natural lighting at the end of the hallway inside the building.

DRC 3rd Round Comments – 9/14/2022

1. **Human Scale/Public Space.** More attention needs to be paid to improving the human scale on the south side of the property which includes breaking up the mass and improving the composition. More attention should also be paid to the north elevation to improve the human scale (See Design Guideline A.1 p.6)

Major changes include: 1) 4th story step back at over 40% of the south elevations. 2) a column of units near the lobby was moved in 4 feet to further the interplay on the south elevation of in and out on the building. 3) Units are removed at the bridge between buildings A & B to further clarify separation. 4) Separate color scheme for each of the 4 buildings A, B, C, and D.

Changes include: 1) Revised and enlarged resident entries at the north end of the buildings A, B, C, and D. 2) The main resident and visitor entry at building B and at Building C is enhanced with post and trellis expression. 3) Separate color and texture scheme for each of the 4 buildings A, B, C, and D. See materiality below.

2. **Massing:** Make more of an attempt to step back the top floor in order to break up the visual roof form, especially on the top floor on the south side. Still is too flat and needs more visual interest.

Major changes include: 1) 4th story step back at over 40% of the south elevations. 2) a column of units near the lobby was moved in 4 feet to further the interplay on the south elevation of in and out on the building with a modified roof line at the column location.

3. **Screening.** More attention to the Pine tree sizes as the trees shown in the renderings do not accurately reflect the true size of trees as shown in the landscape plan. Also, please remove trees shown on north side of SPLR as these are misleading and remove mature trees in the south/southeastern portion of property if those trees will be removed as part of redevelopment (See Design Guideline A.5 p.8).

The tree size has been revised in the renderings.

4. **Massing.** More additive and subtractive massing on the south side as there is no effort to break up the south façade which is highly visible from the Gregory Lane area and school property.

4th story step back at over 40% of the south elevations. 2) a column of units near the lobby was moved in 4 feet to further the interplay on the south elevation of in and out on the building. 3) Units are removed at the bridge between buildings A & B to further clarify separation. Glass Bridges between buildings A & B and between buildings C & D are enhanced to provide further separation. 4) The total unit count is reduced from 207 to 197.

5. **Materiality.** Certain materials are used in large masses throughout the project that does not come off as authentic. Break up materials more on the south elevation, too monotone as proposed. Recommendation to consider replacing the summer wheat with something that reads more like real wood.

The amount of woodtone cementitious fiber board “Summer wheat” has been reduced to building A. Building B, C and D have been revised to include more grey and brown woodtone cementitious fiber board to be more similar in color to the cementitious fiber board included in the design guidelines. The lower level material band of buildings A and B is dark grey board and batten cementitious fiber board. The lower level of material band of buildings C and D is dark brick.

6. More contextual renderings/perspectives/elevations are needed to give more of a sense of how the development relates to the rest of the block. This is a requirement of the DRC submittal checklist.

Please note the updated topography included in the renderings. Photos of the tree covered existing single family residences are also included. Photos from the trailer park and the NPT shipping warehouse are also included. Photos are included of the tree lined site from the ball field. See also the video rendering of a drive thru along the Jackson Loop Road, and a walking rendering along the ball field, warehouse and trailer park view from the south.

7. **Volume Complexity.** The building still feels like a large monolithic building, especially from the south elevation. The two buildings also read as one building as one drives east or west on SPLR.

4th story step back at over 40% of the south elevations. 2) a column of units near the lobby was moved in 4 feet to further the interplay on the south elevation of in and out on the building. 3) Units are removed at the bridge between buildings A & B to further clarify separation. Glass Bridges between buildings A & B and between buildings C & D are enhanced to provide further separation.

8. **Material Transition.** Better demonstrate how one material switches to another material. This is hard to tell based on the scale of the building.

Please see the vignette renderings of balconies and entries.

9. Pedestrian entrances need to be more engaging.

Please see the vignette renderings of the entries. Visitors are encouraged to use the main entrance at the courtyard with enhanced with trellis structures.

10. Suggestion to bring the brick band down so that it hits the base of the building, especially on the south side.

The basement parking podium beneath buildings C and D has been covered with Masonry to match the level one masonry band above. The basement parking podium beneath buildings A and B has been covered with board and batten siding to match the level one board and batten siding band above.

DRC 4TH ROUND COMMENTS

11. Optional Recommendation. Consider differentiating the two buildings so that they appear more as two separate buildings. This can perhaps be accomplished by material changes for one building for sake of comparison.

The amount of woodtone cementitious fiber board “Summer wheat” has been reduced to building A. Building B, C and D have been revised to include more grey and brown woodtone cementitious fiber board to be more similar in color to the cementitious fiber board included in the design guidelines.

DRC 4th Round Comments – 10/12/2022

1. With such large buildings, a bigger move needs to be made to break up the scale and massing, especially on the south side. This also applies to improving the human scale. The applicant has essentially been chipping away at the building to accomplish breaking up the mass which falls short of meeting the design guidelines for volume complexity and human scale.
2. The building still feels monolithic and institutional, specifically from the south.
3. The applicant should look at simplifying the material palette. Also, some of the materials appear too close in color.
4. The 4th story step-down is still not being met on the south side.
5. Applicant needs to provide more contextual renderings to better capture the scale of the development in relation to surrounding buildings.

Design Guideline Compliance

A. Public Space:

The site design now includes additional programmed open/public space amenities for the project. These site amenities now include multiple outdoor gathering spaces including BBQ and picnic areas, fire tables, covered seating areas, outdoor bike racks, coffee terraces at both buildings, outdoor playground, & dog park. Most of these spaces are configured and located so that these open space areas have direct connections to the main entrances to both buildings and the pedestrian frontage & future bike lane pathways along South Park Loop Road. The main entrance gathering spaces will be screened with landscape seating/planter walls and plantings that will help screen and buffer these site amenities from the vehicular traffic at South Park Loop Road.

B. Composition:

The project exterior design creates visual interest for both buildings through the use and mix of different forms, elements, details, materials, textures, and finishes that help to achieve a vibrant and welcoming residential scale project. The primary street elevations define a pedestrian connection with an energetic sense of place through the use of public gathering areas at our main entrances to both buildings. Both of the main entrances have exterior canopies with large expanses of glazing that help bring in natural light which help to achieve a more inviting space for the residents and visitors. The 4th floor step-down addresses smaller scale developments to East and West adjacent single-family properties.

C. Massing:

The new addition of the step-in balconies at the 3rd and 4th stories and the step out balconies at ground level on the East and West elevations of both buildings have created some additive and subtractive design features to the building facade. The main entrances have included more public space venues where large planter and landscape walls have been designed in that connect to the building and create more visual interest at these North exterior elevations. The building features angled metal kickers applied below the roof line as if they are holding up the roof overhangs. There are also small canopies applied to the exteriors scattered around the North elevations of the building. The materials on the building have been broken up in an effort to create a residential feel around the development. The roof design is flat and will be sloped away from the perimeter edge of the roof to help avoid any snow slides.

DRC 4TH ROUND COMMENTS CONTINUED

D. Street Wall

The zone district does not allow the building to be built to the property line along the street frontage with the required setbacks and the current size of the right-of-way at South Park Loop Road. Both buildings are setback a range of 40’-60’ from the primary street frontage. We have included programmed public space amenities in these areas along the primary street edge including gathering and seating areas, dog park, exercise stations, landscape walls and planters, fire pits, canopies over the main entrances, open space and pedestrian/bike lane pathway connections along South Park Loop Road. There are also landscape buffer areas between the primary street and the building that help screen these areas and any visitor parking from the roadway. The current building and site design provides vehicle and long-term bike parking at the South rear of the site in the 2-story underground parking garage.

E. Materials

The materials that have been selected for the exterior of these buildings are residential in nature and include cementitious siding, brick, metal panels, and fiberglass windows and doors. The selected colors and materials represent a modern residential palette that we feel mixes in well with the town of Jackson overall mountain and western character and culture.

DRC 4th Round Comments Continued – 10/12/2022

This item was continued from the October 12, 2022, DRC meeting and the applicant was directed to address the following items:

1. With such large buildings, a bigger move needs to be made to break up the scale and massing, especially on the south side. This also applies to improving the human scale. The applicant has essentially been chipping away at the building to accomplish breaking up the mass which falls short of meeting the design guidelines for volume complexity and human scale.
The rear landscape and landform of the building is reshaped with terraces formed from dry stack boulder walls to bury the basement parking. The building only reads as 4-stories from all sides. See also comment 2 regarding volume complexity.
2. The building still feels monolithic and institutional, specifically from the south.
The West two buildings have additional step backs added on the third floor, and additional trellises have been added at the lower level for additional stepping in the form and volume of the building. The East building has been modified to have additional balconies on the 2nd and 3rd floors. The roof line of the west side of the east buildings has been modified to trellis roof instead of soffits roofs. These changes produce unique volume differences in the east and west buildings. See also materials comments.
3. The applicant should look at simplifying the material palette. Also, some of the materials appear too close in color.
The color palette is clarified with three of the buildings using the Aspen ridge cementitious fiber board, and the west side of the east buildings using the Winchester Brown color for the cementitious fiber board. This provides further differentiation between east and west buildings.
4. The 4th story step-down is still not being met on the south side.
Additional step back on the 3rd floor has been added along with the trellis structures on rear of the building. Additional balconies are added to the East buildings.
5. Applicant needs to provide more contextual renderings to better capture the scale of the development in relation to surrounding buildings.
Two new renderings have been added. One is from the parking lot of the baseball fields with some of the nearby buildings in context. The second new rendering is from the street looking past the NPT trucking facility to the south side.



SECTION TWO SITE

GENERAL DEVELOPMENT PLAN

1. General Project Information: The project consists of three separate parcels currently known as 1050, 1060 and 1080 South Park Loop Road (SPLR). The three will be combined to create a single parcel. Current uses on the property include a mix of single-family residences (rentals) and for building and excavation contractor shop and storage uses.

The properties are within the Town of Jackson (TOJ) corporate limits and can be served with TOJ public water and sewer infrastructure. Lower Valley Energy (LVE) will service the property with power and natural gas.

2. Phasing Plan: Winter 2022 work includes demolition of all property structures and vegetation. Overhead utilities will be removed. The sanitary sewer, located in the southeast corner of the project, will be re-routed to make room for the east building. The irrigation culvert will be placed within 4-ft by 8-ft box culverts. The main driveway between the two buildings will be rough graded to allow for construction access. The existing storm sewer will be re-routed to make room for the east building. Additional mass site grading is proposed in preparation for 2023 work.

The 2023 work will start in the late winter with additional site excavation, building utility extensions and installation of the temporary shoring. The building foundations and unit construction will follow.

3. Environmental Assessment: The project is not within the scenic resource overlay (SRO) nor the natural resource overlay (NRO), therefore, no EA required.
4. Site Access: The property is accessed directly off of SPLR. The project proposes three access points. The 24-foot wide eastern most access is for the east building podium level guest and short-term delivery parking. The middle driveway will be the main point of use for the tenants. The middle driveway splits between the buildings and provides access from SPLR to the lower parking - located beneath both buildings. The middle driveway is 24-foot wide within the SPLR right-of-way and necks down to 20-foot-wide within the development. The driveways will include all-weather type surfaces that are capable of supporting fire apparatus. A fire apparatus hammerhead-type turn around will be created at the terminal end of the middle driveway.

The western access is for the western building podium level guest and short-term delivery parking. To note, the 60-foot wide western access within the SPLR right-of-way is larger than the others. The purpose for the size is to enable the neighboring property to maneuver with large cattle hauling transport vehicles. The development team met with the neighbors to ensure that adequate access for them continues and is has been included within this development plan.

There are no improvements proposed to SPLR itself. All existing and proposed driveway cuts will meet TOJ standards. All driveways will remain private.

5. Parking: There are a total of 246 parking stalls. The parking stalls are distributed between the two buildings and between the upper podium level and subterranean levels. The upper podium level parking areas, located at each building, are accessed directly off of SPLR. Some of these parking spaces are intended for quests and short-term deliveries. The subterranean levels are accessed from the main driveway that bisects the two buildings. These parking spaces are reserved for tenants. Based on these numbers, eight (8) ADA stalls are required, of which six (6) will be located in the lower-level parking garages while the remaining two (2) will be split between the upper podium level parking areas. All parking is set back at least 10-feet from the property lines.
6. Traffic Analysis: Hales Engineering completed the initial Traffic Impact Study (TIS) for the proposed project, assuming 206-units and with a completion date in 2023. The study focused on the morning and evening peak hour level of service (LOS) impacts at the major intersections near the project, such as SPLR at Gregory Land and US HWY 89. These intersections were selected based on feedback from discussions with WYDOT. The findings conclude that the minor delays should not significantly impact the driver as the LOS remains acceptable at all study intersections. No significant queueing was observed during the morning and evening peak hours. There are no new SPLR auxiliary lanes for turning movements warranted nor proposed. Pedestrian and cycle pathways are incorporated into the propose site plan as recommended by the Pathways Department.

The initial TIS was reviewed by TOJ and WYDOT. Their review comments, along with responses from Hales Engineering, have been provided with this submittal.

7. Potable Water Supply: While there are TOJ water services stubbed to the properties, the existing buildings are served by individual groundwater wells. The existing service stubs will be removed and abandoned at TOJ's existing 12-inch diameter water main, which is located within the SPLR right-of-way. The existing groundwater wells and water rights will be abandoned per WDEQ and State Engineers Office rules, regulations and statutes.

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The proposed project's domestic, irrigation and fire water will be supplied via TOJ's existing 12-inch water main and public distribution system. Improvements to TOJ's existing system are not anticipated. It is proposed that 4-inch diameter service lines will be extended from the TOJ water main to each of the buildings for the purposes of domestic, fire and irrigation supply. Once on the property, the water service lines can remain in private ownership by the developer. The east building anticipates a culinary water flow of 275-gpm, while the west building expects 270-gpm. Both buildings will be serviced with a 4-inch diameter service line. The fire demand flows are still in design.

GENERAL DEVELOPMENT PLAN

The development team has had extensive conversations with the Fire Department to ensure adequate access to hydrants and for fire apparatus. Accordingly, three fire hydrants will be added along SPLR. A fire hydrant will be added near each northern corners of the property. An existing fire hydrant will be relocated to the middle of the project in effort to be closer to the main driveway. It is proposed that the middle and eastern fire hydrants be granted to TOJ. The western fire hydrant will be owned and maintained by the development. Standpipes will be added to each building on the lower level to provide connections for the fire department.

8. Sanitary Sewer Systems: An existing 8-inch diameter privately owned sanitary sewer collection network is located in the southeast corner of the property. This project is located at the lower end of this network. It is expected that the existing network has adequate capacity to convey the flows from this project. The network will be re-located on this property in effort to accommodate the new development. The east building anticipates a sewer flow from 1359-5-drain fixture units (dFU), while the west building expects 1255.5-dFU. Both buildings will be serviced with a 4-inch diameter service line. There are no proposed plans to extend the network beyond the project limits.

9. Storm Sewer: An existing TOJ storm sewer system bisects the development properties. The system collects stormwater runoff from within the SPLR right-of-way only. The runoff is conveyed via 15-inch diameter pipes through the development properties to a subterranean infiltrator-type field located on the school property to the south. It is the development team's understanding that the existing storm sewer system is not available for this project's use.

It is proposed to re-route the existing storm sewer system within the development properties to make room for the proposed buildings. The existing storm sewer will be relocated into the main driveway that is between the proposed buildings. A 20-foot wide easement will be placed over the new storm sewer network and dedicated to the TOJ for their ownership and maintenance.

Stormwater drainage within the upper podium and building roof levels will be conveyed via pipe systems to a stormwater collection system. The main driveway will collect sheet flow runoff into drain inlets. The stormwater collection system will include a treatment system to separate pollutants, such as oil, from the runoff. A subterranean infiltration-type detention system will allow the treated stormwater to percolate back into the soil stratum. The internal project stormwater system will be owned and maintained by the development.

10. Power, Gas and Communication Utilities: The electrical power is provided by LVE. All of the existing overhead and underground electrical services will be removed during site demolition work. The power connection will be sourced from the existing 3-phase

transformer located in the SPLR right-of-way near the NE corner of 1080. The buildings will be serviced from the existing 3-phase transformer with anticipated loads of 750-kVA.

A single natural gas main is located in the SPLR right-of-way. Connections will be made to this main to provide natural gas to the buildings. The demand is expected to be light as all units are serviced by electricity and gas would be utilized for cooking grills, fire pits, snow melt boilers, etc.

11. Irrigation Systems: The Leek Ditch (private) traverses along the southern boundary of the project. A large reach of the current open ditch will be placed within large 8-feet wide by 4-feet tall concrete box culverts. The purpose to enclose the ditch is provide a higher level of safety for the new tenants. In addition to safety, the culvert will support heavy construction and fire equipment loads. The development team has secured ditch and box culvert ownership and maintenance agreement with the key water right users.

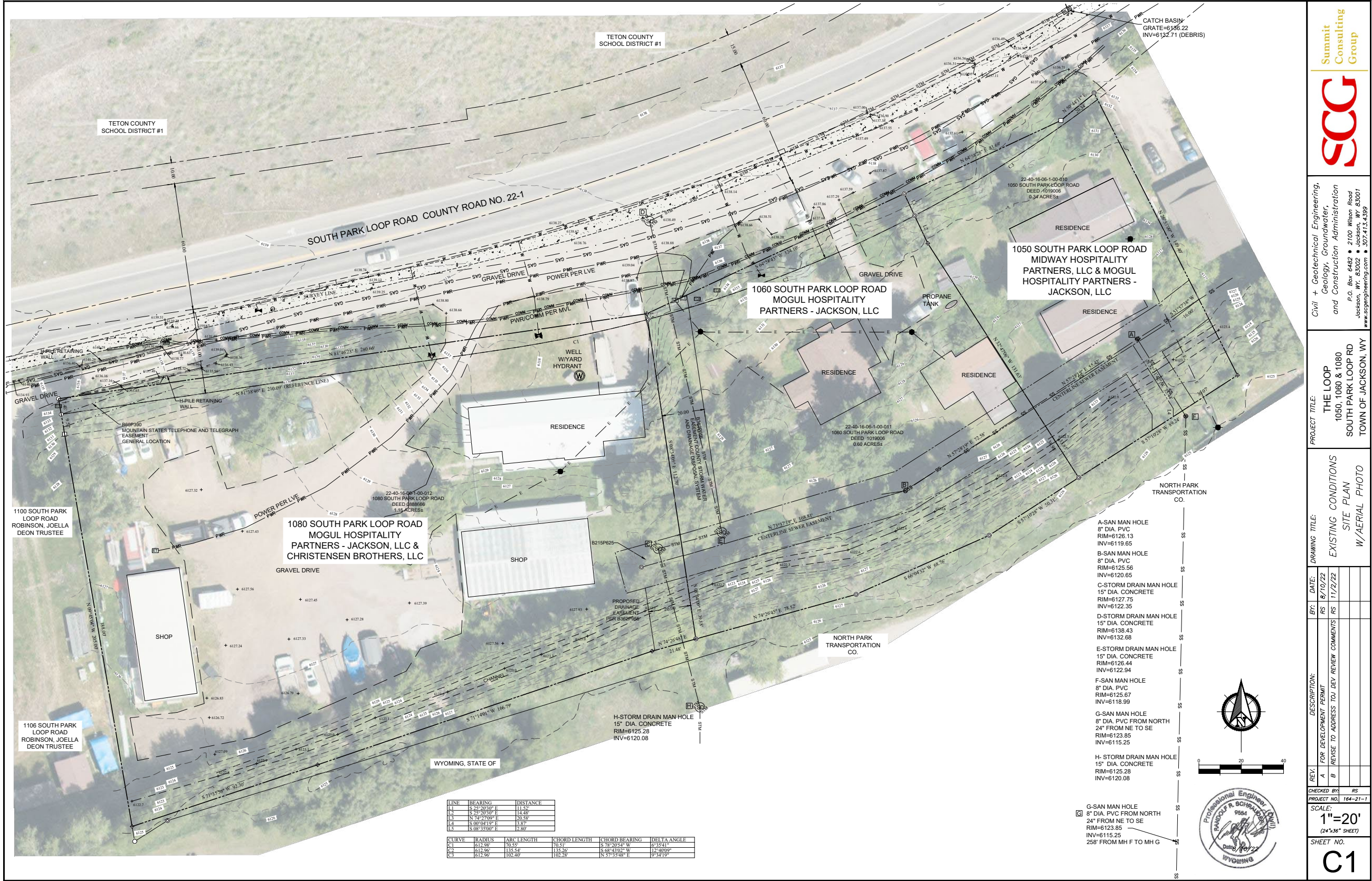
The property will not use water from this ditch. The proposed buildings will be outside of the 15-ft open irrigation ditch setback along the remaining open channel reaches.

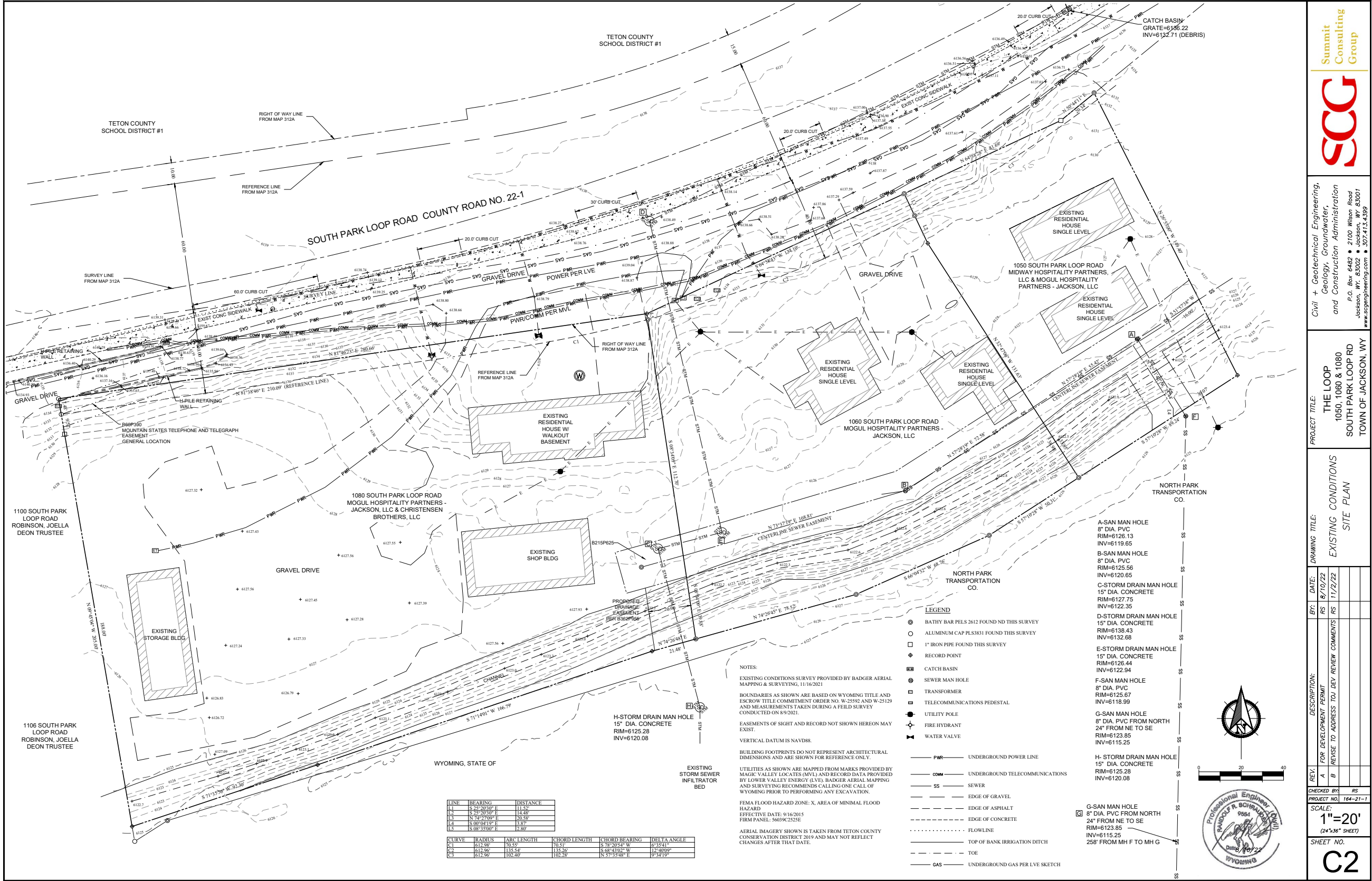
12. Snow Storage: It is proposed that the main driveway along with the podium level areas will contain snow melt systems. The melt water will be routed to the stormwater collection systems. The main snow storage areas for the driveway and lower-level surfaces are proposed at the east and west terminal ends of the hammerhead driveway.

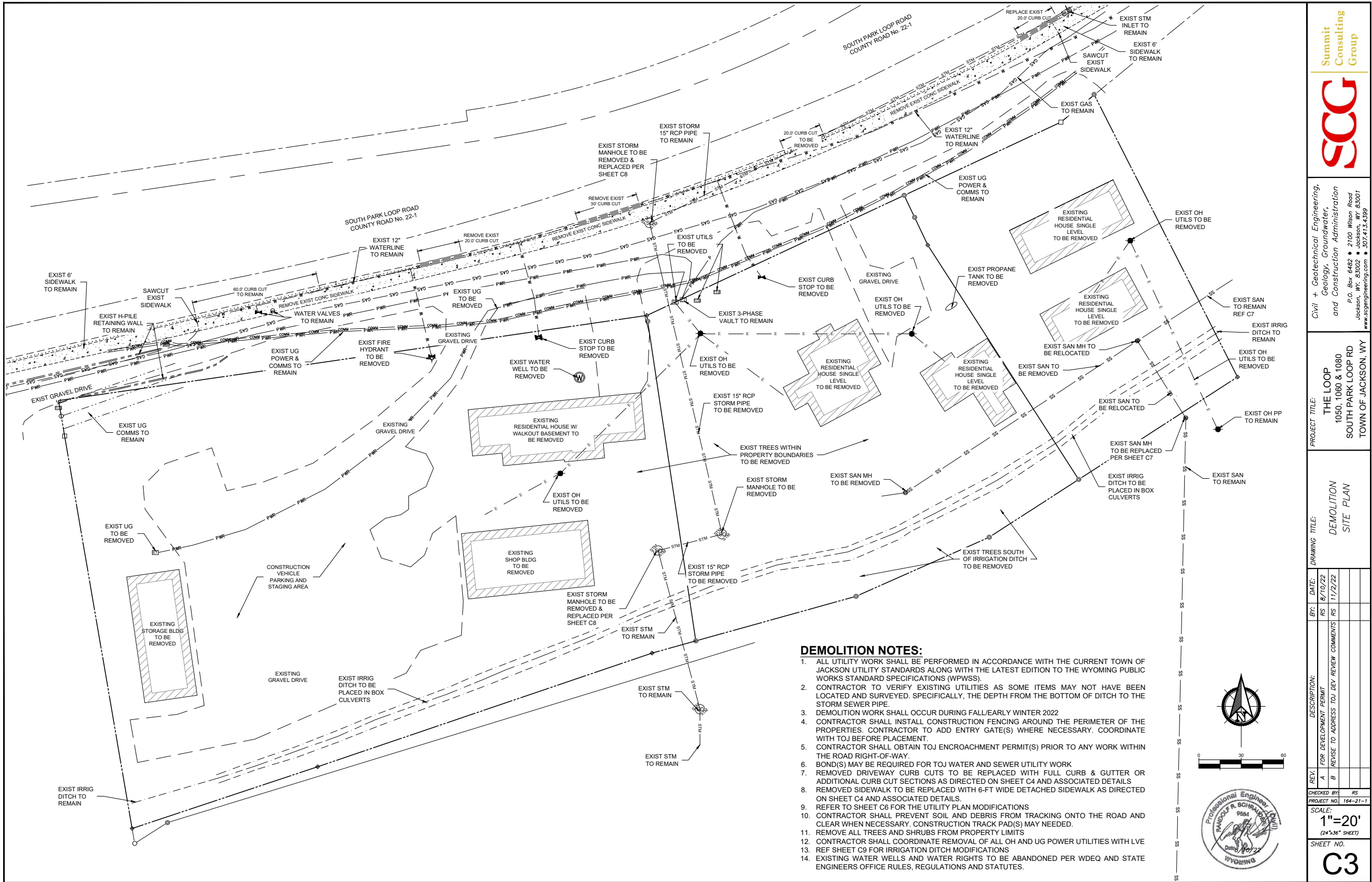
13. Grading & Erosion Control: The bulk of the site grading will include excavation to provide the space for the subterranean parking. The buildings will encompass the majority of the parcel. A driveway will be constructed between the building to access the lower-level parking areas. The proposed grading will match the adjacent properties without the addition of retaining structures. Grading along SPRL will be improved to provide vehicular and pedestrian access to/from the buildings. A new detached sidewalk will be installed to replace the existing attached sidewalk. Space has been provided between the new sidewalk and the existing curb for a future bike path/cycle track.

14. Geotechnical Engineering Information: A geotechnical engineering report has been provided by Atlas in the fall of 2022. In general, the native soils beneath the project include clayey silt loam along the north and eastern portions of the properties. Flood-plain deposits underly the silt loam. The flood-plain deposits were identified from at the surface and up to 81.5-feet below existing grade. The flood-plain deposits are remarked as a dense mix of sand, gravel and cobble. The stony flood-plain deposits are the target foundation bearing soil.

An 8-feet long perforated standpipe was installed in a test pit adjacent to the open channel irrigation ditch. Subsequent monitoring did not detect groundwater, despite the ditch running full.







- DEMOLITION NOTES:**
1. ALL UTILITY WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT TOWN OF JACKSON UTILITY STANDARDS ALONG WITH THE LATEST EDITION TO THE WYOMING PUBLIC WORKS STANDARD SPECIFICATIONS (WPWSS).
 2. CONTRACTOR TO VERIFY EXISTING UTILITIES AS SOME ITEMS MAY NOT HAVE BEEN LOCATED AND SURVEYED. SPECIFICALLY, THE DEPTH FROM THE BOTTOM OF DITCH TO THE STORM SEWER PIPE.
 3. DEMOLITION WORK SHALL OCCUR DURING FALL/EARLY WINTER 2022
 4. CONTRACTOR SHALL INSTALL CONSTRUCTION FENCING AROUND THE PERIMETER OF THE PROPERTIES. CONTRACTOR TO ADD ENTRY GATE(S) WHERE NECESSARY. COORDINATE WITH TOJ BEFORE PLACEMENT.
 5. CONTRACTOR SHALL OBTAIN TOJ ENCROACHMENT PERMIT(S) PRIOR TO ANY WORK WITHIN THE ROAD RIGHT-OF-WAY.
 6. BOND(S) MAY BE REQUIRED FOR TOJ WATER AND SEWER UTILITY WORK
 7. REMOVED DRIVEWAY CURB CUTS TO BE REPLACED WITH FULL CURB & GUTTER OR ADDITIONAL CURB CUT SECTIONS AS DIRECTED ON SHEET C4 AND ASSOCIATED DETAILS
 8. REMOVED SIDEWALK TO BE REPLACED WITH 6-FT WIDE DETACHED SIDEWALK AS DIRECTED ON SHEET C4 AND ASSOCIATED DETAILS.
 9. REFER TO SHEET C6 FOR THE UTILITY PLAN MODIFICATIONS
 10. CONTRACTOR SHALL PREVENT SOIL AND DEBRIS FROM TRACKING ONTO THE ROAD AND CLEAR WHEN NECESSARY. CONSTRUCTION TRACK PAD(S) MAY BE NEEDED.
 11. REMOVE ALL TREES AND SHRUBS FROM PROPERTY LIMITS
 12. CONTRACTOR SHALL COORDINATE REMOVAL OF ALL OH AND UG POWER UTILITIES WITH LVE
 13. REF SHEET C9 FOR IRRIGATION DITCH MODIFICATIONS
 14. EXISTING WATER WELLS AND WATER RIGHTS TO BE ABANDONED PER WDEQ AND STATE ENGINEERS OFFICE RULES, REGULATIONS AND STATUTES.

