

Regular Town Council Meeting

February 26, 2024

6:00 PM

Town Council Chambers

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

The Town reserves the right to close Public Comment via Zoom at any time. In-person comment will continue to be taken and written comments can always be submitted to Town Council by emailing: electedofficials@jacksonwy.gov.

To join, click the link or copy to your browser: <https://us02web.zoom.us/j/89190951545?pwd=RSsvVWM1bzMxYlIiWVhGN3RyRjl3Zz09>

Or join at zoom.com with Webinar ID **891 9095 1545** and Password: **83001** or join by phone **+1 253 215 8782**

II. OPENING

- A. Call to Order and Roll Call
- B. Pledge of Allegiance
- C. Land Acknowledgement
- D. Introduction of James Phillips, Police Systems Administrator

III. PUBLIC COMMENT

This section is reserved for public comment about items not included in this agenda. Public comment is limited to 3 minutes. As a general practice, Council does not discuss, debate, or act on issues raised under public comment. Council may or may not discuss an issue raised under Public Comment later in the meeting during Matters from Mayor and Council at their discretion. If you would like to communicate with Council during the meeting about an item on the agenda, please wait until public comment has been called for that item. Public comment may also be submitted to Council at any time by emailing electedofficials@jacksonwy.gov.

IV. CONSENT CALENDAR

All matters listed in this section are considered to be of routine nature by the governing body and will be enacted in one motion, unless it is removed from the consent calendar and considered separately by Council. Public comment may be given on any item.

- A. Meeting Minutes
 - 1. January 29-30, 2024 Special Town Council Meeting/Retreat
 - 2. February 5, 2024 Regular Town Council Meeting
- B. Disbursements
- C. January Municipal Court Report
- D. 2024 Chip Seal Contract Award (Brian Lenz)
- E. Wyoming Game and Fish Department Housing Sewer Services Request (E24-0001) (Brian Lenz)

V. PUBLIC HEARINGS, DISCUSSION AND/OR POSSIBLE ACTION ITEMS

- A. Administration
 - 1. Annual Liquor License Renewals (Lynsey Lenamond)
 - 2. Review of Council Salaries (Roxanne Robinson)

Please note that at any point during the meeting, the 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.

B. Planning

1. Sketch Plan and CUP for Central Wyoming College Jackson Campus (P23-213 & P23-214) (Tyler Valentine)
2. Request for Subdivision Plat for Parkside at Benson Brown Station at 445 E. Kelly (P23-194) (Tyler Valentine) - *This item will be continued to March 4.*

VI. ORDINANCES

A. Ordinances F-N: LDR Clean-up and Annual Update (P23-026) (Paul Anthony)

1. Ordinance F: An Ordinance Amending the Land Development Regulations Regarding General Provisions (Third Reading)
2. Ordinance G: An Ordinance Amending the Land Development Regulations Regarding Complete Neighborhood Zones (Third Reading)
3. Ordinance H: An Ordinance Amending the Land Development Regulations Regarding Rural Area Zones (Third Reading)
4. Ordinance I: An Ordinance Amending the Land Development Regulations Regarding Special Purpose Zones (Third Reading)
5. Ordinance J: An Ordinance Amending the Land Development Regulations Regarding Physical Development Standards Applicable in All Zones (Third Reading)
6. Ordinance K: An Ordinance Amending the Land Development Regulations Regarding Use Standards Applicable in All Zones (Third Reading)
7. Ordinance L: An Ordinance Amending the Land Development Regulations Regarding Development Option and Subdivision Standards Applicable in All Zones (Third Reading)
8. Ordinance M: An Ordinance Amending Land Development Regulations Regarding Administrative Procedures (Third Reading)
9. Ordinance N: An Ordinance Amending the Land Development Regulations Regarding Definitions (Third Reading)

B. Ordinances X & O: Ordinances Updating Required Bicycle Parking (P23-016) (Katelyn Page)

1. Ordinance X: An Ordinance Regarding Required Bicycle Parking (Third Reading)
2. Ordinance O: An Ordinance Adding Appendix A Regarding Required Bicycle Parking (Third Reading)

C. Ordinance P: Neighborhood High Density-1 (NH-1) Text Amendment (First Reading)

VII. MATTERS FROM MAYOR AND COUNCIL

VIII. MATTERS FROM THE TOWN MANAGER

A. Town Manager's Report

IX. ADJOURN

Please note that at any point during the meeting, the 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.

