Joint Information Meeting

TOWN COUNCIL & COUNTY COMMISSIONER MEETING

October 2, 2023

1:30 PM

Commission Chambers

Chair: Luther Propst

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

I. ZOOM LINK FOR PUBLIC PARTICIPATION

To join, click the link or copy to your browser: https://us02web.zoom.us/j/87083917706
If the link does not work, join at zoom.com with Webinar ID **870 8391 7706**

or join by phone **+1 669 900 6833** with Webinar ID **870 8391 7706**

II. CALL TO ORDER, ROLL CALL, AND ANNOUNCEMENTS

III. PUBLIC COMMENT

This section is reserved for comments on items that are not otherwise included in this agenda. Public comment is limited to 3 minutes. As a general practice, the Electeds will not hold discussion or debate these comments. Nor will they make any decisions presented during this time, but rather refer to staff for follow-up. If you would like to communicate with the Electeds during the meeting, please address them during this open public comment, when public comment is called for on a specific agenda item or send an email to council@jacksonwy.gov and commisioners@tetoncountywy.gov.

IV. CONSENT CALENDAR

A. Meeting Minutes

1. September 11, 2023 Special Joint Information Meeting Minutes

V. DISCUSSION/ACTION ITEMS

A. Cow Pasture Ballfields Relocation (Steve Ashworth, 45 min)

B. START Budget Amendment - Airport Shuttle (Bruce Abel, 15 min)

C. RFP for Affordable Workforce Housing Development at 90 Virginian Lane (April Norton, 120 min)

VI. MATTERS FROM COUNCIL, COMMISSIONERS AND STAFF

VII. PROPOSED ITEMS FOR FUTURE JOINT INFORMATION MEETINGS

Nov JIM - Wyoming Outdoor Recreation Grant Application Authorization
Nov JIM - BUILD Grant Update
Nov JIM - Cooperative Agreement with WYDOT for Reconnaissance Report for Urban Systems Fund Use for Willow/Gill Safe Streets
Nov JIM - Safe Streets and Roads for All (SS4A) Contract

VIII. ADJOURN

Please note that at any point during the meeting, the Chair or Mayor may change the order of items listed on this agenda. In order to ensure that you are present at the time your item of interest is discussed, please join the meeting at the beginning to hear any changes to the schedule or agenda.

JOINT INFORMATION PROCEEDINGS
TOWN COUNCIL AND BOARD OF COUNTY COMMISSIONERS MEETING

SEPTEMBER 11, 2023 **JACKSON, WYOMING**

The Jackson Town Council met in conjunction with the Teton County Commission in a joint information meeting (JIM) located in the County Commissioner's Chambers located at 200 S. Willow St. at 1:32 P.M.

I. ROLL CALL. Upon roll call the following were present:

COUNTY COMMISSIONERS: Luther Propst, Chair, Natalia Macker, Vice-Chair, Greg Epstein, Wes Gardner, and Mark Newcomb.

TOWN COUNCIL: Mayor Hailey Morton Levinson, Vice-Mayor Arne Jorgensen, and Jim Rooks were present in-person and Jonathan Schechter joined via Zoom. Jessica Sell Chambers was absent.

STAFF: Maureen Murphy, April Norton, Charlotte Frei, Bruce Abel, Lea Colasuonno, Steve Ashworth, Alyssa Watkins, Tyler Sinclair, John Ziem, Paul Anthony, and Chalice Weichman.

II. PUBLIC COMMENT. Public comment was given by James Musclow regarding the scheduled Recreation Center pool closure; by Ila Musclow regarding the Recreation Center pool closure; and by Brianna Clancy, regarding the Recreation Center pool closure.

III. CONSENT CALENDAR.

A. **Meeting Minutes –** *To approve the minutes as presented.*

B. START Joint Powers Agreement Amendment – PULLED FROM CONSENT

C. **Airport Improvement Grant AIP 77 for the Air Traffic Control Tower Improvements Project**

(County) To adopt the proposed Resolution, and approval of the FAA Grant Agreement to Rehabilitate Contract Tower with the FAA obligation under the grant being a maximum of $995,000.

(Town) To adopt Resolution 23-16, and approval of the FAA Grant Agreement to Rehabilitate Contract Tower with the FAA obligation under the grant being a maximum of $995,000

D. Airport Improvement Grant for the Security Screening Checkpoint Project

(County) To adopt the proposed Resolution, and approval of the FAA Grant Agreement to Rehabilitate and Expand Terminal Building with the FAA obligation under the grant being a maximum of $2,652,740.

(Town) To adopt Resolution 23-17, and approval of the FAA Grant Agreement to Rehabilitate and Expand Terminal Building with the FAA obligation under the grant being a maximum of $2,652,740.

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Newcomb to approve the minutes for the July 17 and August 7, 2023 meetings as presented. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County.

On behalf of the Town, a motion was made by Councilmember Jorgensen and seconded by Councilmember Jorgensen to approve the minutes for the July 17 and August 7, 2023 meetings as presented. Mayor Morton Levinson called for a vote. The vote showed all in favor and the motion carried for the Town.

B. (from Consent) START Joint Powers Agreement Amendment

Bruce Abel, Transit Operations Director, presented to the Boards for consideration of approval the final, updated draft of the joint powers agreement ("JPA") for the Southern Teton Area Rapid Transit ("START") system.

There was no public comment.

On behalf of the County, a motion was made by Commissioner Epstein and seconded by Commissioner Gardner to approve the Amended and Restated JPA, attached to this staff report, including any minor corrections by staff. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County.

On behalf of the Town, a motion was made by Councilmember Jorgensen and seconded by Councilmember Rooks to approve the Amended and Restated JPA, attached to this staff report, and authorize the Mayor to execute the necessary documents, including any minor corrections by staff. Mayor Morton Levinson called for a vote. The vote showed all in favor and the motion carried for the Town.

CONSENT CALENDAR – CONTINUED

A. Airport Improvement Grant AIP 77 for the Air Traffic Control Tower Improvements Project

B. Airport Improvement Grant for the Security Screening Checkpoint Project

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Epstein to approve the Airport Improvement Grant AIP 77 for the Air Traffic Control Tower Improvements Project as presented, and, to approve the Airport Improvement Grant for the Security Screening Checkpoint Project as presented. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County.

On behalf of the Town, a motion was made by Councilmember Jorgensen and seconded by Councilmember Rooks to approve the Airport Improvement Grant AIP 77 for the Air Traffic Control Tower Improvements Project as presented, and, to approve the Airport Improvement Grant for the Security Screening Checkpoint Project as presented. Mayor Morton Levinson called for a vote. The vote showed all in favor and the motion carried for the Town.

IV. EXECUTIVE SESSION – REAL ESTATE

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Epstein to enter executive session pursuant to Wyoming Statute §16-4-405(a)(vii), to consider the selection of a site or the purchase of real estate when the publicity regarding the consideration would cause a likelihood of an increase in price, and, pursuant to W.S. §16-4-405(a)(ix) to consider any information classified as confidential by law. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County.

On behalf of the Town, a motion was made by Councilmember Jorgensen and seconded by Councilmember Rooks to enter executive session pursuant to Wyoming Statute §16-4-405(a)(vii) To consider the selection of a site or the purchase of real estate when the publicity regarding the consideration would cause a likelihood of an increase in price, and, pursuant to W.S. §16-4-405(a)(ix) to consider any information classified as confidential by law. Mayor Morton Levinson called for a vote. The vote showed all in favor and the motion carried for the Town.

The meeting entered executive session at 1:50 P.M.

County Commissioners Present: Luther Propst, Natalia Macker, Greg Epstein, Wes Gardner, and Mark Newcomb.

Town Councilmembers Present: Hailey Morton Levinson, Arne Jorgensen, Jim Rooks, Jonathan Schechter was present via phone.

Others: Tyler Sinclair, Lea Colasuonno, April Norton, Alyssa Watkins, Maureen Murphy, and Chalice Weichman

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Epstein to exit executive session. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County.

The Town exited executive session, and the meeting exited executive session at 2:00 P.M.

On behalf of the County, a motion was made by Commissioner Macker and seconded by Commissioner Epstein to direct and authorize the Jackson/Teton County Housing Authority to act based on direction provided in executive session. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County.

On behalf of the Town, a motion was made by Councilmember Rooks and seconded by Councilmember Jorgensen to direct and authorize the Jackson/Teton County Housing Authority to act based on direction provided in executive session. Mayor Morton Levinson called for a vote. The vote showed all in favor and the motion carried for the Town.

V. MATTERS FOR DISCUSSION

A. Status Update on Regional Transportation Task Force

Charlotte Frei, Regional Transportation Planning Administrator, presented to the Council and Commission an update regarding the Regional Transportation Task Force discussions to date, and a discussion on the implications of regional functions on local functions and transportation planning and organization.

There was no public comment.

On behalf of the Town, a motion was made by Councilmember Rooks and seconded by Councilmember Jorgensen to direct staff to bring additional information and recommendations regarding regional transportation planning and local transportation organization to a future JIM meeting, as discussed today. Mayor Morton Levinson called for the vote. The vote showed all in favor and the motion carried for the Town.

On behalf of the County, a motion was made by Commissioner Epstein and seconded by Commissioner Macker to direct staff to bring additional information and recommendations regarding regional transportation planning and local transportation organization to a future JIM meeting, as discussed in this meeting today. Chair Propst called for the vote. The vote showed all in favor and the motion carried for the County.

The meeting recessed at 2:48 P.M. and reconvened at 2:55 P.M.

B. 90 Virginian Lane RFP for Affordable Workforce Housing Development

April Norton, Housing Director presented to the Council and Commission a first draft of the Development Program in the Request for Proposals for Affordable Workforce Housing Development at 90 Virginian Lane (“RFP”). This draft only includes the first two sections of the RFP; in October the Board and Council will review the remaining sections.

The Jackson/Teton County Comprehensive Plan directs the Town and County to maintain Town as the Heart of the Region; emphasize a variety of housing types; develop Transitional Subareas; house at least 65% of the workforce locally; focus housing subsidies on full-time, year-round workers; provide housing that is consistent with Character Districts; and create workforce housing to address shortages. The Housing Action Plan directs the Town and County to strategically provide land as public subsidy and use development partnerships to build more housing for the local community.

Paul Anthony, Town Planning Director, and John Ziem, Assistant Public Works Director of the Town, answered questions from the Board.

Commissioner Newcomb briefly left the meeting at 4:45 P.M. and returned after the vote:

On behalf of the County, a motion was made by Commissioner Maker and seconded by Commissioner Epstein to direct staff to revise the Request for Proposals consistent with the direction provided in this meeting and to present the draft at a future Joint Information Meeting. Chair Propst called for the vote. The vote showed four in favor and the motion carried 4-0 for the County with Commissioner Newcomb absent.

On behalf of the Town, a motion was made by Councilmember Rooks and seconded by Councilmember Jorgensen to revise the Request for Proposals consistent with the direction provided in this meeting and to present the draft at a future Joint Information Meeting. Mayor Morton Levinson called for the vote. The vote showed all in favor and the motion carried for the Town.

Adjourn. On behalf of the County, a motion was made by Commissioner Epstein and seconded by Commissioner Macker to adjourn. Chair Propst called for a vote. The vote showed all in favor and the motion carried for the County.

On behalf of the Town, a motion was made by Councilmember Jorgensen and seconded by Councilmember Rooks to adjourn. Mayor Morton Levinson called for a vote. The vote showed all in favor and the motion carried for the Town.

The meeting adjourned at 4:46 P.M.

TETON COUNTY BOARD OF COUNTY COMMISSIONERS

_____
Luther Propst, Chair

ATTEST:

_____
Maureen E. Murphy, County Clerk

TOWN OF JACKSON

_____
Hailey Morton Levinson, Mayor

ATTEST:

_____
Town Clerk

BOARD OF COUNTY COMMISSIONERS

TOWN COUNCIL

JOINT INFORMATION MEETING
AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: Parks and Rec **PRESENTER**: S. Ashworth

MEETING DATE: 9/11/23

SUBJECT: **Cow Pasture Fields Status Update and Long-term Strategy for Community Softball Facilities**

STATEMENT/PURPOSE

Status update to Teton County School Districts change of use for Cow Pasture 1 and 2, and current planning strategies for future facility replacements.

BACKGROUND/ALTERNATIVES

Recreation softball has been a program staple in the community since the mid 70's. Over the years participation numbers have varied, however the department is seeing a significant resurgence in the program with over 500 individual participants this year. For the last 30+ years, the program has been hosted on state land utilizing two fields known as Cow Pasture 1 and 2. The fields were developed by the department in 1982. The fields are regulation softball fields (however Cow Pasture 2 is approximately 25 feet shorter) and are lit for evening play. The department runs multiple softball programs and leagues in these fields, to include men's, women's, and coed leagues. Additionally, the department has hosted several tournaments throughout the season bringing teams into the valley from other intermountain communities.

Over the past two years we have seen the resurgence of program interest with participation growing by 250%. In addition, the parks and recreation department, in partnership with local community volunteers, has developed a youth girls softball program. This program has grown from 10 girls to over 50 and has initiated a conversation with Teton County School District regarding the addition of women's softball as a sanctioned high school sport.

In 2012 Teton County Parks and Recreation and Teton County School District met to significantly re-work our joint facility use agreement. At this time Superintendent Shae and Director Ashworth began conversation regarding long term master planning of the school and state land facilities. Several TCSD needs were discussed including classroom expansion, stadium capacity, administrative offices, and bus storage and maintenance facilities. All these needs would have some impact on the existing Cow Pasture fields, with the Bus facility being the most significant. Since that time the school has been successful in the development of these facilities except for the bus facility. TCSD has recently received conditional funding approval from the State of Wyoming School Facilities Commission for the bus facility. As designed, the new bus facility will be located in Cow Pasture 1 field. TCSD anticipates receiving funds to proceed in October or early November of 2023. They are working on the development of Request for Proposals for architectural and engineering services to complete the project construction documents by early Spring 2024 to initiate the construction bidding process.

To maintain the softball program, as well as accommodate its projected growth, Parks and Recreation need to identify a location, design, and funding strategy to replace these fields. The timing of this is not 100% set, however it is possible that the current Cow Pasture 1 field will be removed from use as early as 2024, but for sure in summer 2025.

Parks and Recreation has been working on location and designs for field replacements since 2012. The primary site that has received the most attention for field replacement is Stilson Park. This property is currently undeveloped and owned by Teton County. The transfer to Teton County in 1997 had identified it through the Teton Village Master Plan for the purposes of ball fields. As early as 2005, the department worked with Jackson Hole Mountain Resort on several site master plan concepts. Each of these concepts envision the inclusion of (3) three softball fields with multi-use capacity, along with associated general community recreation amenities. With the current restrictions on the property, field lighting is not allowed, therefore the addition of the third field would be necessary to meet current capacity needs along with the projected growth of the program. Teton County and JHMR are currently re-analyzing the greater Stilson site inclusive of the park and will be conducting community engagement in October of this year.

In addition to the Stilson Park site, the department has also identified the BLM 26 west parcel, west of the South Park Landing boat ramp, as a potential site. This site is currently under a temporary lease between WYDOT and the BLM but is ready to be transferred to Teton County via the Recreation and Public Purposes Act upon conclusion of the lease. The site is easily accessed via South Highway 89 and the recently completed non-motorized pathway system. The site is appropriately sized to accommodate (2) lighted fields along with associated park infrastructure. The site is also large enough to provide river access facilities, a passive river interface park, and recreational and commercial boating infrastructure to support the current South Park Landing Facility on the eastern side of the highway. The development of (2) two lighted fields would meet the current needs, and if the facility was designed utilizing synthetic surfacing would provide for increased field use.

Other sites that have been evaluated and determined to be less favorable are the future Northern South Park parkland exaction potential, Teton Village Park, and other current BLM parcels slated for Teton County transfer.

STAKEHOLDER ANALYSIS

Parks and Recreation staff have been working with the Jackson Hole Mountain Resort on the greater Stilson Master Plan. As part of this plan, staff have developed a concept plan to accommodate the fields on the County's 8.52-acre park parcel. Staff will participate in two public meetings on October 10 and 11 to receive feedback from the community on the plan proposal.

During the 2019 SPET discussion staff presented a concept plan for softball fields at BLM 26 (west South Park Landing). The plan was met with opposition from the Snake River Fund over concerns it would out compete river access and recreation on the western portion of the property. To further consider this plan option additional engagement with river recreation stakeholders would need to take place to ensure that both desired goals can be accommodated.

FISCAL IMPACT

Both the Stilson Park and the Parcel 26 west sites are currently undeveloped. Cost of development at each site would be similar. To evaluate the development cost for the BLM 26 west site for consideration during the last Specific Purpose Tax cycle, staff completed a comprehensive cost estimate. The estimate for total build-out inclusive of the river park and construction escalation was approximately $8.5 million.

STAFF IMPACT

Staff has been working on Stilson Park Master Plan since 2004 and is currently on the fourth revision process of the plan. It is estimated that staff hours currently spent on Stilson site planning have exceeded 4,000 hours. In preparation for 2019 SPET consideration staff spent approximately 140 hours on the BLM 26/South Park Landing West site plan and cost estimating.