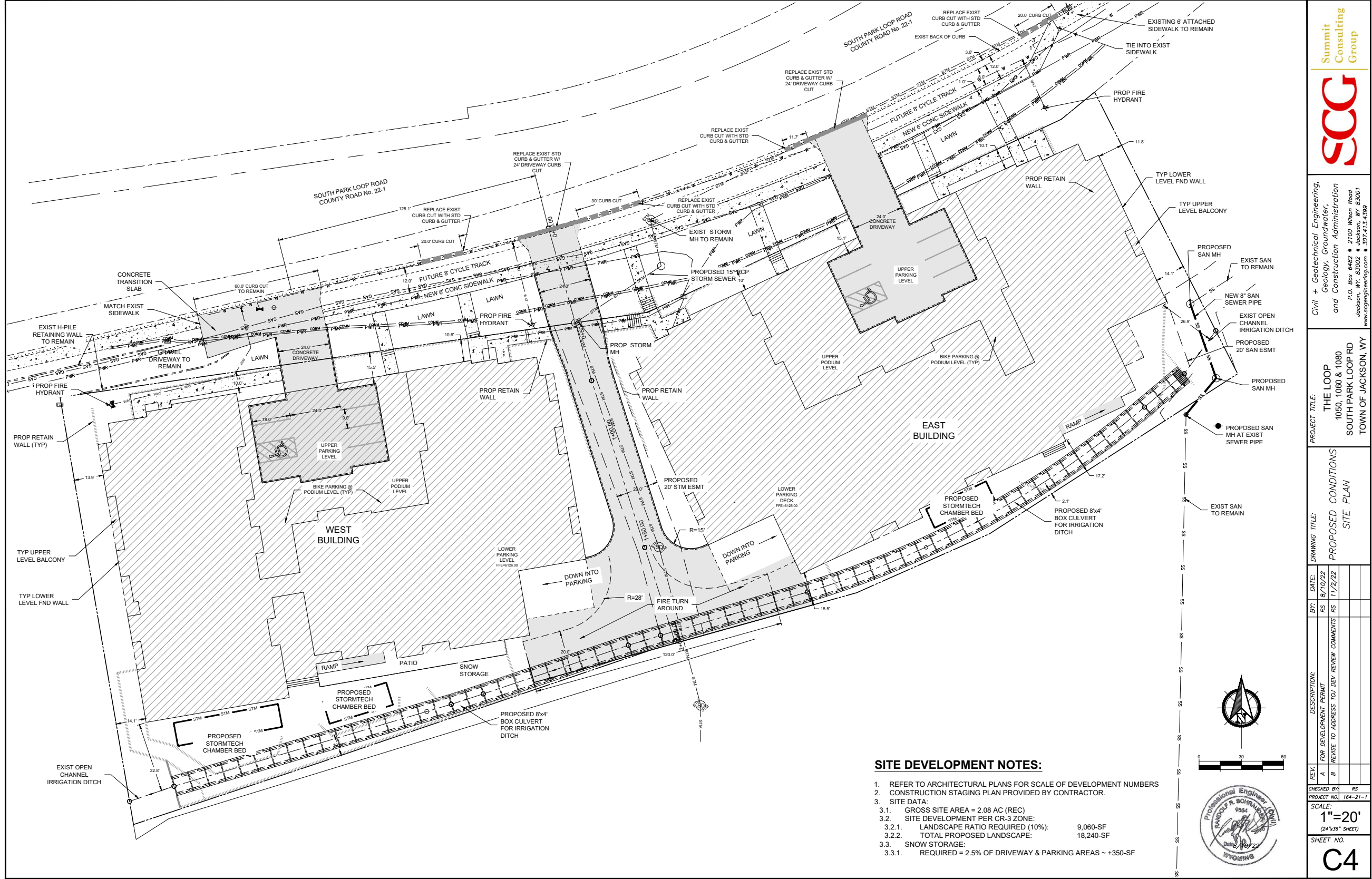
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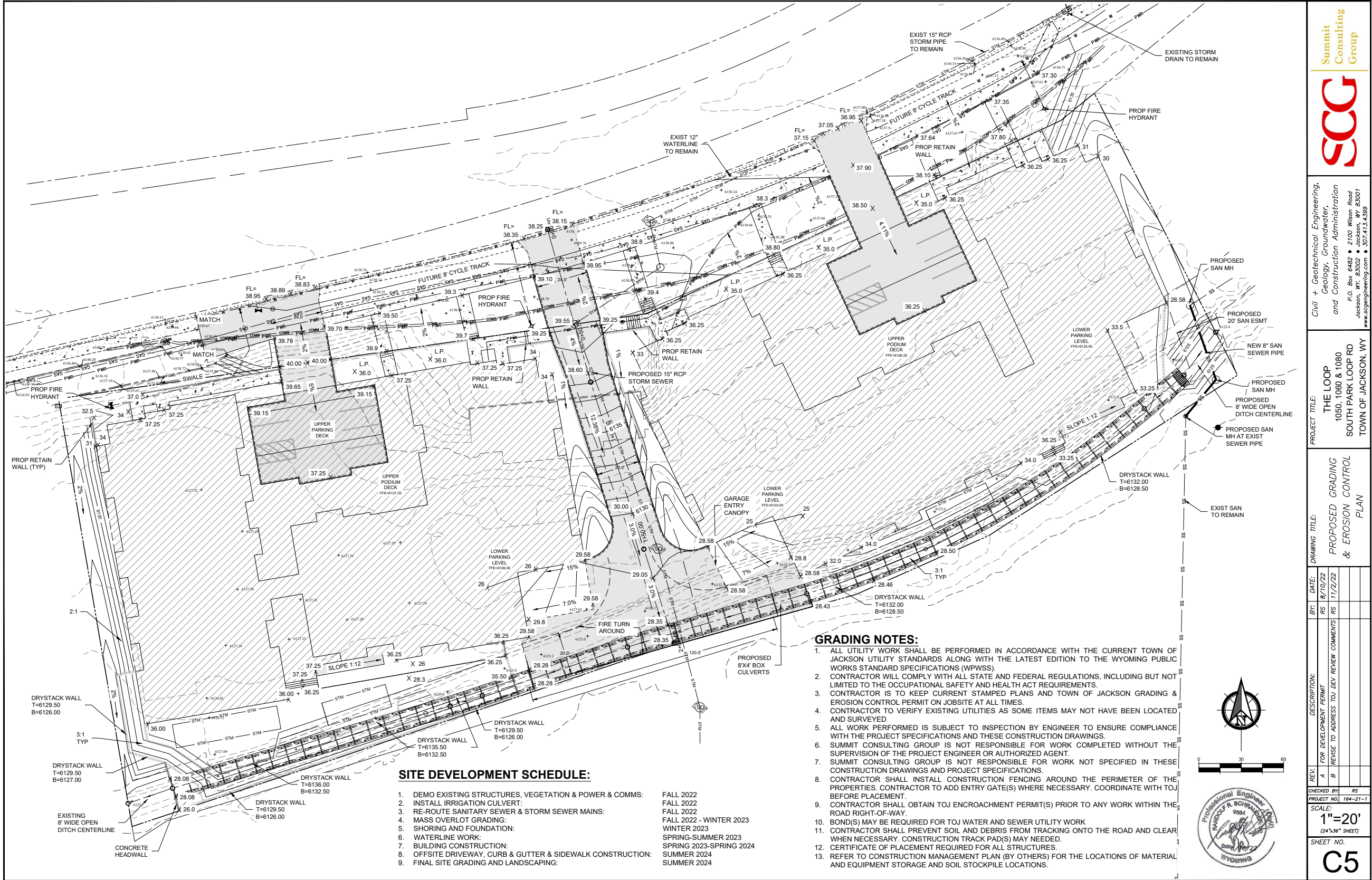


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PROJECT TITLE:
THE LOOP
1050, 1080 & 1080
SOUTH PARK LOOP RD
TOWN OF JACKSON, WY

DRAWING TITLE:
DEMOLITION
SITE PLAN





- GRADING NOTES:**
1. ALL UTILITY WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT TOWN OF JACKSON UTILITY STANDARDS ALONG WITH THE LATEST EDITION TO THE WYOMING PUBLIC WORKS STANDARD SPECIFICATIONS (WPWSS).
 2. CONTRACTOR WILL COMPLY WITH ALL STATE AND FEDERAL REGULATIONS, INCLUDING BUT NOT LIMITED TO THE OCCUPATIONAL SAFETY AND HEALTH ACT REQUIREMENTS.
 3. CONTRACTOR IS TO KEEP CURRENT STAMPED PLANS AND TOWN OF JACKSON GRADING & EROSION CONTROL PERMIT ON JOBSITE AT ALL TIMES.
 4. CONTRACTOR TO VERIFY EXISTING UTILITIES AS SOME ITEMS MAY NOT HAVE BEEN LOCATED AND SURVEYED
 5. ALL WORK PERFORMED IS SUBJECT TO INSPECTION BY ENGINEER TO ENSURE COMPLIANCE WITH THE PROJECT SPECIFICATIONS AND THESE CONSTRUCTION DRAWINGS.
 6. SUMMIT CONSULTING GROUP IS NOT RESPONSIBLE FOR WORK COMPLETED WITHOUT THE SUPERVISION OF THE PROJECT ENGINEER OR AUTHORIZED AGENT.
 7. SUMMIT CONSULTING GROUP IS NOT RESPONSIBLE FOR WORK NOT SPECIFIED IN THESE CONSTRUCTION DRAWINGS AND PROJECT SPECIFICATIONS.
 8. CONTRACTOR SHALL INSTALL CONSTRUCTION FENCING AROUND THE PERIMETER OF THE PROPERTIES. CONTRACTOR TO ADD ENTRY GATE(S) WHERE NECESSARY. COORDINATE WITH TOJ BEFORE PLACEMENT.
 9. CONTRACTOR SHALL OBTAIN TOJ ENCROACHMENT PERMIT(S) PRIOR TO ANY WORK WITHIN THE ROAD RIGHT-OF-WAY.
 10. BOND(S) MAY BE REQUIRED FOR TOJ WATER AND SEWER UTILITY WORK
 11. CONTRACTOR SHALL PREVENT SOIL AND DEBRIS FROM TRACKING ONTO THE ROAD AND CLEAR WHEN NECESSARY. CONSTRUCTION TRACK PAD(S) MAY NEEDED.
 12. CERTIFICATE OF PLACEMENT REQUIRED FOR ALL STRUCTURES.
 13. REFER TO CONSTRUCTION MANAGEMENT PLAN (BY OTHERS) FOR THE LOCATIONS OF MATERIAL AND EQUIPMENT STORAGE AND SOIL STOCKPILE LOCATIONS.

SITE DEVELOPMENT SCHEDULE:

- | | |
|---|-------------------------|
| 1. DEMO EXISTING STRUCTURES, VEGETATION & POWER & COMMS: | FALL 2022 |
| 2. INSTALL IRRIGATION CULVERT: | FALL 2022 |
| 3. RE-ROUTE SANITARY SEWER & STORM SEWER MAINS: | FALL 2022 |
| 4. MASS OVERLOT GRADING: | FALL 2022 - WINTER 2023 |
| 5. SHORING AND FOUNDATION: | WINTER 2023 |
| 6. WATERLINE WORK: | SPRING-SUMMER 2023 |
| 7. BUILDING CONSTRUCTION: | SPRING 2023-SPRING 2024 |
| 8. OFFSITE DRIVEWAY, CURB & GUTTER & SIDEWALK CONSTRUCTION: | SUMMER 2024 |
| 9. FINAL SITE GRADING AND LANDSCAPING: | SUMMER 2024 |

Summit
Consulting
Group



Civil + Geotechnical Engineering,
Geology, Groundwater,
and Construction Administration
P.O. Box 6462 • 2100 Wilson Road
Jackson, WY 83002 • Jackson, WY 83001
www.scgengineering.com • 307.473.4399

PROJECT TITLE:
THE LOOP
1050, 1080 & 1080
SOUTH PARK LOOP RD
TOWN OF JACKSON, WY

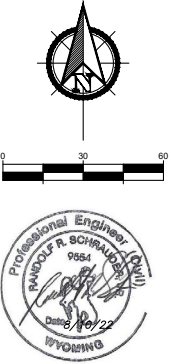
DRAWING TITLE:
PROPOSED GRADING
& EROSION CONTROL
PLAN

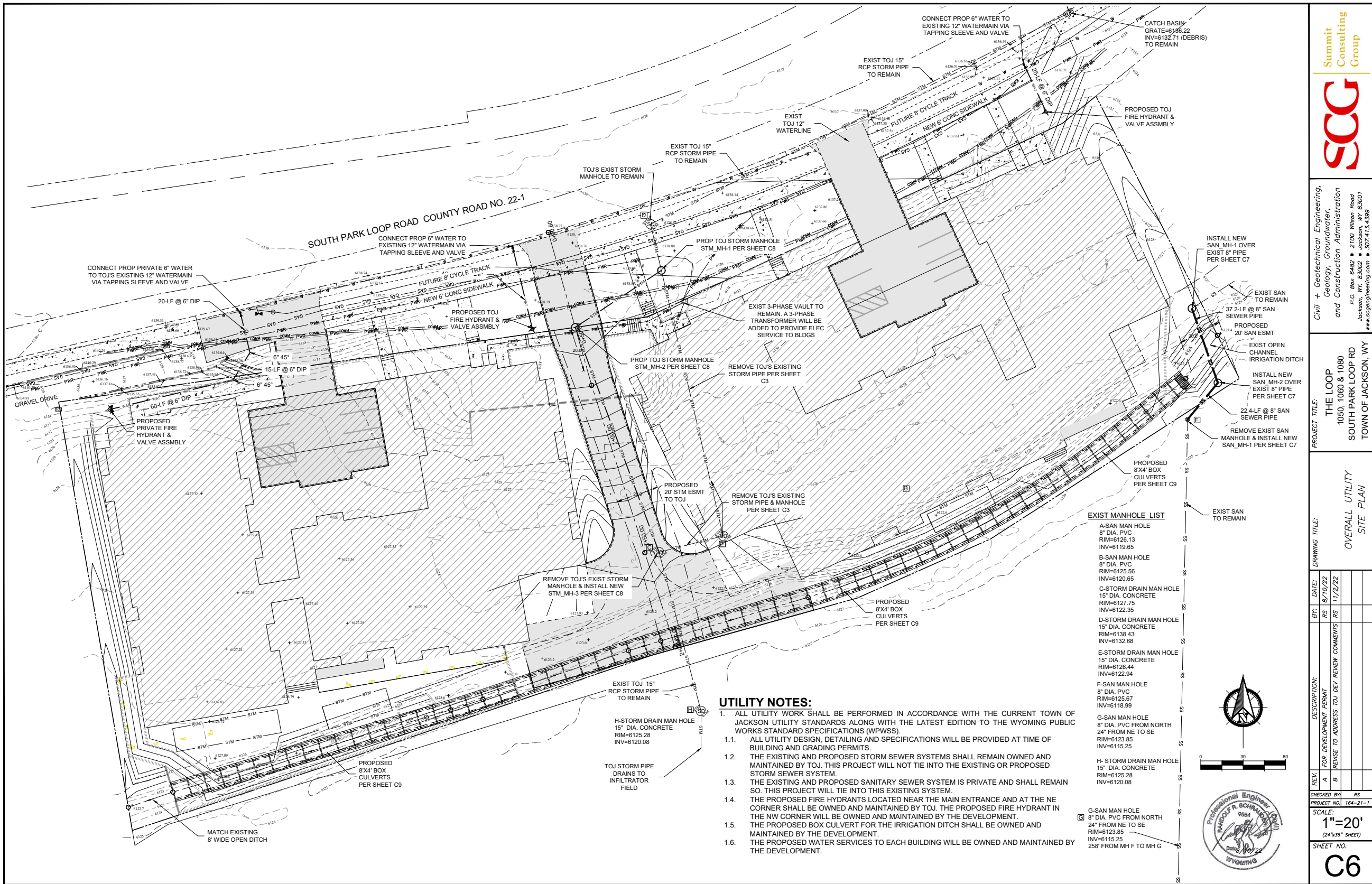
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A	8/10/22	FOR DEVELOPMENT PERMIT	RS
B	11/2/22	REVISE TO ADDRESS TOJ DEV REVIEW COMMENTS	RS

CHECKED BY: RS
PROJECT NO. 164-21-1

SCALE:
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(24"x36" SHEET)

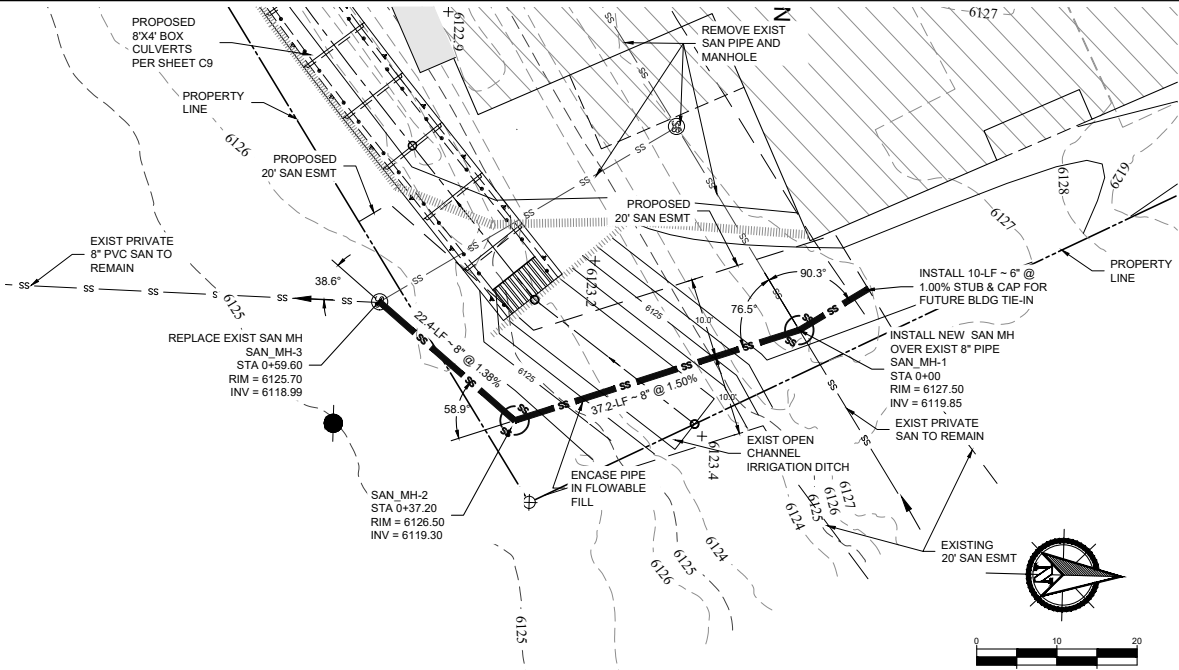
SHEET NO.
C5





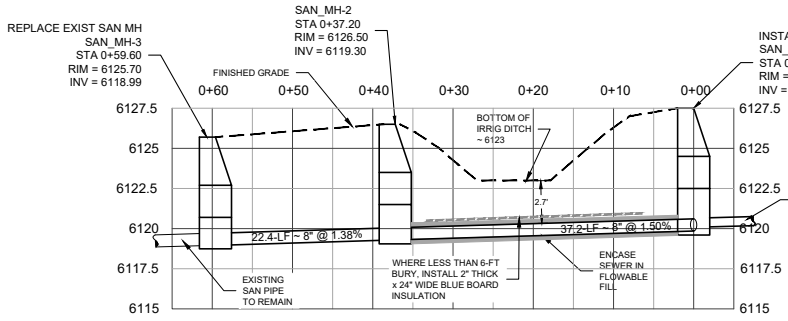
SANITARY SEWER NOTES:

- 1. ALL UTILITY WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT TOWN OF JACKSON UTILITY STANDARDS ALONG WITH THE LATEST EDITION TO THE WYOMING PUBLIC WORKS STANDARD SPECIFICATIONS (WPWSS).
- 2. ALL PROPOSED SANITARY SEWER UTILITIES SHOW WITHIN THE PROPERTY BOUNDARY WILL BE PRIVATELY OWNED AND MAINTAINED.
- 3. THE SEWER UTILITY WORK SHALL COMPLY WITH APPLICABLE TOJ UTILITY STANDARDS AND MATERIAL AND INSTALLATION SPECIFICATIONS. TOWN OF JACKSON UTILITY STANDARDS ARE AVAILABLE AT:
<https://www.jacksonwy.gov/DocumentCenter/View/82/Construction-Standards-PDF?bidId=>
- 4. TRENCHING:
 - 4.1.1. ALL WORK SHALL CONFORM TO APPLICABLE TOJ SPECIFICATIONS AND STANDARD DETAILS SUCH AS SS-100.
- 5. SANITARY SEWER SERVICE:
 - 5.1.1. SHALL BE 6-INCH DIAMETER SDR35 PIPE AND FITTINGS
- 6. SANITARY SEWER MAIN:
 - 6.1. ALL SEWER MAIN PIPE SHALL BE 8" PVC PIPE AND FITTINGS WHICH SHALL CONFORM TO ASTM D-3034, "STANDARD SPECIFICATION FOR PVC SEWER PIPE AND FITTINGS." PVC PIPE SHALL HAVE A MINIMUM SDR OF 35.
 - 6.2. MANHOLES SHALL BE IN ACCORDANCE WITH TOJ STANDARD DETAIL SS-101.
 - 6.3. STEPS SHALL BE PER DETAIL SS-106.
 - 6.4. MANHOLE CHANNELS SHALL BE IN ACCORDANCE WITH TOJ STANDARD DETAIL SS-107.
 - 6.5. MANHOLE FRAME AND COVER SHALL BE IN ACCORDANCE WITH TOJ STANDARD DETAIL SS-108.
 - 6.6. MANHOLES IN 48-INCH DIAMETER SHALL BE CONSTRUCTED OF PRECAST CONCRETE RINGS WITH FRAMES AND COVERS AND STEPS IN ACCORDANCE WITH THE PLAN DETAILS. ALL MANHOLES SHALL BE DESIGNED TO WITHSTAND AASHTO HS-25 LOADING.
- 7. CONTRACTOR TO VERIFY LOCATION OF EXISTING UTILITIES PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- 8. CONTRACTOR TO OBTAIN PERMIT FROM THE TOWN OF JACKSON PRIOR TO COMMENCEMENT OF WORK WITHIN THE PUBLIC RIGHT-OF-WAY OR UTILITY EASEMENT.
<https://www.jacksonwy.gov/DocumentCenter/View/156/Public-Right-of-Way-Permit-PDF>
- 9. SCG TO INSPECT THE SEWER MAINS AND SERVICES PRIOR TO BACKFILLING.



SANITARY SEWER MAIN - RELOCATION PLAN

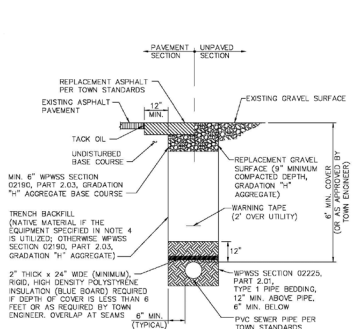
HORZ SCALE: 1" = 10'



SANITARY SEWER MAIN - PROFILE

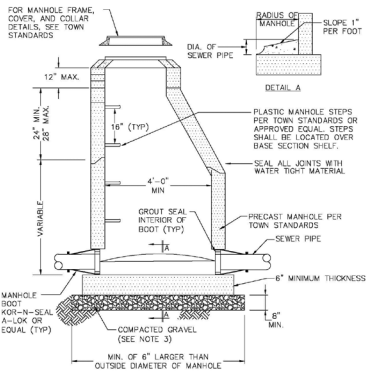
HORZ SCALE: 1" = 10'

VERT SCALE: 1" = 5'



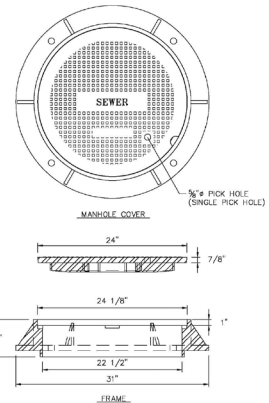
TOJ SS-100 SEWER MAIN & SERVICE TRENCH DETAIL

SCALE: NONE



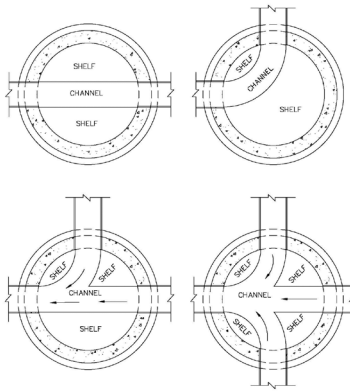
TOJ SS-101 STANDARD SEWER MANHOLE

SCALE: NONE



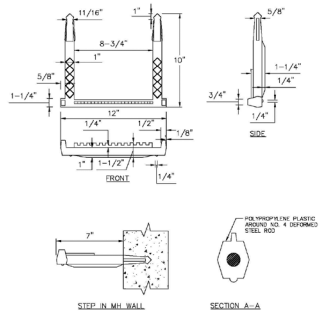
TOJ SS-108 MANHOLE FRAME & COVER

SCALE: NONE



TOJ SS-107 MANHOLE CHANNEL DETAILS

SCALE: NONE



TOJ SS-106 MANHOLE STEPS

SCALE: NONE



Summit Consulting Group



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and Construction Administration
P.O. Box 6482 • 2100 Wilson Road
Jackson, WY 83002 • Jackson, WY 83001
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PROJECT TITLE:
THE LOOP
1050, 1080 & 1080
SOUTH PARK LOOP RD
TOWN OF JACKSON, WY

DRAWING TITLE:
SANITARY SEWER
PLAN & PROFILE

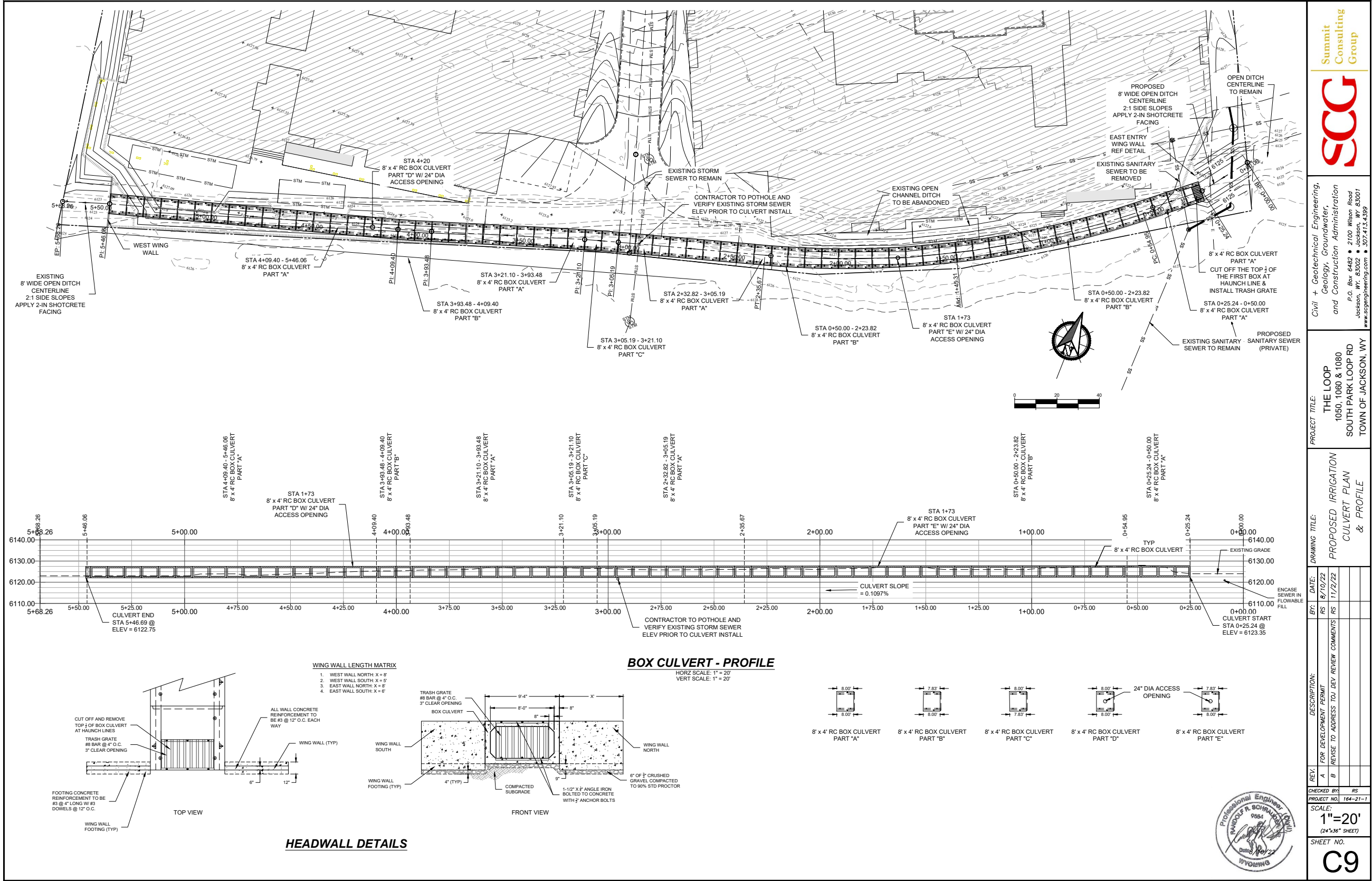
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A	FOR DEVELOPMENT PERMIT	8/10/22	RS	RS
B	REVISE TO ADDRESS TOJ DEV REVIEW COMMENTS	11/2/22	RS	RS

SCALE:
NOTED
(4"x8" SHEET)

SHEET NO.
C7



PROPOSED IRRIGATION CULVERT PLAN



SITE - ENGINEERS REPORT - LANDSCAPE PLANS



FFKR ARCHITECTS
790 Pacific Avenue • Salt Lake City, Utah 84104
O 801.621.6166 • FFKR.COM

MOGUL CAPITAL
Mogul Capital, LLC
2100 E. Main Street
Ste 109, Midway UT
84049
435.654.5030

THE LOOP - APARTMENTS
1050, 1060 & 1080 S. PARK LOOP RD
JACKSON, WYOMING

DATE: REVISION:

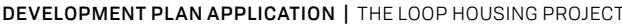
PROJECT NUMBER:

OVERALL
LANDSCAPE
PLANTING
PLAN

LA500





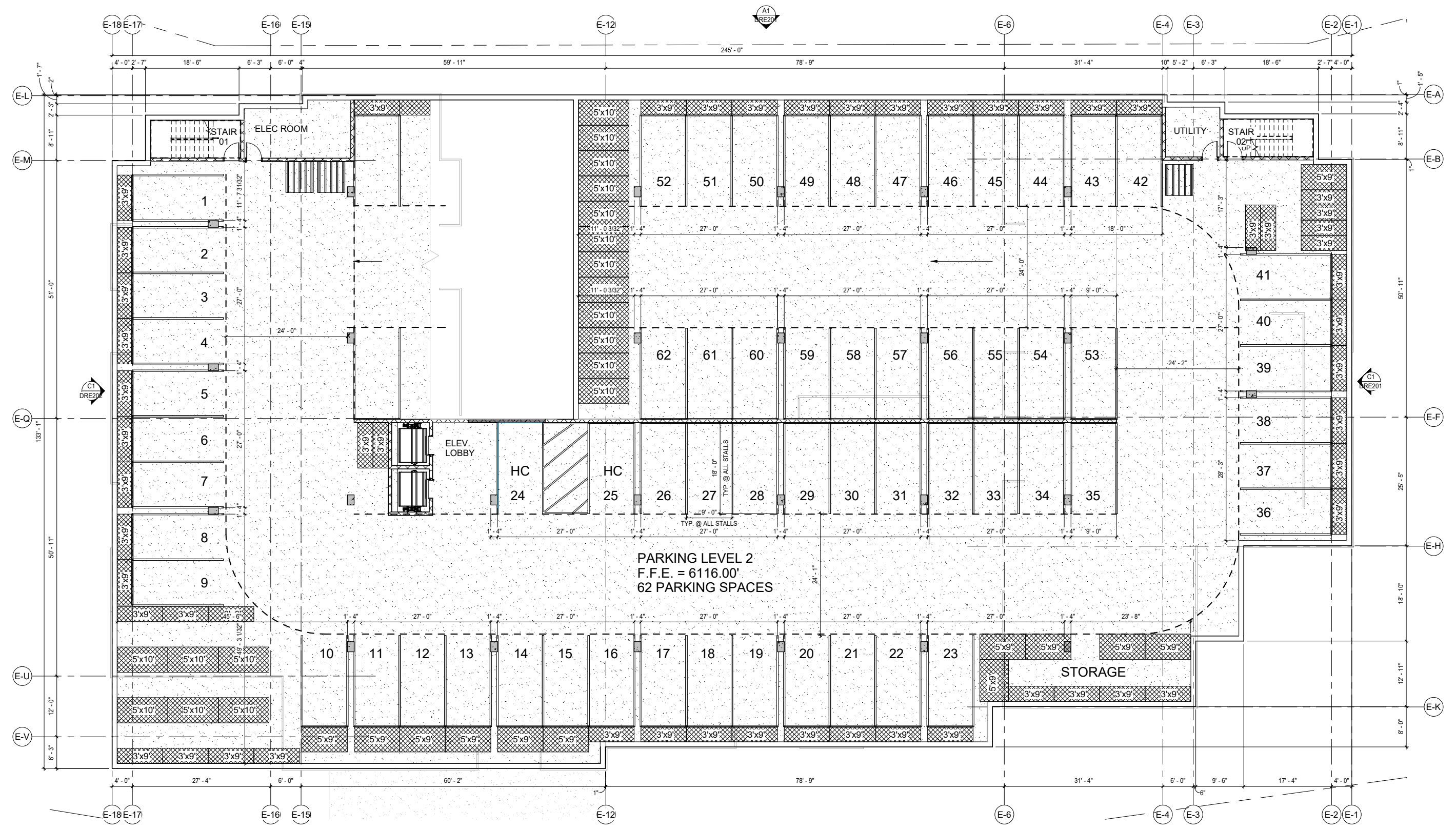


DEVELOPMENT PLAN APPLICATION | THE LOOP HOUSING PROJECT

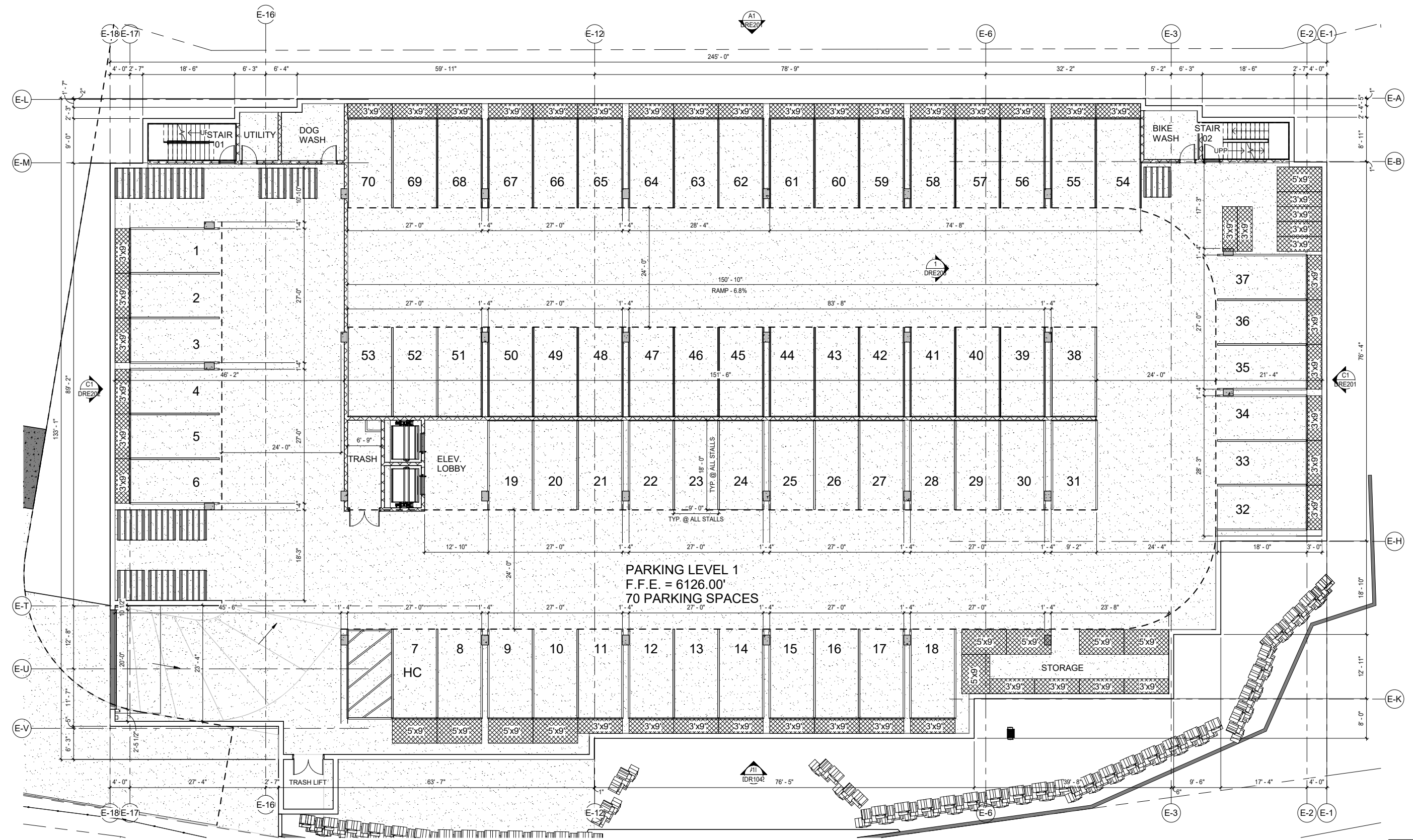


SECTION THREE BUILDING

BUILDING - PLANS - EAST GARAGE LEVEL 02



BUILDING - PLANS - EAST GARAGE LEVEL 01



BUILDING - PLANS - EAST LEVEL 01 FLOOR PLAN

- A - Studio Apartment
- B - One-Bedroom Apartment
- C - One-Bedroom Apartment
- F - Two-bedroom Apartment
- G - Three-bedroom Apartment
- Vertical Circulation
- Building Support
- Circulation



BUILDING - PLANS - EAST LEVEL 02 FLOOR PLAN

- A - Studio Apartment
- B - One-Bedroom Apartment
- C - One-Bedroom Apartment
- F - Two-bedroom Apartment
- G - Three-bedroom Apartment
- Vertical Circulation
- Building Support
- Circulation



BUILDING - PLANS - EAST LEVEL 03 FLOOR PLAN

- A - Studio Apartment
- B - One-Bedroom Apartment
- C - One-Bedroom Apartment
- F - Two-bedroom Apartment
- G - Three-bedroom Apartment
- Vertical Circulation
- Building Support
- Circulation



KEY PL



BUILDING - PLANS - EAST LEVEL 04 FLOOR PLAN

- A - Studio Apartment
- B - One-Bedroom Apartment
- C - One-Bedroom Apartment
- F - Two-bedroom Apartment
- G - Three-bedroom Apartment
- Vertical Circulation
- Building Support
- Circulation



KEY P

BUILDING - ELEVATIONS - EAST BUILDING - NORTH ELEVATION

EXTERIOR FINISH

CODE	MATERIAL	FINISH	MANUFACTURER
A	METAL	MATT BLACK	TBD
B	FIBER CEMENT	SUMMER WHEAT	WOODTONE
C	FIBER CEMENT	ASPEN RIDGE	WOODTONE
D	FIBER CEMENT	WINCHESTER BROWN	WOODTONE
E	FIBER CEMENT	RIVER ROCK	WOODTONE
F	FIBER CEMENT	COSTAL GRAY	WOODTONE
G	METAL	MIDNIGHT BRONZE	PAC-CLAD
H	BRICK	BLACK ICE	INTERSTATE BRICK
J	VINYL	MATT BLACK	TBD
K	METAL	MATT GREY	TBD
L	CONCRETE	CONCRETE	NA
M	ALUMINUM	MATT BLACK	NA



BUILDING - ELEVATIONS - EAST BUILDING - SOUTH ELEVATION

EXTERIOR FINISH

CODE	MATERIAL	FINISH	MANUFACTURER
A	METAL	MATT BLACK	TBD
B	FIBER CEMENT	SUMMER WHEAT	WOODTONE
C	FIBER CEMENT	ASPEN RIDGE	WOODTONE
D	FIBER CEMENT	WINCHESTER BROWN	WOODTONE
E	FIBER CEMENT	RIVER ROCK	WOODTONE
F	FIBER CEMENT	COSTAL GRAY	WOODTONE
G	METAL	MIDNIGHT BRONZE	PAC-CLAD
H	BRICK	BLACK ICE	INTERSTATE BRICK
J	VINYL	MATT BLACK	TBD
K	METAL	MATT GREY	TBD
L	CONCRETE	CONCRETE	NA
M	ALUMINUM	MATT BLACK	NA



BUILDING - ELEVATIONS - EAST BUILDING - EAST ELEVATION



C1

EAST BLDG EAST ELEVATION

SCALE: 1" = 10'-0"



1

EAST BLDG COURTYARD EAST ELEVATION

SCALE: 1/8" = 1'-0"

BUILDING - ELEVATIONS - EAST BUILDING - WEST ELEVATION



C1 EAST BLDG WEST ELEVATION
SCALE: 1" = 10'-0"

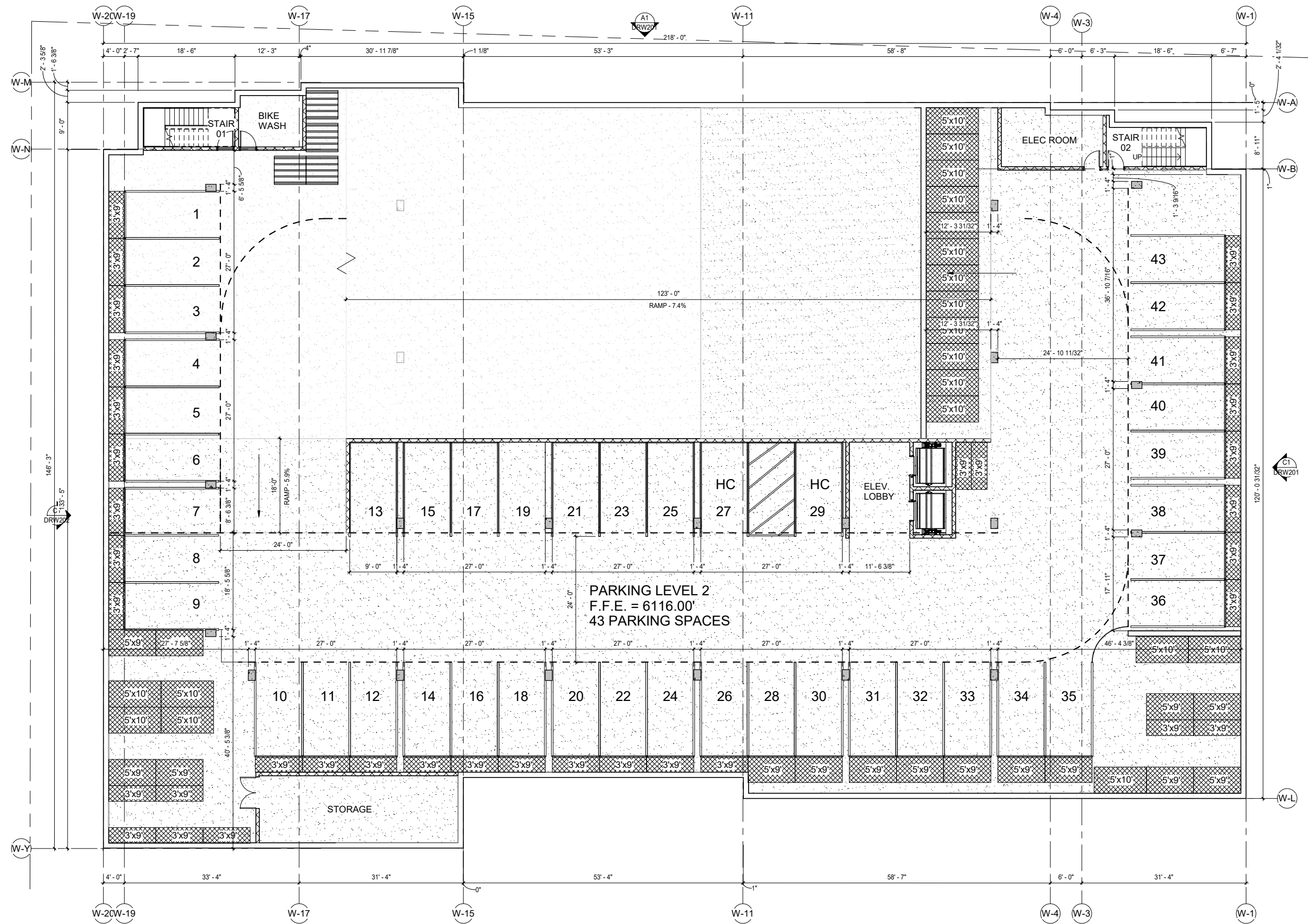


2 EAST BLDG COURTYARD WEST ELEVATION
SCALE: 1/8" = 1'-0"

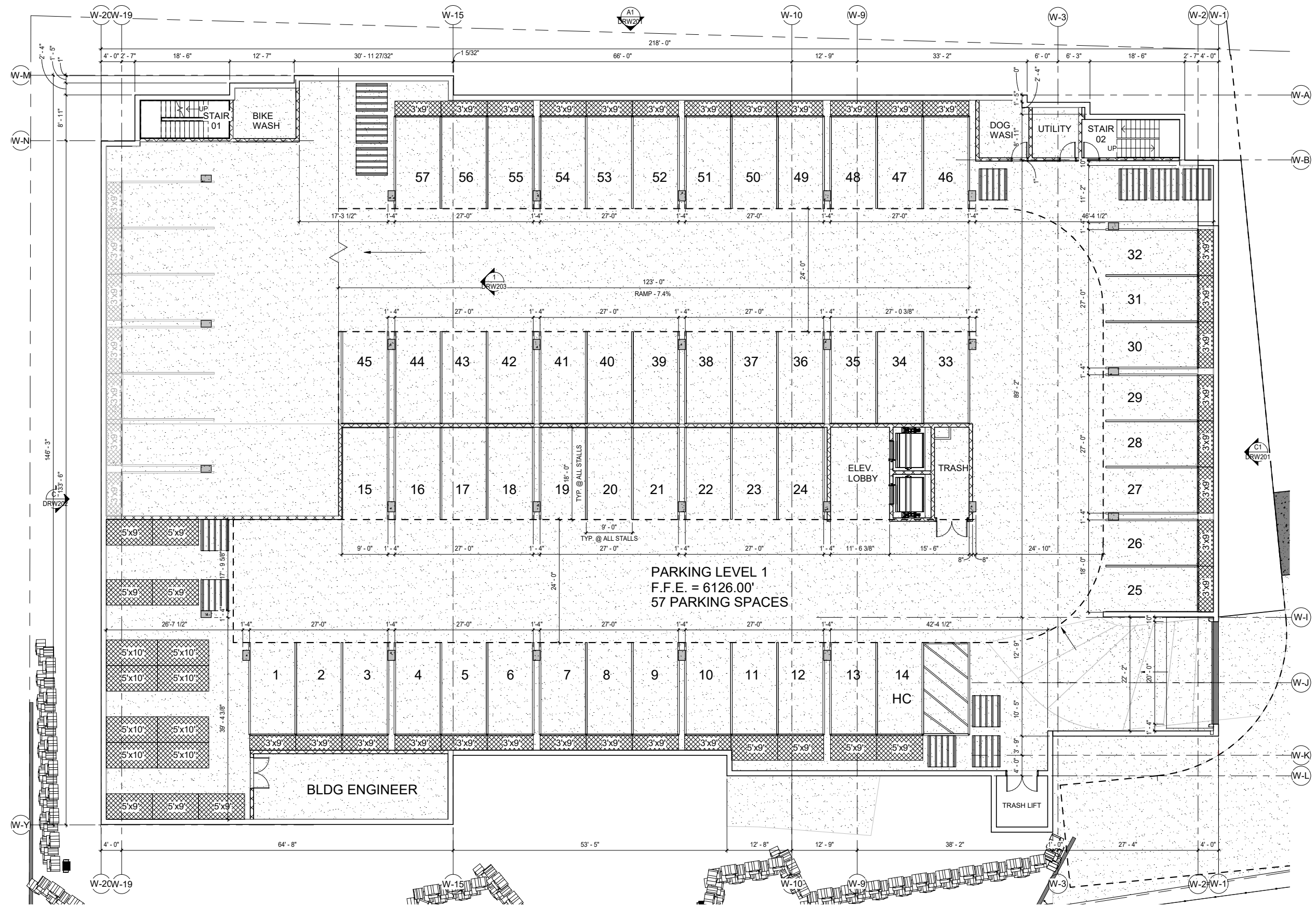
BUILDING - ELEVATIONS - EAST BUILDING - EAST FRONT RENDERING



BUILDING - PLANS - WEST GARAGE LEVEL 02



BUILDING - PLANS - WEST GARAGE LEVEL 01



BUILDING - PLANS - WEST LEVEL 01 FLOOR PLAN

- A - Studio Apartment
- B - One-Bedroom Apartment
- C - One-Bedroom Apartment
- F - Two-bedroom Apartment
- G - Three-bedroom Apartment
- Vertical Circulation
- Building Support
- Circulation



BUILDING - PLANS - WEST LEVEL 02 FLOOR PLAN

- A - Studio Apartment
- B - One-Bedroom Apartment
- C - One-Bedroom Apartment
- F - Two-bedroom Apartment
- G - Three-bedroom Apartment
- Vertical Circulation
- Building Support
- Circulation



BUILDING - PLANS - WEST LEVEL 03 FLOOR PLAN

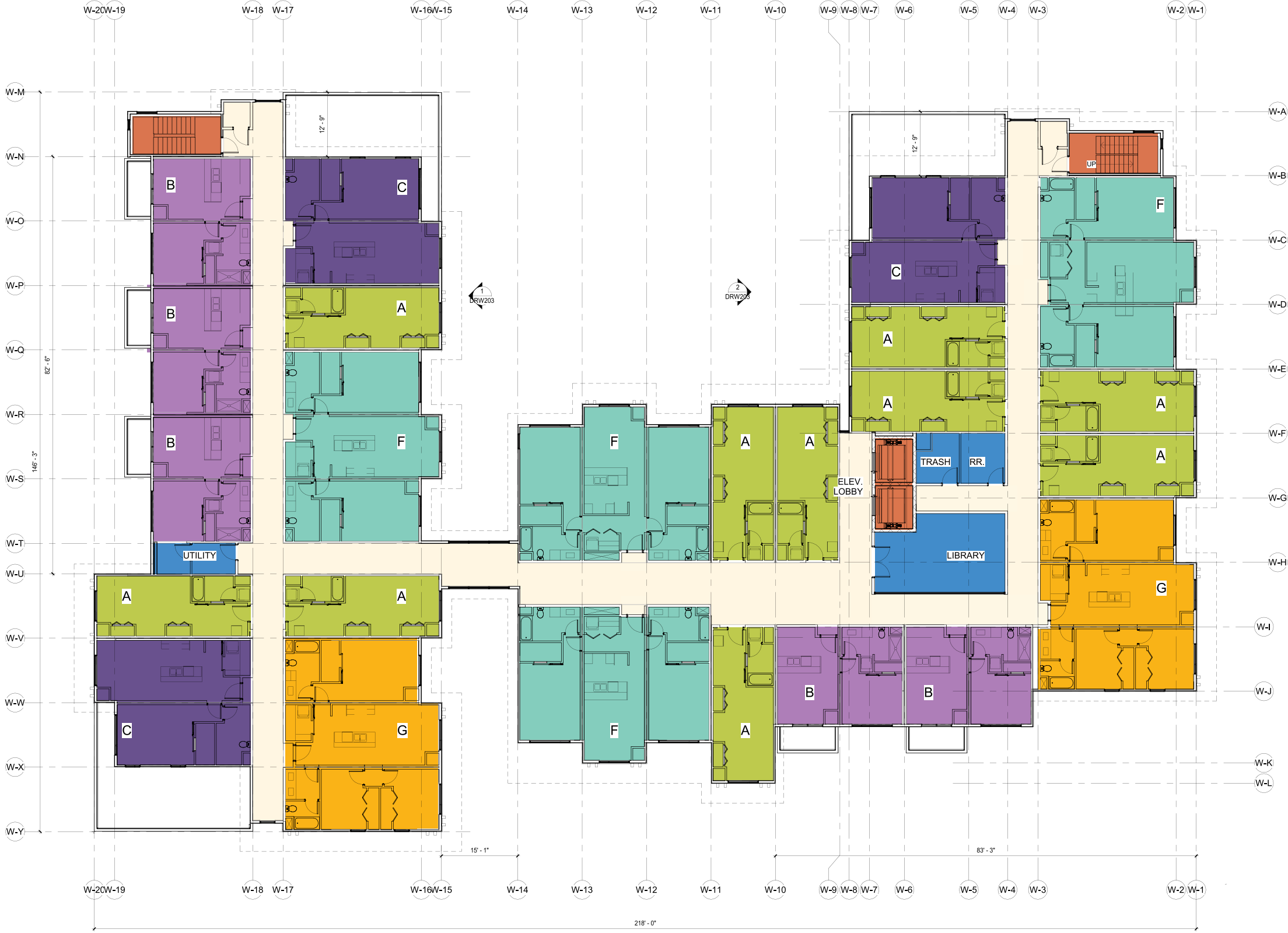
- A - Studio Apartment
- B - One-Bedroom Apartment
- C - One-Bedroom Apartment
- F - Two-bedroom Apartment
- G - Three-bedroom Apartment
- Vertical Circulation
- Building Support
- Circulation

REFE



BUILDING - PLANS - WEST LEVEL 04 FLOOR PLAN

- A - Studio Apartment
- B - One-Bedroom Apartment
- C - One-Bedroom Apartment
- F - Two-bedroom Apartment
- G - Three-bedroom Apartment
- Vertical Circulation
- Building Support
- Circulation



BUILDING - ELEVATIONS - WEST BUILDING - NORTH ELEVATION

EXTERIOR FINISH

CODE	MATERIAL	FINISH	MANUFACTURER
A	METAL	MATT BLACK	TBD
B	FIBER CEMENT	SUMMER WHEAT	WOODTONE
C	FIBER CEMENT	ASPEN RIDGE	WOODTONE
D	FIBER CEMENT	WINCHESTER BROWN	WOODTONE
E	FIBER CEMENT	RIVER ROCK	WOODTONE
F	FIBER CEMENT	COSTAL GRAY	WOODTONE
G	METAL	MIDNIGHT BRONZE	PAC-CLAD
H	BRICK	BLACK ICE	INTERSTATE BRICK
J	VINYL	MATT BLACK	TBD
K	METAL	MATT GREY	TBD
L	CONCRETE	CONCRETE	NA
M	ALUMINUM	MATT BLACK	NA



BUILDING - ELEVATIONS - WEST BUILDING - SOUTH ELEVATION

EXTERIOR FINISH

CODE	MATERIAL	FINISH	MANUFACTURER
A	METAL	MATT BLACK	TBD
B	FIBER CEMENT	SUMMER WHEAT	WOODTONE
C	FIBER CEMENT	ASPEN RIDGE	WOODTONE
D	FIBER CEMENT	WINCHESTER BROWN	WOODTONE
E	FIBER CEMENT	RIVER ROCK	WOODTONE
F	FIBER CEMENT	COSTAL GRAY	WOODTONE
G	METAL	MIDNIGHT BRONZE	PAC-CLAD
H	BRICK	BLACK ICE	INTERSTATE BRICK
J	VINYL	MATT BLACK	TBD
K	METAL	MATT GREY	TBD
L	CONCRETE	CONCRETE	NA
M	ALUMINUM	MATT BLACK	NA



BUILDING - ELEVATIONS - WEST BUILDING - EAST ELEVATION



BUILDING - ELEVATIONS - WEST BUILDING - WEST ELEVATION



5 WEST BUILDING WEST PERSPECTIVE
SCALE:

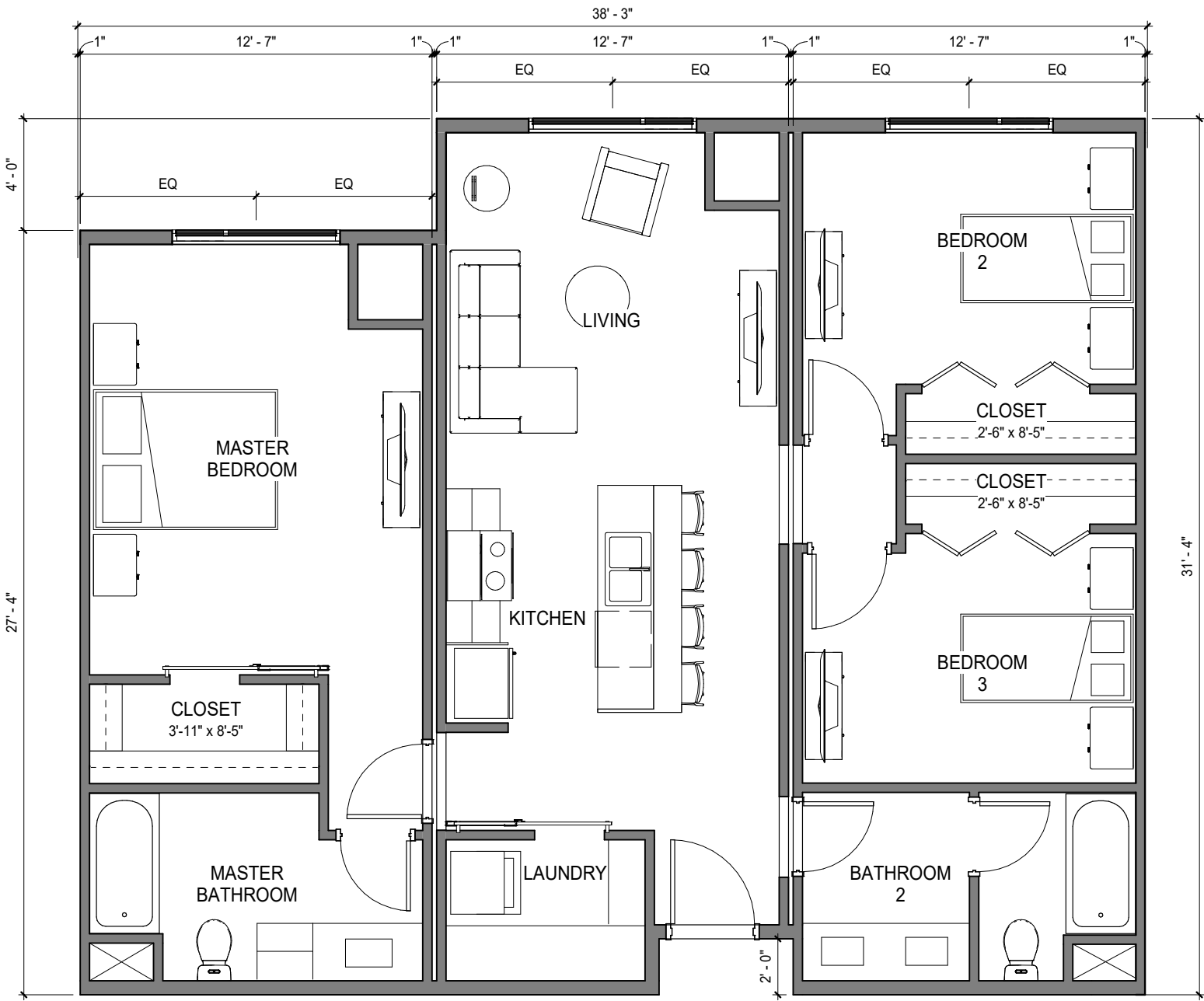


6 WEST BUILDING REAR PERSPECTIVE
SCALE:

BUILDING - ELEVATIONS - WEST BUILDING - WEST FRONT RENDERING

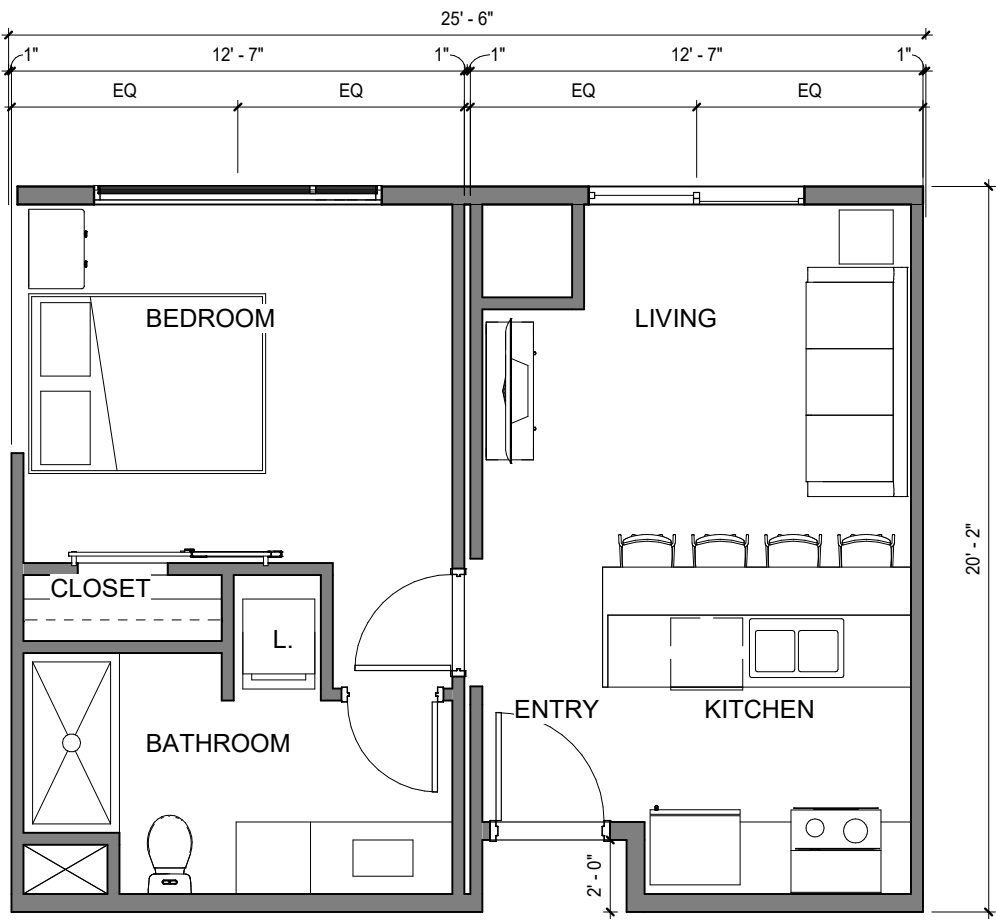


BUILDING - PLANS - UNITS



ENLARGED UNIT TYPE "G" FLOOR PLAN

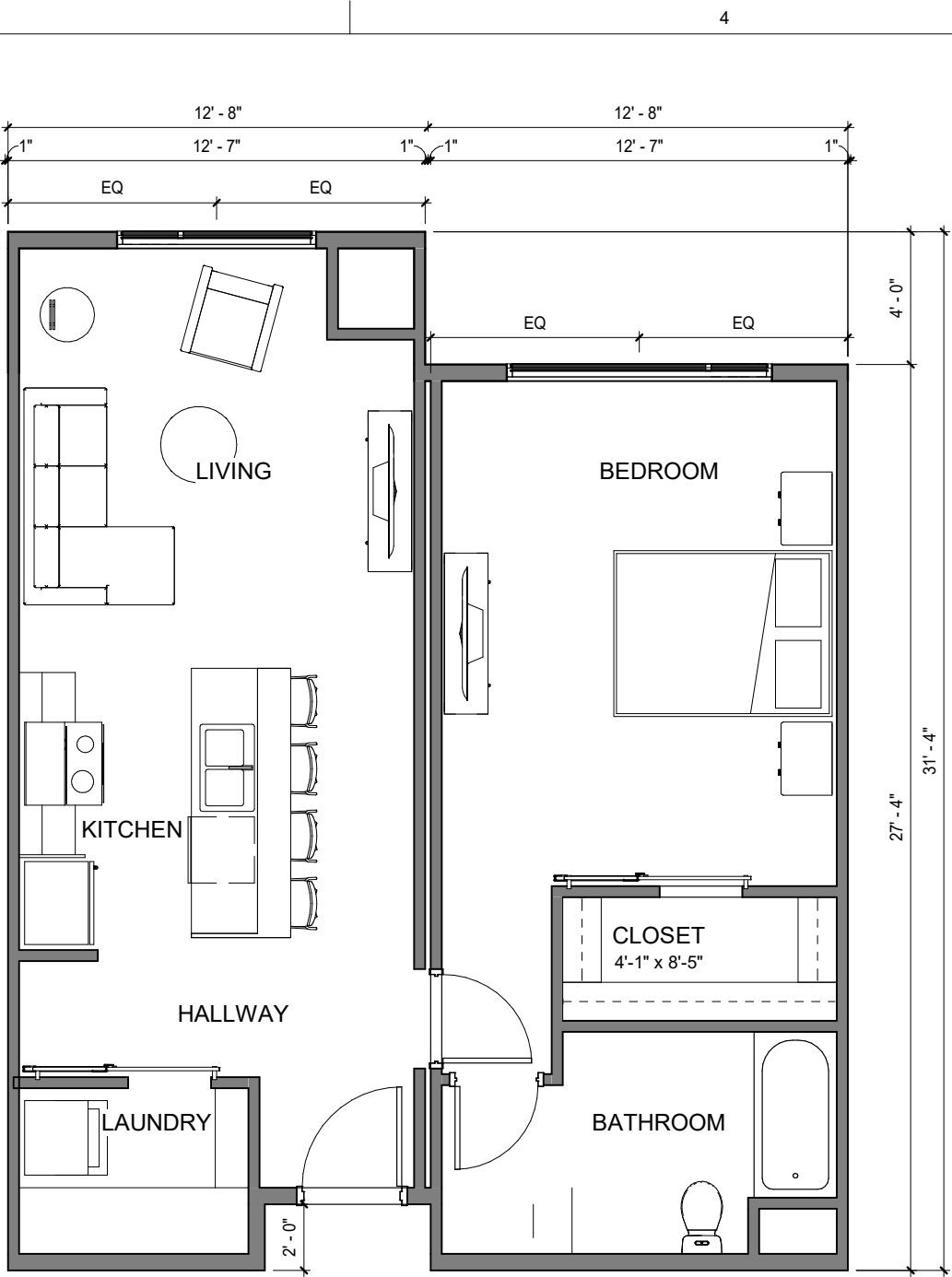
SCALE: 1/4" = 1'-0"