Pledge of Allegiance

I pledge allegiance to the flag of the United States of America, and to the Republic for which it stands,
one Nation under God, indivisible, with liberty and justice for all.

Land Acknowledgement

We recognize that the land we are gathering on is the ancestral homeland of the Mountain Shoshone People who stewarded it for thousands of years and that many other tribes also lived upon and cared for this area including the Bannock, Blackfoot, Crow, Eastern Shoshone, Gros Ventre, Nez Perce, Northern Arapaho tribes, and others. With gratitude, we honor Indigenous Peoples, past and present. We also acknowledge the sovereignty of the Native nations closest to Jackson whose land was taken through broken treaties that resulted in the creation of the Wind River and Fort Hall Indian Reservations. We recognize this acknowledgement is simply a first step. The Town of Jackson is committed to continued and informed action to connect with indigenous people.

Employee Introduction

James Phillips, Police Systems Administrator

James Phillips is a certified Wyoming Peace Officer; who has worked for the Jackson Police Department for the past 12 years as a patrol officer, advancing to the rank of Sergeant. He has been happily married for nearly 32 years and has three adult children.

James retired at the beginning of January after 22 years of law enforcement service. He's returning to the police department as the Police Systems Administrator. He will also continue to serve as a RADAR/LIDAR instructor, Less-Lethal instructor, Taser instructor, Active Shooter instructor, weapons armorer, Airport Liaison, and Bomb Squad Commander. Welcome back James!

TOWN COUNCIL PROCEEDINGS – UNAPPROVED

JANUARY 29-30, 2024

JACKSON, WYOMING

The Jackson Town Council met in special session at The Wort Hotel, located at 50 N Glenwood, at 9:00am. This meeting was held in-person and through the Zoom platform. Upon roll call the following were found to be present:

TOWN COUNCIL: Mayor Hailey Morton Levinson, Arne Jorgensen, Jonathan Schechter, Jim Rooks and Jessica Sell Chambers.

STAFF: Tyler Sinclair, Roxanne Robinson, Lea Colasuonno, Floren Poliseo, Paul Anthony, Kelly Thompson, Bruce Abel, April Norton, Steve Ashworth, Michelle Weber, Charlotte Frei, Ryan Hostetter, Mike Moyer, Susan Scarlata, and Riley Taylor.

The Mayor made opening remarks. Heather Bergman provided an overview of the agenda. The Mayor and Council noted the accomplishments they are most proud of from calendar year 2023. Tyler Sinclair and Kelly Thompson provided a quarterly update on the FY24 budget, discussed the Town's budget strategy, and presented 5-year budget projections. Council also discussed the Joint Funding Committee and Town/County relationship.

Council recessed at 11:10am and reconvened at 11:20am.

Floren Poliseo provided an update for the Public Works Department. Paul Anthony provided an update for the Planning/Building Department.

Council recessed at 12:03pm and reconvened at 12:44pm.

Roxanne DeVries Robinson provided an update for the Personnel/Town Clerk Department. Steve Ashworth provided an update for the Parks & Recreation Department. Tanya Anderson provided an update for the Ecosystem Stewardship Administrator position. Susan Scarlata provided an update for the Community Development Department. April Norton provided an update for the Housing Department. Zolo provided an update for the Information Technology (IT) Department. Kelly Thompson provided an update for the Finance Department. Lea Colasuonno provided an update for the Legal Department.

Council recessed at 2:11pm and reconvened at 2:23pm.

Charlotte Frei provided an update for the Regional Transportation Administrator position. Mike Moyer provided an update for the Fire/EMS Department. Bruce Abel provided an update for the START Department. Michelle Weber provided an update for the Police Department. Tyler Sinclair provided an update for the Administration Department.

Council was asked to reflect on what worked well with the work plan approach from 2023, and what needed improvement. Heather Bergman discussed the plan for the second day of the retreat. A motion was made by Jessica Sell Chambers and seconded by Mayor Morton Levinson to recess the meeting. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried.

Council recessed at 4:09pm and reconvened at 9:02am.

Heather Bergam presented a revised process for making refinements to the 2024 work plan. Council discussed the budgeting process and how it relates to the work plan.

Council recessed at 10:42am and reconvened at 11:03am.

Council discussed how much time should be allocated to ongoing initiatives versus new initiatives and selected which new initiatives should be added to the work plan for the upcoming year.

Council recessed at 11:49am and reconvened at 12:50pm.

Council discussed final selection of items for the 2024 work plan.