LEGAL REVIEW

NA

ATTACHMENTS

Draft Stilson Park Concept Site Plan
Draft South Park Landing West (BLM 26) Concept Site Plan
2022 South Park Landing West (BLM 26) Development Cost Estimate

RECOMMENDATION

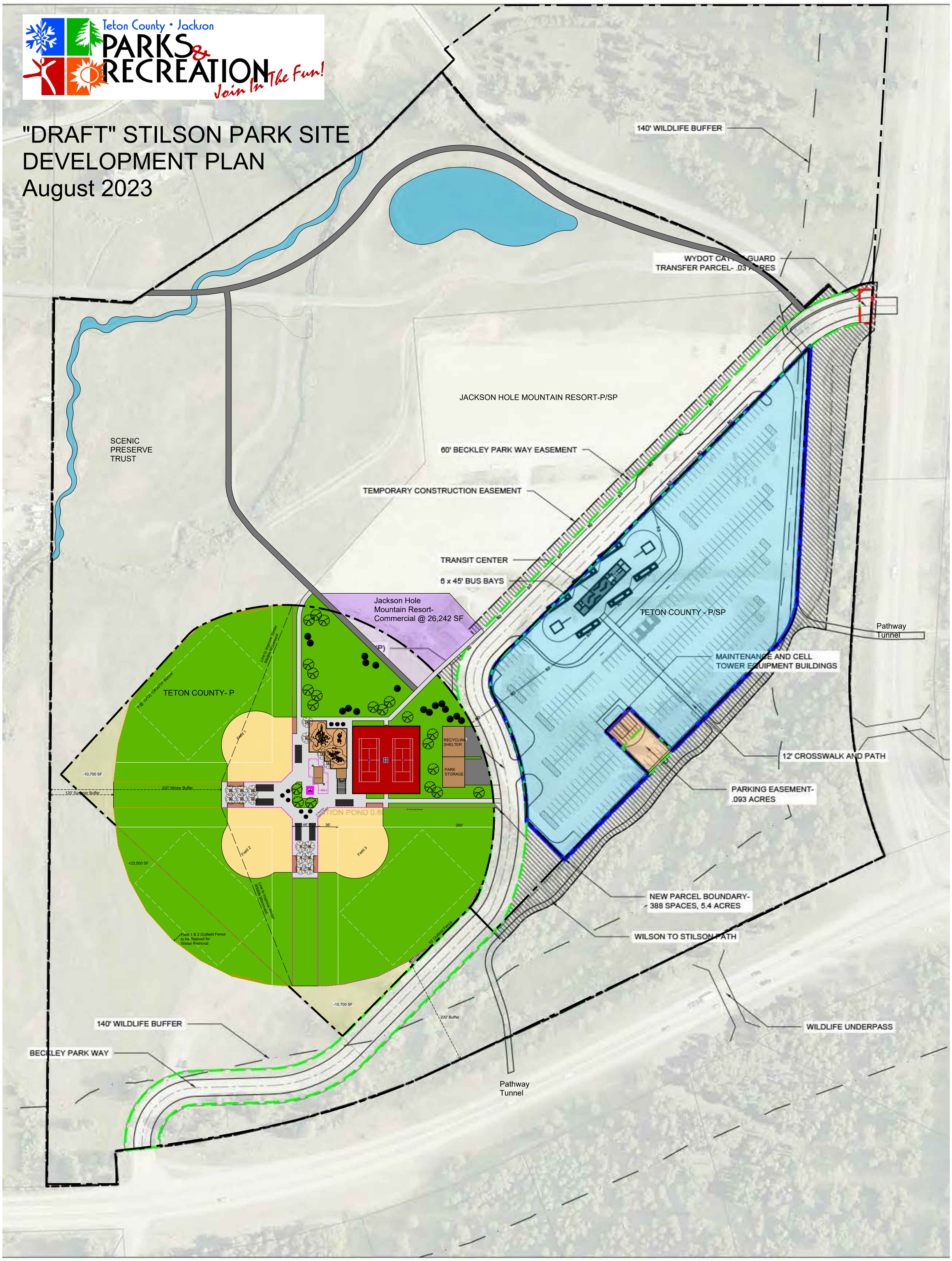
Staff are looking for guidance and direction from the Council and Commission on how best to address the loss of use for of the Cow Pasture fields. Staff would recommend that we continue with the planning and design work for replacement facilities at the Stilson Park, and after receiving public feedback this fall, make appropriate plan adjustments in preparation for a Conditional Use Permit (CUP) application in the spring of 2024. No additional funds would be required for this work as it will be handled with in-house staff. Pending the outcome of the CUP process in summer/fall of 2024, staff would identify cost for FY26 funding request for Engineering and Construction Document preparation, followed by funding request for preliminary development in FY27. This would allow the project to be bid on and constructed starting the summer of 2026 pending the funding availability. In the meantime, staff will work with the community users of the facilities to identify modifications to programs utilizing only the Cow Pasture 2 field in a reduced capacity. These program modifications will continue until such a time as the Teton County School District re-purposes Cow Pasture 2 field, or Teton County/Town of Jackson completes development of replacement facilities.

SUGGESTED MOTION

No Motion, Information and discussion only

Teton County • Jackson
PARKS & RECREATION
Join In The Fun!

"DRAFT" STILSON PARK SITE DEVELOPMENT PLAN
August 2023



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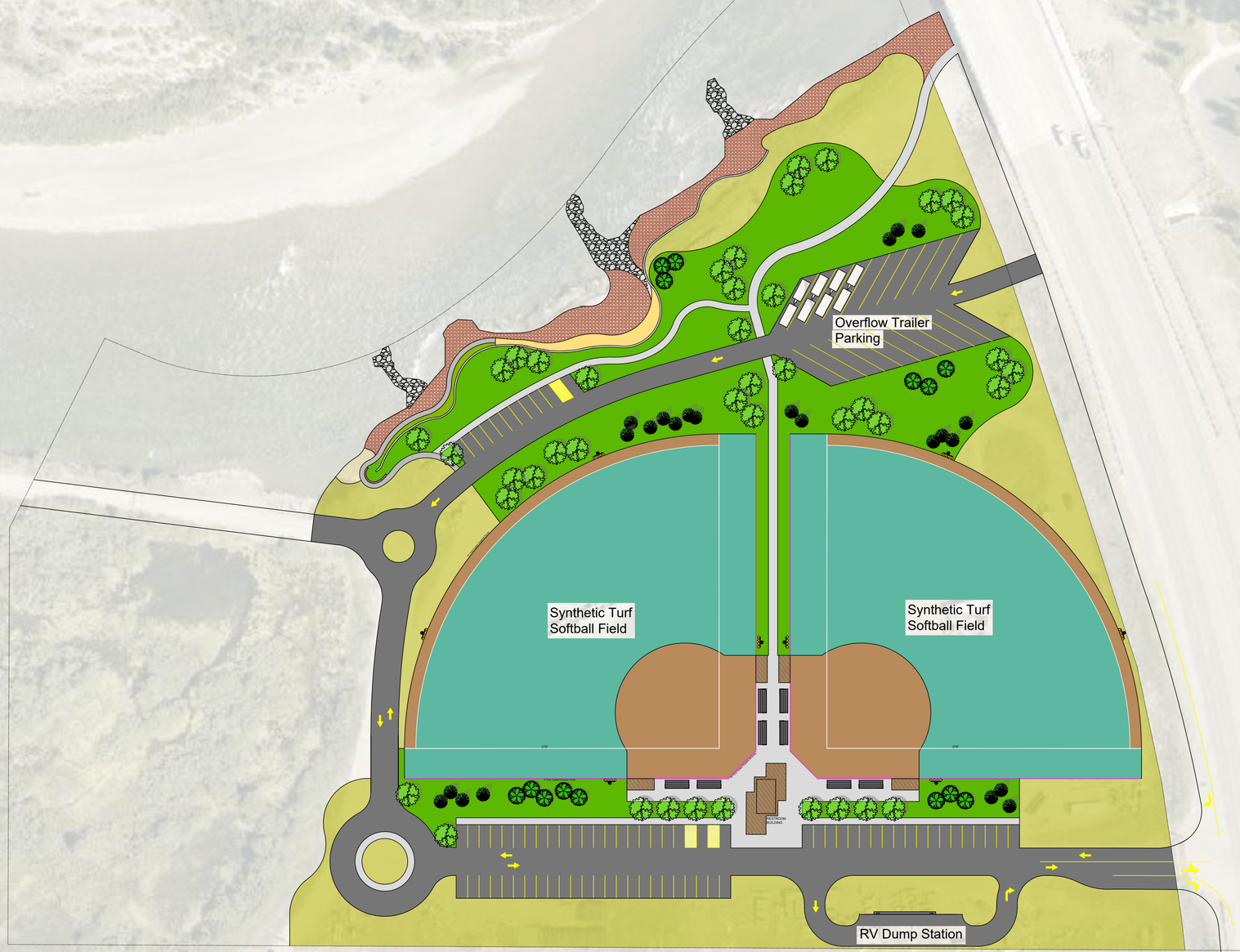
SOUTHPARK LANDING-West



SOUTHPARK LANDING-WEST DEVELOPMENT			
Task	**QTY**	**Unit Cost**	**Sub Total**
Clear & Grub	397,000 SF	0.35	*138,950*
Sewer Connection/Utility	LUMP SUM		*135,000*
Potable Well/Water Utility	LUMP SUM		*150,000*
Electrical Services/Utility	LUMP SUM		*85,000*
Synthetic Turf Fields (x2), Shaw Turf	154,000 SF	14	*2,156,000*
Field Chainlink Fencing, Cascade Fence (x2)	LUMP SUM		
Poligon Dugouts (x4)	4	37,264	*149,056*
Musco Field Lighting (x2), MUSCO	LUMP SUM		*525,000*
Control Link for Lighting	LUMP SUM		*23,000*
Three Stallx2 Restroom Building, GE Johnson	LUMP SUM		*775,000*
Asphalt Paving	80,000 SF	6.5	*520,000*
Contrete Flatwork	18,220 SF	12	*218,640*
Concrete Curb & Gutter	520 LF	50	*26,000*
Concrete ADA Ramps	2	1,000	*2,000*
RV Dump Station Utilities	LUMP SUM		*85,000*
RV Dumpstation Equipment	2	8,000	*16,000*
Topsoil & Fine Grading	87,000 SF	1.57	*136,590*
Turf/Landscape Irrigation	87,000 SF	1.75	*152,250*
Turf Hydroseeding	87,000 SF	0.45	*39,150*
Native Hydroseeding	120,000 SF	0.55	*66,000*
Landscape Trees	79	720	*56,880*
Misc. Signage	LUMP SUM		*20,000*
Parking and Road Striping	LUMP SUM		*22,000*
Bearproof Trash & Recycling	8	2,403.75	*19,230*
5-Row Bleachers	4	8,748	*34,992*
Players Bench	4	1,110	*4,400*
River Bank Terracing (S2O)	LUM SUM		*750,000*
		Sub Total Const.	6,306,138
Bidding Contingency (5%)			*315306.9*
Construction Escalation (10%)			*630613.8*
Construction Contingengy (10%)			*630613.8*
		Construction Total	7,882,673
Civil Engineering	8%		506,900
Well Engineering			*20,000*
Utility Fees/Connections			*50,000*
Materials Testing and Inspection			*15,000*
Surveying and Staking			*15,000*
Procurement and Project Supplies			*2,500*
Owners Rep. Services			*175,000*
		Soft Cost Total	784,400
		Project Total	**$8,667,073**

TETON COUNTY WYOMING
BOARD OF COUNTY COMMISSIONERS

TOWN OF JACKSON WYOMING
TOWN COUNCIL

JOINT INFORMATION MEETING
AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: START **PRESENTERS**: Bruce Abel

MEETING DATE: October 2, 2023

SUBJECT: **Airport Pilot Shuttle Service Plan and Budget Amendment**

STATEMENT/PURPOSE

The purpose of this item is to request Jackson Town Council (Council) and Teton County Board of County Commissioners (Commissioners) approval of:

1) the proposed service/operations plan for a pilot program for shuttle bus service between the Town of Jackson and the Jackson Hole Airport ("JAC Airport");

2) the proposed fare structure for the proposed Airport shuttle service pilot; and

3) the proposed amendment to the approved FY 24 START Budget in order to increase the budgeted expenses and projected revenues associated with the performance of the proposed Airport shuttle service pilot.

BACKGROUND/ALTERNATIVES

START's original FY24 budget request anticipated the provision of a pilot program to provide shuttle bus service between the Town of Jackson and JAC Airport. The initial expectation was that the pilot project would be operated for approximately 2 months during the summer of 2023. It was also assumed that the service day for the pilot service would be approximately 14 hours per day from 6:00 am – 8:00 PM.

Following the receipt of an initial draft report from the consulting firm of Mead & Hunt, it was concluded that the winter season was better suited for providing the pilot service as it appeared that the winter season provided a higher probability of success of such a service. Analysis of airline flight schedules and enplanement and deplanement statistics at JAC Airport, as well as conversations with airport staff, resulted in the development of a recommended service/operations plan for the airport pilot service that operates from December 16, 2023 through April 14, 2024 with a service day that runs from 5:00 am through 10:30 pm daily.

The proposed service/operations plan focuses on a small compact route that circulates between the commercial core of Jackson and the JAC Airport. Service will run hourly with the first trip from Jackson leaving Miller Park at 5:00 am and the last trip leaving the airport at 10:00 pm. The route for the Airport shuttle pilot program is depicted in Attachment 1 to this staff report and focuses on four (4) distinct pick-up and drop off points: Miller Park, the Antler, Deloney Parking Lot, and Home Ranch. The Proposed Fare structure is as follows:

- Adult (one way) $10.00
- Ages 12 and under $ 5.00
- Seniors and individuals with disabilities $ 5.00
- Children 8 and under (with an adult) Free

Statt notes that the START Board will be considering this item and making a recommendation to the Boards at their Thursday, September 27, 2023 meeting. Due to the timing of the release of this report, staff will update the Town and County on the START Board's recommendation, and discussion at the meeting.

Staff has identified as a key issue for Town and County consideration funding of this new route/service beyond the initial pilot period. The Airport has raised the issue that the FAA may not approve funding of this program on an ongoing basis,

thus should it be successful and we want the service to continue beyond this pilot period, the Town, County, Travel and Tourism Board or other funding provider may need to be secured.

In addition, staff notes that the proposed increase in service is dependent on the availability of drivers and buses to provide the service. Although staff find that at this time availability of buses and drivers looks promising, should this change, staff recommends that reductions or elimination of this new pilot service would be considered prior to reductions in permanent routes.

COMPREHENSIVE PLAN ALIGNMENT

Section 2. Climate, Sustainability through Energy Conservation

Principle 2.3- reduce energy consumption through transportation. Transportation accounts for approximately 80% of the total carbon emissions in the community.

Section 7. Multimodal Transportation

Principle 7.1- Meet future transportation demand through the use of alternative modes. Alternative Transportation means a transportation system that includes transit, bicycle, and pedestrian modes which offer alternatives to private motor vehicle travel for many trips.

Principle 7.2. Create a safe, efficient, interconnected muti-modal transportation network.

STAKEHOLDER ANALYSIS

General Public, Airport Travelers and Employees, Jackson Hole Airport Board, START Board of Directors, Board of County Commissioners and Jackson Town Council.

FISCAL IMPACT

The approved FY 2024 START budget includes $65,903 in budgeted expense and $65,903 in projected revenue to conduct a pilot program to provide shuttle service between the Town of Jackson and the JAC Airport. This expense budget estimate was based upon an original assumption that the Airport pilot program would run for approximately 2 months during the summer of 2023 and would operate for approximately a 12-hour service day during the demonstration period. There was no distinction made in the revenue budget between farebox revenue and revenue from the airport to support the Airport shuttle service pilot program.

The revised service/operations plan and budget estimate for the Airport shuttle pilot program now anticipates a 4-month demonstration period that runs from Saturday, December 16, 2023 through Sunday, April 14, 2024. The revised service day is approximately 17.5 hours per day from 5:00 am through 10:30 pm. The revised expense estimate is $173,711. This figure increases to approximately $191,000 if one includes the cost of administrative overhead for START and Town staff.

The requested amendment to the approved FY 24 START budget is to increase the approved expense budget associated with the Airport shuttle service pilot upwards by $107,808 which represents the difference between the initial cost estimate of $65,903 included in the approved FY 24 budget, and the new direct cost estimate of $173,711 to provide the revised service/operations plan. Administrative overhead costs do not need to be addressed in a budget amendment as such costs are already reflected elsewhere in the adopted FY24 Town budget.

The requested increase in projected revenue attributable to the Airport shuttle service pilot is to increase projected revenue upwards by $107,808 from $65,903, as included in the approved FY 24 budget, to a new revenue projection of $173,711. Staff estimates that farebox revenue of approximately $50,000 will be generated by the Airport pilot. JAC Airport will fund the difference between fares collected and the approximately $173,711 direct cost to provide the Airport shuttle service pilot. The proposed budget amendment is summarized in Attachment 2. Staff and the Airport have not agreed on whether the 10% administrative overhead can/should be included, should it be included it would raise the projected revenue to $191,000.

JAC Airport funding is the subject of a separate Intergovernmental Agreement between JAC Airport and START.

STAFF IMPACT

Joint Transportation, Airport and START staff have spent approximately 400 hours along with approximately 600 hours of consultant time reviewing and evaluating past and proposed documents, developing the recommended service/operations plan and budget and compiling this staff report and associated recommendations. Additional staff and consultant time of

approximately 350 consultant and hours and 120 staff hours will be spent to analyze the results of the pilot and assess the long-term viability of shuttle service between Town and JAC Airport.

LEGAL REVIEW
Colasuonno

ATTACHMENTS
Attachment 1-Proposed service/operations plan for the implementation of a pilot program to provide shuttle bus service between the Town of Jackson and the JAC Airport.

Attachment 2- Proposed Budget amendment for the implementation of a pilot program to provide shuttle bus service between the Town of Jackson and the JAC Airport.

RECOMMENDATION
STAFF recommends approval of:

1) the proposed service/operations plan for a pilot program for shuttle bus service between the Town of Jackson and the Jackson Hole Airport as presented in Attachment 1 to this staff report; and

2) the proposed fare structure for the Airport shuttle service pilot as recommended in this staff report; and

3) the proposed amendment to the approved FY 24 START Budget to increase both expenses and revenues by $107, 808 as further detailed in Attachment 2 of this staff report.

As noted, the START Board will be considering their recommendation at their meeting on Thursday, September 28 and their recommendation will be presented at the JIM on Monday.

SUGGESTED MOTION
I move to approve:

1) the proposed service/operations plan for a pilot program for shuttle bus service between the Town of Jackson and the Jackson Hole Airport as presented in Attachment 1 to this staff report; and

2) the proposed fare structure for the Airport shuttle service pilot as presented in Attachment 1 to this staff report; and

3) the proposed amendment to the approved FY 24 START Budget to increase both expenses and revenues by $107, 808.