ENLARGED UNIT TYPE "B" FLOOR PLAN

SCALE: 1/4" = 1'-0"

BUILDING - PLANS - UNITS

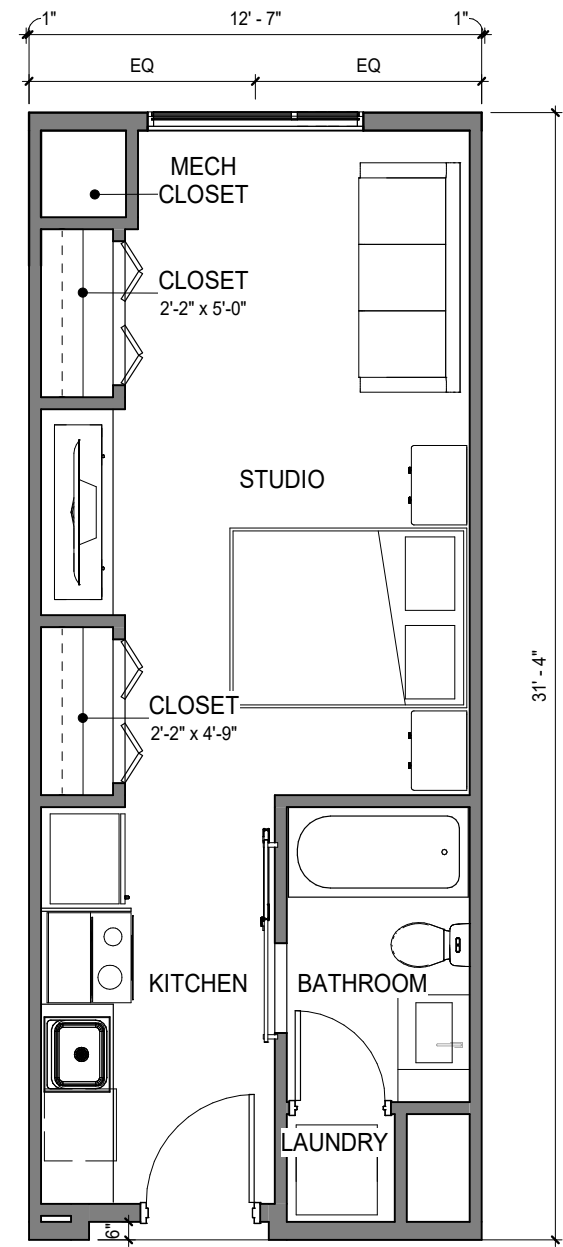


ENLARGED UNIT TYPE "F" FLOOR PLAN

SCALE: 1/4" = 1'-0"

ENLARGED UNIT TYPE "C" FLOOR PLAN

SCALE: 1/4" = 1'-0"



ENLARGED UNIT TYPE "A" FLOOR PLAN
SCALE: 1/4" = 1'-0"

BUILDING - PLANS - SITE ADJACENCIES



BUILDING - RENDERINGS - EAST BUILDING COURTYARD VIEW



BUILDING - RENDERINGS - EAST TO WEST VIEW



PLANS - RENDERINGS - WEST TO EAST VIEW



PLANS - RENDERINGS - NORTH PARK TRANSPORTATION PARKING LOT VIEW LOOKING NORTH



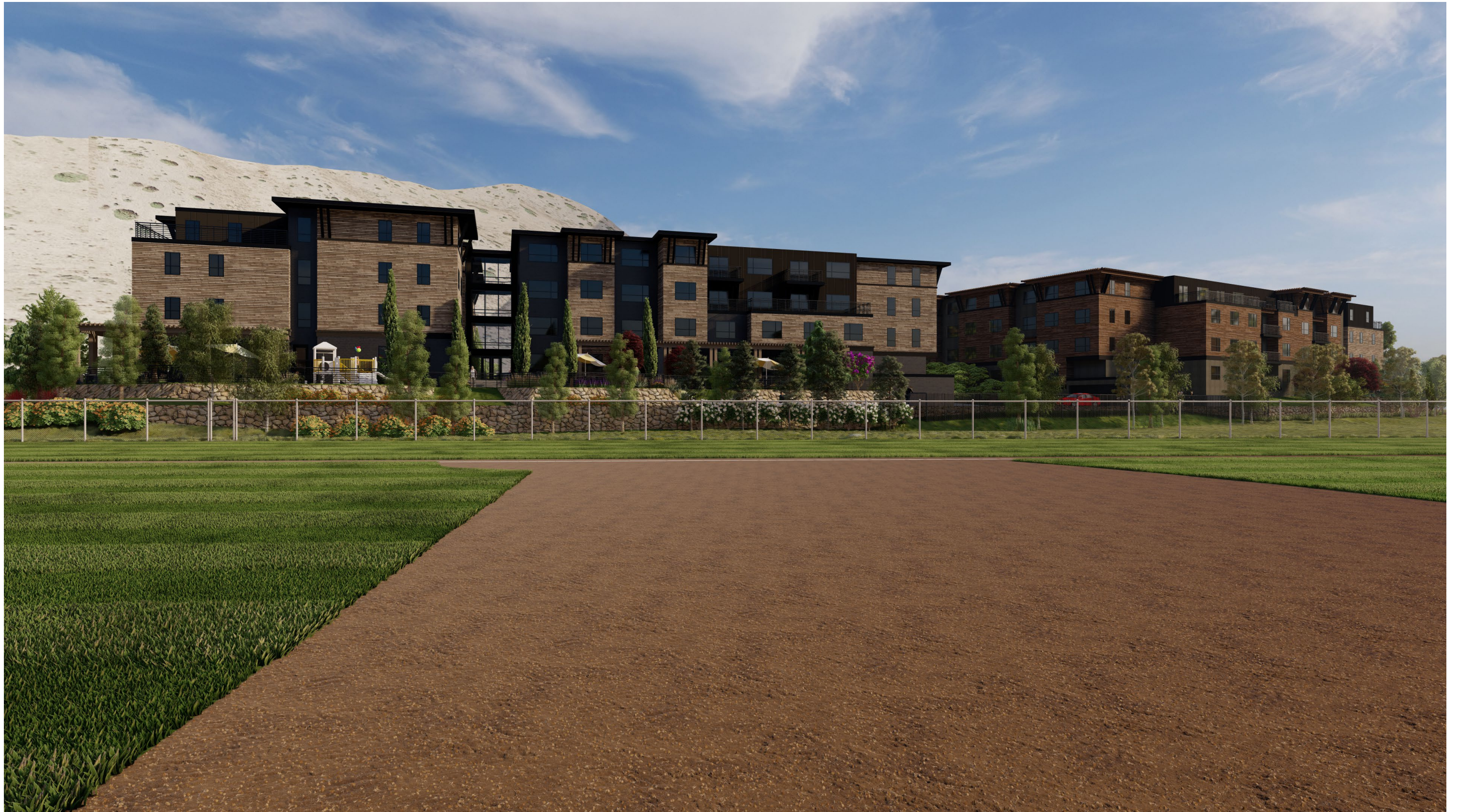
PLANS - RENDERINGS - HILLSIDE VIEW LOOKING SOUTH



PLANS - RENDERINGS - HILLSIDE VIEW LOOKING SOUTH



PLANS - RENDERINGS – BASEBALL FIELD VIEW WEST



PLANS - RENDERINGS – PARKING LOT BETWEEN THE FOOTBALL STADIUM AND SOFTBALL FIELD VIEW



PLANS - RENDERINGS – REAR VIEW EAST



BUILDING - ELEVATIONS - WEST BUILDING - WEST FRONT RENDERING



PLANS - RENDERINGS – WEST BUILDING MAIN ENTRANCE



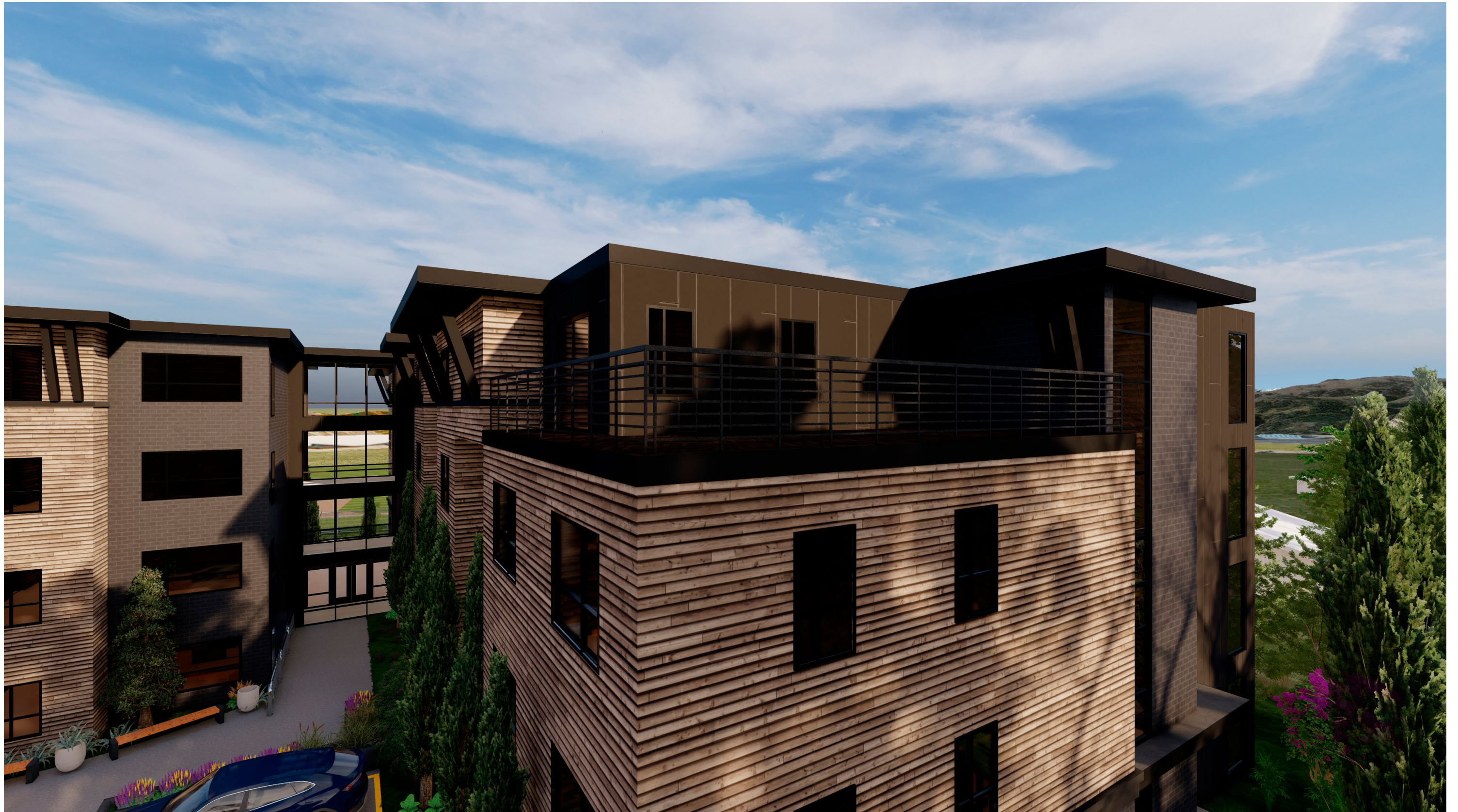
PLANS - RENDERINGS – WEST BUILDING MAIN ENTRANCE 2



PLANS - RENDERINGS – WEST BUILDING SIDE PEDESTRIAN ENTRY



PLANS - RENDERINGS – WEST BUILDING EXTERIOR DETAILS



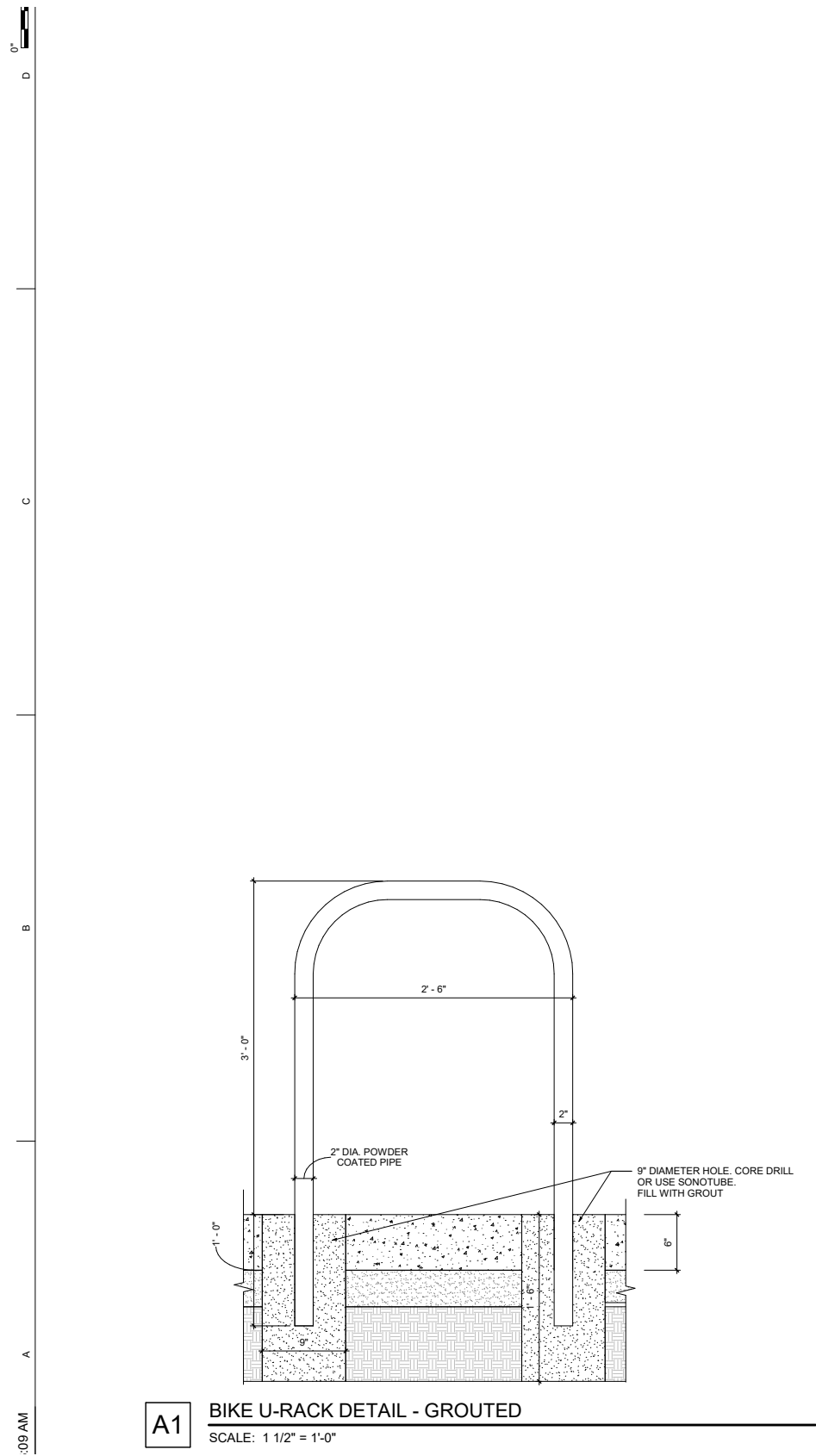
BUILDING - BUILDING HEIGHT



A1

BUILDING HEIGHT - SECTION AT DRIVEWAY

SCALE: 1/8" = 1'-0"



THE LOOP - APARTMENTS
1050, 1060 & 1080 S. PARK LOOP RD,
JACKSON, WYOMING

Mogul Capital, LLC
210 E. Main Street
Ste 109, Midway UT
84049
435.654.5030



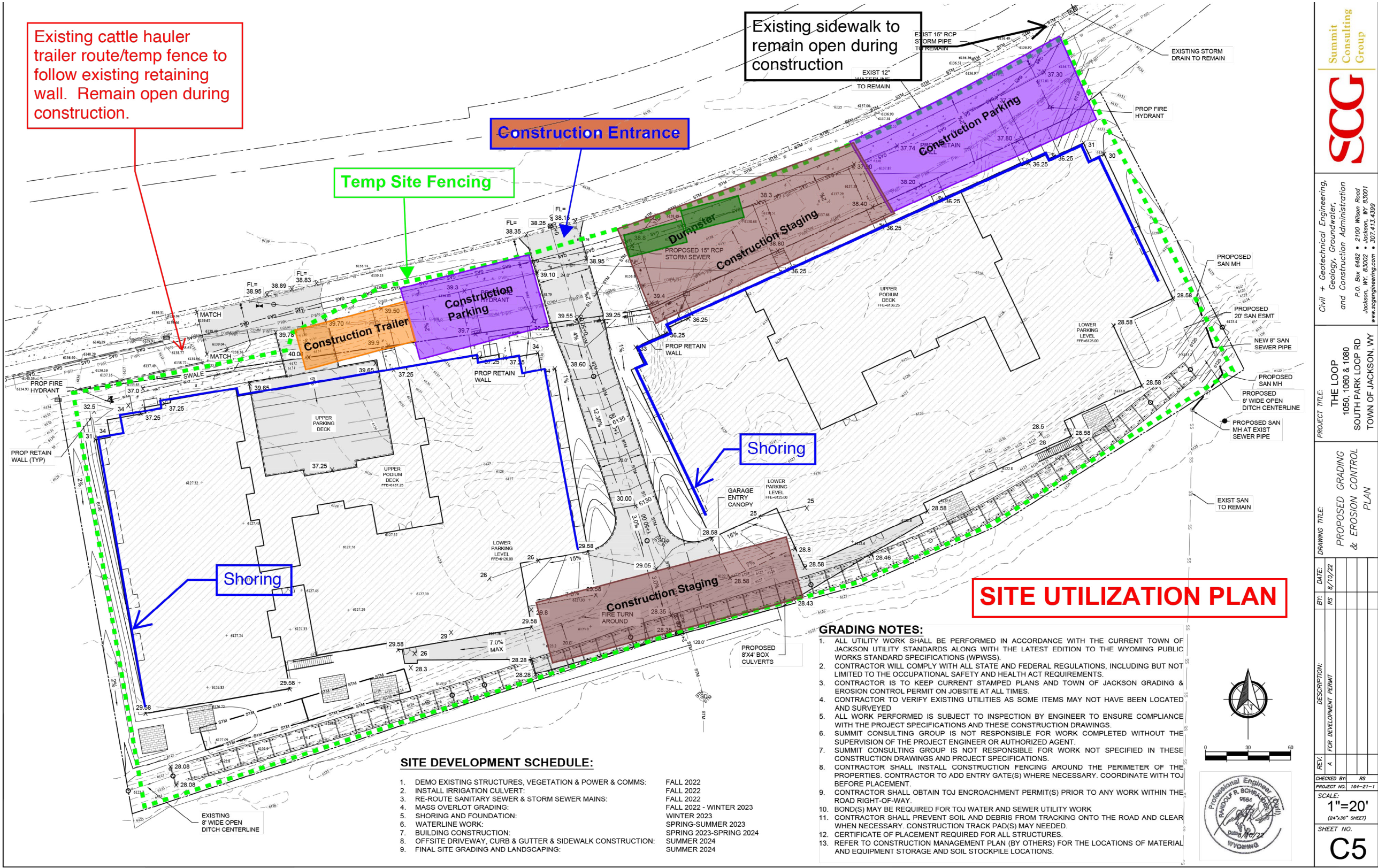
FFKR ARCHITE
730 Pacific Avenue • Salt Lake City, Utah 84104
O 801.621.6186 • FFKR.COM

△ DATE REVISION

PROJECT NUMBER 22078

DETAILS

BUILDING - CONSTRUCTION MANAGEMENT PLANS & STAGING



**THE FOLLOWING TRAFFIC IMPACT STUDY IS AN
EXECUTIVE SUMMARY ONLY**

SEE APPENDIX FOR THE FULL REPORT

ENGINEERS REPORT - TRAFFIC IMPACTS



The Loop

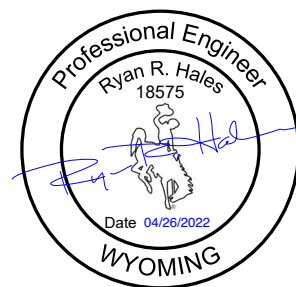
Traffic Impact Study



Jackson, Wyoming

April 26, 2022

UT21-2075



1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
www.halesengineering.com

ENGINEERS REPORT - TRAFFIC IMPACTS

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed The Loop development located in Jackson, Wyoming. The Loop development is located on the south side of Park Loop Road, just west of the Gregory Lane / Park Loop Road intersection.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for Existing (2022) background and Future (2023) conditions, with and without the proposed project, and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

Table ES-1: Peak Hour Level of Service Results

Intersection	Level of Service					
	Existing (2022)		Future (2023)			
	Background		Background		Plus Project	
	AM	PM	AM	PM	AM	PM
1 South Park Loop Road / U.S. 89	B	B	B	B	B	B
2 Gregory Lane / South Park Loop Road	b	b	c	b	c	c
3 Access 1 / South Park Loop Road	-	-	-	-	a	a
4 Access 2 / South Park Loop Road	-	-	-	-	a	a
5 Access 3 / South Park Loop Road	-	-	-	-	a	a
1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)						
2. BG = Background (without project traffic), PP = Plus Project (with project traffic)						
Source: Hales Engineering, April 2022						

Table ES-2: Recommended Storage Length

Intersection	Recommended Storage Lengths (feet)															
	Northbound				Southbound				Eastbound				Westbound			
	LT		RT		LT		RT		LT		RT		LT		RT	
	E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1 South Park Loop Road / U.S. 89	100	-	-	-	165	200	150	200	150	275	-	-	-	-	-	-
2 Gregory Lane / South Park Loop Road	-	-	-	-	-	-	-	-	-	-	-	-	75	100	-	-
1. Storage lengths are based on 2023 95th percentile queue lengths and do not include required deceleration / taper distances																
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable																
Source: Hales Engineering, April 2022																

ENGINEERS REPORT - TRAFFIC IMPACTS

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS
Project Conditions

- The development will consist of 206 residential apartment units.
- The project is anticipated to generate approximately 936 weekday daily trips, including 80 trips in the morning peak hour, and 82 trips in the evening peak hour.

2022	Background	
Findings	• Acceptable LOS at all study intersections	
2023 (Opening Day)	Background	Plus Project
Findings	• Acceptable LOS at all study intersections	• Acceptable LOS at all study intersections • The City could consider adding a westbound left-turn lane to turn into the middle project access if South Park Loop Road is widened at a future date. However, this turn lane was not assumed for the analysis, and the LOS at each intersection was acceptable as-is.



SECTION FOUR APPENDICES

HOUSING MITIGATION AND CALCULATIONS

Housing Mitigation Plan

This development plan submittal has included overall unit mix plans, unit mix square footage calculations, and the housing mitigation calculator showing the breakdown and allocation of the market rate, market rate bonus, deed restricted workforce housing, and affordable workforce housing units required for the project. This new housing development will also provide future employee housing for another new development being designed and proposed in the Town of Jackson.

	CR-3	PROPOSED	COMPLIES?
FAR	0.4 (36,416 SF) (2:1 WORKFORCE HOUSING BONUS ALLOWED)	2:1 WORKFORCE HOUSING BONUS USED TOTAL FAR USED - 35,870 SF BONUS MARKET HOUSING - 48,563 SF WFH DEED RESTRICTED - 24,585 SF 4TH FLOOR EXEMPTION - 33,879 SF TOTAL HABITABLE - 165,680 SF	YES
LSR	10% SITE AREA (9,060 SF)	24% SITE AREA (22,177 SF)	YES
PLANT UNITS	1/1,000 SF OF LANDSCAPE AREA & 1/12 PARKING SPACES	REQUIRED PLANT UNITS - 24 ALTERNATE 'A' PROVIDED - 27 3" Caliper Canopy Trees: 31/1 = 31 6'-8' Large Shrubs: 162/6 = 27 #5 Container Shrubs: 146/4 = 36.5	YES
MINIMUM LOT SIZE	N/A FOR APARTMENTS	N/A FOR APARTMENTS	YES
HEIGHT	48' W/ 4TH FLOOR INCENTIVE	48'	YES
PARKING	1/DU IF < 2 BEDROOMS AND < 500 SF; OTHERWISE, 1.5/DU	REQUIRED - 261 PARKING STALLS PROVIDED - 267 PARKING STALLS 258 COVERED PARKING STALLS & 9 SURFACE PARKING STALLS PROVIDED	YES
PRIMARY STREET SETBACK (NORTH)	10'-65' FROM PROPERTY LINE	10' FROM PROPERTY LINE	YES
SIDE INTERIOR SETBACK (EAST & WEST)	5'	10'	YES
REAR SETBACK (SOUTH)	10'	20'-40'	YES
STREET FAÇADE WIDTH	50% PRIMARY STREET	100% AT PRIMARY STREET	YES
3RD STORY STEPBACK	10' W/ 60% ENCROACHMENT ALLOWED	10' W/ 40% ENCROACHMENT AT EAST AND WEST PROPERTY LINES	YES
PEDESTRIAN FRONTAGE	TREES IN GRATES & TREES IN LAWN	TREES IN LAWN (SOUTH PARK LOOP ROAD)	YES
RESIDENTIAL MINIMUM STORY HEIGHT	GROUND STORY - 9' MIN UPPER STORY HEIGHT - 9' MIN GROUND FLOOR ELEVATION - 0'-5'	GROUND STORY - 10' UPPER STORY - 10' GROUND FLOOR ELEVATION - 0'	YES
RESIDENTIAL TRANSPARENCY	GROUND STORY PRIMARY - 20% GROUND STORY SECONDARY - 20% UPPER STORY PRIMARY & SECONDARY - 20%	GROUND STORY - 28% GROUND STORY SECONDARY - N/A UPPER STORY PRIMARY & SECONDARY - 21%	YES
RESIDENTIAL BLANK WALL AREA	BLANK WALL AREA PRIMARY STREET - 35' MAX BLANK WALL SECONDARY STREET - 50' MAX	BLANK WALL AREA PRIMARY STREET - 22' MAX AT BOTH BUILDINGS BLANK WALL SECONDARY STREET - N/A	YES
RESIDENTIAL PEDESTRIAN ACCESS	ENTRANCE FACING PRIMARY STREET REQUIRED FOR EACH GROUND FLOOR UNIT	ENTRANCES TO BOTH EAST AND WEST BUILDINGS FACE TOWARDS THE PRIMARY STREET	YES

HOUSING MITIGATION AND CALCULATIONS

Housing Mitigation Plan

updated 1/8/21

Development of a new house, hotel, or commercial space generates the need for employees. The construction workforce builds the space, the commercial workforce or residential service workforce works in the space, and first responders are needed to protect the space. Only about 27% of the employees generated by development can afford housing in the community, but the community's "community first" character goal is that 65% of employees live locally. To bridge this affordability gap, each development is required to include affordable workforce housing proportional to the employees it generates.

These housing mitigation requirements are established in Division 6.3 of the Land Development Regulations. This worksheet is intended to assist in meeting the requirements for a project. However, an error in the worksheet does not amend the actual standard; if you find an error please notify the Planning Department. Fill in the highlighted cells, all the other cells will autopopulate.

Calculating the Requirement (Sec. 6.3.2 & 6.3.3)

Step 1: Location

Town of Jackson

The applicable regulations vary by jurisdiction please identify the location of your project using the above dropdown options.

The required housing is based on the existing and proposed use of the site. Step 2 is to enter the existing use and Step 3 is to enter the proposed use. Section 6.3.2 of the LDRs establishes the applicability of the affordable workforce housing standards and Section 6.3.3 establishes the specifics on calculation of the requirement. Enter each use in its own row, add rows if needed. If a building has multiple units with the same use, describe each unit in its own row. (For example: if a duplex is composed of a 2,300 sf attached unit and a 1,700 sf attached unit, put each unit in its own row do not put in 4,000 sf of attached single-family.) If a unit type (e.g. apartment floor plan, or commercial tennant space) is replicated exactly multiple times, you may use the "Use Quantity" column to avoid adding multiple rows.

Step 2: Existing Development

Housing is only required for new development. Please describe the existing use of the site so that it can be credited from the housing requirement. The definition of existing use is Section 6.3.2.A.1 of the LDRs. Generally, the existing use to enter is the use with the highest housing requirement that either existed in 1995, or has been permitted since 1995. Please attach proof of existence

Existing Use (Sec. 6.3.2.A)	Housing Requirement (Sec. 6.3.3.A)	Use Size: bedrooms	Use Size: habitable sf	Use Quantity	Housing Required
Detached Single-Family Unit (Unrestricted)	$0.000017 \times \text{sf} + (\text{Exp}(-15.49 + 1.59 \times \text{Ln}(\text{sf}))) / 2.176$		2557	1	0.066
Detached Single-Family Unit (Unrestricted)	$0.000017 \times \text{sf} + (\text{Exp}(-15.49 + 1.59 \times \text{Ln}(\text{sf}))) / 2.176$		968	1	0.021
Detached Single-Family Unit (Unrestricted)	$0.000017 \times \text{sf} + (\text{Exp}(-15.49 + 1.59 \times \text{Ln}(\text{sf}))) / 2.176$		941	1	0.021
Detached Single-Family Unit (Unrestricted)	$0.000017 \times \text{sf} + (\text{Exp}(-15.49 + 1.59 \times \text{Ln}(\text{sf}))) / 2.176$		1022	1	0.023

Existing Workforce Housing Credit 0.131

Step 3: Proposed Development

Please describe the proposed use of the site to determine if affordable workforce housing is required as part of the development. Describe the end result of the proposed development. (For example: in the case of an addition do not enter the square footage of the addition, enter the size of the unit upon completion of the addition.)