Council recessed at 2:15pm and reconvened at 2:27pm.

Council discussed the structure and timing of staff reports. A motion was made by Jonathan Schechter and seconded by Jessica Sell Chambers to have a session dedicated to exploring two questions: 1) What is each councilmember's understanding of the role of Council? and 2) What is each councilmember's belief about

the function of local government and essential services, and what are priorities but not essential services? Mayor Morton Levinson called for the vote. The vote showed 1-4 with Jonathan Schechter in favor and Mayor Morton Levinson, Jessica Sell Chambers, Arne Jorgensen, and Jim Rooks opposed. The motion failed. Council discussed appropriate content for Chats with Council and staff presentations during Council meetings.

Adjourn. A motion was made by Arne Jorgensen and seconded by Jonathan Schechter to adjourn. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried. The meeting adjourned at 4:10p.m.

TOWN OF JACKSON

ATTEST:

Hailey Morton Levinson, Mayor

Riley Taylor, Town Clerk

Minutes: rt. Publish JH News & Guide: February 7, 2024

TOWN COUNCIL PROCEEDINGS - UNAPPROVED

FEBRUARY 5, 2024

JACKSON, WYOMING

The Jackson Town Council met in regular session in the Town Hall Council Chambers located at 150 East Pearl in Jackson, at 6:00 P.M. This meeting was held in-person and through the Zoom platform. Upon roll call the following were found to be present:

TOWN COUNCIL: Mayor Hailey Morton Levinson, Arne Jorgensen, Jonathan Schechter, Jim Rooks, and Jessica Sell Chambers.

STAFF: Tyler Sinclair, Roxanne Robinson, Lea Colasuonno, Johnny Ziem, Tyler Valentine, Paul Anthony, Floren Poliseo, Susan Scarlata, April Norton, Katelyn Page, Brian Schilling

Council recited the Pledge of Allegiance and Land Acknowledgement. Mayor Morton Levinson introduced Ed Browne, Human Resource Specialist.

Public Comment. Rick Howe and Wayne Richardson made public comment.

Consent Calendar. A motion was made by Jessica Sell Chambers and seconded by Arne Jorgensen to approve the consent calendar including items A-D as presented with the following motions:

- A. **Meeting Minutes.** To approve meeting minutes from the January 8, 2024 Special Town Council Meeting, January 8, 2024 Regular Town Council Meeting, January 22, 2024 Regular Town Council Workshop, and January 22, 2024 Regular Town Council Meeting.
- B. **Disbursements.** To approve the disbursements as presented.
- C. **Wyoming Department of Health Grant.** To approve the Wyoming Department of Health, Behavioral Health Division Agreement between the Town of Jackson and Wyoming Department of Health, Behavioral Health Division Agreement as presented in the attachments to this staff report and authorize the Mayor to execute the Agreement subject to minor changes by staff.
- D. **2024 Patching Contract Award.** To approve the award of the 2024 Spring and Fall Patching Project to Avail Valley Construction-WY of Wyoming in the amount of \$715,343.15 and authorize the Mayor to execute the contract subject to approval by the Town Attorney and Town Engineer.

There was no public comment on the consent calendar. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried.

Consideration of an Amendment to the Deed Restrictions at Kelly Place Condos. April Norton and Lea Colasuonno made staff comment. Council held discussion with staff. Perri Stern, Jake Kilgrow and Dave Meaney made public comment. Ruben Caldwell spoke on behalf of the applicant. A motion was made by Jim Rooks and seconded by Arne Jorgensen to approve the Amended and Restated Special Restrictions for Workforce Ownership Housing, located at the 440 West Kelly Condominium Addition, at the listed prices for each of the three units as of December 18, 2023, to the Town of Jackson subject to minor edits by the Town Attorney and authorize the Mayor to sign it. A friendly amendment was made for prices not to exceed the listed prices for each of the three units as of December 18, 2023. Mayor Morton Levinson called for the vote. The vote showed 3-2 with Mayor Morton Levinson, Arne Jorgensen, and Jim Rooks in favor and Jessica Sell Chambers and Jonathan Schechter opposed. The motion carried.

Request for LDR Text Amendment to the Neighborhood High Density-1 Zone (P23-168). Arne Jorgensen and Jessica Sell Chambers withdrew their motion to approve an LDR Text Amendment (P23-168) to the NH-1 zone made on January 8, 2024 at the regularly scheduled Town Council meeting. Tyler Valentine, April Norton, Paul Anthony, Lea Colasuonno and Tyler Sinclair made staff comment. Council held discussion with staff. Judd Grossman, Dick Raygay, Perri Stern, Claire Stumpf, Michael Stern, Daniel Ragsdale, Laura Bonich and Reade Dornan made public comment.