Attachment 1. Recommended Service/Operations Plan

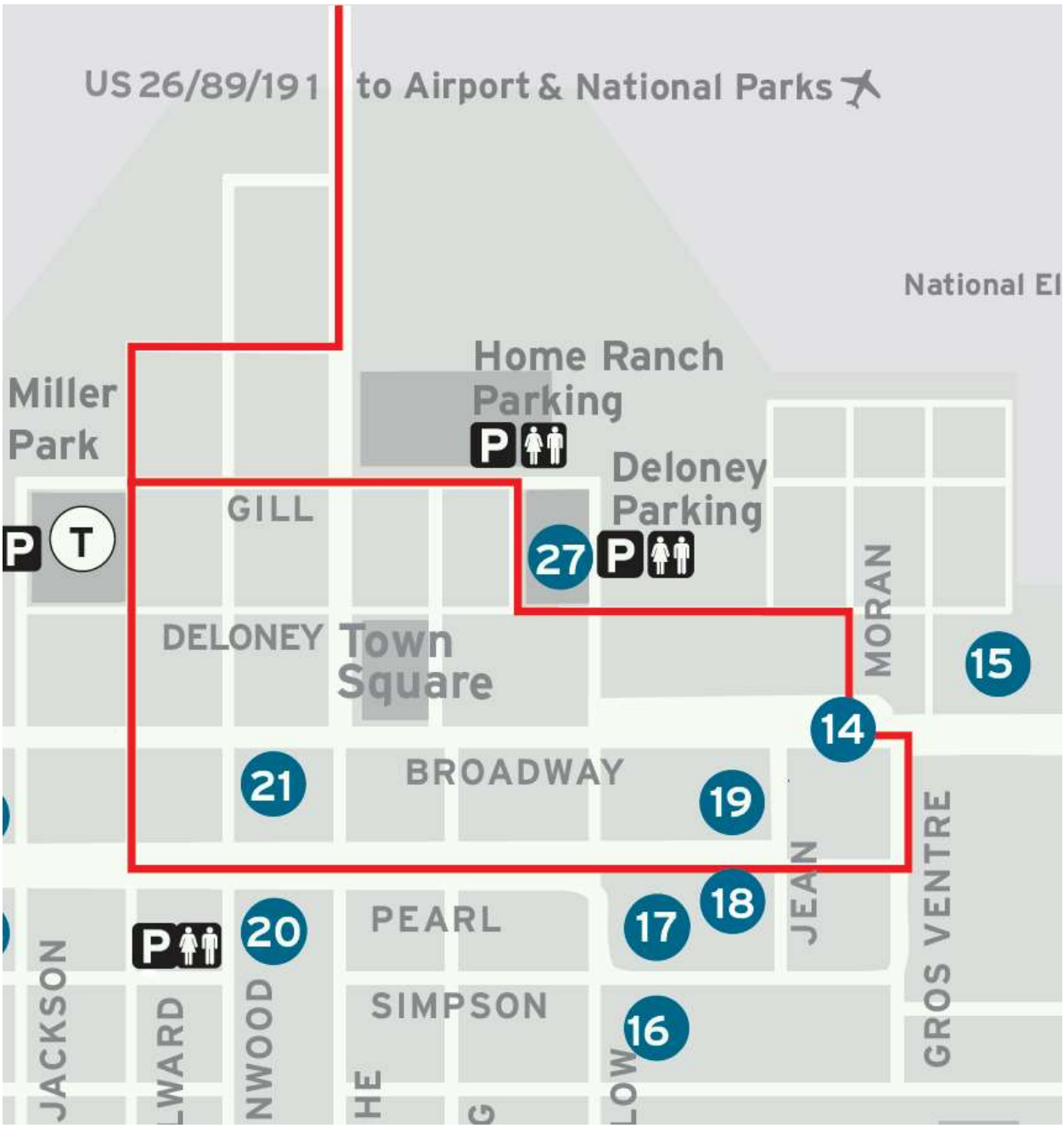


Figure 1: Route showing only the proposed airport shuttle with existing stops (#20, and 27) as well as two (2) reactivated blue stops at Miller Park and Home Ranch.

The Proposed route for the Airport shuttle bus pilot program is indicated above in a red line on Figure 1. The loop starts at the existing bus stop located in the southeast corner of Miller Park (i.e. the northwest corner of the Deloney and Millward intersection). Next, the route continues south on Millward St. and then east on Pearl Ave. There is a stop in front of the Antler Inn near Pearl and Glenwood St (#20). The route continues east on Pearl with the next stop located at Pearl and Jean (#18). Next, the route heads north on Gros Ventre1 St. The route then heads west on Broadway Ave, north on Moran St, and then west on Deloney. The next stop is located at the shelter located at Deloney and Willow (#27). The route then turns north on King St, and then west on Gill St, with the last stop in town on Gill St at the Jackson Home Ranch (Welcome Center). The route continues along Gill then turns north on Millward to return to the airport where passengers debark or embark. After leaving the airport, the route returns to Town where it starts again at Miller Park.

Attachment 1 (cont'd)

Proposed Service/Operations Plan:

Proposed service hours for the pilot service to JAC Airport: 5:00 am- 10:30 PM seven (7) days per week

Proposed pilot duration Saturday, December 16, 2023- Sunday April, 14, 2024

Total hours 22,623

Total miles 43,681

Proposed Fare:

- Adult (one way) $10.00
- Ages 12 and under $ 5.00
- Seniors and individuals with disabilities $ 5.00
- Children 8 and under (with an adult) Free

Ridership target (aka. Definition of Success):

- Attainment of 10-12 passengers per hour by the end of the pilot period
- Average of 7 passengers per hour for the pilot period

Cost estimate: $173,711

Farebox Revenue estimate: $ 50,000
Jackson Hole Airport Financial support estimate $123,711
Total revenue estimate $173,711

Attachment 2: Requested Budget Amendment

Approved Operating expenses due to the provision of Airport pilot shuttle bus service: $ 65,903
Increase in operating expense due to revised Service/Operations Plan for Airport pilot: $107,808
New Total Operating expenses due to the provision of Airport pilot shuttle bus service: $ 173,711

Approved JAC Airport revenue contribution for the provision of Airport pilot shuttle bus service: $ 65,903
Increase in projected farebox revenue due to the provision of Airport pilot shuttle bus service: $ 50,000
Increase in projected revenue from JAC Airport due to the provision of Airport pilot shuttle bus service: $ 57,808
New Total revenue projection due to the provision of Airport pilot shuttle bus service: $ 173,711

Expenses shall be allocated to the appropriate budget line items per the START cost allocation model.

JACKSON/TETON COUNTY HOUSING AUTHORITY
JACKSON/TETON COUNTY HOUSING DEPARTMENT

MULTIFAMILY HOUSING DEVELOPER
90 VIRGINIAN LANE
Request for Proposals

Release Date: October 3, 2023
Question Deadline: November 8, 2023
Submission Deadline: December 21, 2023

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H. Ongoing Town of Jackson Land Development Regulation Amendments

Links to Additional Resources

- Town of Jackson Land Development Regulations
- Town of Jackson Title 15 Buildings and Construction
- Jackson Teton County Comprehensive Plan
- Housing Department Rules & Regulations
- Town of Jackson Underground Parking Resolution

INTRODUCTION & SITE CONTEXT

The Jackson/Teton County Housing Authority, through the Jackson/Teton County Housing Department ("Housing Department"), seeks a qualified partner to develop permanently deed restricted housing on Housing Authority-owned property located at 90 Virginian Lane in Jackson, WY.

The site is approximately 5.15-acres and is currently zoned Neighborhood High Density 1 ("NH-1"). Respondents should assume a long-term ground lease to the developer for a nominal annual fee unless otherwise noted in this RFP.

A competitive response to the RFP will propose a highly livable and inclusive new neighborhood for local workers and their families. The goals for this new neighborhood include a focus on creating as many homes for local workers and their families as possible; leaning into multimodal transportation by enhancing connectivity and encouraging alternative modes of transit; building a mixed-income neighborhood that provides both rental and ownership opportunities and creates community by providing spaces for people to come together; and leveraging professional development and financing expertise through a public-private partnership model.

Neighborhood Characteristics & Amenities

90 Virginian Lane is located in the Central Midtown Neighborhood (see: Jackson/Teton County Comprehensive Plan). The Comprehensive Plan states that:

> *"this Transitional Subarea in the core of the [Midtown] district will be critical in achieving the overall goal of transforming the area into a walkable mixed-use district. Opportunities should be taken to expand the currently limited street network to break up large blocks and increase connectivity for all transportation modes. Key to this transition will be the addition of increased residential intensity in a variety of types and forms to take advantage of the Complete Neighborhood amenities in the area. Mixed-use structures will be encouraged with non-residential uses located predominantly on the street level and residential units on upper levels. Multifamily structures in a variety of forms will also be desirable."*

In addition, Comprehensive Plan Policy 4.3.b: Develop Transitional Subareas states that:

> *"some subareas in Town are better suited for new development or re-development. In these Transitional Subareas the general public agrees that change is beneficial. Future development should provide a variety of housing types that create additional workforce housing, including multiple family owner occupied and rental housing. These subareas should include local convenience commercial generally within ¼ to ½ miles of residences. Public spaces will typically be provided in public parks. Complete streets, including all alternative transportation modes, will be provided throughout. Character will be defined less by the existing development pattern and more by the future Vision for the subarea. Developers are encouraged to utilize the allowances and incentives because these transitional subareas are the desired location of growth. Impactful investments in public infrastructure and housing will help to bolster these subareas and support efforts to promote quality of life."*

Furthermore, Comprehensive Plan Strategy 5.2.S.3 further states that we should:

> *"make impactful investments in infrastructure and catalyst investments in housing projects located in Transitional Subareas."*

(Illustration of future desired character of Central Midtown from the Comp Plan)

Today, the site serves as a seasonal RV Park for tourists and is zoned NH-1. It is located: south of a 165-room hotel that is zoned Commercial Residential-3 ("CR-3"); west of the START facility and Lower Valley Energy substation that are zoned Public/Semi-Public ("P/SP"); north of Snow King Drive, Flat Creek, and two multifamily townhomes developments (810 West and Town Creek are zoned NM-2); and east of the Teton County Library zoned P/SP and Virginian Condominium development zoned NH-1.

Land Use & Zoning

As previously stated, the site is zoned NH-1. According to the Town Land Development Regulations (LDRs), the general intent of NH-1 zoning is to "provide for high density residential development and to promote workforce housing types using a broad range of attached residential types in a pedestrian-oriented environment."

The NH-1 zone provides opportunities to build more housing through the density bonus tool known as the "2:1" Workforce Housing Floor Area Bonus which allows developers to "fill the box", adding more floor area than is allowed by the base zoning in return for deed restricted housing. It is expected that respondents use this tool in proposals to create more affordable workforce homes.

A text amendment to the NH-1 zone is currently being processed and will allow buildings to be up to four stories in height (max 48') and will allow for some opportunities to build accessory nonresidential units that are secondary to the principal residential use of the property. The intent is that the goods sold and services provided are of convenience nature to provide for the needs of year-round residents and employees in the surrounding high-density neighborhood. For example, markets or groceries, pharmacies, eateries, day care and dry cleaning/laundry, or banking services.

Parking is 1 spot per studio/1-bedroom housing unit less than 500 square-feet or 1.5 spots for larger housing units.

Transportation, Access, and Parking

The Jackson/Teton County Comprehensive Plan prioritizes the creation of a safe, efficient, interconnected, multi-modal transportation network. It states that future improvements to this district should include expanding the currently limited street network to break up large blocks and increase connectivity for all transportation modes. Parking areas should be predominantly located behind buildings or screened from view.

Transit

The site is located within 220 feet of two START bus stops. Jackson Hole Airport is approximately 10.5 miles away.

DEVELOPMENT PROGRAM

The Housing Authority, through the Housing Department, seeks proposals for this site that develop a new neighborhood in a way that meets or exceeds the residential criteria outlined in this RFP. Respondents are encouraged to provide proposal alternates where offered.

Project Scope & Phasing

Respondents may propose more than one phase of development for the site. Project completion must occur within five years from approval of the first building permit on the site and all units must be occupied within one year of receiving a certificate of occupancy for each building. A clear and reasonable timeline for all applications, approvals, and construction must be provided.

This new neighborhood will be required to go through a Development Option Plan, which is a site plan review process approved by staff, prior to submittal of applications for physical development. The requirements for this process can be found in the Town LDRs Section 8.5.3.

Required Project Milestones

1. Preapplication Conference. Developer must apply for a preapplication conference (for a Development Option Plan) within 15 days of ground lease and/or development agreement execution. This preapplication conference is required to be completed prior to submittal of a Development Option Plan.
2. Development Option Plan. Developer must submit a complete Development Option Plan application for proposed site-wide design and development within three months of ground lease and/or development agreement execution. Establish overall phasing plan for site-wide development.
3. Design Review Committee. Developer must present to the Design Review Committee within three months of ground lease and/or development agreement execution. Design Review Committee (DRC) review at a public meeting and recommendation is required prior to approval of the development option plan and any building permits. If the project is being phased, multiple trips to DRC to account for phasing may be necessary.
4. Building Permit #1. Developer must submit a complete building permit application within nine months of ground lease and/or development plan execution. Construction must start within two months of building permit approval.
5. Residential Occupancy. For each building, all residential units must be fully occupied within one year of receiving a certificate of occupancy.
6. Certificate of Occupancy - Entire Site. Project completion must occur within five years of building permit #1 approval.

Housing Program

The housing component of the project includes a combination of Affordable and Workforce Housing and must meet the minimum criteria set forth in this RFP. No short-term rental units are allowed. All units must have a deed restriction administered by the Jackson / Teton County Housing Department recorded on the property and must meet the Housing Department's Livability Standards. A minimum of 150 residential units must be built. No limit to the maximum number of units is set by this RFP.

Affordability

The base proposal for the development requires that all units created are permanently deed restricted utilizing a deed restriction administered by the Housing Department. Minimum requirements for affordability levels are provided below. Any additional units above 150 must be deed restricted either Affordable or Workforce at the discretion of the respondent. The respondent is responsible for identifying the restriction type for each unit proposed and how the provision of that affordability level meets the community's housing needs as outlined in the 2022 Teton Region Housing Needs Assessment and with consideration for the future unit pipeline provided in the 2023 Housing Supply Plan.

Maximum rent rates based on income range and bedrooms and maximum sales prices based on income range and bedrooms are provided in Appendix C. These change annually based on new income limits provided by the U.S. Department of Housing and Urban Development. All Affordable Ownership homes will be sold by the Housing Department via the weighted drawing process. All Workforce homes will be sold by the Developer to households qualified by the Housing Department.

Affordability Requirements	
Minimum Affordable 0-80% MFI	30 units
Minimum Affordable 80-120% MFI	30 units
Minimum Affordable 120-160% MFI	30 units
Maximum Workforce	30 units

Respondents may also include proposal alternates that include:

- Maximum of 10% Market (no deed restriction) units. Market units may not be rented short-term. For every market unit provided, an additional Affordable unit must also be provided above the minimum requirements, OR
- 100% deed restricted development with any combination of Affordable and Workforce deed restrictions.

Unit Sizes

The base proposal for the development sets forth a minimum number of units by unit size (number of bedrooms). There are no minimum unit sizes by square foot or floor area; however, all units must meet the Housing Department's Livability Standards. Four-bedroom units may be proposed but are not required.

Rental Unit Size Requirements	
Maximum # of Studio Units	10% of total
Minimum # of One-Bedroom Units	10% of total
Minimum # of Two-Bedroom Units	25% of total
Minimum # of Three-Bedroom Units	10% of total

Ownership Unit Size Requirements	
Maximum # of Studio Units	10% of total
Minimum # of One-Bedroom Units	10% of total
Minimum # of Two-Bedroom Units	25% of total
Minimum # of Three-Bedroom Units	10% of total

Unit Types

The base proposal for the development requires responses to include a mix of rental and ownership units. Minimum requirements are set forth below. If condominium development is proposed, the response must provide a plan for subdivision.

Unit Type Requirements	
Minimum Rental Units	30% of total
Minimum Ownership Units	30% of total

Accessibility

A variety of building types that can accommodate diverse households including singles, families of varying sizes, seniors, and adults living with disabilities are preferred. All responses must meet the Town of Jackson building code requirements. In addition to building code requirements, a minimum of 10% of all units must meet International Building Code Type B unit requirements (adaptable units). Inclusive and accessible features of the design process, exterior and interior building design, and site design should be specifically highlighted in the response narrative. These features should address multiple disability access needs (physical mobility, blind, deaf, autism, mental health disabilities, and cognitive disabilities). Respondents may want to reference the Housing Design Standards for Accessibility and Inclusion, a free resource produced by The Kelsey, for guidance on accessibility-forward design.

Livability

All responses must meet the Housing Department's Livability Requirements. Attention to solar orientation, shading, indoor air quality, natural ventilation and view are appreciated.

Nonresidential Program

There is no nonresidential development in the base proposal.

If nonresidential development is included with a proposal alternate, it must meet the following criteria:

- Compliant with NH-1 zone-specific and Accessory Local Convenience Commercial use standards (currently being developed via the NH-1 text amendment).
- Maximum individual unit size is 2,000 square feet.
- Use is limited to local convenience to provide for the needs of year-round residents and employees in the Midtown neighborhood.
- Total amount of nonresidential floor area may not exceed 15,000 square feet or 15% total floor area on site, whichever is less.

Transportation Program

Parking Requirements

In the NH-1 zone, parking requirements are based on use. The Planning Director may establish a lesser parking requirement through a discretionary Administrative Adjustment process based on information that demonstrates a lesser standard is workable due to reduced anticipated parking demand and alternative transportation services available. Opportunities for off-site parking are discussed below. See Town LDR Div. 6.2. and 8.8.2.

Guest Parking Requirements

For all developments with 15 dwelling units or more, guest parking shall be provided at a rate of one space per 15 units. See Town LDR Div. 2.2.9.

Parking Location

The base proposal requires that all parking requirements be met onsite. Parking shall be screened from street views.

Respondents may also include proposal alternates that provide at least one parking spot per unit on site. The balance of required parking spaces may be provided off-site at the library parking lot or secured by the respondent elsewhere. Off-site parking could include structured parking or nightly surface parking for guests. If proposing use of the library parking lot, the number of parking spots currently available to library patrons during library hours may not be reduced.

The respondent is solely responsible for constructing new proposed parking infrastructure. The respondent may also provide a proposal alternate with information that demonstrates a lesser standard is workable due to anticipated parking demand and proposed alternative transportation services.

Bicycle Parking Requirements

The Town of Jackson is in the process of approving new bicycle parking requirements that require 0.75 bike parking spaces per bedroom built; 25% of these bicycle parking spaces must accommodate larger and alternative bicycles. The Planning Director may approve alternative compliance to reduce or modify the number, type, or location of the required bicycle parking. See Town LDR Div 6.2.2. and 8.8.2.

Electric Vehicle Requirements

All new and expanded uses that generate off street parking shall provide infrastructure for electric vehicle supply equipment ("EVSE"). See Town LDR Div. 6.2.2.

Multi-Modal Transportation

A minimum of three spaces for community carsharing plus one space for either car or bikeshare must be identified for use in a future community carshare program. Respondents are not responsible for administering the carshare program.

A 30' pathway easement has been recorded and is centered on the north property line and is provided in Appendix D. Respondents are responsible for building the multimodal pathway on this site in accordance with pathway standards provided in Appendix E.

Sidewalk improvements along Virginian Lane and Snow King Avenue are required and must meet the standards set forth in the Community Streets Plan for this corridor based on a 60' right of way. Cross-sections of conceptual streetscape improvements are also included as Appendix F. ROW improvements that extend beyond the defined ROW boundary for Snow King Avenue and Virginian Lane must be incorporated on the project site but may be located within the setbacks specified for the NH-1 zone. Setbacks along Virginian Lane and Snow King Avenue will be measured from the property line even if ROW improvements extend onto the property.

Transportation Management Plan

A transportation management plan must be provided for the base proposal and for all alternatives. Every unit must have at least one parking spot included as part of the rent or purchase price. Respondents may choose to monetize additional parking spaces by unit.

At the Development Option Plan step, the developer must prepare a Traffic Impact Study that includes potential intersection improvements and off-site improvements. The Town and County are in the process of developing Traffic Impact Standards, but the formal adoption date is unknown. Based on the findings of the Traffic Impact Study, the developer should propose a Travel Demand Management plan, based on broadly accepted empirical data, that strives to reduce external vehicle trips by 50% of new trips generated by the development (in excess of the existing trips generated by the existing RV park use).