Proposed Use	Housing Requirement (Sec. 6.3.3.A)	Use Size: bedrooms	Use Size: habitable sf	Use Quantity	Housing Required
Apartment (Unrestricted)	$0.000017 \times \text{sf} + (\text{Exp}(-14.17 + 1.59 \times \text{Ln}(\text{sf}))) / 2.176$	1	398	17	0.190
Apartment (Unrestricted)	$0.000017 \times \text{sf} + (\text{Exp}(-14.17 + 1.59 \times \text{Ln}(\text{sf}))) / 2.176$	1	499	12	0.178
Apartment (Unrestricted)	$0.000017 \times \text{sf} + (\text{Exp}(-14.17 + 1.59 \times \text{Ln}(\text{sf}))) / 2.176$	1	731	5	0.120
Apartment (Unrestricted)	$0.000017 \times \text{sf} + (\text{Exp}(-14.17 + 1.59 \times \text{Ln}(\text{sf}))) / 2.176$	2	1087	7	0.282
Apartment (Unrestricted)	$0.000017 \times \text{sf} + (\text{Exp}(-14.17 + 1.59 \times \text{Ln}(\text{sf}))) / 2.176$	3	1138	3	0.128
Workorce Housing Bonus Unit	exempt	1	398	31	0.000
Workorce Housing Bonus Unit	exempt	1	499	6	0.000
Workorce Housing Bonus Unit	exempt	1	731	2	0.000
Workorce Housing Bonus Unit	exempt	3	1138	13	0.000
Workorce Housing Bonus Unit	exempt	2	1087	12	0.000
Workforce Housing Unit	exempt	1	398	57	0.000
Workforce Housing Unit	exempt	3	1138	12	0.000
Workforce Housing Unit	exempt	2	1087	20	0.000

Affordable Workforce Housing Required: 0.767 units

Fee-in-Lieu Amount: \$ 208,492.02

If the amount of required affordable workforce housing is less than one unit, you may pay the above fee in-lieu of providing the required housing. If you elect to pay the fee, your Housing Mitigation Plan is complete. If the requirement is greater than one unit, or you would like to provide a unit to meet the requirement, please proceed to the [Unit Type Sheet](#).

LOOP - HOUSING UNIT MIX			
STORY	ZONE	HABITABLE AREA	UNIT MIX
WEST BUILDING PARKING LEVELS			
EXEMPT	BOH	51,254	BASEMENT EXEMPTION
	TOTAL	51,254	
EAST BUILDING PARKING LEVELS			
EXEMPT	BOH	57,445	BASEMENT EXEMPTION
	TOTAL	57,445	
WEST BUILDING FIRST FLOOR PLAN			
	APT (BONUS)	9,794	(6) 'A' UNITS, (1) 'C' UNIT, (3) 'G' UNITS, (3) 'F' UNITS
EXEMPT	APT (WFH)	6,787	(6) 'A' UNITS, (1) 'G' UNITS, (3) 'F' UNITS
EXEMPT	CIRC (WFH)	3,785	
EXEMPT	AMENITIES (WFH)	600	
	TOTAL	20,966	
EAST BUILDING FIRST FLOOR PLAN			
	APT (BONUS)	9,850	(9) 'A' UNITS, (1) 'C' UNIT, (2) 'G' UNITS, (3) 'F' UNITS
EXEMPT	APT (WFH)	6,496	(8) TYPE 'A' UNITS, (1) 'G' UNIT, (2) 'F' UNITS
EXEMPT	CIRC (WFH)	3,352	
EXEMPT	AMENITIES (WFH)	600	
	TOTAL	20,298	
WEST BUILDING SECOND FLOOR PLAN - 4TH FLOOR EXEMPT REQ.			
EXEMPT	APT (WFH)	16,299	(13) 'A' UNITS, (5) 'G' UNITS, (6) 'F' UNITS
EXEMPT	CIRC (WFH)	3,886	NO STAIRS & ELEV
EXEMPT	AMENITIES (WFH)	600	
EXEMPT	TOTAL	20,785	
EAST BUILDING SECOND FLOOR PLAN - 4TH FLOOR EXEMPT REQ.			
EXEMPT	APT (WFH)	16,753	(17) 'A' UNITS, (4) 'G' UNITS, (5) 'F' UNITS
EXEMPT	CIRC (WFH)	2,422	
EXEMPT	BOH (WFH)	600	
EXEMPT	TOTAL	19,775	
WEST BUILDING THIRD FLOOR PLAN			
	APT (BONUS)	10,712	(5) 'A' UNITS, (4) 'B' UNITS, (4) 'G' UNITS, (2) 'F' UNITS
EXEMPT	APT (WFH)	5,801	(5) 'A' UNITS, (1) 'B' UNIT, (1) 'G' UNITS, (2) 'F' UNITS
EXEMPT	CIRC (WFH)	2,766	
EXEMPT	AMENITIES (WFH)	600	
	TOTAL	19,879	
EAST BUILDING THIRD FLOOR PLAN			
	APT (BONUS)	11,754	(9) 'A' UNITS, (3) 'B' UNITS(3) 'G' UNITS, (3) 'F' UNITS
EXEMPT	APT (WFH)	4,562	(6) TYPE 'A' UNITS, (2) 'F' UNITS
EXEMPT	CIRC (WFH)	2,669	
EXEMPT	BOH (WFH)	600	
	TOTAL	19,585	
WEST BUILDING FOURTH FLOOR PLAN			
	APT (FAR)	13,067	(10) 'A' UNITS, (5) 'B' UNITS, (3) 'C' UNIT, (1) 'G' UNITS, (3) 'F' UNITS
	APT (BONUS)	2,225	(1) 'G' UNIT (1) 'F' UNIT
	CIRC (FAR)	2,403	ELEV & STAIRS
EXEMPT	CIRC (BONUS)	492	17% BONUS UNITS @ LEVEL 1
	AMENITIES (FAR)	600	
	TOTAL	18,787	
EAST BUILDING FOURTH FLOOR PLAN			
	APT (FAR)	14,365	(7) 'A' UNITS, (7) 'B' UNITS, (2) 'C' UNIT, (4) 'F' UNITS
	CIRC (FAR)	3,137	ELEV & STAIRS
	AMENITIES (FAR)	600	
	TOTAL	18,102	
ALLOWED PROJECT			
2.09 ACRES (91,040 SF) BASE FAR (DEV	36,416	34,172	WEST (10) 'A' UNITS, (5) 'B' UNITS, (3) 'C' UNIT, (1) 'G' UNITS, (3) 'F' UNITS EAST (7) 'A' UNITS, (7) 'B' UNITS, (2) 'C' UNIT, (4) 'F' UNITS
BONUS HOUSING ONLY		44,335	WEST (11) 'A' UNITS, (4) 'B' UNITS (1) 'C' UNIT, (6) 'F' UNITS EAST (18) 'A' UNITS, (3) 'B' UNITS, (1) 'C' UNIT, (5) 'G' UNITS, (6) 'F' UNITS
WORKFORCE HOUSING ONLY		23,646	WEST (11) 'A' UNITS, (1) 'B' UNIT, (2) 'G' UNITS, (5) 'F' UNITS EAST (14) 'A' UNITS, (1) 'G' UNIT, (4) 'F' UNITS
4TH FLOOR EXEMPTION REQUIREMENT		33,052	WEST (13) 'A' UNITS, (5) 'G' UNITS, (6) 'F' UNITS EAST (17) 'A' UNITS, (4) 'G' UNITS, (5) 'F' UNITS
FAR+BONUS+WFH TOTAL SF.		135,205	195 TOTAL UNITS
GRAND TOTAL SF.		158,377	NOT INCLUDING PARKING AREAS, EXCLUDING STAIRS AT LEVELS P1, 2, & 4, EXCLUDING ELEVATORS AT LEVELS P1, P2, 2, 3, & 4



HOUSING MITIGATION AND CALCULATIONS



HOUSING MITIGATION AND CALCULATIONS



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760 Pacific Avenue • Salt Lake City, Utah 84104
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Mogul Capital, LLC
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THE LOOP - APARTMENTS
1050, 1060 & 1080 S. PARK LOOP RD,
JACKSON, WYOMING

PROJECT NUMBER: 22078

EAST BLDG - LEVEL 3 FLOOR PLAN

DRE103

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THE LOOP - APARTMENTS
1050, 1060 & 1080 S. PARK LOOP RD,
JACKSON, WYOMING

DATE	REVISION

PROJECT NUMBER: 22078

EAST BLDG - LEVEL 4 FLOOR PLAN

DRE104

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JACKSON, WYOMING

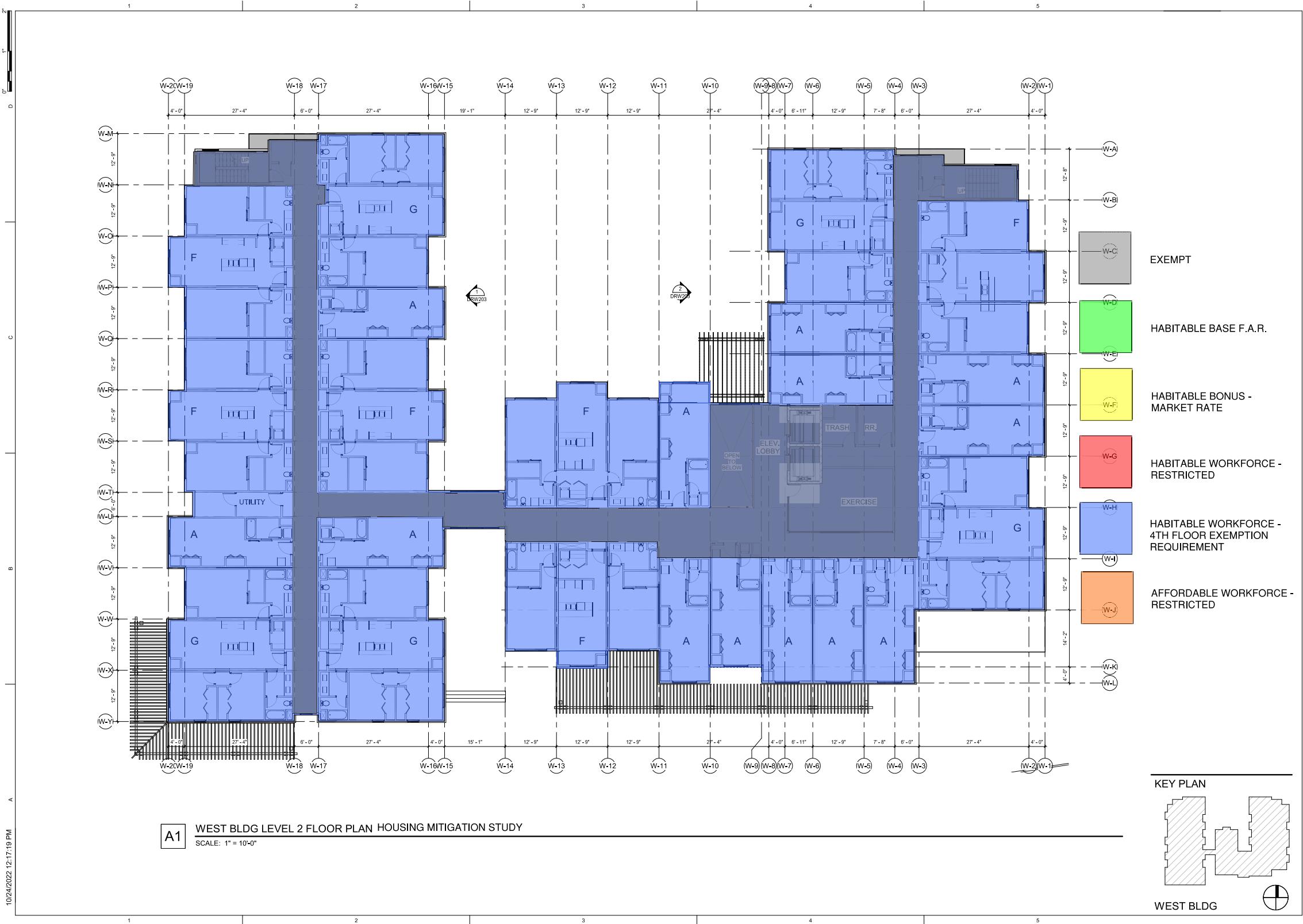
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WEST BLDG - LEVEL 1 FLOOR PLAN

DRW101

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JACKSON, WYOMING

PROJECT NUMBER: 22078

WEST BLDG - LEVEL 2 FLOOR PLAN

DRW102

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JACKSON, WYOMING

DATE: _____
REVISION: _____

PROJECT NUMBER: 22078

WEST BLDG - LEVEL 3 FLOOR PLAN

DRW103

HOUSING MITIGATION AND CALCULATIONS



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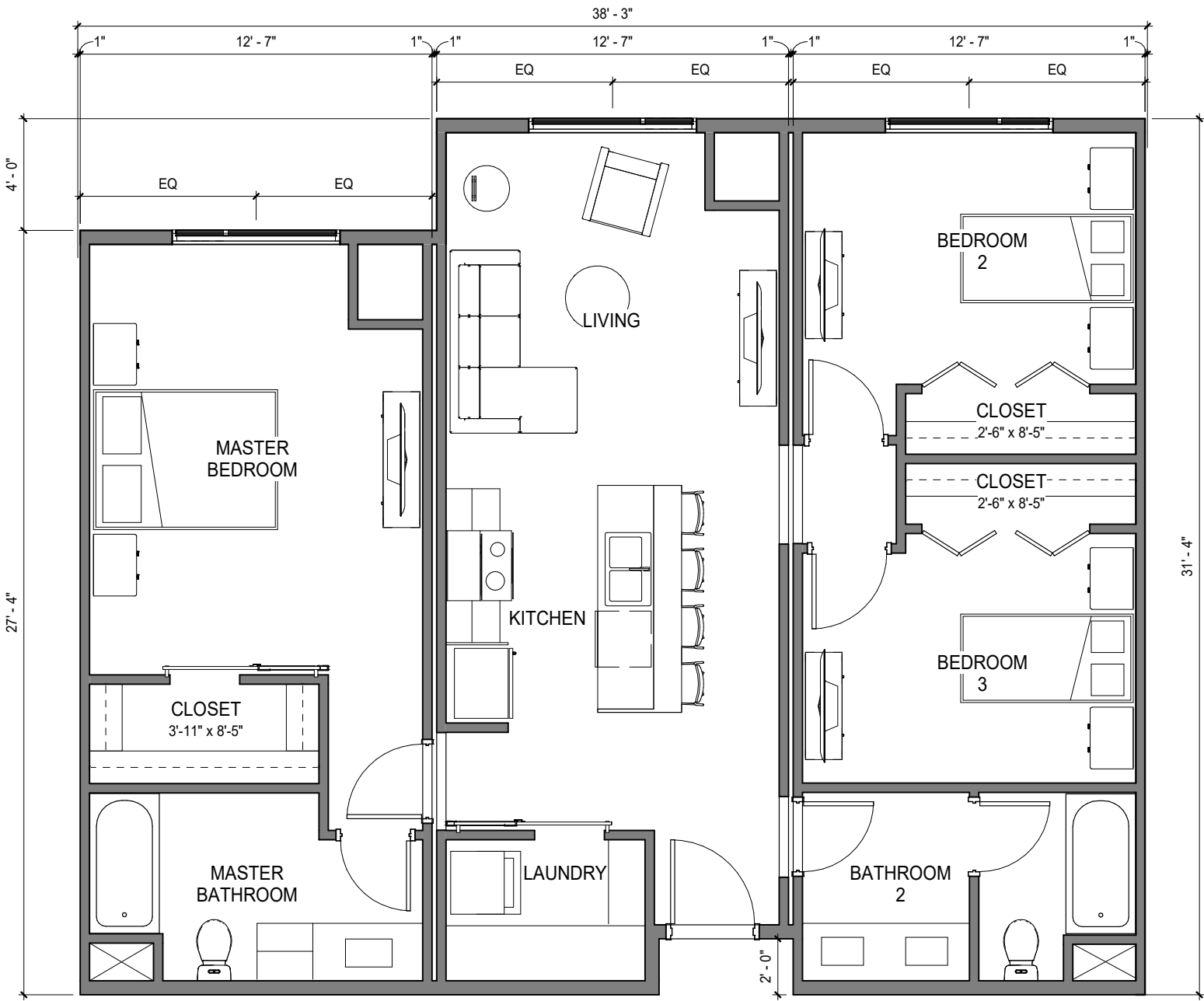
THE LOOP - APARTMENTS
1050, 1060 & 1080 S. PARK LOOP RD,
JACKSON, WYOMING

DATE: _____ REVISION: _____

PROJECT NUMBER: 22078

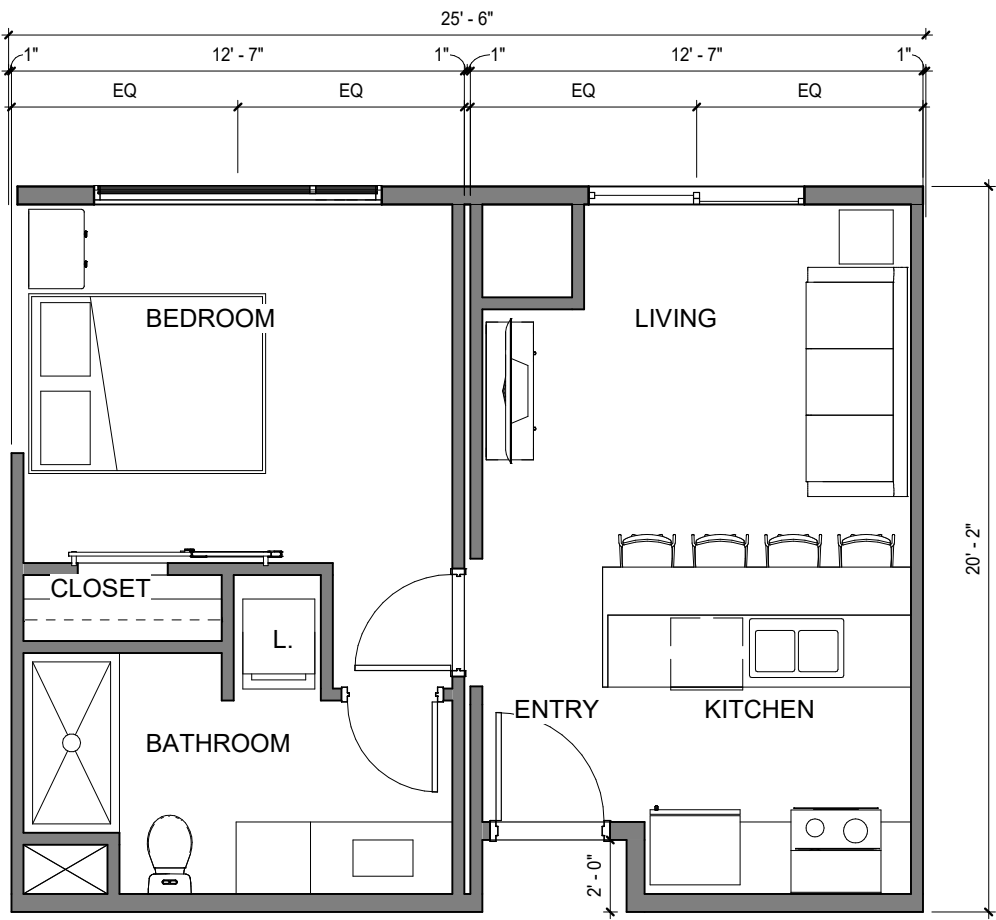
WEST BLDG - LEVEL 4 FLOOR PLAN

DRW104



ENLARGED UNIT TYPE "G" FLOOR PLAN

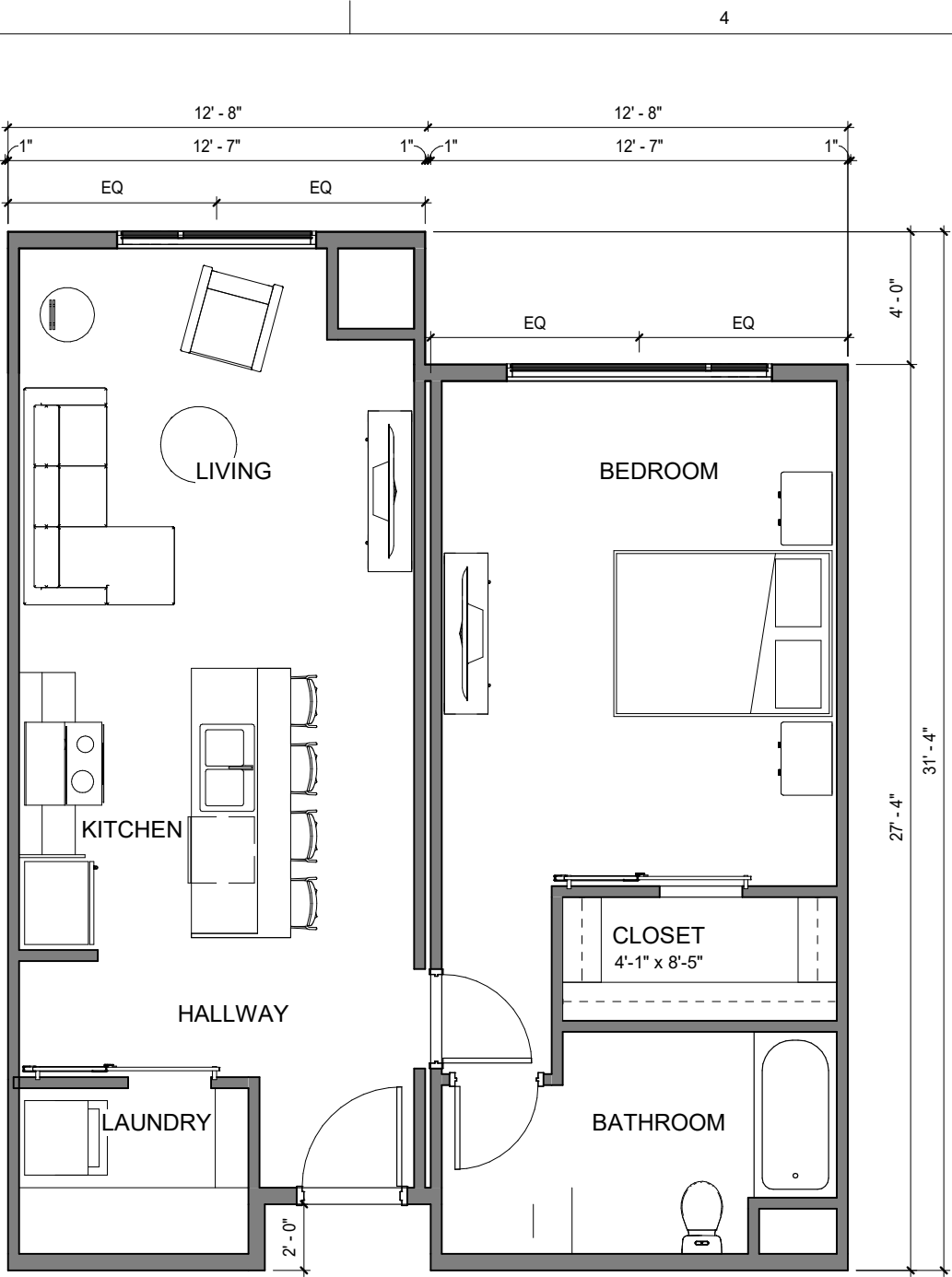
SCALE: 1/4" = 1'-0"



ENLARGED UNIT TYPE "B" FLOOR PLAN

SCALE: 1/4" = 1'-0"

BUILDING - PLANS - UNITS

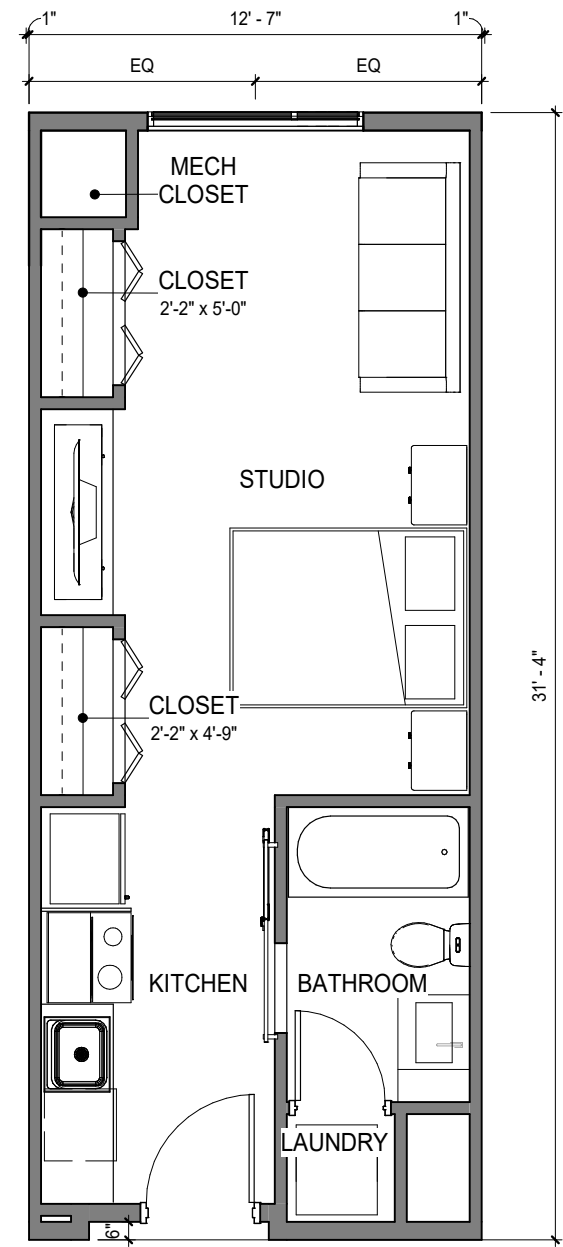


ENLARGED UNIT TYPE "F" FLOOR PLAN

SCALE: 1/4" = 1'-0"

ENLARGED UNIT TYPE "C" FLOOR PLAN

SCALE: 1/4" = 1'-0"



ENLARGED UNIT TYPE "A" FLOOR PLAN
SCALE: 1/4" = 1'-0"

LETTERS - NO SHORT TERM RENTAL



4/29/2022

Tyler Valentine
Principal Planner
Town of Jackson
150 E Pearl Avenue
Jackson, WY 83001
tvalentine@jacksonwy.gov

RE: Short-Term Units nor Nightly Rentals

Dear Mr. Valentine,

Please accept this letter as part of our Development Plan Application, as we plan to ensure that long-term residential units are not used for short-term units nor nightly rentals. In order to safeguard that units are not designated for short-term nor nightly rental basis we have/will take several steps including but not limited to the following:

- Clearly identifying how units are classified within this Development plan submittal
- Ensuring that potential purchasers are aware of Town regulations regarding short-term and nightly rentals
- Making sure the management company is fully aware of the rental regulations and the unit classifications within this development
- Working with the town on any other reasonable measures throughout the development process

Should you have further questions or need additional clarification we would be happy to discuss this topic further.

Thank you,



Rachel Lambert
Vice President of Construction
602-885-2342

cc: Brad Wagstaff, Scott McAllister

Mogul Capital, LLC | 210 E. Main Street Ste 109, Midway UT 84049 | 435.654.5030

LETTERS - LIVABILITY STANDARDS



4/29/2022

Tyler Valentine
Principal Planner
Town of Jackson
150 E Pearl Avenue
Jackson, WY 83001
tvalentine@jacksonwy.gov

RE: Livability Standards Questionnaire

Dear Mr. Valentine,

Please accept this letter as part of our Development Plan Application, we are in receipt of the Livability Standards Questionnaire required by the Housing Department for the Workforce Development units included in this project. At the time of this Development Plan application to the Town, we do not have enough information to complete the questionnaire. However, our design team has reviewed the Livability Standards and are planning accordingly. The questionnaires will be completed and sent to you for review prior to finalizing our building plans.

Should you have further questions or need additional clarification we would be happy to discuss this topic further.

Thank you,

A handwritten signature in blue ink that reads "Rachel Lambert". The signature is written in a cursive, flowing style.

Rachel Lambert
Vice President of Construction
602-885-2342

cc: Brad Wagstaff, Scott McAllister

Mogul Capital, LLC | 210 E. Main Street Ste 109, Midway UT 84049 | 435.654.5030



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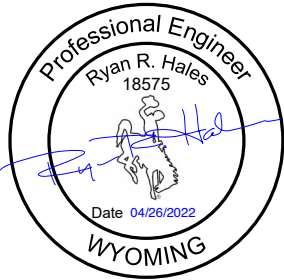
Traffic Impact Study



Jackson, Wyoming

April 26, 2022

UT21-2075





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Jackson - The Loop
Traffic Impact Study

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed The Loop development located in Jackson, Wyoming. The Loop development is located on the south side of Park Loop Road, just west of the Gregory Lane / Park Loop Road intersection.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for Existing (2022) background and Future (2023) conditions, with and without the proposed project, and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

Table ES-1: Peak Hour Level of Service Results

Intersection		Level of Service					
		Existing (2022)		Future (2023)			
				Background		Plus Project	
		AM	PM	AM	PM	AM	PM
1	South Park Loop Road / U.S. 89	B	B	B	B	B	B
2	Gregory Lane / South Park Loop Road	b	b	c	b	c	c
3	Access 1 / South Park Loop Road	-	-	-	-	a	a
4	Access 2 / South Park Loop Road	-	-	-	-	a	a
5	Access 3 / South Park Loop Road	-	-	-	-	a	a
1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)							
2. BG = Background (without project traffic), PP = Plus Project (with project traffic)							
Source: Hales Engineering, April 2022							

Table ES-2: Recommended Storage Length

Intersection		Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1	South Park Loop Road / U.S. 89	100	-	-	-	165	200	150	200	150	275	-	-		-	-	-
2	Gregory Lane / South Park Loop Road	-	-	-	-	-	-	-	-	-	-	-	-	75	100	-	-
1. Storage lengths are based on 2023 95th percentile queue lengths and do not include required deceleration / taper distances																	
2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable																	
Source: Hales Engineering, April 2022																	

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions		
- The development will consist of 206 residential apartment units. - The project is anticipated to generate approximately 936 weekday daily trips, including 80 trips in the morning peak hour, and 82 trips in the evening peak hour.		
2022	Background	
Findings	Acceptable LOS at all study intersections	
2023 (Opening Day)	Background	Plus Project
Findings	Acceptable LOS at all study intersections	- Acceptable LOS at all study intersections - The City could consider adding a westbound left-turn lane to turn into the middle project access if South Park Loop Road is widened at a future date. However, this turn lane was not assumed for the analysis, and the LOS at each intersection was acceptable as-is.

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed development located in Jackson, Wyoming. The proposed project is located on the south side of Park Loop Road, west of the Gregory Lane / Park Loop Road intersection. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2022) background and future (2023) conditions, with and without the proposed project, and to recommend mitigation measures as needed.