Council recessed at 8:06 pm and reconvened at 8:14 pm.

A motion was made by Arne Jorgensen and seconded by Jonathan Schechter to approve an LDR Text Amendment (P23-168) to the NH-1 zone, specifically to allow a fourth story and height bonus for workforce housing per Option #1d:

Option #1d: NH-1 with three-acre minimum with eight criteria:

- a. The following standards apply to the amount of additional floor area achieved through the increase in structure height; however, the actual floor area to which the following standards apply may be distributed throughout the structure.
 - i. It shall be deed restricted workforce, affordable, or employee housing with an occupancy restriction;
 - ii. It may have an employment and/or price restriction.
 - iii. It shall be exempt from the calculation of affordable housing required but shall not be used to meet the affordable housing requirement for the project.
 - iv. Fourth story may be used for parking that serves the deed restricted residential units.
- b. The project shall provide the affordable housing required by Div. 6.3. on site.
- c. The site shall be at least three contiguous acres to provide opportunity for sufficient setback from and building height step down to small scale development.
- d. The site shall be served by transit within 1/4 mile.
- e. The site shall be within 1/4 mile walking distance from numerous commercial services routinely needed by residents.
- f. The additional building height shall not increase the floor area allowance or decrease the required open space.
- g. For all street facades, the 4th story shall be stepped back a minimum of 10' for at least 40% of the overall façade width. Roofs above the stepped-back portions may encroach a maximum of 3' into the 10' setback.
- h. The site shall be adjacent to a CR-3 zoned property.

And based upon factors 1-6 listed below, the department reviews, and the staff report dated February 5, 2024:

- 1. Is consistent with the purposes and organization of the LDRs;
- 2. Improves the consistency of the LDRs with other provisions of the LDRs;
- 3. Provides flexibility for landowners within standards that clearly define desired character;
- 4. Is necessary to address changing conditions, public necessity, and/or state or federal legislation;
- 5. Improves implementation of the Comprehensive Plan; and
- 6. Is consistent with other adopted Town Ordinances.

Mayor Morton Levinson called for the vote. The vote showed 3-2 with Mayor Morton Levinson, Arne Jorgensen, and Jonathan Schecher in favor and Jessica Sell Chambers and Jim Rooks opposed. The motion carried.

Ordinances. A motion was made by Jim Rooks and seconded by Jonathan Schechter to read ordinances in short title. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried.

Ordinance G. An Ordinance Amending the Land Development Regulations Regarding Complete Neighborhood Zones.

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1159, 1196, 1197, 1198, 1210, 1211, 1212, 1214 THROUGH 1222, 1273, 1278, 1299, 1313, 1316, AND 1338; SECTION 2 OF TOWN OF JACKSON ORDINANCE NOS. 1074 (PART), 1122 AND 1149; SECTIONS 3 THROUGH 12 OF TOWN OF JACKSON ORDINANCE NO. 1348; AND SECTIONS 2.2.2 THROUGH 2.2.17, 2.3.10, AND 2.3.13 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING COMPLETE NEIGHBORHOOD ZONES AND PROVIDING FOR AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

There was no public comment. A motion was made by Jonathan Schechter and seconded by Arne Jorgensen to approve Ordinance G on second reading. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried.

Ordinance X. An Ordinance Regarding Required Bicycle Parking.

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1196, 1198, 1313; SECTION 2 OF TOWN OF JACKSON ORDINANCE NOS. 1074, 1125, 1152 AND 1170;

SECTION 10 OF TOWN OF JACKSON ORDINANCE NO. 1163; AND SECTIONS 6.2.2, 6.2.3, 6.2.4, 6.2.5, AND 8.8.2 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING REQUIRED BICYCLE PARKING.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

Ordinance O. An Ordinance Adding Appendix A Regarding Required Bicycle Parking.
AN ORDINANCE ADDING APPENDIX A TO THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING REQUIRED BICYCLE PARKING.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

There was no public comment. Paul Anthony made staff comment. A motion was made by Jessica Sell Chambers and seconded by Arne Jorgensen to approve Ordinances X and O on second reading. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried.