Site Access

Vehicular access to the site must be located along Virginian Avenue. New curb cuts on Snow King Avenue are not allowed unless justified through the Traffic Impact Study. Respondents may also propose access to the site from Karns Meadow Drive. If this is proposed, the respondent must plan to work with the Town to ensure the access works with the future plans for the START site. Proposed access can be the primary site access or one-way access east towards Karns Meadow Drive. One-way access must meet the minimum requirements equivalent to one-way alley access. The intent of this access is not to attract non-neighborhood vehicular through trips.

Nonmotorized access to the site has been secured via a 30' pathway easement that is centered on the north property line. This pathway easement extends east to connect to Karns Meadow Drive. Respondents are responsible for building the multimodal pathway on this site. Respondents should plan to provide north-south public pedestrian and bike access easements on the property.

For the base proposal, all interior vehicle access to the development will be privately owned and maintained. A maintenance and management budget must be provided and shall include long-term maintenance reserves.

A proposal alternate can include interior roads that are publicly owned and maintained. Public roads must meet the street standards found in Town LDR Div 7.6.

Horizontal Infrastructure

Sewer & Water

Respondents must coordinate water and sewer infrastructure with the Town of Jackson Public Works Department. All existing utilities that may exist (sewer, water, power, gas, cable etc.) on site that serve the existing Virginian Hotel must be maintained. Utilities can be relocated as needed for the proposed development plan. Developer is responsible for all relocation coordination, easements etc. with the Virginian Motel. Developer must work with the Town to accommodate any additional infrastructure and capacity needs. See LDR Div. 7.7.

Stormwater Management

Responses must meet the runoff requirements found in the Town LDRs Section 5.7.4.

Landscaping

Responses must meet the landscape ratio requirements found in the NH-1 zone. Plants that produce berries or other fruit are not allowed. Responses that propose only native plants and/or plants that consume low water will receive bonus scoring points. Up to 20% of LSR may be met by any rooftop vegetation, including a green roof. Food production garden areas of any size from indoor window gardens to outdoor gardens, well integrated into the plan and fenced from wildlife access, would be appreciated amenities. Areas of landscaping intended to meet snow storage requirements must be identified.

Setbacks & Street Frontages

All responses must meet the LDR standards for setbacks as set forth in the NH-1 zone. The primary street for this development is Virginian Lane; the secondary street is Snow King Avenue. Human-scale, activated streetscapes featuring doors to the street, porches, balconies, and considerate landscaping are encouraged. The separation between public and private spaces should be softly blended and provide an attractive street frontage along Snow King Avenue and Virginian Lane.

Community Spaces

An important goal for this development is to create community by offering shared community spaces where residents and their friends and families can congregate. Responses should include outdoor spaces that can accommodate daily use and may include landscape features, seating, and other amenities that promote gathering and are accessible to all user groups. These are not intended to be publicly accessible or maintained.

Refuse and Recycling

Bear resistant trash and recycling receptacles must be used.

Vertical Design

Responses must include a variety of building heights, massing, and façade. The neighborhood should include multiple separate buildings of varying size with complimentary but distinct styles that make the project appear as if it were built

in multiple phases. Larger buildings should have the massing appearance of multiple buildings. Community spaces should be provided to promote community and accommodate passive daily use.

A variety of building types that can accommodate diverse households including singles, families, seniors, and adults living with disabilities are preferred. Must meet Town of Jackson Design Guidelines as applicable. The Design Guidelines apply equally to modular and non-modular construction.

Sustainable Design

Development programs should prioritize climate sustainability through water and energy conservation. This is addressed in the Jackson / Teton County Comprehensive Plan. Specific principles are outlined, including reducing consumption of non-renewable energy, reducing energy consumption through land use, reducing energy consumption through transportation, and conserving energy through waste management and water conservation and reuse.

At a minimum, responses must meet Town Building Code requirements. Proposals that exceed the building code will receive additional scoring points.

FINANCING

It is the responsibility of the respondent(s) to obtain construction and permanent financing in amounts consistent with their proposal.

Waived Application Fees

The following fees are waived for affordable workforce housing developments. Respondents should assume no other fees are waived.

- Planning & Building – all applications (except third-party review fees for subdivision plats)
- Public Works – Streets and Other Public Spaces – all fees are waived except utility excavation in a public street or alley, water, and sewer fees.

Affordable Housing Financing

Respondents' proposed financing may consider public subsidy and tax-exempt bond financing as potential funding sources. However, respondents are encouraged to minimize the use of any Town, County, or Jackson/Teton County Housing Authority subsidy while maximizing the affordable workforce housing developed and the range of affordability provided.

Partnerships

Respondents are encouraged to seek local community partnerships to fill funding gaps and create community benefit. This could be accomplished through the sale of rights of first purchase or rental to local employers, the sale of Affordable Rental or Workforce Rental units to local employers, or other partnerships with local employers seeking safe, stable, affordable housing for their employees.

A minimum of 70% of the new homes created must be reserved for local workers and their families without any attachment to a particular employer and five rights of first purchase or first rental must be provided to Virginian RV Park LLC.

SELECTION CRITERIA

Proposals will be evaluated using the criteria listed below. Responses that do not meet minimum development requirements as set forth in this Request for Proposals will not be considered.

- Adherence to RFP Instructions
- Respondent Team Information
- Density
- Project Timeline & Phasing
- Affordability
- Unit Sizes
- Unit Types
- Transportation Program
- Horizontal Infrastructure
- Building Design
- Sustainable Design
- Property Management
- Project Financing

A draft template scoring sheet is provided in Appendix G.

PROPOSAL REQUIREMENTS

The Housing Authority has approved the following timeline for this RFP, which is subject to change as needed:

RFP Release	October 3, 2023
Deadline to Submit Questions	November 8, 2023
Submission Deadline & Public Opening	December 21, 2023
Initial Review and Scoring	December 22 – January 19, 2024
Round One Interviews	Week of January 29, 2024
Round Two Interviews – if necessary	*Week of February 12, 2024*
Consideration of RFP Award	March 4, 2024

By responding to this RFP, respondents are agreeing to meet all applicable local and state regulatory requirements.

Submissions are due December 21, 2024 by 4pm MST. Submissions received after 4pm will not be considered. Incomplete submissions will not be considered. Responses must be submitted through the Teton County www.PublicPurchase.com portal and may not exceed 30 pages. Site plans do not count against the page limit. An additional five (5) pages are allowed for each proposal alternate. Proformas, resumes, and site plans are not included in the page count for additional proposals.

All questions must be submitted on the Public Purchase site, no later than November 8, 2023. Answers will be provided on a rolling basis.

The Housing Authority and the Housing Department reserve the right to request additional materials from the respondent at any stage in the RFP process. Respondents must provide the following information, in this order.

1. Introductory Letter

Please include a letter of interest that clearly demonstrates the respondent's understanding of the project and interest in being considered for the project. The letter shall include the respondent's name, contract information, and primary contact name.

2. Qualifications

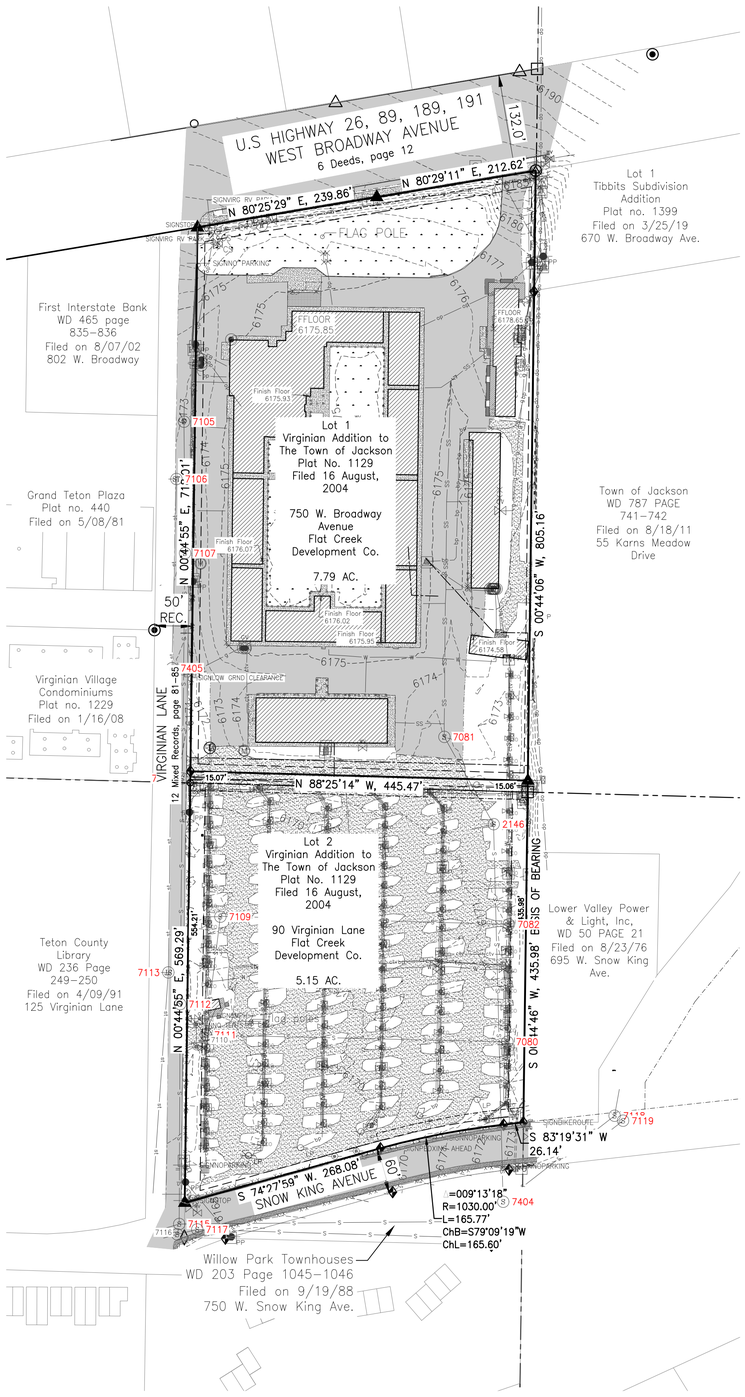
a. Proposed Project Team. Please include an organizational chart and a description of each member of the Respondent's team, including: a resume, how the member will participate in the project, their relevant experience, and portfolios of any similar projects on which they have worked.
    i. At a minimum, teams must include a developer, architect, general contractor, and engineer.
b. References. Please provide three (3) references for whom your team has provided similar services. List the name, address, email address and telephone number for each reference along with a brief description of the relevant work experience for each reference. Indicate which team members worked on each project.

3. Project Description – provide for the base proposal + all proposal alternates

The project description must contain the following:

a. A preliminary site plan that shows building footprints and heights, open space, parking, access, circulation, etc. Site plans must be at least 11" x 17" in size.
b. A breakdown of all units including affordability, size, unit counts, bedrooms, shared storage, other common spaces, and amenities, and conceptual floor plans.
c. A description of what types of architectural design will be used, including examples from other developments.
d. A summary of the financial proposal that includes:
    i. A summary narrative of the financing structure of the project that explains permanent and construction financing and sources for each;
    ii. Supporting documentation for the financial proposal, including all assumptions made regarding construction costs, financing and soft costs, the use of public or private subsidy, rent rates, operating expenses, and any other relevant information; and
    iii. A detailed proforma for each proposal submitted.
e. An anticipated development schedule that includes a projected timeline for each major step associated with completion of the project, how the developer will be held accountable for the proposed dates, and what contingencies may apply.
f. A description of the phasing plan if discrete phasing is proposed or state that the intent is to develop the site as essentially a single continuous construction project. At a minimum, the development schedule should indicate the anticipated order of completion of the individual buildings.
g. A description of the long-term ownership and management of the proposed rental units including if a full-time management person would be located on site.
h. Proposed HOA budget that includes maintenance reserves.
i. For each proposal alternate, clearly define the primary differences from the base proposal in the alternate Development Program for housing, nonresidential, transportation/parking, and financial considerations. Highlight advantages or disadvantages compared to the base proposal.

Appendix A: ALTA Survey



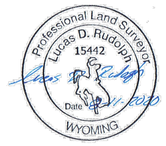
LEGAL DESCRIPTION

Lot 1 and Lot 2 of Virginian Addition to the Town of Jackson, Teton County, Wyoming, according to that plat recorded in the Office of the Teton County Clerk, on August 16, 2004 as Plat No. 1129.

CERTIFICATE OF SURVEYOR

TO: Westcor Land Title Insurance Company, Wyoming Title & Escrow Inc., New West Companies, LLC, a Wyoming limited liability company, Waterton Hospitality Acquisitions, LLC a Delaware limited liability company, Flat Creek Development Company, a Wyoming corporation, Virginian Lodge LLC a Wyoming limited liability company, Virginian RV Park LLC, a Wyiming limited liability company, and First Republic Bank.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS and includes Items 1, 3, 4, 5, 6(a)(b), 7(a), 8, 11, 19 and 20 of Table A thereof. The field work was from a survey on June 4, 5, 8, 9, 10, and 29, 2020.



Date of Map: August 11, 2020

Lucas D. Rudolph, Wyoming Professional Land Surveyor 15442

MANOLE INVERTS

MH TYPE	POINT NO.	RIM	INV.	NORTH	SOUTH	WEST
SANITARY SEWER	7080	6171.01	6.82	5.85	5.75	
SANITARY SEWER	7081	6172.81		8.00	8.38	
SANITARY SEWER	7082	6170.89	6.8	5.35 TOP PIPE	4.80 TOP PIPE	
SANITARY SEWER	7105	6172.9	8.9			
STORM SEWER	7106	6172.74	5.15			
SANITARY SEWER	7107	6171.83	8.25			
SANITARY SEWER	7108	6169.87	9.1			
SANITARY SEWER	7109	6168.68	6.9			
SANITARY SEWER	7111	6168.98	8.85			
SANITARY SEWER	7112	6168.74		N-S 9.30	SE 8.80	
STORM SEWER	7113	6168.93	4.5			
SANITARY SEWER	7115	6167.46	12.25 TOP PIPE			
SANITARY SEWER	7116	6167.34	9.90 TOP PIPE			
SANITARY SEWER	7117	6167.64	10			
SANITARY SEWER	7118	6175.71	15.15			
SANITARY SEWER	7119	6176.11	15.25			
SANITARY SEWER	7404	6170.4		10.05		E-W 11.1
STORM SEWER	7405	6171.15	4.35 FROM CB			
SANITARY SEWER	2146	6172.03		N-S 7.65	SW 3.85 DRY	

Schedule B-II Exceptions from Coverage
Title Commitment Order Number: W-21434, dated 6 March, 2020

Exceptions shown on this survey are highlighted below.

1. Affects property, but not a matter of survey.
2. Affects property, but not a matter of survey.
3. Affects property, but not a matter of survey.
4. Affects property, but not a matter of survey.
5. Affects property, but not a matter of survey.
6. Affects property, but not a matter of survey.
7. Affects property, but not a matter of survey.
8. Affects property, but not a matter of survey.
9. Affects property, but not a matter of survey.
10. Affects property, but not a matter of survey.
11. Affects property, but not a matter of survey.
12. It is a blanket easement.
13. It is a blanket easement.
14. Affects property, and is depicted hereon, 10 foot wide easement to Lower Valley Power and Light, Inc., Book 31 of Photo, page 233, recorded on 3-20-1976.
15. Affects property, and is depicted hereon, 10 foot wide easement to Lower Valley Power and Light, Inc., Book 53 of Photo, page 86-87, recorded on 12-08-1976.
16. Affects property, and is depicted hereon, Parcel No. 2 Roadway easement to The Town of Jackson, Book 155 of Photo, page 731-733, recorded on 7-18-1984.
17. Affects property, and is depicted hereon, 10 foot wide easement to Lower Valley Power and Light, Inc., Book 186 of Photo, pages 504, recorded on 2-10-1987.
18. This easement is not on, and does not touch this surveyed property.
19. Affects property, and is depicted hereon, 10 foot wide easement to Lower Valley Power and Light, Inc., Book 223 of Photo, page 1013, recorded on 4-25-1990.
20. Affects property, but not a matter of survey.
21. Affects property, and is depicted hereon, 10 foot wide gas easement to Lower Valley Power & Light, Inc., Book 361, pages 1077-1080, recorded on 9-23-1998.
22. Affects property, and is depicted hereon, easements as shown on Plat No. 1129, filed 8-16-2004.
23. Affects property, and is depicted hereon, 10 foot wide telephone easement to Silver Star Telephone Company, Inc., Book 904, pages 544-545, recorded on 9-14-2015.
24. Affects property, but not a matter of survey.

NOTES:

The undersigned has received and examined copies of the Title Commitment Order No. W-21434, dated 6 March 2020 issued by Westcor Land Title Insurance Company with respect to the subject property, and of each instrument listed therein. The location of each easement, right-of-way, servitude, and other matter affecting title listed in said commitment, to the extent it can be located, has been shown hereon with appropriate recording references.

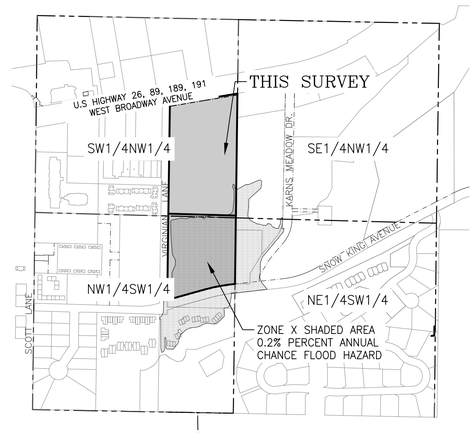
The property shown in this survey is the same as the properties described in Schedule A of the above-referenced Title Insurance Commitment.

The Property lies in Zone X, "areas determined to be outside the 500-year flood plain" and in Zone X shaded "areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood" as shown on the Flood Insurance Rate Map Panel 56039C2907D, prepared by the Federal Emergency Management Agency, effective September 16, 2015.

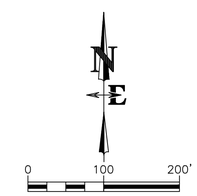
No Zoning Report Letter was supplied to the surveyor by the client, the setbacks shown are from the current zoning classification that the Town shows for the properties. Parking requirements are not listed.

Lot 1 has direct physical access to Highway 26, 89, 189, 191 and Virginian Lane and Lot 2 has direct physical access to Virginian Lane, both Public Roadways. There is an existing curb cut along Snow King Avenue, but no physical access to Lot 2 of Virginian Addition from Snow King Avenue.

Underground utilities locates provided by private utility Locate company, Magic Valley Locates.