Figure 1: Vicinity map showing the project location in Jackson, Wyoming

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Traffic Impact Study

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- South Park Loop Road / U.S. 89
- Gregory Lane / South Park Loop Road
- Project Accesses (3) / South Park Loop Road

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual* (HCM), 6th Edition, 2016 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix B. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

D. Level of Service Standards

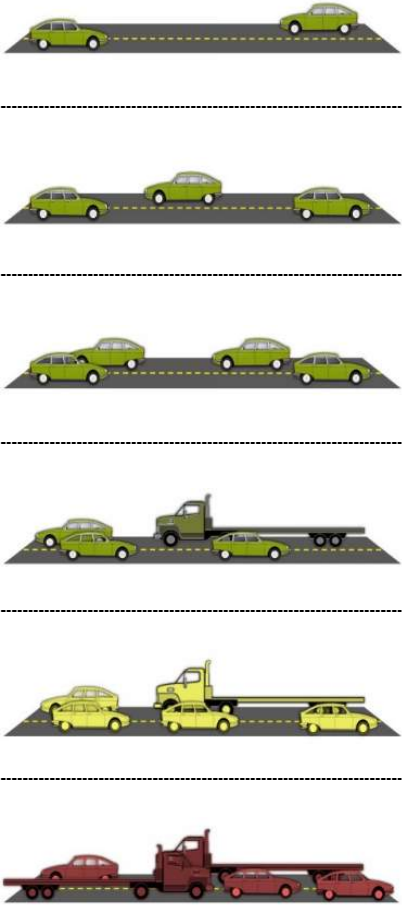
For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

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Jackson - The Loop
Traffic Impact Study

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 6th Edition, 2016 Methodology (Transportation Research Board)

II. EXISTING (2022) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

South Park Loop Road – is a city-maintained roadway which is classified by the Town of Jackson GIS maps as an “other road.” South Park Loop Road functions as a collector with a connection to the state highway (U.S. 89). The roadway has one travel lane in each direction with left-turn lanes at intersections. The posted speed limit is 30 mph in the study area.

C. Traffic Volumes

Weekday morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed by Teton County at the following intersections:

- South Park Loop Road / U.S. 89
- Gregory Lane / South Park Loop Road

Teton County collected counts at both study intersections during both summer and winter peak hour conditions. These counts were collected on Tuesday, July 23, 2019, and on Tuesday, February 25, 2020, respectively. The single highest peak hours were determined to be during the morning and evening peak hours in the summer. Hales Engineering decided to utilize the summer counts for this analysis as a worst-case scenario. The morning peak hour was determined to be between 8:00 and 9:00 a.m., and the evening peak hour was determined to be between 4:30 and 5:30 p.m. The evening peak hour volumes were approximately 15% higher than the morning peak hour volumes. Based on discussions with WYDOT and Teton County, it was determined that both morning and evening peak hour conditions would be analyzed. Detailed count data are included in Appendix A.

Hales Engineering evaluated seasonal adjustments to the observed traffic volumes. Monthly traffic volume data were obtained from a nearby WYDOT automatic traffic recorder (ATR) on U.S. 191 (ATR #84). In recent years, traffic volumes in July have been equal to approximately 183% of average traffic volumes. July has also been observed to be the highest month for traffic at that traffic recorder. The observed traffic volumes were therefore not adjusted for seasonality accordingly to remain conservative and provide a worst-case scenario.

Since the counts were collected in July of 2019 and February of 2020, traffic volumes were increased using a historical growth rate of 3.8% per year to bring the traffic volumes up to a 2022 background scenario.

Figure 2 shows the existing morning and evening peak hour volumes as well as intersection geometry at the study intersections.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the morning and evening peak hour, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2022) conditions.

Table 2: Existing (2022) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
South Park Loop Road / U.S. 89	Signal	B (14.3)	B (14.8)
Gregory Lane / South Park Loop Road	NW Stop	b (13.8) / NWL	b (12.6) / NWL
1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc. 2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.			
Source: Hales Engineering, April 2022			

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the morning and evening peak hours.

F. Mitigation Measures

No mitigation measures are recommended.

TRAFFIC STUDY - FULL



III. FUTURE (2023) BACKGROUND CONDITIONS

A. Purpose

The purpose of the Future (2023) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions, prior to opening day for the project. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the discussions with the Town of Jackson, WYDOT, and Teton County there are no projects planned before 2023 in the study area. Therefore, no changes were made to the roadway network for the Future (2023) analysis.

C. Traffic Volumes

Hales Engineering estimated future (2023) peak hour turning movement volumes using a historic growth rate 3.8% per year to bring the traffic volumes up to a 2023 background scenario. This growth rate is based off of available ATR data near Jackson. Future (2023) morning and evening peak hour turning movement volumes are shown in Figure 3.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hour in Future (2023) background conditions, as shown in Table 3. These results serve as a baseline condition for the impact analysis of the proposed development for Future (2023) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing was observed during the morning and evening peak hours.

F. Mitigation Measures

No mitigation measures are recommended.





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Table 3: Future (2023) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
South Park Loop Road / U.S. 89	Signal	B (15.0)	B (16.7)
Gregory Lane / South Park Loop Road	NW Stop	c (16.6) / NWL	b (14.3) / NWL

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2022

IV. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed The Loop development is located on the south side of Park Loop Road, just west of the Gregory Lane / Park Loop Road intersection. The development will consist of residential multifamily dwelling units. A concept plan for the proposed development is provided in Appendix C. The proposed land use for the development has been identified in Table 4.

Table 4: Project Land Uses

Land Use	Intensity
Apartments	206 Units

C. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 11th Edition, 2021. Trip generation for the proposed project is included in Table 5.

The total trip generation for the development is as follows:

- Daily Trips:
 - Morning Peak Hour Trips:
 - Evening Peak Hour Trips:
- 936

80

82

Table 5: Trip Generation

Trip Generation WY Jackson - The Loop								
Land Use ¹	# of Units	Unit Type	Trip Generation			New Trips		
			Total	% In	% Out	In	Out	Total
Weekday Daily								
Multifamily Housing (Mid-Rise) (221)	206	DU	936	50%	50%	468	468	936
TOTAL			936			468	468	936
AM Peak Hour								
Multifamily Housing (Mid-Rise) (221)	206	DU	80	23%	77%	18	62	80
TOTAL			80			18	62	80
PM Peak Hour								
Multifamily Housing (Mid-Rise) (221)	206	DU	82	61%	39%	50	32	82
TOTAL			82			50	32	82
1. Land Use Code from the Institute of Transportation Engineers (ITE) <u>Trip Generation</u> , 11th Edition, 2021. SOURCE: Hales Engineering, April 2022								

D. Trip Distribution and Assignment

Project traffic is assigned to the roadway network based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection also provide helpful guidance to establishing these distribution percentages, especially near the site. The resulting distribution of project generated trips during the morning and evening peak hour is shown in Table 6.

Table 6: Trip Distribution

Direction	% To/From Project
North	85%
South	10%
West	5%

These trip distribution assumptions were used to assign the morning and evening peak hour generated traffic at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 4.

TRAFFIC STUDY - FULL



E. Access

The proposed access for the site will be gained at the following locations (see also concept plan in Appendix C):

South Park Loop Road:

- Access 1 will be located approximately 1,030 feet southwest of the Gregory Lane / South Park Loop Road intersection. It will access the project on the south side of South Park Loop Road. It is anticipated that the access will be stop-controlled.
- Access 2 will be located approximately 1,150 feet southwest of the Gregory Lane / South Park Loop Road intersection. It will access the project on the south side of South Park Loop Road. It is anticipated that the access will be stop-controlled.
- Access 3 will be located approximately 1,270 feet southwest of the Gregory Lane / South Park Loop Road intersection at the existing curb cut. It will access the project on the south side of South Park Loop Road. It is anticipated that the access will be stop-controlled.

F. Auxiliary Lanes

Auxiliary lanes are deceleration (ingress), or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

Deceleration (ingress) lanes are generally needed when there are at least 50 right-turn vehicles or 25 left-turn vehicles in an hour. These guidelines were used for the City roadway in the study area.

The City could consider adding a westbound left-turn lane to turn into the middle project access if South Park Loop Road is widened at a future date based on the westbound left-turn volume at the access. However, this turn lane was not assumed for the analysis.

V. FUTURE (2023) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the Future (2023) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development on opening day. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the Future (2023) background traffic volumes to predict turning movement volumes for Future (2023) plus project conditions. Future (2023) plus project morning and evening peak hour turning movement volumes are shown in Figure 5.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the morning and evening peak hour in Future (2023) plus project conditions, as shown in Table 7.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. No significant queueing is anticipated during the morning and evening peak hours.

E. Mitigation Measures

No mitigation measures are recommended.

TRAFFIC STUDY - FULL



Table 7: Future (2023) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement ¹	
Description	Control	Morning Peak	Evening Peak
South Park Loop Road / U.S. 89	Signal	B (16.3)	B (17.2)
Gregory Lane / South Park Loop Road	NW Stop	c (21.2) / NWL	c (17.8) / NWL
Access 1 / South Park Loop Road	NB Stop	a (4.7) / NBR	a (3.6) / NBR
Access 2 / South Park Loop Road	NB Stop	a (6.8) / NBL	a (8.7) / NBL
Access 3 / South Park Loop Road	NB Stop	a (3.8) / NBR	a (4.2) / NBR

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.

2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, April 2022

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2023) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 8. Intersections shown in Table 8 include new intersections and existing intersections that have recommended storage length changes.

Table 8: Recommended Storage Lengths

Intersection		Recommended Storage Lengths (feet)															
		Northbound				Southbound				Eastbound				Westbound			
		LT		RT		LT		RT		LT		RT		LT		RT	
		E	P	E	P	E	P	E	P	E	P	E	P	E	P	E	P
1	South Park Loop Road / U.S. 89	100	-	-	-	165	200	150	200	150	275	-	-	-	-	-	-
2	Gregory Lane / South Park Loop Road	-	-	-	-	-	-	-	-	-	-	-	-	75	100	-	-

1. Storage lengths are based on 2023 95th percentile queue lengths and do not include required deceleration / taper distances

2. E = Existing storage length (approximate), if applicable; P = proposed storage length for new turn lanes or changes to existing turn lanes, if applicable

Source: Hales Engineering, April 2022

APPENDIX A

Turning Movement Counts

TRAFFIC STUDY - FULL

All Traffic Data Services

5 GREGORY LN & S PARK LOOP RD AM
Tuesday, July 23, 2019

Peak Hour
07:45 AM - 08:45 AM
Peak 15-Minutes
07:45 AM - 08:00 AM

Traffic Counts - All Vehicles		49 50 51				52 53 54				55 56 57				58 59 60				Total		Rolling Hour				
		S PARK LOOP RD				S PARK LOOP RD				GREGORY LN				GREGORY LN										
Time	Eastbound				Westbound				Northbound				Southbound				Total	Rolling Hour						
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn			Left	Thru	Right	RTOR		
6:30 AM	0	0	40	0	0	0	18	16	0	0	0	1	0	16	0	0	0	0	0	0	0	91	543	1
6:45 AM	0	0	71	4	0	0	31	32	0	0	0	1	0	22	0	0	0	0	0	0	0	161	636	2
7:00 AM	0	0	41	3	0	0	28	29	0	0	0	1	0	29	0	0	0	0	0	0	0	131	761	3
7:15 AM	0	0	45	3	0	0	39	37	0	0	0	1	0	35	0	0	0	0	0	0	0	160	877	4
7:30 AM	0	0	74	2	0	0	32	32	0	0	0	1	0	43	0	0	0	0	0	0	0	184	922	5
7:45 AM	0	0	104	8	0	0	67	52	0	0	0	3	0	52	0	0	0	0	0	0	0	286	934	6
8:00 AM	0	0	77	1	0	0	38	56	0	0	0	4	0	71	0	0	0	0	0	0	0	247	885	7
8:15 AM	0	0	76	5	0	0	25	43	0	0	0	2	0	54	0	0	0	0	0	0	0	205	843	8
8:30 AM	0	0	68	4	0	1	36	47	0	0	0	1	0	39	0	0	0	0	0	0	0	196	822	9
8:45 AM	0	0	97	7	0	0	38	49	0	0	0	3	0	43	0	0	0	0	0	0	0	237	0	10
9:00 AM	0	0	73	8	0	1	35	39	0	0	0	2	0	47	0	0	0	0	0	0	0	205	0	11
9:15 AM	0	0	62	3	0	0	31	48	0	0	0	1	0	39	0	0	0	0	0	0	0	184	0	12
																						2,287	1144	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks	0	0	1	1	0	0	0	1	0	0	0	0	0	4	0	0	0	0	0	0	7
Lights	0	0	317	16	0	1	160	195	0	0	0	10	0	201	0	0	0	0	0	0	900
Mediums	0	0	7	1	0	0	5	3	0	0	0	0	0	11	0	0	0	0	0	0	27
Total	0	0	325	18	0	1	166	198	0	0	0	10	0	216	0	0	0	0	0	0	934
Bicycles on Crosswalk			0					0					6					0			6
Heavy Vehicle Percentage			2.9%					2.5%					6.6%								3.6%
Heavy Vehicle Percentage	0.0%	0.0%	2.5%	11.1%	0.0%	0.0%	3.6%	1.5%	0.0%	0.0%	0.0%	0.0%	0.0%	6.9%	0.0%						3.6%
Peak Hour Factor (PHF)			0.77					0.77					0.77								0.82
Peak Hour Factor (PHF)	0.00	0.00	0.80	0.75	0.00	0.50	0.66	0.88	0.00	0.00	0.00	0.63	0.00	0.77	0.00						0.82

Traffic Counts by Vehicle Type

	Time	Eastbound					Westbound					Northbound					Southbound					Total
		U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks	6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
	6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
	8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	3
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	6:30 AM	0	0	39	0	0	0	16	16	0	0	0	1	0	13	0	0	0	0	0	0	85
	6:45 AM	0	0	69	4	0	0	31	32	0	0	0	1	0	22	0	0	0	0	0	0	159
	7:00 AM	0	0	40	3	0	0	28	29	0	0	0	1	0	26	0	0	0	0	0	0	127
	7:15 AM	0	0	44	3	0	0	38	36	0	0	0	1	0	29	0	0	0	0	0	0	151
	7:30 AM	0	0	72	2	0	0	32	31	0	0	0	1	0	38	0	0	0	0	0	0	176
	7:45 AM	0	0	102	8	0	0	66	52	0	0	0	3	0	49	0	0	0	0	0	0	280
	8:00 AM	0	0	76	1	0	0	37	55	0	0	0	4	0	63	0	0	0	0	0	0	236
	8:15 AM	0	0	72	4	0	0	24	43	0	0	0	2	0	52	0	0	0	0	0	0	197
	8:30 AM	0	0	67	3	0	1	33	45	0	0	0	1	0	37	0	0	0	0	0	0	187
	8:45 AM	0	0	95	7	0	0	35	45	0	0	0	3	0	38	0	0	0	0	0	0	223
	9:00 AM	0	0	72	8	0	1	34	39	0	0	0	2	0	45	0	0	0	0	0	0	201
	9:15 AM	0	0	60	3	0	0	28	47	0	0	0	1	0	39	0	0	0	0	0	0	178
Mediums	6:30 AM	0	0	1	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	5
	6:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	4
	7:15 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	6	0	0	0	0	0	0	8
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	6
	7:45 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	4
	8:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0	0	8
	8:15 AM	0	0	4	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	6
	8:30 AM	0	0	1	1	0	0	3	2	0	0	0	0	0	2	0	0	0	0	0	0	9
	8:45 AM	0	0	2	0	0	0	3	4	0	0	0	0	0	5	0	0	0	0	0	0	14
	9:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	4
	9:15 AM	0	0	2	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4

TRAFFIC STUDY - FULL

All Traffic Data Services

5 GREGORY LN & S PARK LOOP RD PM
Tuesday, July 23, 2019

Peak Hour
04:30 PM - 05:30 PM
Peak 15-Minutes
05:15 PM - 05:30 PM

Traffic Counts - All Vehicles																								
Time	49 50 51					52 53 54					55 56 57					58 59 60					Total	Rolling Hour		
	S PARK LOOP RD					S PARK LOOP RD					GREGORY LN													
	Eastbound					Westbound					Northbound					Southbound								
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR				
3:00 PM	0	0	57	8	0	0	36	54	0	0	0	3	0	34	0	0	0	0	0	0	192	798	13	
3:15 PM	0	0	62	3	0	0	29	72	0	0	0	4	0	34	0	0	0	0	0	0	204	819	14	
3:30 PM	0	0	59	3	0	0	46	57	0	0	0	2	0	40	0	0	0	0	0	0	207	840	15	
3:45 PM	0	0	43	4	0	0	43	54	0	0	0	3	0	48	0	0	0	0	0	0	195	860	16	
4:00 PM	0	0	76	5	0	0	33	50	0	0	0	2	0	47	0	0	0	0	0	0	213	877	17	
4:15 PM	0	0	59	3	0	0	33	70	0	0	0	5	0	55	0	0	0	0	0	0	225	886	18	
4:30 PM	0	0	50	8	0	0	46	76	0	0	0	4	0	43	0	0	0	0	0	0	227	907	19	
4:45 PM	0	0	61	3	0	0	52	49	0	0	0	4	0	43	0	0	0	0	0	0	212	900	20	
5:00 PM	0	0	57	1	0	0	49	60	0	0	0	3	0	52	0	0	0	0	0	0	222	895	21	
5:15 PM	0	0	58	1	0	0	42	97	0	0	0	3	0	45	0	0	0	0	0	0	246	0	22	
5:30 PM	0	0	63	4	0	0	40	77	0	0	0	2	0	34	0	0	0	0	0	0	220	0	23	
5:45 PM	0	0	70	3	0	0	21	74	0	0	0	5	0	34	0	0	0	0	0	0	207	0	24	
																					2,570	984		

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound					Westbound					Northbound					Southbound					Total	
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
Lights	0	0	220	13	0	0	179	282	0	0	0	14	0	179	0	0	0	0	0	0	0	887
Mediums	0	0	6	0	0	0	10	0	0	0	0	0	0	3	0	0	0	0	0	0	0	19
Total	0	0	226	13	0	0	189	282	0	0	0	14	0	183	0	0	0	0	0	0	0	907
Bicycles on Crosswalk			0					0					4					0				4
Heavy Vehicle Percentage			2.5%					2.1%					2.0%									2.2%
Heavy Vehicle Percentage	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	0.0%							2.2%
Peak Hour Factor (PHF)			0.82					0.85					0.87									0.92
Peak Hour Factor (PHF)	0.00	0.00	0.89	0.63	0.00	0.00	0.91	0.79	0.00	0.00	0.00	0.80	0.00	0.88	0.00							0.92

Traffic Counts by Vehicle Type

	Time	Eastbound					Westbound					Northbound					Southbound					Total	
		U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR		
Articulated Trucks	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1		
Lights	3:00 PM	0	0	55	8	0	0	35	53	0	0	0	3	0	33	0	0	0	0	0	0	0	187
	3:15 PM	0	0	59	3	0	0	28	71	0	0	0	4	0	34	0	0	0	0	0	0	0	199
	3:30 PM	0	0	58	3	0	0	41	56	0	0	0	2	0	38	0	0	0	0	0	0	0	198
	3:45 PM	0	0	42	4	0	0	41	54	0	0	0	3	0	46	0	0	0	0	0	0	0	190
	4:00 PM	0	0	73	5	0	0	31	49	0	0	0	2	0	46	0	0	0	0	0	0	0	206
	4:15 PM	0	0	58	3	0	0	33	69	0	0	0	5	0	54	0	0	0	0	0	0	0	222
	4:30 PM	0	0	49	8	0	0	44	76	0	0	0	4	0	41	0	0	0	0	0	0	0	222
	4:45 PM	0	0	59	3	0	0	49	49	0	0	0	4	0	42	0	0	0	0	0	0	0	206
	5:00 PM	0	0	55	1	0	0	45	60	0	0	0	3	0	51	0	0	0	0	0	0	0	215
	5:15 PM	0	0	57	1	0	0	41	97	0	0	0	3	0	45	0	0	0	0	0	0	0	244
5:30 PM	0	0	63	3	0	0	36	76	0	0	0	2	0	34	0	0	0	0	0	0	0	214	
5:45 PM	0	0	65	3	0	0	18	74	0	0	0	5	0	32	0	0	0	0	0	0	0	197	
Mediums	3:00 PM	0	0	2	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	5
	3:15 PM	0	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	3:30 PM	0	0	1	0	0	0	5	1	0	0	0	0	0	2	0	0	0	0	0	0	0	9
	3:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0	0	0	5
	4:00 PM	0	0	3	0	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	6
	4:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	3
	4:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	0	0	0	4
	4:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6
	5:00 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	7
	5:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	1	0	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
5:45 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	2	0	0	0	0	0	0	0	9	

Bicycles on Crosswalk

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	2	2	0	0	0
3:30 PM	0	0	0	0	0	0	1	0	1	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	1	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	1	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	1	0	0	0
5:00 PM	0	0	0	0	0	0	2	0	2	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	1	1	2	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
			0			0			10			10

Pedestrians

Eastbound			Westbound			Northbound			Southbound		
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TRAFFIC STUDY - FULL

All Traffic Data Services

17 W BROADWAY & S PARK LOOP RD AM
Tuesday, July 23, 2019

Peak Hour
08:00 AM - 09:00 AM
Peak 15-Minutes
08:45 AM - 09:00 AM

Traffic Counts - All Vehicles		193 194 195					196 197 198					199 200 201					202 203 204					Total		Rolling Hour	
		S PARK LOOP RD					S PARK LOOP RD					W BROADWAY					W BROADWAY								
		Eastbound					Westbound					Northbound					Southbound								
Time	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR					
6:30 AM	0	66	1	3	0	0	2	0	2	0	0	1	146	0	0	0	6	95	40	0	362	1,903			
6:45 AM	0	88	3	2	0	0	3	1	4	0	0	1	199	0	0	0	1	143	62	0	507	2,222			
7:00 AM	0	75	4	1	0	0	2	3	10	0	0	4	187	3	0	0	3	119	54	0	465	2,539			
7:15 AM	0	91	1	4	0	0	2	0	12	0	0	4	231	1	0	0	4	150	69	0	569	2,854			
7:30 AM	0	97	1	4	0	0	2	4	10	0	0	6	314	0	0	0	1	181	61	0	681	3,001			
7:45 AM	0	167	4	7	0	0	6	1	6	0	0	0	318	1	0	0	3	200	111	0	824	3,015			
8:00 AM	0	143	3	8	0	0	4	0	12	0	0	5	295	1	0	0	4	222	83	0	780	3,078			
8:15 AM	0	129	7	4	0	0	6	2	6	0	0	3	297	2	0	0	6	187	67	0	716	3,024			
8:30 AM	0	115	1	12	0	0	2	2	12	0	0	1	278	0	0	0	4	184	84	0	695	3,002			
8:45 AM	0	134	3	4	0	0	2	0	13	0	0	5	372	2	0	0	7	266	73	0	881	0			
9:00 AM	0	119	6	8	0	0	3	3	18	0	0	2	293	1	0	0	12	190	77	0	732	0			
9:15 AM	0	106	1	6	0	0	10	4	16	0	0	6	252	2	0	0	7	217	67	0	694	0			
																					7,906	3524			

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	13	0	0	0	8	2	0	0	24
Lights	0	503	14	25	0	0	14	4	42	0	0	14	1,167	5	0	0	21	785	294	0	2,888
Mediums	0	17	0	3	0	0	0	0	1	0	0	0	62	0	0	0	66	11	0	0	160
Total	0	521	14	28	0	0	14	4	43	0	0	14	1,242	5	0	0	21	859	307	0	3,072
Bicycles on Crosswalk			0					7					7					0			14
Heavy Vehicle Percentage			3.7%					1.6%					5.9%					7.3%			6.0%
Heavy Vehicle Percentage	0.0%	3.5%	0.0%	10.7%	0.0%	0.0%	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	8.6%	4.2%	0.0%	6.0%
Peak Hour Factor (PHF)			0.84					0.71					0.83					0.86			0.87
Peak Hour Factor (PHF)	0.00	0.83	0.61	0.65	0.00	0.00	0.75	0.56	0.82	0.00	0.00	0.63	0.83	0.42	0.00	0.00	0.63	0.81	0.78	0.00	0.87

Traffic Counts by Vehicle Type

Time	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks																					
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	3
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
7:30 AM	0	1	0	0	0	0	0	1	3	0	0	0	2	0	0	0	0	2	0	0	9
7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4	2	0	8
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	1	0	0	7
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	1	0	0	5
Lights																					
6:30 AM	0	59	1	3	0	0	1	0	2	0	0	1	140	0	0	0	6	91	37	0	341
6:45 AM	0	86	3	2	0	0	3	1	4	0	0	1	196	0	0	0	1	137	62	0	496
7:00 AM	0	71	4	1	0	0	2	3	10	0	0	4	179	2	0	0	3	110	54	0	443
7:15 AM	0	86	1	4	0	0	2	0	10	0	0	4	218	1	0	0	4	142	67	0	539
7:30 AM	0	90	1	4	0	0	2	3	6	0	0	6	299	0	0	0	1	171	59	0	642
7:45 AM	0	162	4	7	0	0	6	1	6	0	0	0	303	1	0	0	3	189	111	0	793
8:00 AM	0	136	3	7	0	0	4	0	12	0	0	5	275	1	0	0	4	198	81	0	726
8:15 AM	0	122	7	4	0	0	6	2	6	0	0	3	280	2	0	0	6	171	64	0	673
8:30 AM	0	113	1	11	0	0	2	2	11	0	0	1	262	0	0	0	4	174	81	0	662
8:45 AM	0	132	3	3	0	0	2	0	13	0	0	5	350	2	0	0	7	242	68	0	827
9:00 AM	0	113	6	7	0	0	3	2	17	0	0	2	277	1	0	0	12	171	74	0	685
9:15 AM	0	101	1	5	0	0	10	4	16	0	0	6	236	2	0	0	7	197	63	0	648
Mediums																					
6:30 AM	0	6	0	0	0	0	1	0	0	0	0	0	5	0	0	0	0	3	3	0	18
6:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	8
7:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	0	0	20
7:15 AM	0	5	0	0	0	0	0	0	2	0	0	0	11	0	0	0	0	8	2	0	28
7:30 AM	0	6	0	0	0	0	0	0	1	0	0	0	13	0	0	0	0	8	2	0	30
7:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	11	0	0	27
8:00 AM	0	7	0	1	0	0	0	0	0	0	0	0	18	0	0	0	0	20	0	0	46
8:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	14	3	0	40
8:30 AM	0	2	0	1	0	0	0	0	1	0	0	0	11	0	0	0	0	9	3	0	27
8:45 AM	0	2	0	1	0	0	0	0	0	0	0	0	16	0	0	0	0	23	5	0	47
9:00 AM	0	6	0	1	0	0	0	1	1	0	0	0	15	0	0	0	0	17	3	0	44
9:15 AM	0	5	0	1	0	0	0	0	0	0	0	0	12	0	0	0	0	19	4	0	41

Bicycles on Crosswalk

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
6:30 AM	0	0	0	0	0	0	0	1	0	1	0	0
6:45 AM	0	0	0	0	0	0	0	4	0	4	0	0
7:00 AM	0	0	0	1	1	2	1	3	4	0	0	0
7:15 AM	0	0	0	0	1	1	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	1	1	0	1	0	0	0
7:45 AM	0	0	0	1	1	2	0	1	1	0	0	0
8:00 AM	0	0	0	1	1	2	1	1	2	0	0	0
8:15 AM	0	0	0	2	2	3	0	3	0	0	0	0
8:30 AM	0	0	0	1	2	3	1	0	1	0	0	0
8:45 AM	0	0	0	0	0	0	1	0	1	0	0	0
9:00 AM	0	0	0	0	0	0	1	0	1	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrians

Eastbound			Westbound		
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TRAFFIC STUDY - FULL

All Traffic Data Services

17 W BROADWAY & S PARK LOOP RD PM
Tuesday, July 23, 2019

Peak Hour
04:30 PM - 05:30 PM
Peak 15-Minutes
05:15 PM - 05:30 PM

Traffic Counts - All Vehicles																						
Time	193 194 195					196 197 198					199 200 201					202 203 204					Total	Rolling Hour
	S PARK LOOP RD					S PARK LOOP RD					W BROADWAY					W BROADWAY						
	Eastbound					Westbound					Northbound					Southbound						
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR		
3:00 PM	0	88	6	10	0	0	5	4	12	0	0	1	240	2	0	0	12	317	82	0	779	3,211
3:15 PM	0	87	3	5	0	0	15	1	13	0	0	6	220	6	0	0	14	297	107	0	774	3,302
3:30 PM	0	77	5	14	0	0	4	3	11	0	0	3	251	5	0	0	10	320	110	0	813	3,423
3:45 PM	0	91	4	7	0	0	5	5	15	0	0	1	272	4	0	0	7	329	105	0	845	3,505
4:00 PM	0	123	9	10	0	0	7	1	19	0	0	1	287	5	0	0	11	302	95	0	870	3,484
4:15 PM	0	100	6	7	0	0	9	4	23	0	0	2	266	8	0	0	25	339	106	0	895	3,502
4:30 PM	0	84	7	8	0	0	6	3	17	0	0	5	265	5	0	0	18	356	124	0	895	3,536
4:45 PM	0	97	2	10	0	0	16	3	13	0	0	1	235	5	0	0	12	323	107	0	824	3,485
5:00 PM	0	107	2	16	0	0	6	3	18	0	0	2	257	2	0	0	8	356	111	0	888	3,450
5:15 PM	0	99	3	10	0	0	10	2	12	0	0	4	268	1	0	0	14	377	129	0	929	0
5:30 PM	0	89	2	4	0	0	5	2	11	0	0	4	255	3	0	0	7	349	113	0	844	0
5:45 PM	0	103	2	6	0	0	3	3	4	0	0	3	239	1	0	0	4	321	100	0	789	0
																					10,145	3716

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	3	0	0	8
Lights	0	377	13	42	0	0	36	11	60	0	0	12	997	10	0	0	51	1,359	460	0	3,428
Mediums	0	10	1	2	0	0	0	2	0	0	0	0	24	0	0	0	0	50	11	0	100
Total	0	387	14	44	0	0	38	11	60	0	0	12	1,025	10	0	0	52	1,412	471	0	3,536
Bicycles on Crosswalk			0					12					13					0			25
Heavy Vehicle Percentage			2.9%					1.8%					2.7%					3.4%			3.1%
Heavy Vehicle Percentage	0.0%	2.6%	7.1%	4.5%	0.0%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	1.9%	3.8%	2.3%	0.0%	
Peak Hour Factor (PHF)			0.82					0.84					0.95					0.93			0.95
Peak Hour Factor (PHF)	0.00	0.82	0.72	0.69	0.00	0.00	0.59	0.65	0.80	0.00	0.00	0.81	0.95	0.69	0.00	0.00	0.66	0.94	0.91	0.00	0.95

Traffic Counts by Vehicle Type

Time	Eastbound					Westbound					Northbound					Southbound					Total
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	
Articulated Trucks																					
3:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	7
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	5	0	0	7
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
Lights																					
3:00 PM	0	87	4	8	0	0	5	3	12	0	0	1	223	2	0	0	11	296	80	0	732
3:15 PM	0	85	3	4	0	0	14	1	13	0	0	6	207	6	0	0	12	282	105	0	738
3:30 PM	0	75	5	14	0	0	4	3	11	0	0	3	238	5	0	0	10	295	102	0	765
3:45 PM	0	88	4	7	0	0	5	4	14	0	0	1	264	4	0	0	7	308	104	0	810
4:00 PM	0	119	9	10	0	0	7	1	19	0	0	1	273	5	0	0	11	292	89	0	836
4:15 PM	0	98	6	7	0	0	9	4	23	0	0	2	252	7	0	0	25	326	102	0	861
4:30 PM	0	82	6	7	0	0	5	3	17	0	0	5	259	2	0	0	17	344	122	0	869
4:45 PM	0	93	2	10	0	0	15	3	13	0	0	1	229	5	0	0	12	302	104	0	789
5:00 PM	0	104	2	15	0	0	6	3	18	0	0	2	251	2	0	0	8	345	106	0	862
5:15 PM	0	98	3	10	0	0	10	2	12	0	0	4	258	1	0	0	14	368	128	0	908
5:30 PM	0	87	2	4	0	0	5	2	11	0	0	4	251	3	0	0	7	343	108	0	827
5:45 PM	0	100	2	5	0	0	3	3	4	0	0	3	235	1	0	0	4	310	98	0	768
Mediums																					
3:00 PM	0	1	1	2	0	0	0	1	0	0	0	0	12	0	0	0	1	20	2	0	40
3:15 PM	0	2	0	1	0	0	1	0	0	0	0	0	13	0	0	0	2	12	2	0	33
3:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	21	7	0	43
3:45 PM	0	3	0	0	0	0	0	1	1	0	0	0	6	0	0	0	0	16	1	0	28
4:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	10	5	0	32
4:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	11	4	0	31
4:30 PM	0	2	1	1	0	0	1	0	0	0	0	0	5	0	0	0	0	12	2	0	24
4:45 PM	0	4	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	19	3	0	33
5:00 PM	0	3	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	10	5	0	24
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	9	1	0	19
5:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	5	5	0	15
5:45 PM	0	3	0	1	0	0	0	0	0	0	0	0	4	0	0	0	0	10	2	0	20