VICINITY MAP
PT. SECTION 33
T41N, R116W
TOWN OF JACKSON
TETON COUNTY, WY



VERTICAL DATUM BASED ON NAVD88

A.L.T.A./A.C.S.M. LAND TITLE SURVEY

Lot 1 and Lot 2
of the
Virginian Addition to the Town of Jackson
located within
SW1/4 NW1/4, NW1/4 SW1/4, Section 33
Township 41 North
Range 116 West, 6th P.M.
Town of Jackson
Teton County, Wyoming

DATE	6/29/2020	REV. 7/13/20 8/7/20
SURVEYED	WY/DS	
ENGINEERED		
DRAWN	SK	
CHECKED	LR	
APPROVED	LR	

NELSON ENGINEERING
P.O. BOX 1599, JACKSON WYOMING (307) 733-2087

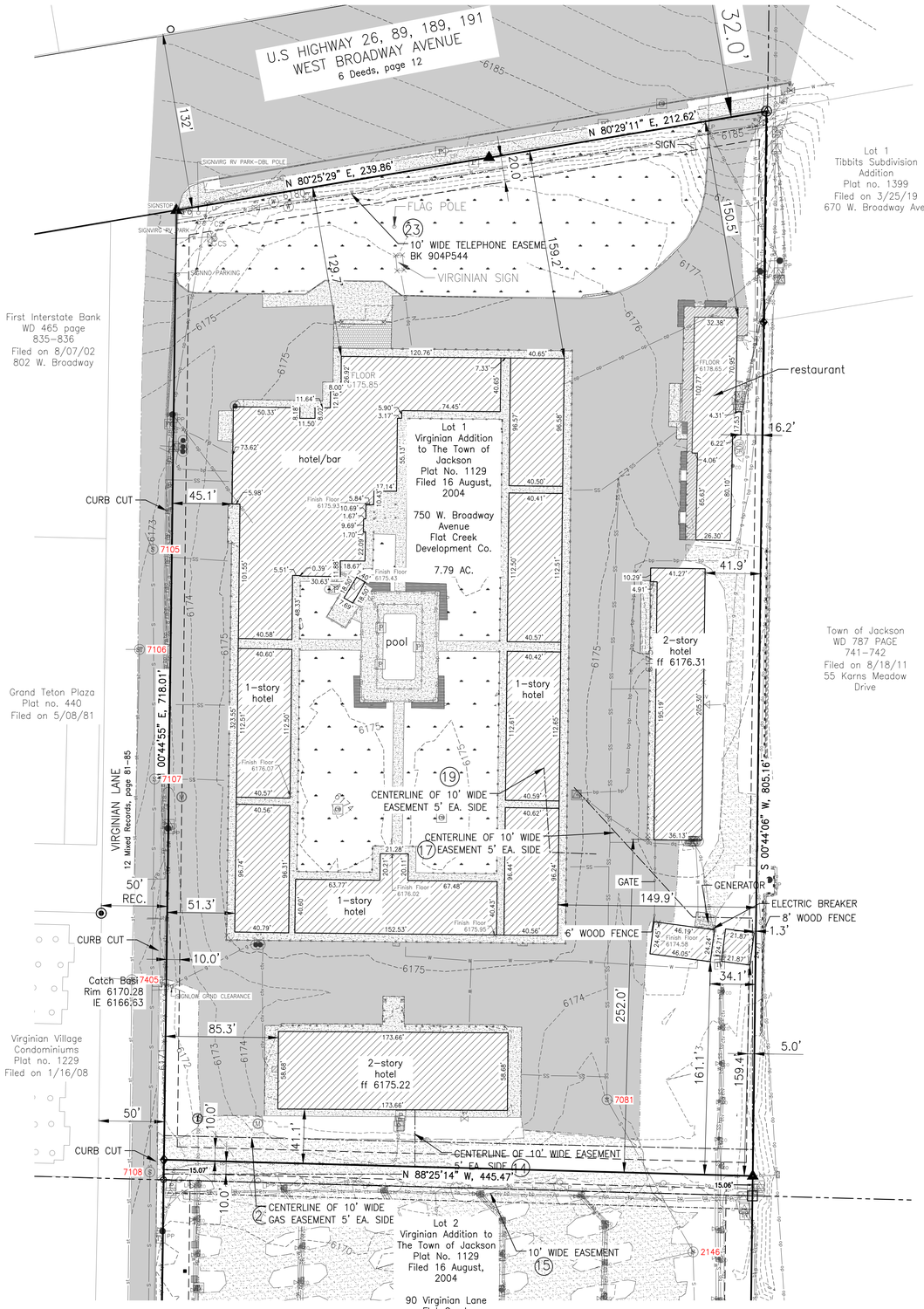
DRAWING TITLE: SITE PLAN

JOB TITLE: A.L.T.A./N.S.P.S. LAND TITLE SURVEY
NEW WEST COMPANIES LLC
AND FLAT CREEK DEVELOPEMENT CO.

DRAWING NO: 1 OF 3

JOB NO: 20-102-2

S:\Proj\2020\102-02 (90 Virginian Lane & 750 W. Broadway - ALTA Survey - Orton Communities\14 Drawing\20102_EXISTING.dwg 20102 ALTA PG 1D - Aug 11, 2020 10:27:27 am PLOTTED BY: kortchner DWG FORMAT: 23D



LOT 1 TOWN OF JACKSON ZONE CR-3

BUILDING SETBACKS

Highway 89/191
Primary Street
Property Line (min) – 20'
Back of curb (min) – 30'
Property Line (max) – 85'*
*Residential projects are exempt from the max setback requirement

All other Streets
Primary street setback range (min-max) – 10'-65'*
Secondary street setback range (min-max) – 10'-65'*
Side interior (min) – 5'
Rear (min) – 10'
Abutting protected zone (min) – 10'
*Residential projects are exempt from the max setback requirement

Landscaping
Landscape surface ratio (min) 10%
Highway 89 street scape standards – see E.5 standards for vegetation

Parking setbacks
Highway: primary street (min) – 20'
All other Streets: primary street (min) – 10'
Secondary street (min) – 10'

Street Facade
Width of ground and 2nd Story in primary street and secondary street setback range
% of lot width (min) – 50%
length from street corner (min) n/a
*Residential projects are exempt from the % of lot width requirement.

Building Height
Height (max) roof pitch ≥ 5/12 – 46'
Height (max) roof pitch < 5/12 – 42'
Stories (max) – 3
Height (min) – applies fronting Highway 89/191 only– 24'

Scale of Development
Floor Area ratio (FAR Max) – 0.40

LEGEND

= PROPERTY LINE
= SIDE OF EASEMENT LINE
= CENTERLINE OF EASEMENT
= SETBACK LINE
= CURB AND GUTTER FLOWLINE
= CABLE TV BURIED LINE
= FENCE LINE – WOOD
= FENCE LINE – RAIL
= FENCE LINE – PRIVACY WOOD
= FIBER OPTIC LINE
= FLOW LINE DITCH
= GAS LINE
= GUARD RAIL
= POWER BURIED
= POWER OVERHEAD
= RETAINING WALL
= SANITARY SEWER LINE
= SANITARY SEWER SERVICE LINE
= STORM SEWER LINE
= TELEPHONE LINE – BURIED
= WATER LINE
= AC UNIT
= BOLLARD
= CABLE TV PEDESTAL
= CATCH BASIN
= COMMUNICATION VAULT
= CULVERT
= CURB STOP
= ELECTRIC METER
= ELECTRIC PEDESTAL
= ELECTRIC TRANSFORMER
= ELECTRIC VAULT
= FIRE HYDRANT
= GAS VALVE
= GREASE MANHOLE
= GRILL
= GUY WIRE
= IRRIGATION VALVE
= LIGHT POLE
= MONITORING WELL
= POWER POLE
= SANITARY SEWER HOOKUP
= SIGN
= WATER METER
= WATER MANHOLE
= WATER SPIGOT
= WOOD POST

= BUILDING
= CONCRETE
= DECK
= GRASS
= GRAVEL
= PLANTER
= PAVERS
= PAVEMENT

= FOUND BRASS CAP, CORNER RECORD IN FILE IN THE OFFICE OF THE CLERK OF TETON COUNTY

= FOUND REBAR WITH ALUMINUM CAP INSCRIBED "SURVEYOR SCHERBEL LTD BIG PINEY WY PLS 3889"

= FOUND T-STAKE WITH METAL CAP INSCRIBED "SURVEY POINT DO NOT DISTURB RLS 164"

= FOUND 6"X6" CONCRETE POST WITH STANDARD HIGHWAY BASE TABLET INSCRIBED APPROPRIATELY

= FOUND REBAR WITH CAP INSCRIBED "PIERSON LAND SURVEYS PC PLS 3831"

= FOUND CHISELED X IN CONCRETE SURFACE

= FOUND REBAR WITH CAP "NELSON ENGR" PLS NO. NOT READABLE

= SET 5/8"ø REBAR WITH CAP INSCRIBED "NELSON ENGR. PLS 15442"

N
E

0 50' 100'

VERTICAL DATUM BASED ON NAVD88

A.L.T.A./A.C.S.M. LAND TITLE SURVEY

Lot 1 and Lot 2
of the
Virginian Addition to the Town of Jackson
located within
SW1/4 NW1/4, NW1/4 SW1/4, Section 33
Township 41 North
Range 116 West, 6th P.M.
Town of Jackson
Teton County, Wyoming

REV.	DATE	
	6/29/2020	
	SURVEYED	WY/DS
	ENGINEERED	
	DRAWN	SK
	CHECKED	LR
	APPROVED	LR

NELSON ENGINEERING
P.O. BOX 1599, JACKSON WYOMING (307) 733-2087

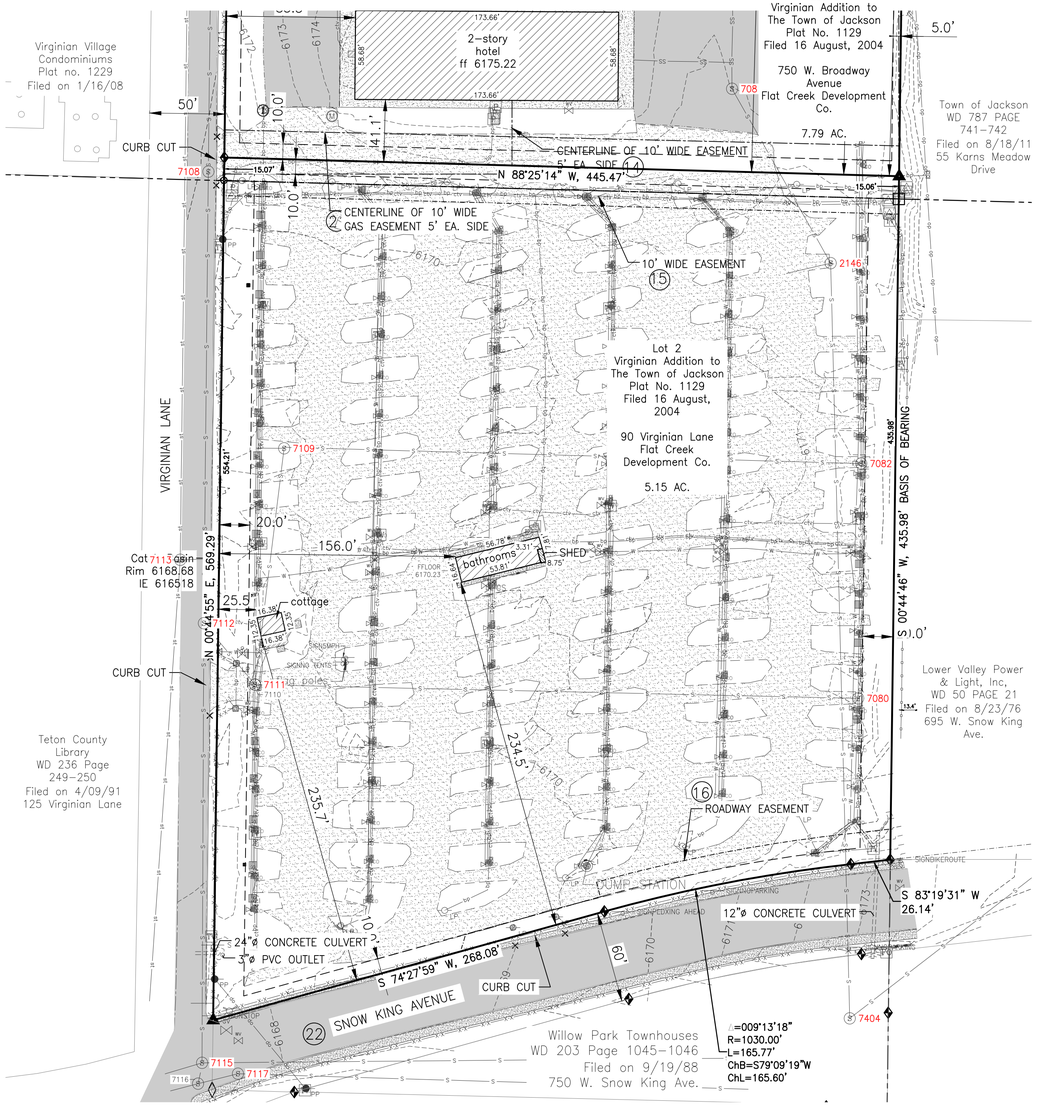
DRAWING TITLE: SITE PLALOT 1 / SITE PLAN

JOB TITLE: A.L.T.A./N.S.P.S. LAND TITLE SURVEY
NEW WEST COMPANIES LLC
AND FLAT CREEK DEVELOPEMENT CO.

DRAWING NO: 2 OF 3

JOB NO: 20-102-2

S:\Proj\2020\102-02 (90 Virginian Lane & 750 W. Broadway - ALTA Survey - Orion Cowsnest\4 Drawing\2020102_EXISTING.dwg C2102 ALTA pg 2) - Aug 11 2020 11:39:30 am PLOTTED BY kurschner DWG FORMAT: 23.0



LOT 2 TOWN OF JACKSON ZONE NH–1
BUILDING SETBACKS

Primary Building Setbacks
Primary Street (min) – 20'
Secondary Street (min) – 10'
Side Interior (min) – 10'
Rear (min) – 20'

Accessory Structure Setbacks
Primary Street (min) – 30'
Secondary Street (min) – 10'
Side Interior/rear (min) – 5'
Rear Alley (min) – 10'

Landscaping
Landscape surface ratio (min) see regulation (9.4.6.D)
Apartments/Single–Family Attached 0.21 & 70% in front 1/3 of lot
all other allowed uses – 0.30

Driveway setbacks
Primary street* (min) – 20'
Secondary street (min) – 10'
Side Interior (min) – 1'
Rear (min) – 5'
Rear Alley (min) – 0'
*Excludes 20' max driveway allowed in primary/secondary street setback

Building Height
Height: roof pitch ≤ 3/12 (max) 3 stories not to exceed 35'
Height: roof pitch 4/12 (max) 3 stories not to exceed 37'
Height: roof pitch ≥ 6/12 (max) 3 stories not to exceed 39'

Scale of Development
Floor Area ratio (FAR Max) – 0.40
Individual building (max gross floor area) 10,000 sf

NOTE: All camping spots include a water, sewer and power/cable tv hookup.

LEGEND

= PROPERTY LINE
= SIDE OF EASEMENT LINE
= CENTERLINE OF EASEMENT
= SETBACK LINE
= CURB AND GUTTER FLOWLINE
= CABLE TV BURIED LINE
= FENCE LINE – WOOD
= FENCE LINE – RAIL
= FENCE LINE – PRIVACY WOOD
= FIBER OPTIC LINE
= FLOW LINE DITCH
= GAS LINE
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= POWER BURIED
= POWER OVERHEAD
= RETAINING WALL
= SANITARY SEWER LINE
= SANITARY SEWER SERVICE LINE
= STORM SEWER LINE
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= ELECTRIC TRANSFORMER
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= LIGHT POLE
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= FOUND REBAR WITH CAP "NELSON ENGR" PLS NO. NOT READABLE
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A.L.T.A./A.C.S.M. LAND TITLE SURVEY

Lot 1 and Lot 2
of the
Virginian Addition to the Town of Jackson
located within
SW1/4 NW1/4, NW1/4 SW1/4, Section 33
Township 41 North
Range 116 West, 6th P.M.
Town of Jackson
Teton County, Wyoming

NELSON ENGINEERING
P.O. BOX 1599, JACKSON WYOMING (307) 733–2087

REV.	DATE	
	6/29/2020	SURVEYED WY/DS
		ENGINEERED
		DRAWN SK
		CHECKED LR
		APPROVED LR

DRAWING TITLE: LOT 2 SITE PLAN

JOB TITLE: A.L.T.A./N.S.P.S. LAND TITLE SURVEY NEW WEST COMPANIES LLC AND FLAT CREEK DEVELOPEMENT CO.

DRAWING NO: 3 OF 3

JOB NO: 20–102–2

S:\Proj\2020\102-02 090 Virginian Lane & 750 W. Broadway - ALTA Survey - Orion Consructn\4 Drawing\20102 EXISTING.dwg C20102 ALTA pg 3> - Aug 11 2020 11:39:47 am PLOTTED BY: kurschner DWG FORMAT: 23.0

Appendix B: Geotech Report

JORGENSEN
It's About People, Trust and Know How

PO Box 9550 · 1315 HWY 89 S., Suite 201
Jackson, WY 83002
PH: 307.733.5150
|www.jorgeng.com

May 24, 2023

Kristi Malone
Jackson/Teton County Affordable Housing Department
PO Box 714
Jackson, WY 83001

RE: GEOTECHNICAL-DATA REPORT, JACKSON/TETON COUNTY AFFORDABLE HOUSING, "VIRGINIAN RV PARK" - 90 VIRGINIAN LANE (LOT 2, VIRGINIAN ADDITION), JACKSON, WYOMING
PROJECT NO: 23408

Hello, Kristi.

At the request of the Jackson/Teton County Affordable Housing department, Jorgensen explored subsurface conditions by drilling four boreholes at the Virginian RV Park located at 90 Virginian Lane in Jackson, WY (Figure 1). We previously delivered a due-diligence report on May 18, 2023, in which we identified geotechnical-engineering concerns with respect to the development potential of the property. The purposes of the follow-up exploration were to verify assumptions about soil conditions made during our desk-top review and to install standpipe piezometers. Our scope of services include drilling and logging the four boreholes, collecting soil samples, installing standpipes, and preparing this geotechnical-data report.

Subsurface Exploration

On May 17 and May 18, 2023, Jorgensen staff directed the drilling of four boreholes to depths from 25 to 26-ft below the existing ground surface (bgs). A crew from Inberg-Miller Engineers operated the CME-85, a truck-mounted drill rig. The drill crew advanced the boreholes using a 4-¼", hollow-stem auger. The boreholes, JG-1 through JG-4, are generally located in the four corners of the Virginian RV Park. The attached Figure 2 shows the approximate borehole locations. We prepared the attached borehole logs, on which we represent subsurface data graphically.

We recorded *standard penetration tests* (SPT), and we collected samples from each borehole at 2.5 to 5-foot intervals. We adjusted blow counts from the Standard Penetration Test (field N-values) to a standard hammer efficiency of 92% and overburden pressure of one atmosphere, as suggested by Youd and Idriss (1997) and Fang (1991), to obtain the standard adjusted $(N_1)_{60}$ value in blows per foot (bpf). In the calculation, we estimated the soil unit weight to be 130 pcf.

A Jorgensen geologist observed and recorded soil type, thickness, consistency, and relative-moisture content. Each borehole log represents observations at a discrete location. Although soil conditions appear relatively consistent, you should be aware actual soil conditions may differ from those represented in the logs.

Groundwater was detected in all boreholes, ranging from depths of approximately 18-ft to 20-ft bgs. We installed standpipes in each borehole and completed the installation with a flush-mount vault. We will measure fluctuations in groundwater levels in these standpipes during the spring and summer of 2023.

Subsurface Conditions

We observed relatively consistent subsurface conditions in the four boreholes. We developed a model consisting of four layers: fill, alluvial clay, medium-dense sand and gravel, and dense to very-dense gravel and sand.

Layer	Layer Name	Description
1	Fill	We observed fills in each borehole with a thickness of approximately 2.5-ft beginning from the ground surface. We generally logged the fill as well-graded sand with gravel. We observed it to be loose to medium dense and to comprise approximately 60% sand, 30% gravel, and 10% fines.
2	Alluvial Clay	We encountered a layer of medium stiff clay in the southern portion of the exploration area (JG-1 and JG-2). We observed the clay to extend to approximately 6-ft bgs in JG-1 and 5.5-ft bgs in JG-2. We generally logged the layer in the field as 90% clayey fines with 10% sand, medium stiff, and homogenous. The material exhibited medium plasticity under field testing. We recorded $(N_1)_{60}$ values of 8 and 11 bpf.
3	Medium-Dense Sands and Gravels	In the south end of the project (JG-1 and JG-2), we observed medium-dense sands and gravels to a depth of approximately 15-ft bgs. We recorded $(N_1)_{60}$ values ranging from 16 to 49 bpf, which indicate medium-dense conditions. In the northern portion of the site (JG-3 and JG-4), we observed medium-dense conditions to a depth of approximately 10-ft bgs. We recorded $(N_1)_{60}$ values ranging from 15 to 60 bpf. In general, we estimate the composition of this layer to be 40-60% sand, 20-30% gravel, and 15-25% clayey fines by mass. We estimate cobble-size clasts make up approximately 10-20% of the soil's volume.
4	Dense to Very-Dense Gravels and Sands	Below the medium-dense material, we encountered dense to very-dense alluvium. We generally recorded $(N_1)_{60}$ values greater than 75 bpf. We estimate the composition of this layer to generally comprise 60-70% sand, 15-20% gravel, and 15% clayey fines by mass. We observed an increase in clast size with depth and estimated the cobbles make up approximately 30 to 50% of the volume of the soil.

Conclusions/Recommendations

In general, the soil conditions we observed during the subsurface exploration are favorable for construction. We estimate the bearing capacity of the medium-dense to very-dense, granular soils to be high. You can expect the fill generated from the excavation to be good quality. One downside to the granular soils is the potential need to temporarily shore deep excavations.

We recommend planning to remove alluvial clays – such as the layer encountered in JG-1 and JG-2 – from below spread footings and replacing it with structural fill. However, if basements are incorporated in the design, we expect the depth of foundation elements to be below the observed depth of the clay.

We predict groundwater may affect the intended use of the project; i.e., basements may not be viable everywhere on the property. We encountered groundwater levels at approximately 18 to 19-ft bgs in the southern portion of the exploration area and 19.5 to 20.5-ft bgs in the northern portion of the exploration area. Based on what we researched during the desk study, we expect groundwater levels to rise 8-10 feet from current levels.

Limitations

This report has been prepared based on a very limited amount of data. Actual site conditions may vary. These services have been performed in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing in this area under similar conditions. No other warranty is made or implied.

If you have any questions about this report, or if we may provide other services to you, please contact us.

Respectfully submitted,

JORGENSEN GEOTECHNICAL, LLC

Colter H. Lane, P.E.
Geotechnical Engineering Manager | Project Manager

Attached: Figure 1: Site-Location and Geologic Map
Figure 2: Borehole Location Map
Borehole Logs

References

Case, J.C., 1997, Earthquakes and Active Faults in Wyoming; Wyoming State Geological Survey, Preliminary Hazards Report 97-2.

Fang, H.Y., 1991, Foundation Engineering Handbook, 2nd Ed.: Chapman & Hall, New York.

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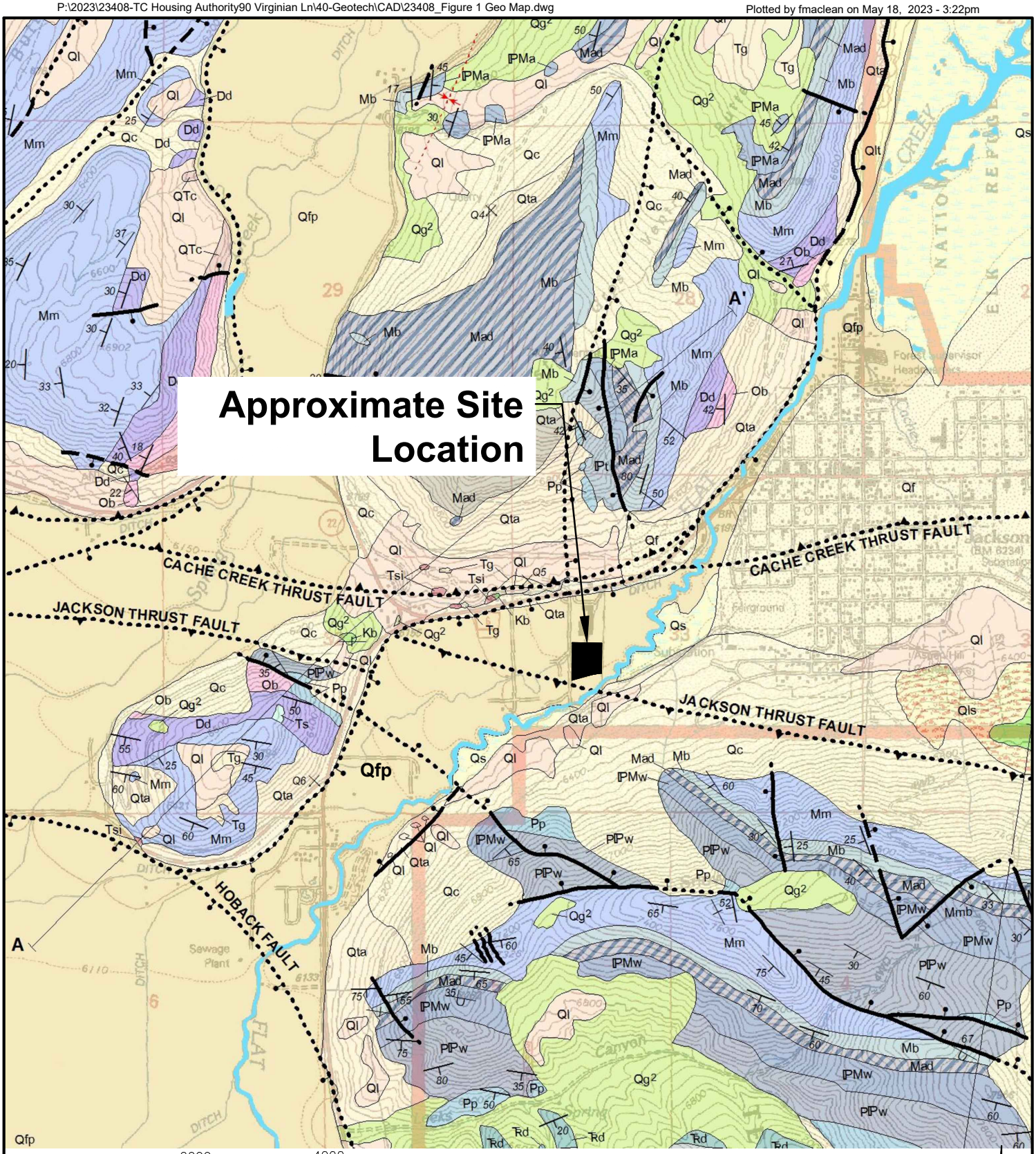
Youd, T.L., and I.M. Idriss, 1997, Proceedings of the NCEER Workshop on Evaluation of Liquefaction Resistance of Soils: Technical Report NCEER-97-0022



SCALE: 1 INCH = 2000 FEET

THIS SCALE VALID ONLY FOR 8.5x11 PRINTS

From Love and Albee, 2004, Geologic Map of the Jackson Quadrangle, Teton County, Wyoming

Map symbols: Qfp - Flood-plain deposits - Sand, silt, clay and minor lenses of gravel

DRAFTED BY: FRM	SHEET TITLE: Figure 1 Site Location and Geologic Map	PROJECT TITLE: Geotechnical Due Diligence Report TC Affordable Housing Jackson, Wyoming	JORGENSEN Geotechnical, LLC 307-733-5150 www.jorgeng.com
REVIEWED BY: CHL			
PROJECT NUMBER 23408			

Legend Key

Borehole

Drafted by:	MS	Sheet Title: Figure 2 Borehole Location Map	Project Title: Geotechnical-Data Report 90 Virginian Lane Jackson, Wyoming	JORGENSEN GEOTECHNICAL, LLC
Reviewed by:	CHL			
Project Number: 23408				

JORGENSEN GEOTECHNICAL, LLC
1315 HWY 89 S., Suite 201 - Jackson, WY 83002
Telephone: 307.733.5150

Borehole ID: JG-1

Client: Jackson/Teton County Housing Department
Project Number: 23408
Date Started: May 17 2023 **Completed:** May 17 2023
Drilling Contractor: Inberg Miller Engineers
Drilling Method: 4-1/4" Hollow stem auger
Equipment: CME 85
Hammer Type: Automatic hammer
At time of drilling 19.00 on May 17 2023

Project Name: Housing Department/90 Virginian
Project Location: Jackson, WY
Total Depth: 26.5 ft
Logged By: MS **Checked By:** CHL
Latitude: 43.471247 **Longitude:** -110.778804 **Elevation:** 6170.00
Notes: -Backfilled with spoils
-Installed standpipe, capped with a flush mount

Depth	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Material Description
1					Well-Graded SAND with Gravel (SW): slightly moist to dry, light tan, loose, 30 % gravel, 60 % sand, 10 % fines, subrounded, [FILL].
2					
3		D1A	87	1-2-3	
4		D1B		8	LEAN CLAY with Sand (CL): slightly moist, dark brown, stiff, homogeneous, 10 % sand, 90 % fines, medium plasticity, [ALLUVIUM].
5		D2A	53	1-13-18	
6		D2B		36	
7					Well-Graded GRAVEL with Clay and Sand (GW-GC): slightly moist, tannish gray, dense, 15 % gravel, 60 % sand, 25 % fines, subangular, Rock stuck in shoe [ALLUVIUM].
8		D3	80	7-11-11	
9				28	
10		D4	53	6-22-21	
11				49	
12					
13					
14					
15		D5	64	15-40-50/ 3"	
16				100	Well-Graded SAND with Gravel (SW): very moist, orangish brown, medium dense, 20 % gravel, 65 % sand, 15 % fines, subrounded, [ALLUVIUM].
17					
18					
19					
20		D6	100	16-34-46	
21				96	
22					
23					
24					
25		D7	133	17-38-45	Well-Graded SAND (SW): yellowish tan, medium dense, homogeneous, 10 % gravel, 80 % sand, 10 % fines, subrounded, [ALLUVIUM].
26				91	Well-Graded SAND with Gravel (SW): wet, orangish brown, dense, 20 % gravel, 60 % sand, 20 % fines, subangular, [ALLUVIUM].
27					

SPT N1(60) 20 40 60 80
MC (%)
PL & LL (%) 20 40 60 80
Fines Content (%) 20 40 60 80

Well

JORGENSEN GEOTECHNICAL, LLC
1315 HWY 89 S., Suite 201 - Jackson, WY 83002
Telephone: 307.733.5150

Borehole ID: JG-2

Client: Jackson/Teton County Housing Department
Project Number: 23408
Date Started: May 17 2023 **Completed:** May 17 2023
Drilling Contractor: Inberg Miller Engineers
Drilling Method: 4-1/4" Hollow stem auger
Equipment: CME 85
Hammer Type: Automatic hammer
▽ At time of drilling 18.00 on May 17 2023

Project Name: Housing Department/90 Virginian
Project Location: Jackson, WY
Total Depth: 26.5 ft
Logged By: MS **Checked By:** CHL
Latitude: 43.471399 **Longitude:** -110.777785 **Elevation:** 6170.00
Notes: -Backfilled with spoils
-Installed standpipe, capped with a flush mount

Depth	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description
0						Well-Graded SAND with Gravel (SW): slightly moist to dry, light tan, loose, 30 % gravel, 60 % sand, 10 % fines, subrounded, [FILL].
3		~~D1A~~ D1B	47	2-3-4 11		LEAN CLAY with Sand (CL): slightly moist, dark brown, stiff, homogeneous, 10 % sand, 90 % fines, medium plasticity, [ALLUVIUM].
5		~~D2A~~ D2B	60	5-7-10 24		CLAYEY SAND with Gravel (SC): moist to very moist, tannish gray mottled orange, medium dense, 20 % gravel, 50 % sand, 30 % fines, subangular, Turns to orangish brown with depth [ALLUVIUM].
8		D3	60	5-6-7 16		
10		D4	73	4-11-11 26		
15		~~D5A~~ D5B	73	10-13-17 35		
18						▽ Well-Graded SAND with Gravel (SW): wet, orangish brown, medium dense, 15 % gravel, 70 % sand, 15 % fines, subrounded, [ALLUVIUM].
20		~~D6A~~ D6B	107	11-43-43 100		CLAYEY SAND with Gravel (SC): wet, orangish brown mottled tan, very dense, 30 % gravel, 50 % sand, 20 % fines, subangular, [ALLUVIUM].
23						Well-Graded SAND with Gravel (SW): wet, orangish brown, medium dense, 15 % gravel, 70 % sand, 15 % fines, subrounded, [ALLUVIUM].
25		D7	133	18-31-50 89		
27						CLAYEY SAND with Gravel (SC): wet, orangish brown mottled tan, very dense, 30 % gravel, 50 % sand, 20 % fines, subangular, [ALLUVIUM].

▲ SPT N1(60) 20 40 60 80
● MC (%)
⊢ PL & LL (%) 20 40 60 80
☐ Fines Content (%) 20 40 60 80

Well

JORGENSEN GEOTECHNICAL, LLC
1315 HWY 89 S., Suite 201 - Jackson, WY 83002
Telephone: 307.733.5150

Borehole ID: JG-3

Client: Jackson/Teton County Housing Department
Project Number: 23408
Date Started: May 18 2023 **Completed:** May 18 2023
Drilling Contractor: Inberg Miller Engineers
Drilling Method: 4-1/4" Hollow stem auger
Equipment: CME 85
Hammer Type: Automatic hammer
At time of drilling 20.30 on May 18 2023

Project Name: Housing Department/90 Virginian
Project Location: Jackson, WY
Total Depth: 26.5 ft
Logged By: MS **Checked By:** CHL
Latitude: 43.472621 **Longitude:** -110.777892 **Elevation:** 6170.00
Notes: -Backfilled with spoils
-Installed standpipe, capped with a flush mount

Depth	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description
0						Well-Graded SAND with Gravel (SW): dry, light tan, loose, 30 % gravel, 60 % sand, 10 % fines, subrounded, [FILL].
3		D1A	87	9-16-34		LEAN CLAY with Gravel (CL): slightly moist to dry, brownish gray, hard, 10 % gravel, 30 % sand, 60 % fines, medium plasticity, [ALLUVIUM].
4		D1B		77		Well-Graded GRAVEL with Clay and Sand (GW-GC): slightly moist, tannish gray, medium dense, 20 % gravel, 60 % sand, 20 % fines, angular, [ALLUVIUM].
5		D2	40	19-18-11		
6				31		
8		D3A	50	3-5-7		Well-Graded SAND with Gravel (SW): moist, orangish brown, medium dense, 15 % gravel, 60 % sand, 15 % fines, subrounded, [ALLUVIUM].
9		D3B		15		Well-Graded GRAVEL with Clay and Sand (GW-GC): dry, grayish tan, medium dense, 20 % gravel, 65 % sand, 15 % fines, angular, [ALLUVIUM].
10		D4	93	15-29-38		Poorly Graded GRAVEL with Clay and Sand (GP-GC): wet, orangish brown, very dense, 20 % gravel, 65 % sand, 15 % fines, angular, Moisture increasing with depth. Fully saturated at 20 ft bgs [ALLUVIUM].
11				79		
15		D5	108	19-50/4"		
16				100		
20		D6	120	50/3"		
21				100		
25		D7	455	50/4"		
26				100		

SPT N1(60) 20 40 60 80
MC (%)
PL & LL (%) 20 40 60 80
Fines Content (%) 20 40 60 80

Well

JORGENSEN GEOTECHNICAL, LLC
1315 HWY 89 S., Suite 201 - Jackson, WY 83002
Telephone: 307.733.5150

Borehole ID: JG-4

Client: Jackson/Teton County Housing Department
Project Number: 23408
Date Started: May 18 2023 **Completed:** May 18 2023
Drilling Contractor: Inberg Miller Engineers
Drilling Method: 4-1/4" Hollow stem auger
Equipment: CME 85
Hammer Type: Automatic hammer
▽ At time of drilling 19.50 on May 18 2023

Project Name: Housing Department/90 Virginian
Project Location: Jackson, WY
Total Depth: 26.5 ft
Logged By: MS **Checked By:** CHL
Latitude: 43.472567 **Longitude:** -110.778944 **Elevation:** 6170.00
Notes: -Backfilled with spoils
-Installed standpipe, capped with a flush mount

Depth	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description
0						Well-Graded SAND with Gravel (SW): dry, light tan, loose, 30 % gravel, 60 % sand, 10 % fines, subrounded, [FILL].
3		D1A	73	13-15-24		SANDY LEAN CLAY with Gravel (CL): moist, dark brown, medium stiff, 30 % gravel, 30 % sand, 40 % fines, [ALLUVIUM].
4		D1B		60		
5		D2A	40	16-21-14		Well-Graded GRAVEL with Clay and Sand (GW-GC): slightly moist, orangish tan, dense, 20 % gravel, 60 % sand, 20 % fines, angular, [ALLUVIUM].
6		D2B		39		
8		D3	87	18-23-35		
9				58		
10		D4	111	28-50/5"		Well-Graded SAND with Gravel (SW): moist, orangish brown, medium dense, 15 % gravel, 60 % sand, 15 % fines, subrounded, [ALLUVIUM].
11				100		
15		D5A	93	20-32-24		Well-Graded GRAVEL with Clay and Sand (GW-GC): dry, grayish tan, very dense, 20 % gravel, 65 % sand, 15 % fines, angular, Rock in shoe [ALLUVIUM].
16		D5B		57		
19						▽
20		D6	163	50/5"		
21				100		
25		D7	113	12-45-48		Well-Graded SAND with Gravel (SW): wet, orangish brown, very dense, 15 % gravel, 70 % sand, 15 % fines, subrounded, [ALLUVIUM].
26				100		~~Well-Graded GRAVEL with Clay and Sand (GW-GC): moist, orangish~~ brown, medium dense, 15 % gravel, 60 % sand, 15 % fines, subrounded, [ALLUVIUM].