Bicycles on Crosswalk

Time	Eastbound			Westbound			Northbound			Southbound		
	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total	CCW	CW	Total
3:00 PM	0	0	0	0	0	0	1	1	2	0	0	0
3:15 PM	0	0	0	1	0	1	1	2	3	0	0	0
3:30 PM	0	0	0	0	0	0	1	0	1	0	0	0
3:45 PM	0	0	0	0	0	0	1	0	1	0	0	0
4:00 PM	0	0	0	0	4	4	1	0	1	0	0	0
4:15 PM	0	0	0	1	2	3	1	1	2	0	0	0
4:30 PM	0	0	0	1	3	4	0	1	1	0	0	0
4:45 PM	0	0	0	2	2	4	2	1	3	0	0	0
5:00 PM	0	0	0	2	1	3	2	2	4	0	0	0
5:15 PM	0	0	0	2	1	3	4	1	5	0	0	0
5:30 PM	0	0	0	2	2	4	2	2	4	0	0	0
5:45 PM	0	0	0	5	0	5	1	0	1	0	0	0
			0			29			28			57



Jackson - The Loop
Traffic Impact Study



APPENDIX B

LOS Results

SimTraffic LOS Report

Project: WY Jackson - The Loop TIS

Analysis Period: Existing (2022) Background

Time Period: Morning Peak Hour

Project #: UT21-2075

Intersection: U.S. 89 & South Park Loop Road

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	20	100	35.8	D
	T	1,390	1,386	100	12.0	B
	R	10	10	98	7.7	A
	Subtotal	1,420	1,416	100	12.3	B
SB	L	25	24	95	38.3	D
	T	960	967	101	9.4	A
	R	385	382	99	3.2	A
	Subtotal	1,370	1,373	100	8.2	A
EB	L	585	577	99	30.9	C
	T	21	22	104	32.7	C
	R	30	29	96	29.4	C
	Subtotal	636	628	99	30.9	C
WB	L	15	15	102	38.0	D
	T	5	6	114	37.6	D
	R	50	51	101	16.6	B
	Subtotal	70	72	103	22.8	C
Total		3,498	3,489	100	14.3	B

Intersection: South Park Loop Road & Gregory Lane

Type: Unsignalized



SimTraffic LOS Report

Project: WY Jackson - The Loop TIS

Analysis Period: Existing (2022) Background

Time Period: Evening Peak Hour

Project #: UT21-2075

Intersection: U.S. 89 & South Park Loop Road

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	18	118	88.4	F
	T	1,150	1,147	100	10.0	A
	R	15	14	92	6.6	A
	Subtotal	1,180	1,179	100	11.2	B
SB	L	60	57	95	29.9	C
	T	1,580	1,566	99	11.8	B
	R	530	535	101	4.7	A
	Subtotal	2,170	2,158	99	10.5	B
EB	L	435	419	96	37.7	D
	T	16	20	123	40.9	D
	R	50	50	100	34.2	C
	Subtotal	501	489	98	37.5	D
WB	L	45	39	87	50.4	D
	T	15	16	105	51.6	D
	R	70	67	95	19.2	B
	Subtotal	130	122	94	33.4	C
Total		3,982	3,948	99	14.8	B

Intersection: South Park Loop Road & Gregory Lane

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	15	15	98	12.6	B
	R	205	205	100	5.2	A
Subtotal		220	220	100	5.7	A
NE	T	295	287	97	0.9	A
	R	15	14	92	0.4	A
Subtotal		310	301	97	0.9	A
SW	L	215	219	102	4.3	A
	T	346	351	101	1.1	A
Subtotal		561	570	102	2.3	A
Total		1,092	1,091	100	2.6	A



SimTraffic LOS Report

Project: WY Jackson - The Loop TIS

Analysis Period: Future (2023) Background

Time Period: Morning Peak Hour

Project #: UT21-2075

Intersection: U.S. 89 & South Park Loop Road

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	24	95	35.2	D
	T	1,445	1,466	101	13.3	B
	R	10	11	107	8.0	A
	Subtotal	1,480	1,501	101	13.6	B
SB	L	25	26	103	43.1	D
	T	1,000	1,001	100	9.7	A
	R	400	393	98	3.4	A
	Subtotal	1,425	1,420	100	8.6	A
EB	L	610	587	96	31.2	C
	T	20	19	95	35.6	D
	R	35	38	109	29.2	C
	Subtotal	665	644	97	31.2	C
WB	L	20	20	100	34.1	C
	T	5	5	95	40.1	D
	R	55	59	108	19.1	B
	Subtotal	80	84	105	23.9	C
Total		3,650	3,649	100	15.0	B

Intersection: South Park Loop Road & Gregory Lane

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	20	19	95	16.6	C
	R	255	248	97	8.9	A
Subtotal		275	267	97	9.4	A
NE	T	410	402	98	1.3	A
	R	25	25	99	0.6	A
Subtotal		435	427	98	1.3	A
SW	L	190	188	99	5.3	A
	T	240	232	97	0.9	A
Subtotal		430	420	98	2.9	A
Total		1,141	1,114	98	3.8	A



SimTraffic LOS Report

Project: WY Jackson - The Loop TIS

Analysis Period: Future (2023) Background

Time Period: Evening Peak Hour

Project #: UT21-2075

Intersection: U.S. 89 & South Park Loop Road

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	21	104	104.8	F
	T	1,195	1,213	102	11.8	B
	R	20	18	89	7.7	A
	Subtotal	1,235	1,252	101	13.3	B
SB	L	65	66	102	36.8	D
	T	1,645	1,669	101	14.6	B
	R	550	560	102	5.4	A
	Subtotal	2,260	2,295	102	13.0	B
EB	L	450	446	99	36.8	D
	T	21	19	90	35.8	D
	R	55	57	104	34.9	C
	Subtotal	526	522	99	36.6	D
WB	L	50	52	104	47.1	D
	T	15	13	85	49.5	D
	R	75	78	104	18.1	B
	Subtotal	140	143	102	31.5	C
Total		4,162	4,212	101	16.7	B

Intersection: South Park Loop Road & Gregory Lane

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	20	21	104	14.3	B
	R	215	213	99	7.2	A
Subtotal		235	234	100	7.8	A
NE	T	310	312	101	1.0	A
	R	20	21	104	0.5	A
Subtotal		330	333	101	1.0	A
SW	L	225	230	102	4.5	A
	T	361	366	101	1.1	A
Subtotal		586	596	102	2.4	A
Total		1,152	1,163	101	3.1	A



SimTraffic LOS Report

Project: WY Jackson - The Loop TIS

Analysis Period: Future (2023) Plus Project

Time Period: Morning Peak Hour

Project #: UT21-2075

Intersection: U.S. 89 & South Park Loop Road

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	27	27	99	44.2	D
	T	1,445	1,457	101	13.8	B
	R	10	10	98	9.2	A
	Subtotal	1,482	1,494	101	14.3	B
SB	L	25	22	87	44.7	D
	T	1,000	1,010	101	10.5	B
	R	415	407	98	3.5	A
	Subtotal	1,440	1,439	100	9.0	A
EB	L	663	665	100	33.5	C
	T	21	19	92	33.0	C
	R	41	39	95	32.5	C
	Subtotal	725	723	100	33.4	C
WB	L	20	18	90	36.8	D
	T	5	6	114	44.4	D
	R	55	55	100	20.8	C
	Subtotal	80	79	99	26.2	C
Total		3,727	3,735	100	16.3	B

Intersection: South Park Loop Road & Gregory Lane

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	20	16	80	21.2	C
	R	255	257	101	11.5	B
Subtotal		275	273	99	12.1	B
NE	T	469	470	100	1.7	A
	R	25	25	99	1.1	A
Subtotal		494	495	100	1.7	A
SW	L	190	190	100	5.5	A
	T	258	251	97	1.0	A
Subtotal		448	441	98	2.9	A
Total		1,218	1,209	99	4.5	A



SimTraffic LOS Report

Project: WY Jackson - The Loop TIS

Analysis Period: Future (2023) Plus Project

Time Period: Morning Peak Hour

Project #: UT21-2075

Intersection: Access 1 & South Park Loop Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	3	2	67	4.7	A
	Subtotal	3	2	67	4.7	A
EB	T	491	492	100	0.2	A
	Subtotal	491	492	100	0.2	A
WB	L	1	1	100	2.9	A
	T	276	263	95	0.7	A
	Subtotal	277	264	95	0.7	A
Total		771	758	98	0.4	A

Intersection: Access 2 & South Park Loop Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	3	3	100	6.8	A
	R	53	52	99	4.4	A
	Subtotal	56	55	98	4.5	A
EB	T	438	439	100	0.2	A
	R	1	2	200	0.0	A
	Subtotal	439	441	100	0.2	A
WB	L	15	14	95	3.2	A
	T	262	250	96	0.2	A
	Subtotal	277	264	95	0.4	A
Total		771	760	99	0.6	A



SimTraffic LOS Report

Project: WY Jackson - The Loop TIS

Analysis Period: Future (2023) Plus Project

Time Period: Morning Peak Hour

Project #: UT21-2075

Intersection: Access 3 & South Park Loop Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	3	3	100	3.8	A
	Subtotal	3	3	100	3.8	A
EB	T	436	438	101	0.3	A
	Subtotal	436	438	100	0.3	A
WB	L	1	1	100	2.0	A
	T	264	252	96	0.1	A
	Subtotal	265	253	95	0.1	A
Total		704	694	99	0.3	A



SimTraffic LOS Report

Project: WY Jackson - The Loop TIS

Analysis Period: Future (2023) Plus Project

Time Period: Evening Peak Hour

Project #: UT21-2075

Intersection: U.S. 89 & South Park Loop Road

Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	25	24	95	131.7	F
	T	1,195	1,208	101	11.8	B
	R	20	23	114	7.7	A
	Subtotal	1,240	1,255	101	14.0	B
SB	L	65	65	100	35.8	D
	T	1,645	1,647	100	15.0	B
	R	592	588	99	5.4	A
	Subtotal	2,302	2,300	100	13.1	B
EB	L	477	478	100	37.1	D
	T	20	18	89	40.8	D
	R	58	56	97	35.8	D
	Subtotal	555	552	99	37.1	D
WB	L	50	49	98	46.8	D
	T	15	16	105	50.6	D
	R	75	71	94	17.9	B
	Subtotal	140	136	97	32.2	C
Total		4,239	4,243	100	17.2	B

Intersection: South Park Loop Road & Gregory Lane

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	20	20	99	17.8	C
	R	215	213	99	7.2	A
Subtotal		235	233	99	8.1	A
NE	T	340	342	101	1.4	A
	R	20	21	104	0.8	A
Subtotal		360	363	101	1.4	A
SW	L	225	217	96	4.6	A
	T	408	412	101	1.1	A
Subtotal		633	629	99	2.3	A
Total		1,229	1,225	100	3.1	A



SimTraffic LOS Report

Project: WY Jackson - The Loop TIS

Analysis Period: Future (2023) Plus Project

Time Period: Evening Peak Hour

Project #: UT21-2075

Intersection: Access 1 & South Park Loop Road

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	2	2	100	3.6	A
	Subtotal	2	2	100	3.6	A
EB	T	358	360	100	0.1	A
	Subtotal	358	360	101	0.1	A
WB	L	2	2	100	2.3	A
	T	426	429	101	1.1	A
Subtotal		428	431	101	1.1	A
Total		788	793	101	0.7	A

Intersection: Access 2 & South Park Loop Road

Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	2	2	100	8.7	A
	R	26	27	103	4.1	A
Subtotal		28	29	104	4.4	A
EB	T	332	332	100	0.1	A
	R	3	3	100	0.0	A
Subtotal		335	335	100	0.1	A
WB	L	43	45	105	2.6	A
	T	382	383	100	0.5	A
Subtotal		425	428	101	0.7	A
Total		788	792	100	0.6	A

HALESENGINEERING

innovative transportation solutions

HALESENGINEERING

innovative transportation solutions

Jackson - The Loop
Traffic Impact Study

SimTraffic LOS Report

Project:

WY Jackson - The Loop TIS

Analysis Period:

Future (2023) Plus Project

Time Period:

Evening Peak Hour

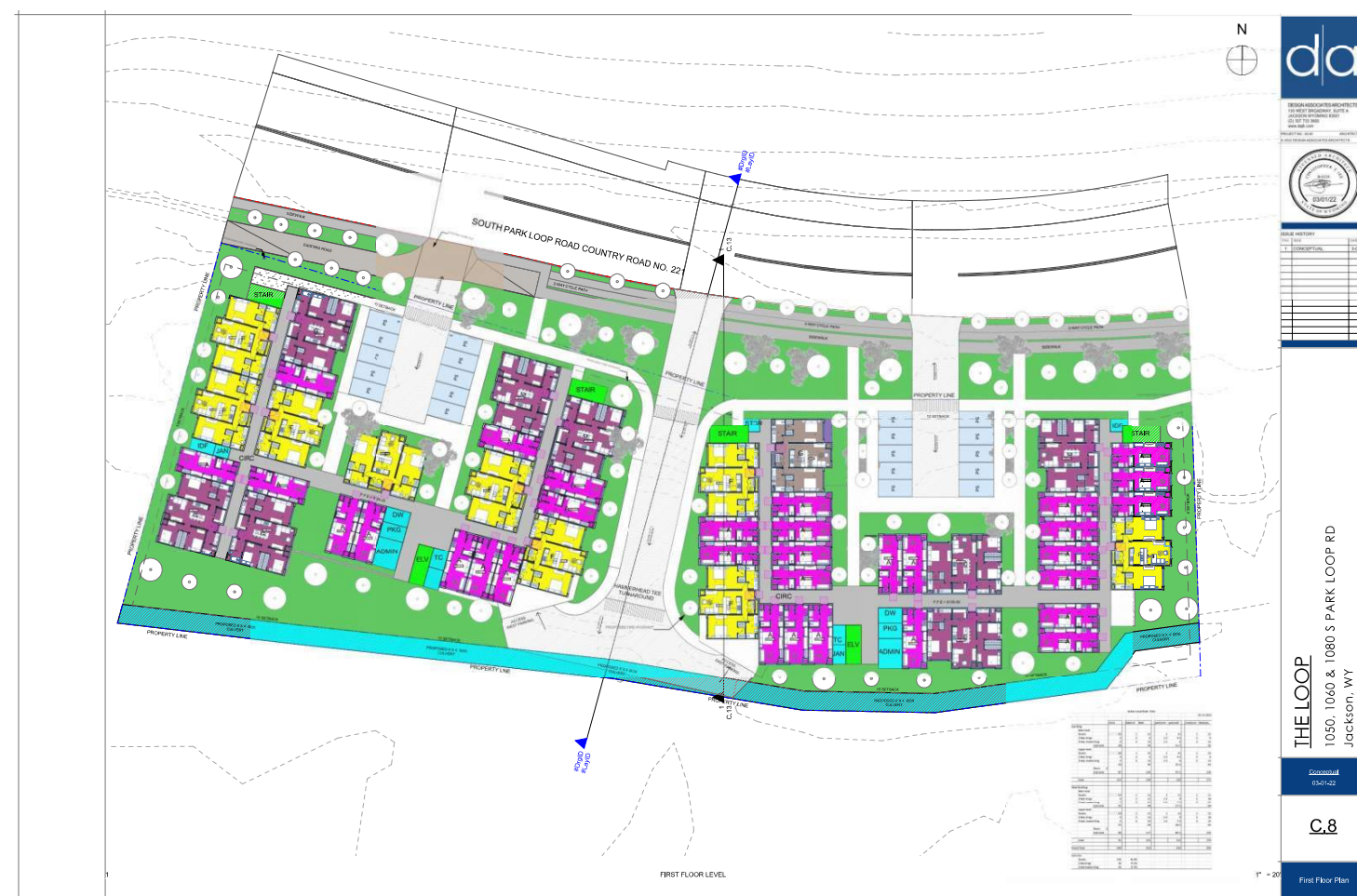
Project #: UT21-2075

Intersection: Access 3 & South Park Loop Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	2	1	50	4.2	A
	Subtotal	2	1	50	4.2	A
EB	T	333	334	100	0.2	A
	Subtotal	333	334	100	0.2	A
WB	L	2	2	100	2.5	A
	T	382	382	100	0.2	A
	Subtotal	384	384	100	0.2	A
Total		719	719	100	0.2	A

APPENDIX C

Site Plan



APPENDIX D

95th Percentile Queue Length Reports

LIVABILITY STANDARDS - 1 BEDROOM



Livability Standards Questionnaire
Housing Mitigation Plan

Development Name Loop Apartments

Physical Address 150, 160, & 180 South Park Loop Road

Owner Name Mogul Capital - Rachel Lambert

Owner Phone 602-885-2342 E-mail RachelL@mogulcapital.com

Applicant/Agent Name Jackson Ferguson

Applicant/Agent Phone 3072649070 E-mail jferguson@ffkr.com

Primary Contact: ☒ Owner ☒ Applicant/Agent

Please complete this form for each unit type. Complete each question that applies to your application. If it doesn’t apply mark N/A in the blank.

Unit Type:

Number of bedrooms 1 Square Feet 499 Ownership ☐ Rental ☐

Kitchen

Lineal feet of base cabinets 7' Lineal Feet of upper cabinets 5'

Continuous Lineal feet of countertops 3' Countertop Material GRANITE

Sink width 30" Range/Oven width 30" Refrigerator cubic feet 20

Dishwasher width 24" Garbage Disposal? Yes ☐ No ☐

List other appliances provided _____

List Warranties on appliances (years): Range/Oven 1 Refrigerator 1 Dishwasher 1

Garbage Disposal ☐ Other _____

Bathrooms

Number of bathrooms Does at least one bathroom contain the following?

Toilet ☐ Bathtub ☐ Shower ☐ Sink ☐

Bathroom must contain a minimum of four square feet of storage. Describe how bathroom storage is being provided SINK BASE CABINET W/ 1' ADDITIONAL BASE CABINET W/ SLIDE OUT DRAWERS

Closets and Storage Areas

Does each bedroom have a closet? Yes ☐ No ☐

Does each bedroom closet contain a shelf and rod? Yes ☐ No ☐

Bedroom closet width: bedroom 1 6' bedroom 2 _____ bedroom 3 _____

Bedroom closet height: bedroom 1 8' bedroom 2 _____ bedroom 3 _____

Does the entryway have a closet? Yes ☐ No ☒ If no, describe how adequate storage for coats, shoes/boots is being provided Bedroom Closet can be used for these resident items.

Linen closet width: Linen closet 1 30" Linen closet 2 _____

Additional storage square feet 30

Describe how additional storage requirement is being met Storage closets are being provided in the parking garage for all resident units

Closet door type (doors not required on interior storage) Sliding Door

Are all closets a minimum of 26 inches deep? Yes ☐ No ☐

Floor Coverings

Describe floor covering material:

Living room LVT Bedroom(s) LVT

Kitchen LVT Bathroom(s) LVT

Warranty for each flooring type 1 year

Room Sizes and Shape

Provide Measurement from the narrowest part of the room; length x width.

Kitchen 10'x12' Dining N/A

Bedroom 1 10'x12' Bedroom 2 _____ Bedroom 3 _____

Functional Furniture Placement diagram attached? Yes ☐ No ☐

LIVABILITY STANDARDS - 1 BEDROOM

Windows/Noise Mitigation

Does each living area and bedroom have a window that can be opened? Yes ☐ No ☐

For units that share walls with other residential or non-residential spaces, please describe noise mitigation being provided. Minimum STC rating of 50 required for all demising and corridor walls that is achieved by adding sound attenuation batt insulation, 1/2" resilient channels and drywall.

What is the Sound Transmission Class (STC) rating on all windows? 28-32 STC rating

Are blinds being provided? Yes ☐ No ☐ If yes, on which windows and what type? Bedroom and Living Room Windows

Laundry

Are washer/dryer hookups being provided (required in ownership units)? Yes ☐ No ☐

Heating and Hot Water

Warranty on furnace, boiler, or hot water heater (5 year minimum) 5 year minimum

Size of hot water heater 50 gal.

Other Design Features

The following features are encouraged and may be used in the place of other requirements with approval from the Housing Department:

Describe any built in storage such as drawers under beds, stairs, etc. N/A

Describe creative shelving N/A

Describe laundry area Stackable Washer & Dryer w/ Water Heater above

Describe extra storage for recreational equipment Storage closet will be provided in the parking garage.

Describe extra cabinetry _____

Describe extra closets _____

Please attach additional pages if needed.

LIVABILITY STANDARDS - 2 BEDROOM



Livability Standards Questionnaire
Housing Mitigation Plan

Development Name Loop Apartments

Physical Address 150, 160, & 180 South Park Loop Road

Owner Name Mogul Capital - Rachel Lambert

Owner Phone 602-885-2342 E-mail RachelL@mogulcapital.com

Applicant/Agent Name Jackson Ferguson

Applicant/Agent Phone 3072649070 E-mail jferguson@ffkr.com

Primary Contact: ☒ Owner ☒ Applicant/Agent

Please complete this form for each unit type. Complete each question that applies to your application. If it doesn't apply mark N/A in the blank.

Unit Type:

Number of bedrooms 2 Square Feet 1087 Ownership ☐ Rental ☐

Kitchen

Lineal feet of base cabinets 8' Lineal Feet of upper cabinets 8'

Continuous Lineal feet of countertops 3' Countertop Material GRANITE

Sink width 32" Range/Oven width 30" Refrigerator cubic feet 25

Dishwasher width 24" Garbage Disposal? Yes ☐ No ☐

List other appliances provided _____

List Warranties on appliances (years): Range/Oven 1 Refrigerator 1 Dishwasher 1

Garbage Disposal ☐ Other _____

Bathrooms

Number of bathrooms Does at least one bathroom contain the following?

Toilet ☐ Bathtub ☐ Shower ☐ Sink ☐

Bathroom must contain a minimum of four square feet of storage. Describe how bathroom storage is being provided SINK BASE CABINET W/ 1' ADDITIONAL BASE CABINET W/ SLIDE OUT DRAWERS

Closets and Storage Areas

Does each bedroom have a closet? Yes ☐ No ☐

Does each bedroom closet contain a shelf and rod? Yes ☐ No ☐

Bedroom closet width: bedroom 1 8' bedroom 2 8' bedroom 3 _____

Bedroom closet height: bedroom 1 8' bedroom 2 8' bedroom 3 _____

Does the entryway have a closet? Yes ☐ No ☐ If no, describe how adequate storage for coats, shoes/boots is being provided _____

Linen closet width: Linen closet 1 2' Linen closet 2 2'

Additional storage square feet 40

Describe how additional storage requirement is being met Storage closets are being provided in the parking garage for all resident units

Closet door type (doors not required on interior storage) Sliding door

Are all closets a minimum of 26 inches deep? Yes ☐ No ☐

Floor Coverings

Describe floor covering material:

Living room LVT Bedroom(s) LVT

Kitchen LVT Bathroom(s) LVT

Warranty for each flooring type 1 year

Room Sizes and Shape

Provide Measurement from the narrowest part of the room; length x width.

Kitchen 12'x9' Dining 8' KITCHEN ISLAND

Bedroom 1 15'X12' Bedroom 2 15'x12' Bedroom 3 _____

Functional Furniture Placement diagram attached? Yes ☐ No ☐

LIVABILITY STANDARDS - 2 BEDROOM

Windows/Noise Mitigation

Does each living area and bedroom have a window that can be opened? Yes ☒ No ☐

For units that share walls with other residential or non-residential spaces, please describe noise mitigation being provided. Minimum STC rating of 50 required for all demising and corridor walls that is achieved by adding sound attenuation batt insulation, 1/2" resilient channels and drywall sealed joints.

What is the Sound Transmission Class (STC) rating on all windows? 26-32 STC rating

Are blinds being provided? Yes ☐ No ☐ If yes, on which windows and what type? Bedroom and Living Room Windows

Laundry

Are washer/dryer hookups being provided (required in ownership units)? Yes ☐ No ☐

Heating and Hot Water

Warranty on furnace, boiler, or hot water heater (5 year minimum) 5 year minimum

Size of hot water heater 50 gal.

Other Design Features

The following features are encouraged and may be used in the place of other requirements with approval from the Housing Department:

Describe any built in storage such as drawers under beds, stairs, etc. N/A

Describe creative shelving N/A

Describe laundry area Stackable Washer & Dryer w/ water heater above.

Describe extra storage for recreational equipment Resident storage will be provided in the parking garage.

Describe extra cabinetry _____

Describe extra closets _____

Please attach additional pages if needed.

LIVABILITY STANDARDS - 3 BEDROOM



Livability Standards Questionnaire
Housing Mitigation Plan

Development Name Loop Apartments

Physical Address 150, 160, & 180 South Park Loop Road

Owner Name Mogul Capital - Rachel Lambert

Owner Phone 602-885-2342 E-mail RachelL@mogulcapital.com

Applicant/Agent Name Jackson Ferguson

Applicant/Agent Phone 3072649070 E-mail jferguson@ffkr.com

Primary Contact: ☒ Owner ☒ Applicant/Agent

Please complete this form for each unit type. Complete each question that applies to your application. If it doesn't apply mark N/A in the blank.

Unit Type:

Number of bedrooms 3 Square Feet 1138 Ownership ☐ Rental ☐

Kitchen

Lineal feet of base cabinets 8' Lineal Feet of upper cabinets 8'

Continuous Lineal feet of countertops 3' Countertop Material GRANITE

Sink width 32" Range/Oven width 30" Refrigerator cubic feet 25

Dishwasher width 24" Garbage Disposal? Yes ☐ No ☐

List other appliances provided _____

List Warranties on appliances (years): Range/Oven 1 Refrigerator 1 Dishwasher 1

Garbage Disposal ☐ Other _____

Bathrooms

Number of bathrooms Does at least one bathroom contain the following?

Toilet ☐ Bathtub ☐ Shower ☐ Sink ☐

Bathroom must contain a minimum of four square feet of storage. Describe how bathroom storage is being provided SINK BASE CABINET W/ 1' ADDITIONAL BASE CABINET W/ SLIDE OUT DRAWERS

Closets and Storage Areas

Does each bedroom have a closet? Yes ☐ No ☐

Does each bedroom closet contain a shelf and rod? Yes ☐ No ☐

Bedroom closet width: bedroom 1 8' bedroom 2 8' bedroom 3 8'

Bedroom closet height: bedroom 1 8' bedroom 2 8' bedroom 3 8'

Does the entryway have a closet? Yes ☐ No ☐ If no, describe how adequate storage for coats, shoes/boots is being provided _____

Linen closet width: Linen closet 1 2' Linen closet 2 2'

Additional storage square feet 50

Describe how additional storage requirement is being met Storage closets are being provided in the parking garage for all resident units

Closet door type (doors not required on interior storage) Sliding door and bi-fold doors

Are all closets a minimum of 26 inches deep? Yes ☐ No ☐

Floor Coverings

Describe floor covering material:

Living room LVT Bedroom(s) LVT

Kitchen LVT Bathroom(s) LVT

Warranty for each flooring type 1 year

Room Sizes and Shape

Provide Measurement from the narrowest part of the room; length x width.

Kitchen 12'X9' Dining 8' Kitchen Island _____

Bedroom 1 15'X12' Bedroom 2 9'x12' Bedroom 3 9'x12'

Functional Furniture Placement diagram attached? Yes ☐ No ☐

LIVABILITY STANDARDS - 3 BEDROOM

Windows/Noise Mitigation

Does each living area and bedroom have a window that can be opened? Yes ☐ No ☐

For units that share walls with other residential or non-residential spaces, please describe noise mitigation being provided. Minimum STC rating of 50 required for all demising and corridor walls that is achieved by adding sound attenuation batt insulation, 1/2" resilient channels and drywall sealed joints.

What is the Sound Transmission Class (STC) rating on all windows? 26-32 STC rating

Are blinds being provided? Yes ☐ No ☐ If yes, on which windows and what type? Bedroom and Living Room Windows

Laundry

Are washer/dryer hookups being provided (required in ownership units)? Yes ☐ No ☐

Heating and Hot Water

Warranty on furnace, boiler, or hot water heater (5 year minimum) 5 year minimum

Size of hot water heater 50 gal.

Other Design Features

The following features are encouraged and may be used in the place of other requirements with approval from the Housing Department:

Describe any built in storage such as drawers under beds, stairs, etc. N/A

Describe creative shelving N/A

Describe laundry area Stackable Washer & Dryer w/ Water heater above.

Describe extra storage for recreational equipment Storage will be provided in the parking garage for all resident units.

Describe extra cabinetry _____

Describe extra closets _____

Please attach additional pages if needed.



Livability Standards Questionnaire
Housing Mitigation Plan

Development Name Loop Apartments
Physical Address 150, 160, & 180 South Park Loop Road
Owner Name Mogul Capital - Rachel Lambert
Owner Phone 602-885-2342 E-mail RachelL@mogulcapital.com
Applicant/Agent Name Jackson Ferguson
Applicant/Agent Phone 3072649070 E-mail jferguson@ffkr.com
Primary Contact: ☒ Owner ☒ Applicant/Agent

Please complete this form for each unit type. Complete each question that applies to your application. If it doesn’t apply mark N/A in the blank.

Unit Type:

Number of bedrooms 1 STUDIO Square Feet 398 Ownership ☐ Rental ☐

Kitchen

Lineal feet of base cabinets 4' Lineal Feet of upper cabinets 11'
Continuous Lineal feet of countertops 3' Countertop Material GRANITE
Sink width 24" Range/Oven width 24" Refrigerator cubic feet 18
Dishwasher width 18" Garbage Disposal? Yes ☐ No ☐
List other appliances provided _____
List Warranties on appliances (years): Range/Oven 1 Refrigerator 1 Dishwasher 1
Garbage Disposal ☐ Other _____

Bathrooms

Number of bathrooms Does at least one bathroom contain the following?
Toilet ☐ Bathtub ☐ Shower ☐ Sink ☐

Bathroom must contain a minimum of four square feet of storage. Describe how bathroom storage is being provided SINK BASE CABINET W/ 1' ADDITIONAL BASE CABINET W/ SLIDE OUT DRAWERS

Closets and Storage Areas

Does each bedroom have a closet? Yes ☐ No ☐
Does each bedroom closet contain a shelf and rod? Yes ☐ No ☐
Bedroom closet width: bedroom 1 5' bedroom 2 _____ bedroom 3 _____
Bedroom closet height: bedroom 1 8' bedroom 2 _____ bedroom 3 _____
Does the entryway have a closet? Yes ☐ No ☐ If no, describe how adequate storage for coats, shoes/boots is being provided _____
Linen closet width: Linen closet 1 2' Linen closet 2 _____
Additional storage square feet 25
Describe how additional storage requirement is being met Storage closets are being provided in the parking garage for all resident units

Closet door type (doors not required on interior storage) Bi-fold doors

Are all closets a minimum of 26 inches deep? Yes ☐ No ☐

Floor Coverings

Describe floor covering material:
Living room LVT Bedroom(s) LVT
Kitchen LVT Bathroom(s) LVT
Warranty for each flooring type 1 year

Room Sizes and Shape

Provide Measurement from the narrowest part of the room; length x width.
Kitchen 6'x11' Dining N/A
Bedroom 1 10'x12' Bedroom 2 _____ Bedroom 3 _____
Functional Furniture Placement diagram attached? Yes ☐ No ☐

LIVABILITY STANDARDS - STUDIO

Windows/Noise Mitigation

Does each living area and bedroom have a window that can be opened? Yes ☐ No ☐

For units that share walls with other residential or non-residential spaces, please describe noise mitigation being provided. Minimum STC rating of 50 required for all demising and corridor walls that is achieved by adding sound attenuation batt insulation, 1/2" resilient channels and drywall.

What is the Sound Transmission Class (STC) rating on all windows? 28-32 STC rating

Are blinds being provided? Yes ☐ No ☐ If yes, on which windows and what type? Bedroom and Living Room Windows

Laundry

Are washer/dryer hookups being provided (required in ownership units)? Yes ☐ No ☐

Heating and Hot Water

Warranty on furnace, boiler, or hot water heater (5 year minimum) 5 year minimum

Size of hot water heater 50 gal.

Other Design Features

The following features are encouraged and may be used in the place of other requirements with approval from the Housing Department:

Describe any built in storage such as drawers under beds, stairs, etc. N/A

Describe creative shelving N/A

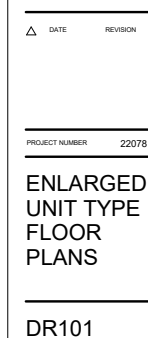
Describe laundry area Stackable Washer & Dryer w/ Water heater above.

Describe extra storage for recreational equipment Storage will be provided in the parking garage.

Describe extra cabinetry _____

Describe extra closets _____

Please attach additional pages if needed.



LIVABILITY STANDARDS - QUESTIONNAIRE



Livability Standards Questionnaire
Housing Mitigation Plan

Development Name Loop Apartments

Physical Address 1050, 1060, & 1080 South Park Loop Road

Owner Name Mogul Capital

Owner Phone 602-885-2342 E-mail RachelL@mogulcapital.com

Applicant/Agent Name Jackson Ferguson

Applicant/Agent Phone 801-520-5265 E-mail jferguson@ffkr.com

Primary Contact: Owner ☒ Applicant/Agent

Please complete this form for each unit type. Complete each question that applies to your application. If it doesn’t apply mark N/A in the blank.

Unit Type:

Number of bedrooms 1 Square Feet 398 Ownership ☐ Rental ☐

Kitchen

Lineal feet of base cabinets 4' Lineal Feet of upper cabinets 11'

Continuous Lineal feet of countertops 3' Countertop Material granite

Sink width 2' Range/Oven width 30" Refrigerator cubic feet 18

Dishwasher width 18" Garbage Disposal? Yes ☐ No ☐

List other appliances provided Microwave above range

List Warranties on appliances (years): Range/Oven 1 Refrigerator 1 Dishwasher 1

Garbage Disposal ☐ Other

Bathrooms

Number of bathrooms Does at least one bathroom contain the following?

Toilet ☐ Bathtub ☐ Shower ☐ Sink ☐

Bathroom must contain a minimum of four square feet of storage. Describe how bathroom storage is being provided Base cabinet below the bathroom sink.

Closets and Storage Areas

Does each bedroom have a closet? Yes ☐ No ☐

Does each bedroom closet contain a shelf and rod? Yes ☐ No ☐

Bedroom closet width: bedroom 1 6' bedroom 2 bedroom 3

Bedroom closet height: bedroom 1 8' bedroom 2 bedroom 3

Does the entryway have a closet? Yes ☐ No ☐ If no, describe how adequate storage for coats, shoes/boots is being provided 2' combined with bedroom closet and linen closet

Linen closet width: Linen closet 1 2' Linen closet 2

Additional storage square feet 25 sf

Describe how additional storage requirement is being met Storage closet in the garage
bike storage will also be provided

Closet door type (doors not required on interior storage) Bifold Doors

Are all closets a minimum of 26 inches deep? Yes ☐ No ☐

Floor Coverings

Describe floor covering material:

Living room LVT Bedroom(s) LVT

Kitchen LVT Bathroom(s) LVT

Warranty for each flooring type 1 year

Room Sizes and Shape

Provide Measurement from the narrowest part of the room; length x width.

Kitchen 6x11 Dining 10x10

Bedroom 1 10x12 Bedroom 2 Bedroom 3

Functional Furniture Placement diagram attached? Yes ☐ No ☐

LIVABILITY STANDARDS - QUESTIONNAIRE

Windows/Noise Mitigation

Does each living area and bedroom have a window that can be opened? Yes ☐ No ☐

For units that share walls with other residential or non-residential spaces, please describe noise mitigation being provided. Double 2x4 wall w/ acoustical batt insulation, 1" air gap, and gypsum board drywall, floor ceilings will have acoustical batt insulation, gypcrete, sound mat, & gypsum board drywall.

What is the Sound Transmission Class (STC) rating on all windows? 28 STC rating

Are blinds being provided? Yes ☐ No ☐ If yes, on which windows and what type? Horizontal 1" blinds

Laundry

Are washer/dryer hookups being provided (required in ownership units)? Yes ☐ No ☐

Heating and Hot Water

Warranty on furnace, boiler, or hot water heater (5 year minimum) 5 Years

Size of hot water heater 50 Gallon

Other Design Features

The following features are encouraged and may be used in the place of other requirements with approval from the Housing Department:

Describe any built in storage such as drawers under beds, stairs, etc. _____

Describe creative shelving _____

Describe laundry area Stackable washer and dryer, w/ hot water heater above

Describe extra storage for recreational equipment bike storage being provided in parking garage

Describe extra cabinetry _____

Describe extra closets _____

Please attach additional pages if needed.



Livability Standards Questionnaire
Housing Mitigation Plan

Development Name Loop Apartments

Physical Address 1050, 1060, & 1080 South Park Loop Road

Owner Name Mogul Capital

Owner Phone 602-885-2342 E-mail RachelL@mogulcapital.com

Applicant/Agent Name Jackson Ferguson

Applicant/Agent Phone 801-520-5265 E-mail jferguson@ffkr.com

Primary Contact: _____ Owner ☒ Applicant/Agent

Please complete this form for each unit type. Complete each question that applies to your application. If it doesn't apply mark N/A in the blank.

Unit Type:

Number of bedrooms 2 Square Feet 1087 Ownership ☐ Rental ☐

Kitchen

Lineal feet of base cabinets 10' Lineal Feet of upper cabinets 8'

Continuous Lineal feet of countertops 4' Countertop Material granite

Sink width 3' Range/Oven width 30" Refrigerator cubic feet 25

Dishwasher width 24" Garbage Disposal? Yes ☐ No ☐

List other appliances provided Microwave above range

List Warranties on appliances (years): Range/Oven 1 Refrigerator 1 Dishwasher 1

Garbage Disposal ☐ Other _____

Bathrooms

Number of bathrooms _____ Does at least one bathroom contain the following?

Toilet ☐ Bathtub ☐ Shower ☐ Sink ☐

Closets and Storage Areas

Floor Coverings

Room Sizes and Shape

2 of 3

Windows/Noise Mitigation

Laundry

Heating and Hot Water

Other Design Features

Please attach additional pages if needed.

LIVABILITY STANDARDS - QUESTIONNAIRE



Livability Standards Questionnaire
Housing Mitigation Plan

Development Name Loop Apartments

Physical Address 1050, 1060, & 1080 South Park Loop Road

Owner Name Mogul Capital

Owner Phone 602-885-2342 E-mail RachellL@mogulcapital.com

Applicant/Agent Name Jackson Ferguson

Applicant/Agent Phone 801-520-5265 E-mail jferguson@ffkr.com

Primary Contact: Owner ☒ Applicant/Agent

Please complete this form for each unit type. Complete each question that applies to your application. If it doesn’t apply mark N/A in the blank.

Unit Type:

Number of bedrooms 3 Square Feet 1138 Ownership ☐ Rental ☐

Kitchen

Lineal feet of base cabinets 10' Lineal Feet of upper cabinets 8'

Continuous Lineal feet of countertops 4' Countertop Material granite

Sink width 3' Range/Oven width 30" Refrigerator cubic feet 25

Dishwasher width 24" Garbage Disposal? Yes ☐ No ☐

List other appliances provided Microwave above range

List Warranties on appliances (years): Range/Oven 1 Refrigerator 1 Dishwasher 1

Garbage Disposal ☐ Other

Bathrooms

Number of bathrooms Does at least one bathroom contain the following?

Toilet ☐ Bathtub ☐ Shower ☒ Sink ☐

Bathroom must contain a minimum of four square feet of storage. Describe how bathroom storage is being provided Base cabinet below the bathroom sink.

Closets and Storage Areas

Does each bedroom have a closet? Yes ☐ No ☐

Does each bedroom closet contain a shelf and rod? Yes ☐ No ☐

Bedroom closet width: bedroom 1 8' bedroom 2 8' bedroom 3 8'

Bedroom closet height: bedroom 1 8' bedroom 2 8' bedroom 3 8'

Does the entryway have a closet? Yes ☐ No ☐ If no, describe how adequate storage for coats, shoes/boots is being provided entryway closet combined with laundry room

Linen closet width: Linen closet 1 3' Linen closet 2

Additional storage square feet 50 sf

Describe how additional storage requirement is being met Storage closet in the garage
bike storage will also be provided

Closet door type (doors not required on interior storage) Barn Doors & Bi-fold Doors

Are all closets a minimum of 26 inches deep? Yes ☐ No ☐

Floor Coverings

Describe floor covering material:

Living room LVT Bedroom(s) LVT

Kitchen LVT Bathroom(s) LVT

Warranty for each flooring type 1 year

Room Sizes and Shape

Provide Measurement from the narrowest part of the room; length x width.

Kitchen 8x8 Dining 5x8

Bedroom 1 12x15 Bedroom 2 9x12 Bedroom 3 9x12

Functional Furniture Placement diagram attached? Yes ☐ No ☐

LIVABILITY STANDARDS - QUESTIONNAIRE

Windows/Noise Mitigation

Does each living area and bedroom have a window that can be opened? Yes ☐ No ☐

For units that share walls with other residential or non-residential spaces, please describe noise mitigation being provided. Double 2x4 wall w/ acoustical batt insulation, 1" air gap, and gypsum board drywall, floor ceilings will have acoustical batt insulation, gypcrete, sound mat, & gypsum board drywall.

What is the Sound Transmission Class (STC) rating on all windows? 28 STC rating

Are blinds being provided? Yes ☐ No ☐ If yes, on which windows and what type? Horizontal 1" blinds

Laundry

Are washer/dryer hookups being provided (required in ownership units)? Yes ☐ No ☐

Heating and Hot Water

Warranty on furnace, boiler, or hot water heater (5 year minimum) 5 Years

Size of hot water heater 50 Gallon

Other Design Features

The following features are encouraged and may be used in the place of other requirements with approval from the Housing Department:

Describe any built in storage such as drawers under beds, stairs, etc. _____

Describe creative shelving _____

Describe laundry area Stackable washer and dryer, w/ hot water heater above, additional shelving storage

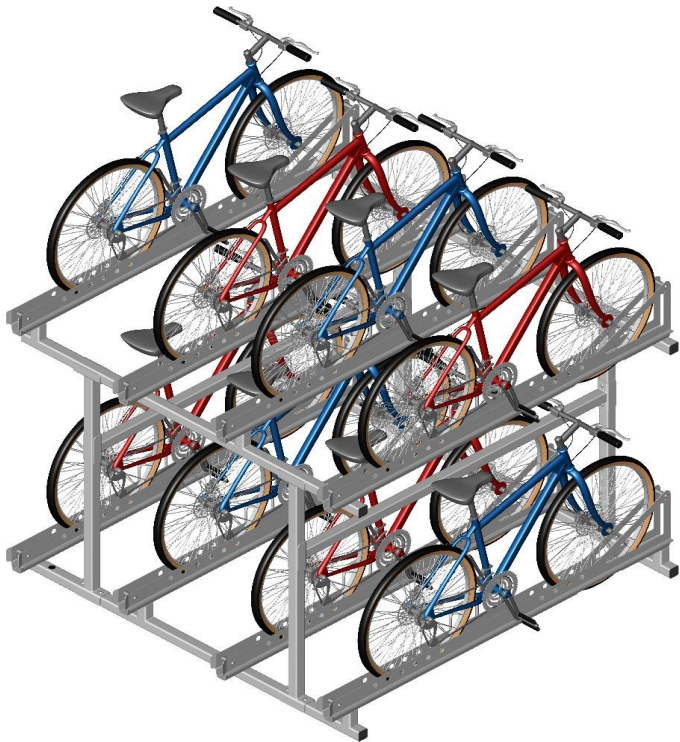
Describe extra storage for recreational equipment bike storage being provided in parking garage

Describe extra cabinetry _____

Describe extra closets _____

Please attach additional pages if needed.

CycleSafe, Inc.
OCTO-RACK High-Capacity Bicycle Parking
INSTALLATION & ASSEMBLY INSTRUCTIONS



 **CycleSafe**[®]
SECURE BICYCLE PARKING
www.cyclesafe.com
info@cyclesafe.com
PH: 616.954.9977
TF: 888.950.6531

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Tools Required	3
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Configuration Layout	5
Front Frame Assembly	6
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Comments in **BLACK** are
Instructions

Comments in **BLUE** are helpful
suggestions

Comments in **RED** are warnings

**ALWAYS OBSERVE POSTED SAFETY GUIDELINES
WHEN ASSEMBLING THIS PRODUCT. ALWAYS WEAR SAFETY GLASSES**

HIGH CAPACITY BICYCLE PARKING

INTRODUCTION



This Installation & Assembly Instruction will detail the tools required, fasteners and components furnished, and assembly steps to successfully install the CycleSafe Octo Rack High Density Bicycle Parking System.

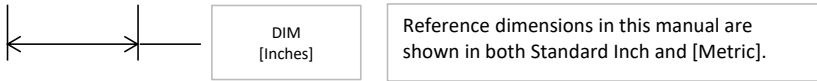
PLEASE READ THE INSTRUCTIONS COMPLETELY BEFORE BEGINNING.

Identify & inventory all parts using the packing list furnished with the shipment and the parts list in this Installation Instruction. Any damage to the product must be immediately reported to the shipping company. Be sure to keep the hardware bags & contents

TOOLS REQUIRED

FASTENERS USED Supplied by CycleSafe

- Power Drill Motor w/ Clutch
- Carpenter's Square
- Carpenter's Level
- Hex Drive Bit Set
- 3/8" Ratchet & 12" Extension
- 3/8" Drive Deep Well Sockets
- 3/8" Drive T45 Torx Driver



CARPENTRY OR ASSEMBLY SKILLS ARE STRONGLY SUGGESTED

You will need skills at using powered hand tools, climbing ladders, and squaring the assembled components. The recommended time budget for each Octo Rack is 1 to 2 man-hours. **NOTE:** The heaviest part is 70lbs (31.8kg).

If you have difficulties or require further installation discussion, please contact our **Customer Service Experts**
CALL - 616.954.9977
TOLL FREE - 888.950.6531
Digital Copies of this Installation & Assembly Instruction may be found on our website:
WWW.CYCLESAFE.COM

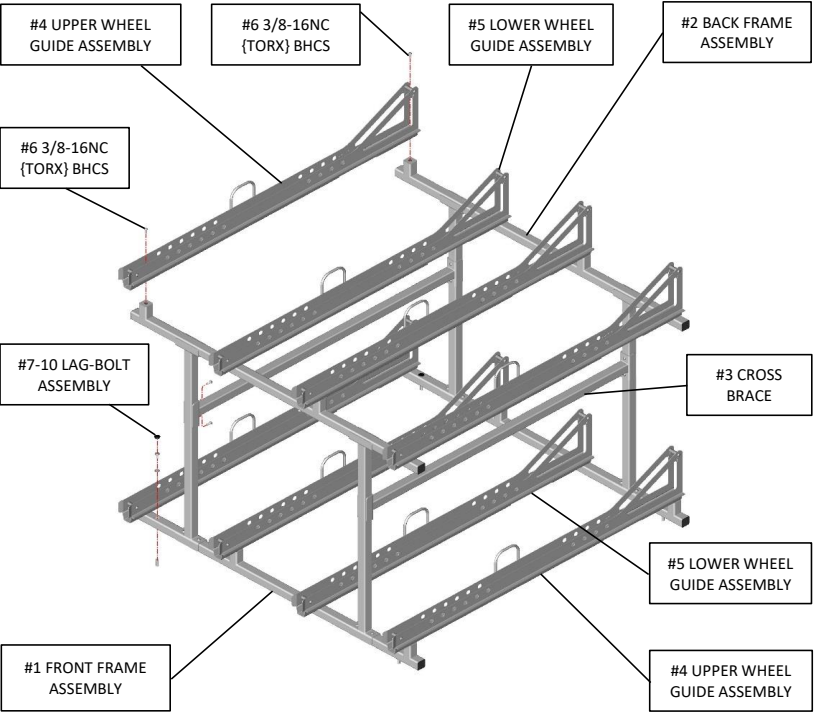
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PARTS LIST



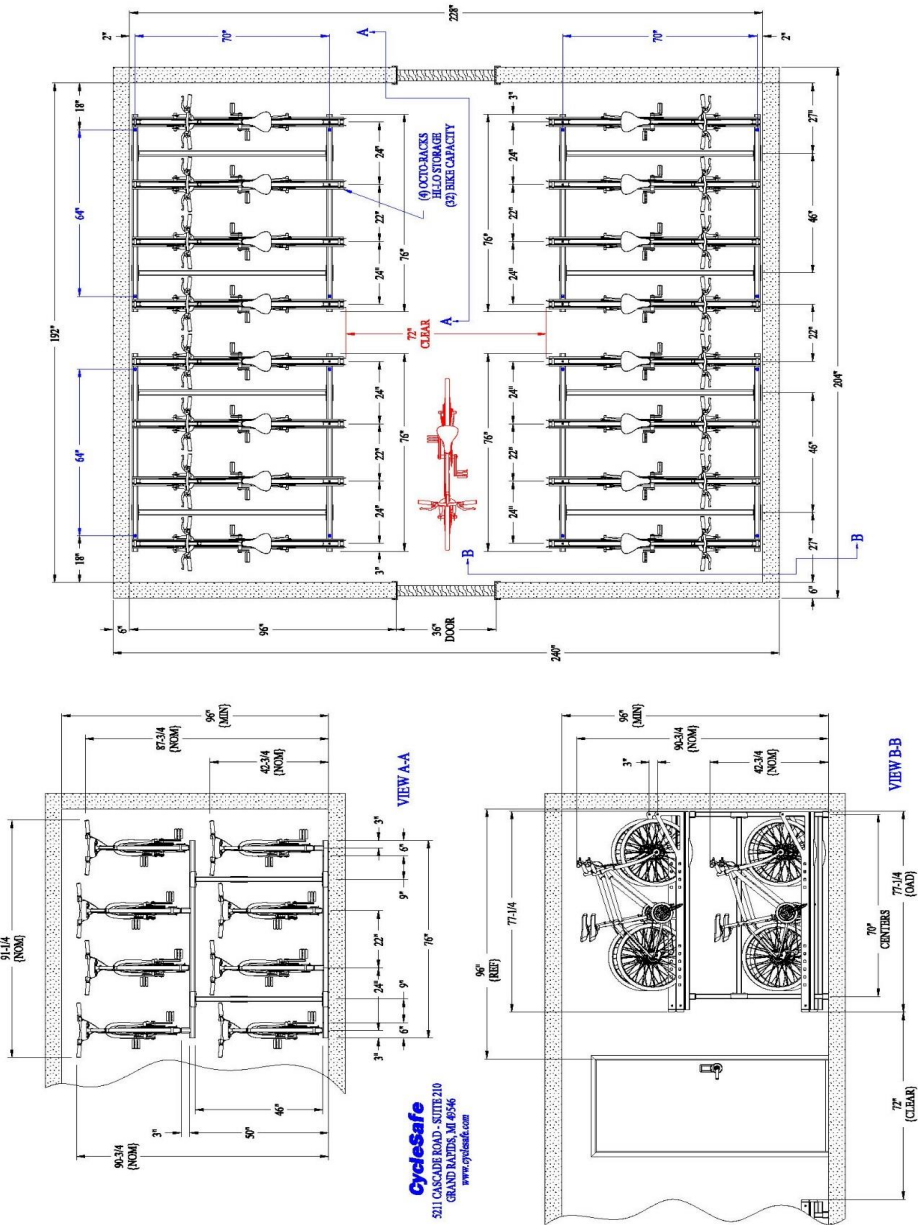
This Installation & Assembly Instruction will detail the tools required, fasteners and components furnished, and assembly steps to successfully install the CycleSafe Octo Rack High Density Bicycle Parking System.

Item	Qty	Description	Part Number
1	1	FRONT SUB-FRAME ASSEMBLY	18301
2	1	BACK SUB-FRAME ASSMBLY	18302
3	2	CROSS BRACE WELDMENT	18303
4	4	UPPER WHEEL GUIDE ASSEMBLY	18304
5	4	LOWER WHEEL GUIDE ASSEMBLY	18305
6	24	3/8-16NC Xx 1" LG. TORX BHCS	12724
7	4	3/8-16NC LAG HOUSING	17015
8	4	3/8" WIDE FLAT EASHER	17016
9	4	3/8-16NC x 1-1/4" LG. TORX BHCS	17590
10	4	1" DIA. BLACK HOLE PLUG	18314



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HIGH CAPACITY BICYCLE PARKING

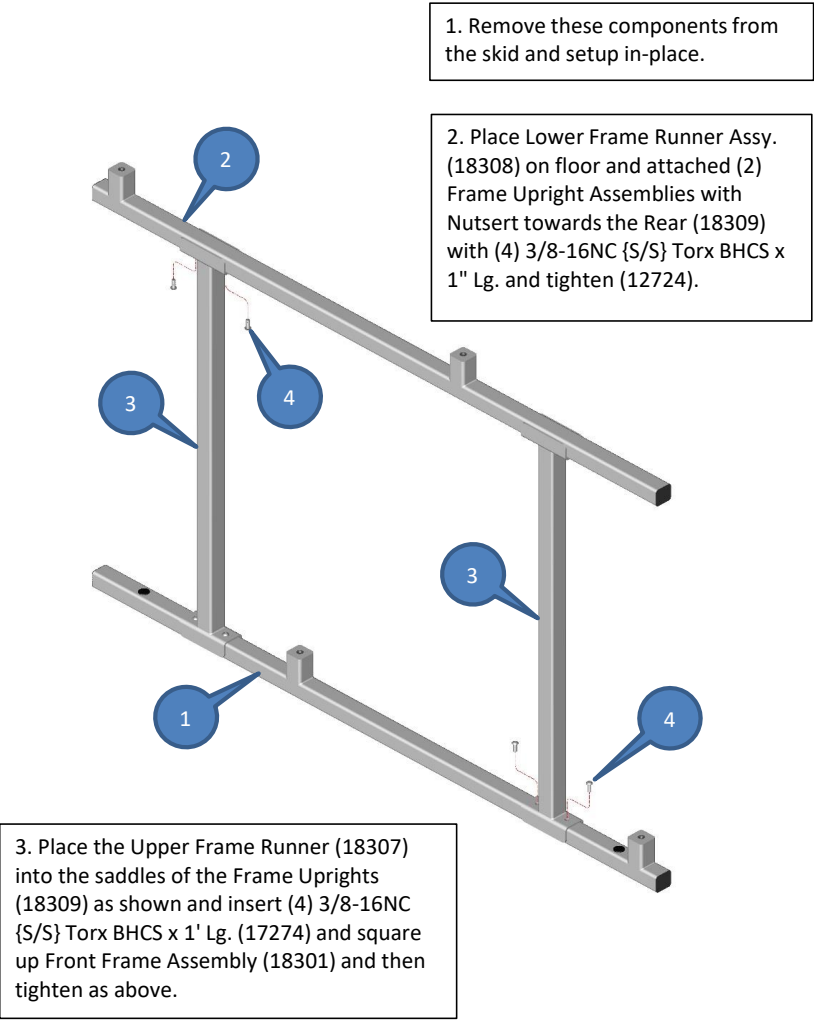


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FRONT FRAME ASSEMBLY

Item	Qty	Description	Part Number
1	1	LOWER FRAME RUNNER ASSEMBLY	18308
2	1	UPPER FRAME RUNNER ASSEMBLY	18307
3	2	FRAME UPRIGHT ASSEMBLY	18309
4	8	3/8-16NC x 1" LG. {TORX} S/S BHCS	12724



ALWAYS OBSERVE POSTED SAFETY GUIDELINES
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HIGH CAPACITY BICYCLE PARKING

REAR FRAME ASSEMBLY



Item	Qty	Description	Part Number
1	1	LOWER FRAME RUNNER ASSEMBLY	18308
2	1	UPPER FRAME RUNNER ASSEMBLY	18307
3	2	FRAME UPRIGHT ASSEMBLY	18309
4	8	3/8-16NC x 1" LG. {TORX} S/S BHCS	12724

4. Remove these components from the skid and setup in-place.

5. Place Lower Frame Runner Assy. (18308) on floor and attached (2) Frame Upright Assemblies with NutSerts towards the Front (18309) with (4) 3/8-16NC {S/S} Torx BHCS x 1" Lg. and tighten (12724).

6. Place the Upper Frame Runner (18307) into the saddles of the Frame Uprights (18309) as shown and insert (4) 3/8-16NC {S/S} Torx BHCS x 1' Lg. (12724) and square up Back Frame Assembly (18302) and then tighten as above.

ALWAYS OBSERVE POSTED SAFETY GUIDELINES
WHEN ASSEMBLING THIS PRODUCT. ALWAYS WEAR SAFETY GLASSES

MAIN FRAME ASSEMBLY



Item	Qty	Description	Part Number
1	1	FRONT SUB-FRAME ASSEMBLY	18301
2	1	BACK SUB-FRAME ASSEMBLY	18302
3	2	FRAME X-BRACE WELDMENT	18303
4	8	3/8-16NC x 1" LG. {TORX} S/S BHCS	12724

7. Remove these components from the skid and setup in-place.

8. Place Front Frame Asssembly (18301) on floor as shown and attach (2) Frame X-Brace Weldments on Uprights that have Nutsert towards the Rear (18303) with (4) 3/8-16NC {S/S} Torx BHCS x 1" Lg. and tighten (12724).

9. Then place Rear Frame Assembly (18302) into Saddles of the (2) Frame X-Brace Weldments on Uprights that have Nutsert (18303) towards the Front with (4) 3/8-16NC {S/S} Torx BHCS x 1" Lg. (12724) square up and tighten Bolts.

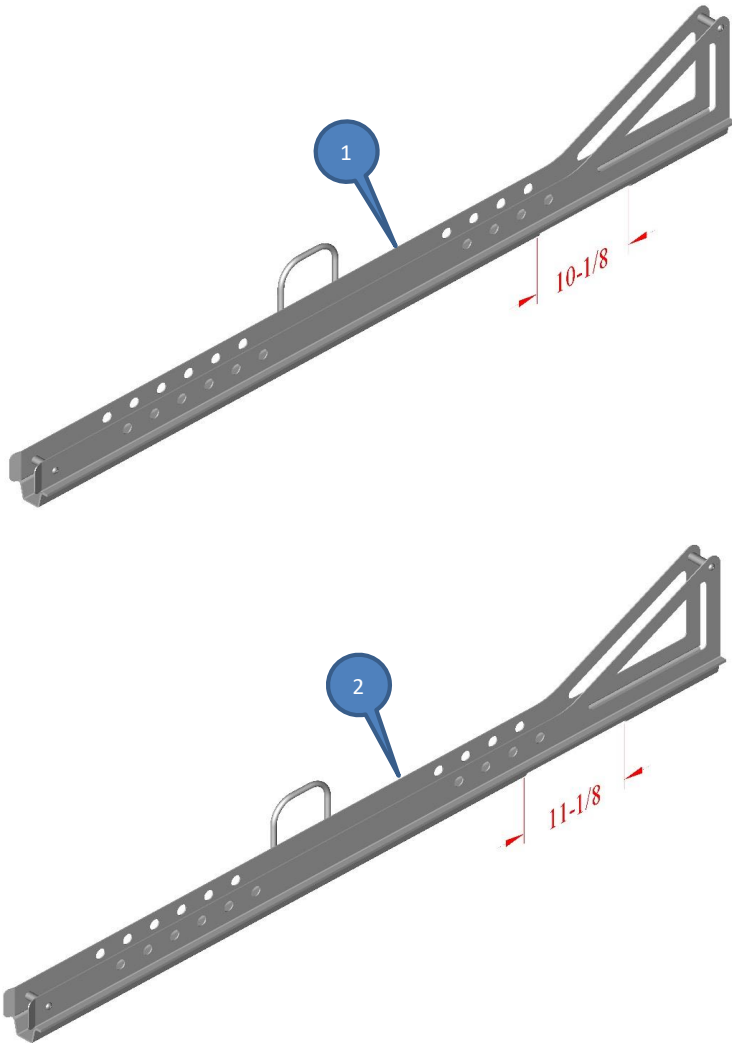
ALWAYS OBSERVE POSTED SAFETY GUIDELINES
WHEN ASSEMBLING THIS PRODUCT. ALWAYS WEAR SAFETY GLASSES

HIGH CAPACITY BICYCLE PARKING

GUIDE RAILS



Item	Qty	Description	Part Number
1	1	UPPER WHEEL GUIDE ASSEMBLY	18304
2	1	LOWER WHEEL GUIDE ASSEMBLY	18305



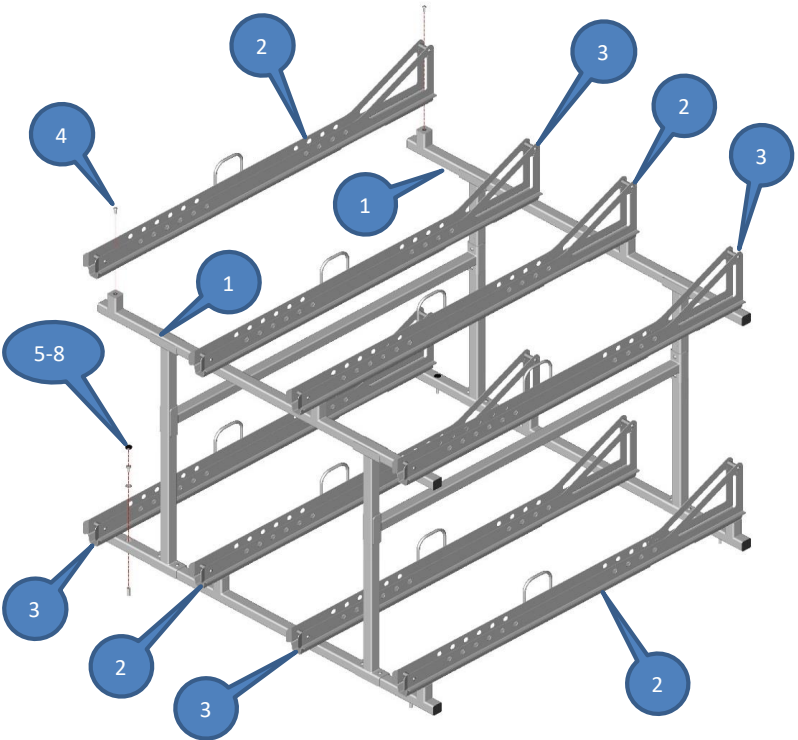
ALWAYS OBSERVE POSTED SAFETY GUIDELINES
WHEN ASSEMBLING THIS PRODUCT. ALWAYS WEAR SAFETY GLASSES

RACK ASSEMBLY



Item	Qty	Description	Part Number
1	1	MAIN FRAME ASSEMBLY	
2	4	UPPER WHEEL GUIDE ASSEMBLY	18304
3	4	LOWER WHEEL GUIDE ASSEMBLY	18305
4	16	3/8-16NC Xx 1" LG. TORX BHCS	12724
5	4	3/8-16NC LAG HOUSING	17015
6	4	3/8" WIDE FLAT WASHER	17016
7	4	3/8-16NC x 1-1/4" LG. TORX PH	17590
8	4	1" DIA. BLACK HOLE PLUG	18314

10. Align Upper Guide Assembly with NutSerts in frame with 3" offsets & insert (2) 3/8-16NC (Torx) BHCS x 1" Lg. (12724) and tighten, next align Lower Guide Assembly with NutSerts in runner & insert (2) 3/8-16NC (Torx) BHCS x 1" Lg. (12724) and tighten, then repeat for the remainimng (6) Guide Rails alternating as shown till completion.



ALWAYS OBSERVE POSTED SAFETY GUIDELINES
WHEN ASSEMBLING THIS PRODUCT. ALWAYS WEAR SAFETY GLASSES