SPT N1(60) 20 40 60 80
MC (%)
PL & LL (%) 20 40 60 80
Fines Content (%) 20 40 60 80

Well

Legend Key

Borehole

Drafted by:	MS	Sheet Title: Figure 2 Borehole Location Map	Project Title: Geotechnical-Data Report 90 Virginian Lane Jackson, Wyoming	JORGENSEN GEOTECHNICAL, LLC
Reviewed by:	CHL			
Project Number: 23408				

JORGENSEN
It's About People, Trust and Know How

PO Box 9550 · 1315 HWY 89 S., Suite 201
Jackson, WY 83002
PH: 307.733.5150
|www.jorgeng.com

May 18, 2023

Kristi Malone
Jackson/Teton County Affordable Housing Department
PO Box 714
Jackson, WY 83001

RE: GEOTECHNICAL ENGINEERING DUE DILIGENCE REPORT, JACKSON/TETON COUNTY AFFORDABLE HOUSING, "VIRGINIAN RV PARK" - 90 VIRGINIAN LANE (LOT 2, VIRGINIAN ADDITION), JACKSON, WYOMING PROJECT NO: 23408

Hello, Kristi.

We have identified potential geotechnical-engineering concerns with respect to the development of Lot 2, Virginian Addition, Teton County, Wyoming, in this due-diligence report. We understand the Housing Department may purchase the property for the purpose of constructing affordable housing. The scope and scale of the proposed development is unknown. However, we understand that the Housing Department is considering several multi-story, multi-unit structures. We have been asked to review soil and groundwater conditions considering potential below-grade facilities.

Location and Geologic Setting

The project site is located within the town of Jackson, south of Highway 89, and approximately 300-ft north of Flat Creek. The geologic map of Grand Teton National Park, which is adapted as an attached site-location map (Figure 1, Love and Albee, 2004), includes the property. This map shows the locations of surficial deposits, bedrock units, and geologic structures (i.e., faults and folds). The town of Jackson west of Flat Creek, including the project site, is generally mapped as Quaternary-aged, alluvial, floodplain deposits (Qfp) consisting of gravel, sand, and fine-grained deposits. We have performed subsurface explorations in the vicinity and have observed soil conditions to agree with the mapped geological units.

Numerous Quaternary-aged (i.e., relatively young and potentially active) faults have been mapped in the Teton County area (Case, 1997; Machette, et al, 2001). The Teton Fault at the base of the Teton Range is potentially the most active, the southern-most extent of which has been mapped approximately 7 miles northwest of the site. The inferred (buried) traces of the Cache Creek and Jackson thrust faults are located near the site, crossing the town of Jackson on a generally east-west trend. The USGS considers these two trust faults relatively old and inactive. and do not affect the project.

Jackson Hole is located within the Intermountain Seismic Belt, a zone of seismicity that extends from southern Utah through eastern Idaho, western Montana, and western Wyoming (Smith and Arabasz, 1991). The Teton Fault is considered an important structural element of the Intermountain Seismic Belt. Predicted recurrence intervals for maximum credible earthquakes have passed for most of the fault systems capable of generating magnitude 7.5 events in western Wyoming (Case, 1997), implying the risk of major earthquakes is relatively high.

Document Review

Jorgensen staff reviewed documents provided by the Jackson/Teton County Affordable Housing Department, which include the *Phase I Environmental Site Assessment Report* (Ph I ESA), dated June 15, 2020, by Partner

Engineering and Science, Inc., and the *Geotechnical Investigation Report 2020 Update, Core Services Vehicle Maintenance Facility* (Core Services Report), dated March 10, 2020, by Jorgensen Geotechnical, LLC. The Core Services Report addresses a project site bordering the subject property to the east. We also reviewed the *Revised Geotechnical Investigation Report for the Jack May Development at 250 Scott Lane, Jackson, Wyoming*, dated July 25, 2007, by Womack & Associates, Inc., and a private report for a project north of the subject property. We also reviewed publicly available maps and resources, specifically from the US and WY State Geological Surveys, as part of this scope of work.

Soils described in the aforementioned documents are generally consistent. The sites are underlain at depth by stony alluvium consisting of stratified, subangular to subrounded, loose to dense gravels in a matrix of medium to coarse sand and few clayey fines. Field personnel observed clasts up to 12-inches in diameter in exploratory test-pits. Cobbles appeared to increase in size with depth. Field personnel observed undocumented fills at each site. The fill at the Jack May development was approximately 3-ft thick. The fill at the Core Services site was approximately 5.5-ft thick. The fill at the private project north of the subject property was observed to be approximately 2-ft thick.

We reviewed the aerial imagery included in the Phase I ESA report. Based on our observations, we understand that the subject property has historically been lightly developed: Originally undeveloped grassland, the site is now an RV park with three small structures.

According to the authors of the reports we reviewed, you should be prepared for groundwater conditions to rise to within 10 to 11-ft of the existing ground surface. Groundwater rose to within 5 to 7-ft of the ground surface in the southeast corner of the Core Services property, nearest to Flat Creek, in June 2010. We expect groundwater levels to generally become deeper from south to north. Currently, we are unaware of any groundwater-monitoring piezometers on the property. One water well exists, located along the eastern property boundary, but no water-level-measurement records were available.

Geotechnical-Engineering Due Diligence Considerations

The following geotechnical-related items should be considered prior to purchase and development at Lot 2 Virginian Addition:

- Native soils are anticipated to be medium dense to dense. The bearing capacity of the alluvial deposits predicted to underlie the site is anticipated to be high. We expect standard, spread footings supporting concrete stem-walls to be a viable foundation system.
- The project site is in an area of moderate seismic activity. If movement occurs along nearby faults, we predict strong ground-shaking and ground cracking. Soil conditions on nearby project sites appear too dense and stony to liquefy in a seismic event.
- We predict groundwater to be as high as 10-ft below the ground surface during the spring run-off. We typically observe peak levels in the Town of Jackson in mid-June. We recommend measuring groundwater levels during the 2023 run-off season to better predict site-specific conditions.
- High groundwater may pose issues with construction. Constructors will have difficulty preparing the foundation subgrade if soils are too wet. In addition, high groundwater may require underground facilities to be waterproofed.

Summary and Conclusions

The site appears to be suitable for the proposed development. Site soils are anticipated to be dense, strong, and free draining. However, groundwater levels may reduce the ability to have below-grade facilities. We recommend collecting site-specific groundwater data during the 2023 spring run-off season.

Limitations

This report has been prepared based on a very limited amount of data. Actual site conditions may vary. These services have been performed in a manner consistent with the level of care and skill ordinarily exercised by members of the profession currently practicing in this area under similar conditions. No other warranty is made or implied.

Should you purchase the property, we recommend preparing a geotechnical-engineering report stamped by a Wyoming-registered Professional Engineer. This report will provide additional analyses and recommendations to support the design and construction of foundation and drainage elements.

If you have any questions about this report, or if we may provide other services to you, please contact us.

Respectfully submitted,

JORGENSEN GEOTECHNICAL, LLC

Colter H. Lane, P.E.
Geotechnical Engineering Manager | Project Manager

Attached: Figure 1: Site-Location and Geologic Map

References

Case, J.C., 1997, Earthquakes and Active Faults in Wyoming; Wyoming State Geological Survey, Preliminary Hazards Report 97-2.

Jorgensen Geotechnical, LLC, 2020, Geotechnical Investigation Report 2020 Update, Core Services Vehicle Maintenance Facility, prepared for Jeff Bates, Jorgensen Associates

Love, J.D., Reed Jr., J.C., and Christiansen, A.C., 1992, Geologic Map of Grand Teton National Park, Teton County, Wyoming: Geologic Investigation Series Map I-2031, Scale 1:62,500.

Partner Engineering and Science, Inc., 2020, Phase I Environmental Site Assessment Report, prepared for Orion Companies

Smith, R.B. and Arabasz, W.J., 1991, Seismicity of the Intermountain Seismic Belt, in Slemmons, D.B., Engdahl, E.R., Zoback, M.L., and Blackwell, D.D., editors, Neotectonics of North America: Geological Society of America, Decade Map Volume 1, p. 185-228.

Smith, R.B., Byrd, J.O.D., and Susong, D.D., 1993, The Teton fault, Wyoming: Seismotectonics, Quaternary History, and Earthquake Hazards, in Snoke, Q.W., Steidtmann, J.R., and Roberts, S.M., editors, Geology of Wyoming; Geological Survey of Wyoming Memoir No. 5, p. 628-667.

Womack & Associates, Inc., 2007, Revised Geotechnical Investigation Report for the Jack May Development at 250 Scott Lane, Jackson, Wyoming, prepared for Thomas Kirsten, Jorgensen Associates

Appendix C: 2023 Income Ranges, Max Sales Prices, Max Rent Rates

Income Range by Household Size

This chart shows the income ranges and asset limits for restricted homes. These numbers change annually based on information from the Department of Housing and Urban Development (HUD).

Maximum Incomes by Income Range & Household Size				
Household Size	**<80% MFI**	**80-120% MFI**	**120-160% MFI**	**Workforce**
1 person	$71,512	$107,268	$143,024	Must earn 75% of household income locally No maximum income amount No asset limit
2 people	$81,728	$122,592	$163,456	
3 people	$91,944	$137,916	$183,888	
4 people	$102,160	$153,240	$204,320	
5 people	$110,333	$165,499	$220,665	
6 people	$118,506	$177,758	$237,011	
7 people	$126,678	$190,018	$253,356	
8 people	$134,851	$202,277	$269,702	
Net asset limits	**$204,320**	**$306,480**	**$408,640**	

Maximum Sales Prices by Unit Size and Income Range

Maximum sales prices of the homes are based on the following assumptions:

- 5% down payment and 5.37% mortgage interest (20 year average rate for 30 year mortgage)
- 30% of a household's income towards housing costs
- Based on the midrange of the income range with the exception of 0-80% income range which is based on 60% of the income range
- One person per bedroom

Maximum Sales Prices by Income Range & Unit Size				
Unit Size	**<80% MFI**	**80-120% MFI**	**120-160% MFI**	**Workforce**
Studio	$165,168	$275,400	$385,362	No Maximum Sales Price
One Bedroom	$194,316	$324,000	$453,368	
Two Bedroom	$222,105	$370,211	$518,315	
Three Bedroom	$249,895	$416,526	$583,053	

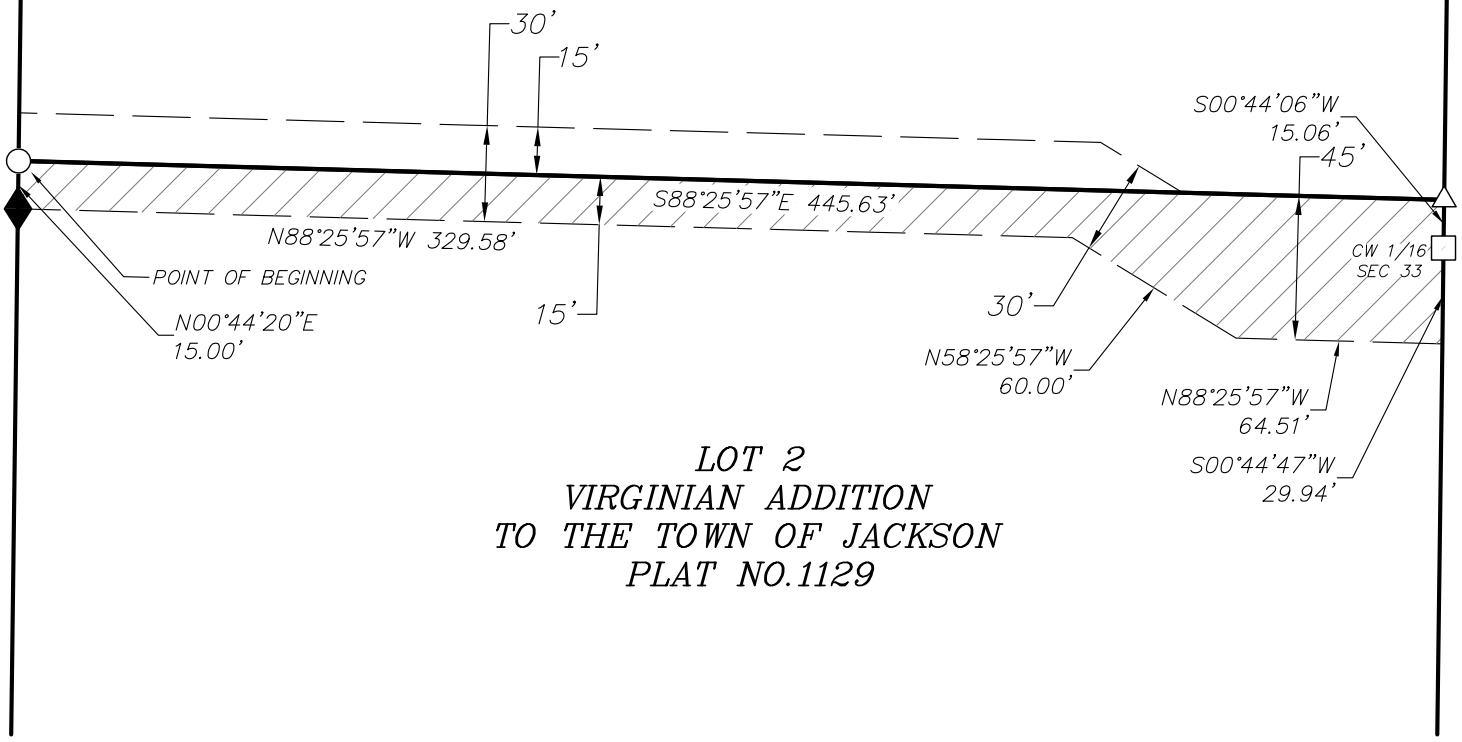
Maximum Rent Rates by Unit Size and Income Range

Maximum monthly rental rates are calculated by taking 30% of the low end of the income range and dividing by 12. The low end of the 0-80% income range is 50% median income.

Maximum Rent Rates by Income Range & Unit Size				
Unit Size	**<80% MFI**	**80-120% MFI**	**120-160% MFI**	**Workforce**
Studio	$949	$1,520	$2,450	No Maximum Rent Rate
One Bedroom	$1,117	$1,788	$2,882	
Two Bedroom	$1,277	$2,043	$3,065	
Three Bedroom	$1,437	$2,299	$3,430	

Appendix D: Pathway Easement

LOT 1
VIRGINIAN ADDITION
TO THE TOWN OF JACKSON
PLAT NO.1129



LOT 2
VIRGINIAN ADDITION
TO THE TOWN OF JACKSON
PLAT NO.1129

LEGEND

- iron pipe with brass cap inscribed "BUR OF LAND MANAGEMENT" with other appropriate markings
- reinforcing steel bar with aluminum cap, inscription illegible
- T–stake with chromed cap inscribed "RLS 164"
- reinforcing steel bar with aluminum cap inscribed "PLS 15442"
- boundary, subject properties
- boundary, pathway easement
- easement area

0 30 60'

SCALE: 1" = 60'

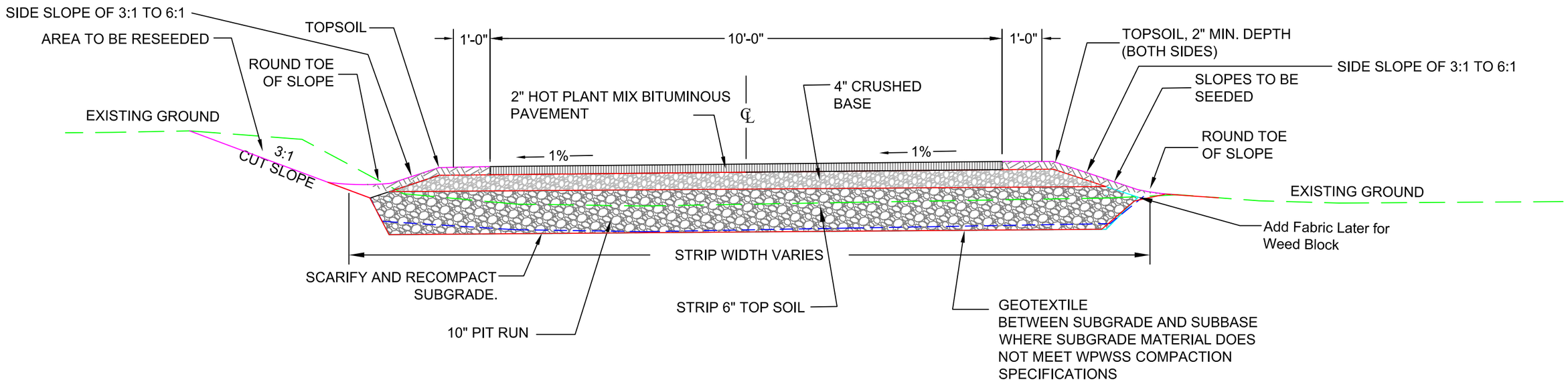
EXHIBIT 2
Map of
Pathway Easement
over Lot 2
Virginian Addition
LOCATED WITHIN
NW1/4SW1/4 & SW1/4NW1/4 of Section 33
T.41N., R.116W., 6th P.M.
Teton County, Wyoming

JORGENSEN
JACKSON, WYOMING 307.733.5150
www.jorgeng.com

PREPARED BY: STAFF MAP PREPARED: 2023-07-12 PROJECT NUMBER: 23408

P:\2023\23408-TC Housing Authority90 Virginian Ln\60-Survey\CAD\23408_Pathway Esmt.dwg

Appendix E: Pathway Standards



TYPICAL ASPHALT TRAIL CROSS SECTION

Not to Scale

DESCRIPTION: PROPOSED TYPICAL TRAIL CROSS-SECTION		REVISIONS				
LOCATION: N/A		NO.	DATE	DESCRIPTION	BY	CK'D
PROJECT #: N/A	ALIQUOT PART: N/A					
PIDN #: N/A	PERMIT NO: N/A					
S/D: N/A	LOT #: N/A					
DRAWN BY: DEG	DATE: AUGUST 1, 2003					
CHECKED BY: JC	DATE: MARCH 31, 2004					
PATH: proposed2004.dwg	SHEET NUMBER: 1 OF 1					

NOTES

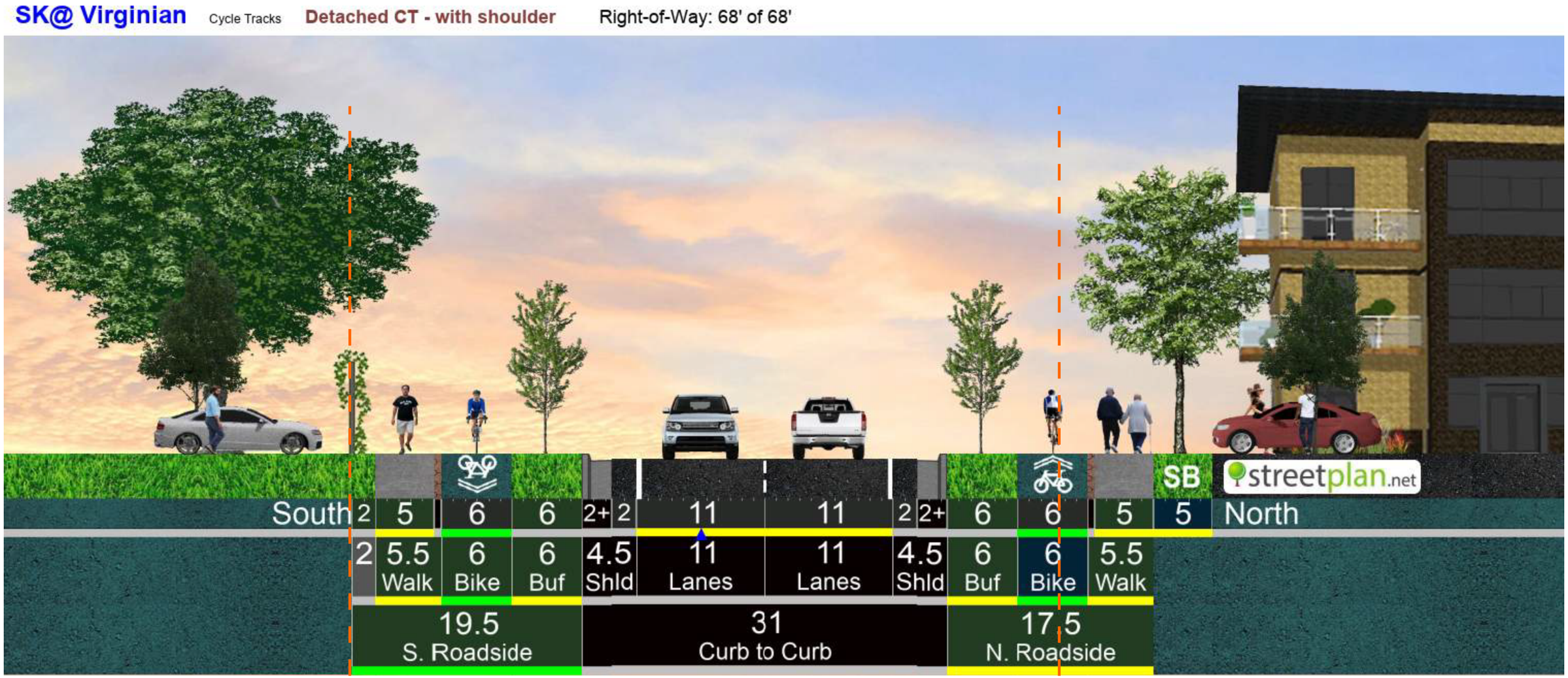
JACKSON HOLE COMMUNITY PATHWAYS

TOWN OF JACKSON & TETON COUNTY, WYOMING

PO Box 1687,
320 S. King Street,
Jackson, Wyoming
(307) 732-8573

Appendix F: Right-of-Way Standards

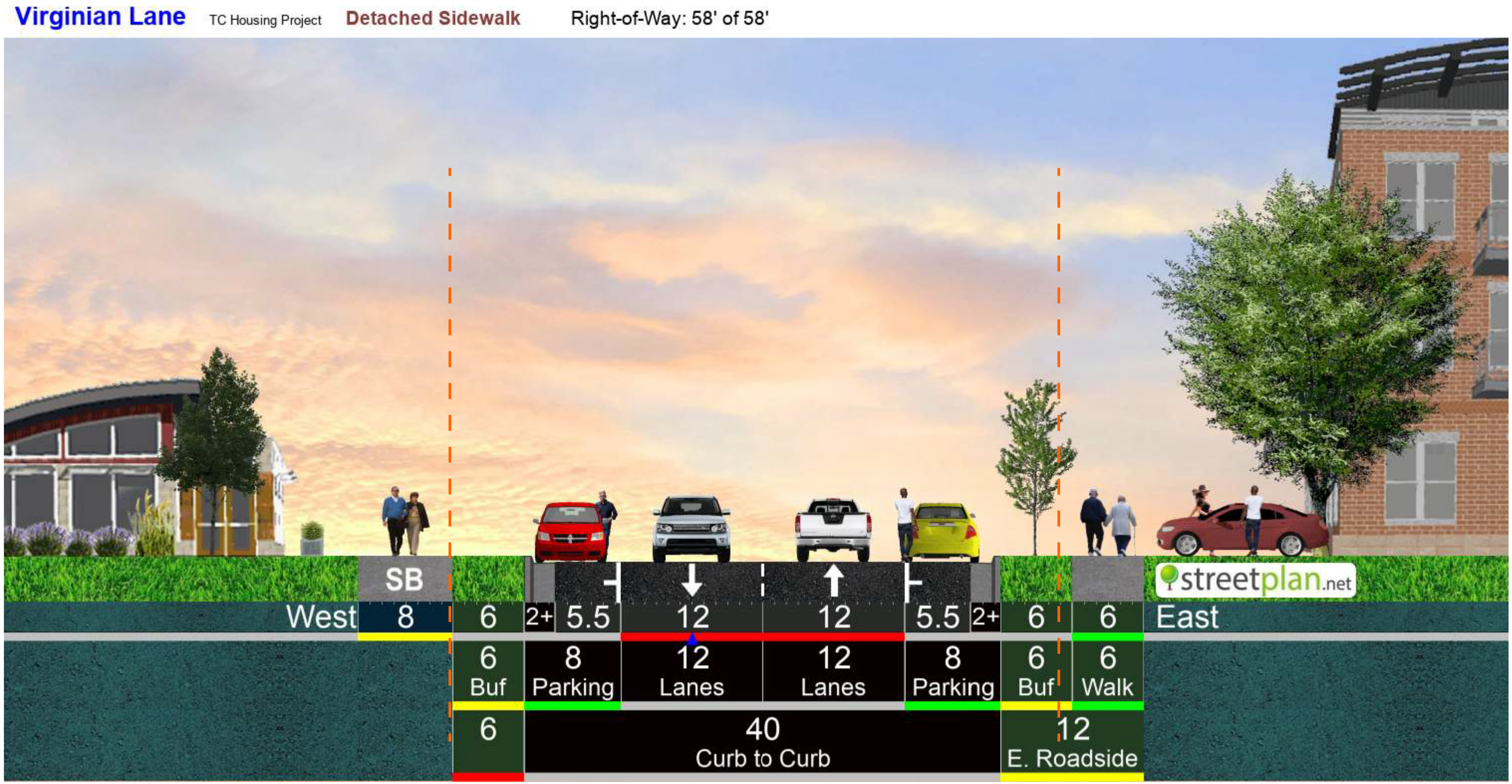
Cross Section:
Snow King Avenue, looking west, 200’ east of the Snow King Avenue/Virginian Lane intersection.
ROW = 60’



Approx. 8’ Encroachment into Virginian parcel

Right of Way/Easement Lines shown are from the 2019 Aerial Photography.
Actual location of ROW lines may be different.

Cross Section:
Virginian Lane, looking north, just north of the Snow King Avenue/Virginian Lane intersection, south end of the Teton County Library building.



- - — — — - Right of Way/Easement Lines shown are from the 2019 Aerial Photography. Actual location of ROW lines may be different.

Approx. 7' Encroachment into Virginian parcel

Appendix G: Scoring Template

DRAFT SCORING TEMPLATE				
Adherence to RFP Instructions	Response 1	R 2	R 3	Basis for Score
Timeliness				Baseline requirement
Completeness				Baseline requirement
Overall Quality & Level of Professionalism				5 points max
Overall Response				5 points max
Respondent Team Information	Response 1	R 2	R 3	Basis for Score
Financial Viability				5 points max
Organizational Structure				5 points max
Relevant Experience				5 points max
References				5 points max
Partnerships				5 points max
Density	Response 1	R 2	R 3	Basis for Score
Meets Minimum Density Requirements				Baseline requirement
Units Provided Over Min				1 point for every 5 units over minimum.
Project Timeline & Phasing	Response 1	R 2	R 3	Basis for Score
Timeline Meets Minimum Standards				Baseline requirement
Phasing Plan Meets Minimum Standards				Baseline requirement
Quality of Overall Timeline & Phasing				10 points max
Affordability	Response 1	R 2	R 3	Basis for Score
Meets Minimum Affordability Requirements				Baseline requirement
Affordable 0-80 Units Provided Over Min				4 points for every 5 units provided over the minimum requirement.
Affordable 80-120 Units Provided Over Min				3 points for every 5 units provided over the minimum requirement.
Affordable 120-160 Units Provided Over Min				2 points for every 5 units provided over the minimum requirement.
Workforce Units Provided Over Min				1 point for every 5 units provided over the minimum requirement.
Unit Sizes	Response 1	R 2	R 3	Basis for Score
Meets Minimum Requirements				Baseline requirement
Bedrooms Provided Over Min				1 point for every bedroom provided over the minimum, 0.5 points for studio units.
Unit Type	Response 1	R 2	R 3	Basis for Score
Meets Minimum Unit Type Requirements				Baseline requirement
Transportation Program				
Meets Minimum Parking Requirements				Baseline requirement
Meets Minimum Bicycle Parking Requirements				Baseline requirement
Meets Minimum Electric Vehicle Requirements				Baseline requirement
Meets Minimum Multi-Modal Transportation Requirements				Baseline requirement
Parking Management Plan				5 points max

Quality of Overall Transportation & Parking Plan				25 points max
Horizontal Infrastructure	Response 1	R 2	R 3	Basis for Score
Meets Minimum Sewer & Water Requirements				Baseline requirement
Stormwater Management				5 points max
Landscaping				5 points max
Meets Minimum Setback Requirements				Baseline requirement
Streetscape				5 points max. 5 = Activated streetscapes, doors to street, windows, balconies.
Functional outdoor common space				5 points max
Refuse & Recycling				Baseline requirement
Vehicular Access				5 points max
Quality of Overall Site Design				10 points max
Building Design	Response 1	R 2	R 3	Basis for Score
Meets Building Code Requirements				Baseline requirement
Meets Livability Standards				Baseline requirement
Meets Adaptable Unit Requirements				Baseline requirement
Functional indoor common space				5 points max
Storage - exceeds Livability Standards				5 points max
Multigenerational Flexibility				5 points max
Accessibiliy				5 points max
Quality of Overall Building Design				10 points max
Sustainable Design	Response 1	R 2	R 3	Basis for Score
Meets Minimum Requirements				Baseline requirement
Energy performance				5 points max
Healthy living				5 points max
Quality of Overall Sustainable Design				10 points max
Property Management	Response 1	R 2	R 3	Basis for Score
Rental Property Management Plan				5 points max
HOA Budget & Management Plan				5 points max
Project Financing	Response 1	R 2	R 3	Basis for Score
Proforma				Baseline requirement
Amount of Public Subsidy Requested				50 points max. 50 = no additional public subsidy.
Financial Viability				50 points max
Quality of Overall Proposed Project Financing				50 points max

Appendix H: Ongoing Town LDR Amendments - Table of Important Changes

LDR Section	Description of Change	Proposed Text
2.2.9.B.3	In the NH-1 where the "fill-the-box" tool applies and there are no configuration limits the individual building limit should not apply.	<table><tr><th colspan="2">Scale of Development</th></tr><tr><td>~~Individual building (max floor area)~~</td><td>~~10,000 sf~~</td></tr></table>
2.2.9.B	Rear Setback: This change corrects an oversight where the current rear setback in the NH-1 zone is 20' which is more restrictive than the 10' rear setback in lower-density zones such as NM-1, NL-5 and OR. Intent is to make rear setback the same for these zones at 10 feet.	<table><tr><th colspan="2">Primary Building Setbacks</th></tr><tr><td>Primary Street (min)</td><td>20'</td></tr><tr><td>Secondary Street (min)</td><td>10'</td></tr><tr><td>Side Interior (min)</td><td>10'</td></tr><tr><td>Rear (min)</td><td>~~20'~~ 10'</td></tr></table>
5.5.4.A 9.5.L 9.5.S	Landscape surface area definition: This change fixes an inconsistency and modifies use of alternative landscape features as part of landscape area. The existing LDR inconsistency is that the definition of "landscape area" states that anything that is "site development" cannot be landscape area, but Sec. 5.5.3.E.4 allows site development features such as bike racks, public art, and benches to count as plant units (and as landscape area as a default). Also, a strict use of the no "site development' rule would prohibit locating landscape area above an underground garage, which is something the Town has done already in the past to good effect. So, if we want to encourage underground parking as a public benefit compared to surface parking, then staff finds the reference to "site development" in the definition of landscape area must be deleted. Similarly, the reference to "landscape area" in the site development definition must be deleted for the same reason. Another proposed change is to allow greater flexibility and clarity to partially substitute certain amenity features, such as bike racks, planters, and	5.5.4.A. ~~Vegetation~~ Landscape Area Required. All landscaped areas shall meet the definition of landscape surface area provided in Section 9.5 and the requirements below: ~~proposed for vegetation shall be planted with lawn, pasture, or native groundcover unless such vegetation is already fully established.~~ 1. Once landscaped, landscape areas shall be maintained to support plant life. 2. In lower density residential zones (NL-1 to NL-5, NM-1) up to 10% of landscape surface area may include planters and vegetated roofs; 3. In higher density residential zones (NM-2 and NH-1) up to 20% of required landscape area may include public amenities, (e.g., bike racks, public art, benches) planters, and vegetated roof areas, except that 100% of planters and vegetated areas over underground parking shall be considered landscape area. **Landscape Surface Area.** Landscape surface area is the area of a site that is covered by natural vegetation, trees, or landscaped areas such as turf grass, planted trees and shrubs, mulch, or xeriscape, but may include some structural elements, such as raised planters and other amenities, provided it complies with the intent of the zone district and the standards in Section 5.5.4.A. ~~Any area of a site meeting the definition of site development is not landscape surface area.~~ **Site Development.** Site development is the area of the site that is physically developed~~; it is generally the inverse of landscape surface area.~~ Site

	vegetated roof areas, for landscape area. This change will result in more creative and appropriate site designs while still providing necessary greenspace.	development generally includes the area of the site that is covered by buildings, structures, impervious surfaces, porches, decks, terraces, patios, driveways, walkways, parking areas, and regularly disturbed areas such as corrals, outdoor storage, and stockpiles. Site development does not include cultivation of the soil for agricultural use.
5.7.4.B.1	Stormwater design capacity: This change clarifies an existing engineering practice and adds new requirement consistent with the 2001 Surface Water Master Plan that recommends that the 10-year storm event be stored on-site.	Storage Capacity. 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. The release control structure shall be designed to control the 25, 50, and 100-year storm events. The stormwater storage facilities shall be designed to retain the 10-year storm event on site. Greater than 10-year storm event flows may be allowed to be released off-site to an approved downstream public facility. If no such public facility exists or is inadequate, then storage facilities shall be designed to retain the 100-year storm event on site ~~for the range of storms from the 1 year through 100 year storm events.~~ Residential development shall comply with the International Residential Code as adopted.
2.2.9.C.2 & E	Guest parking: This change adds a new parking standard and comes from conversations with the Planning Commission. Prior to 2015, the LDRs required guest parking for multi-family projects but this was eliminated, in part, to incentivize workforce housing. The Planning Commission has recently expressed some concern that recent large housing projects may lack adequate guest parking, impacting surrounding properties. This proposed change intends to address this issue. The proposal is to add a requirement in the NH-1, OR, CR and DC zones that would require guest parking or an alternative shared parking or parking management plan. The subsection will vary by zone. Note that the NH-1 parking standard for residential units is currently worded slightly differently than other zones and should be made consistent as part of this cleanup.	E.#. Guest Parking. For projects with 15 units or more, guest parking shall be provided at a rate of 1 space per 15 units. The Planning Director may establish a lesser standard pursuant to the procedure of Sec. 8.8.1. based on information from reliable sources that demonstrates a lesser standard is workable due to anticipated parking demand, available alternative transportation services, or nearby on-street, public, or semi-public parking.
6.2.2.C.2	ADA Parking: This change modifies ADA	~~Counts Toward~~ Applicability to Required Parking.

	parking standards based on concerns from recent developments. The concern, mostly relevant to residential projects, is that the current practice of counting ADA spaces as required parking can mean that certain residential units may only have an ADA space dedicated to that unit, resulting in a parking space they may not be able to use if they do not qualify for ADA parking. The proposed change is to not count ADA parking spaces toward the provision of required parking for residential uses but to count it for commercial uses. This proposed change would not conflict with building code requirements for ADA parking.	~~Those parking spaces required for the disabled by this Subsection shall count toward fulfilling the total parking requirement of this Division.~~ a. Nonresidential. For parking lots serving nonresidential uses, including lodging, the disability parking spaces required by this Subsection shall count toward fulfilling the total parking requirement for the site. b. Residential. For parking lots serving residential uses, the disability parking spaces required by this Subsection shall be in addition to total parking requirement for the site.
6.2.5.C.2.a	Snow Storage: This change addresses a current deficiency in LDRs. The current snow storage standard of 2.5% does not provide adequate areas for snow storage. Staff research indicates peer communities require 10%-50. The proposed cleanup is a step toward what other communities are doing, if more space remains needed, the standard can be updated again.	A minimum site area representing 10% ~~2.5%~~ of the total required off-street parking and loading area, inclusive of aisles and access drives, shall be provided as the snow storage area.
9.4.8.J.1	Residential architectural projections: This change clarifies existing practices. The LDR section allowing projections into residential setbacks needs a series for clarification. The first is to clarify that the projections should be functional and not purely decorative. The second section is to clarify that the 6' encroachment in the front setback and 4' encroachment in the side setback only applies to structures that meet the primary structure setback and does not apply with a structure that is already taking advantage of a reduced accessory structure setback. The third is to define a bay window for the purposes of this section. Finally, this cleanup would allow for extensions into the side and rear yard that are above grade but less than 4 feet in height.	a. Front Setback. Cornices, canopies, eaves, decks (covered and uncovered), porches, balconies, bay windows, chimneys and similar architectural features that are not decorative may encroach into a front yard by not more than 6 feet. b. Side and Rear Setback. Cornices, canopies, eaves, decks (covered and uncovered), porches, balconies, bay windows, chimneys, exterior stairs, attached utilities (e.g. air conditioner), and similar architectural features that are not decorative may encroach into a side/rear yard by not more than 4 feet. Patios, planters, retaining walls, and similar features under four feet in height ~~which are at grade~~ may extend to any portion of a side or rear yard but not closer than 1 foot from a property line. The allowances in this subsection b. apply only to structures that meet the primary structure setback and do not apply to structures ~~ARUs or~~ utilizing the accessory structure setback. c. For the purpose of this exemption a bay window shall be a minimum of 20" above the floor, a minimum of 12" below the ceiling, and cannot be

		wider than 10 feet.

(relevant standards above excerpted from 5/15/23 Town Council staff report that includes full list of amendments for reference)