Matters from Mayor and Council. Mayor Morton Levinson commented on the new Jackson Hole Historical Society Museum. Jim Rooks commented on the new Snow King facilities at the top of the mountain. Jessica Sell Chambers commented on the letter received from the Chamber of Commerce as discussed by Rick Howe during public comment. Jessica Sell Chambers added relaxing exclusionary zoning to the Potential Initiative (PI) List.

Town Manager’s Report. Tyler Sinclair made staff comment. The Town Manager’s report contained updates on financial training requirements, a temporary sign permit for JH Ski & Snowboard Club, summer internships, and the budget schedule. A motion was made by Jonathan Schechter and seconded by Jim Rooks to approve the Town Manager’s Report. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried.

Adjourn. A motion was made by Jonathan Schechter and seconded by Jim Rooks to adjourn. Mayor Morton Levinson called for the vote. The vote showed all in favor. The motion carried. The meeting adjourned at 9:19 p.m.

TOWN OF JACKSON

ATTEST:

Hailey Morton Levinson, Mayor

Lynsey Lenamond, Sr. Deputy Town Clerk

Minutes: II. Publish JH News & Guide: February 14, 2024

Report Criteria:

Detail report.

Invoices with totals above \$0 included.

Paid and unpaid invoices included.

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
6634	107 WEST DESIGN, LLC	23-02	PROGRESSIVE BILLING	12/28/2023	2,625.00	.00	
6634	107 WEST DESIGN, LLC	24-02	GREGORY AND TCSD	02/18/2024	750.00	.00	
Total 6634:					3,375.00	.00	
328	842-NCPERS GROUP WYOMIN	842022024	PAYROLL DEDUCTIONS	01/01/2024	96.00	96.00	02/01/2024
Total 328:					96.00	96.00	
51	ACE HARDWARE	847001	CM SOCKETS	11/05/2023	167.98	.00	
51	ACE HARDWARE	849197	Bolts and BROOM	11/22/2023	21.73	.00	
51	ACE HARDWARE	849215	EXT CORD	11/22/2023	125.98	.00	
51	ACE HARDWARE	852005	MARKING PAINT	12/14/2023	258.98	.00	
51	ACE HARDWARE	852005	MARKING PAINT	12/14/2023	258.98	.00	
51	ACE HARDWARE	852302	CAT LITTER	12/18/2023	19.98	.00	
51	ACE HARDWARE	852303	CLEANER	12/18/2023	12.99	.00	
51	ACE HARDWARE	853413	SPACE HEATER	12/28/2023	119.98	.00	
51	ACE HARDWARE	853992	HOLE SAW BLADES	01/04/2024	34.47	.00	
51	ACE HARDWARE	854048	NUT DRIVER	01/04/2024	18.57	.00	
51	ACE HARDWARE	855714	PLUNGER	01/22/2024	41.98	.00	
51	ACE HARDWARE	855715	KEYS	01/22/2024	4.49	.00	
51	ACE HARDWARE	855741	SCREWS	01/22/2024	1.64	.00	
51	ACE HARDWARE	855795	BATTERIES	01/22/2024	7.49	.00	
51	ACE HARDWARE	855807	BATTERIES	01/22/2024	17.99	.00	
51	ACE HARDWARE	855973	SMOKE ALARM	01/24/2024	43.98	.00	
51	ACE HARDWARE	856085	Drain cleaner	01/25/2024	37.47	.00	
51	ACE HARDWARE	856093	DRAIN CLEANER	01/25/2024	52.47	.00	
51	ACE HARDWARE	856172	FILTERS	01/26/2024	43.98	.00	
51	ACE HARDWARE	856194	DRAIN COVER	01/26/2024	6.99	.00	
51	ACE HARDWARE	856226	KEYS	01/26/2024	4.49	.00	
51	ACE HARDWARE	856228	PAINT TRAY LINER	01/26/2024	19.46	.00	
51	ACE HARDWARE	856512	BATTERIES	01/30/2024	39.98	.00	
51	ACE HARDWARE	856581	SUPPLIES	01/30/2024	137.93	.00	
51	ACE HARDWARE	856702	SCREWS	01/31/2024	4.66	.00	
51	ACE HARDWARE	856910	8MM	02/02/2024	6.25	.00	
51	ACE HARDWARE	857397	MAGNET ROUND BASE	02/08/2024	63.96	.00	
51	ACE HARDWARE	857438	FORCEFLEX AND SOCKETS	02/08/2024	23.97	.00	
Total 51:					1,598.82	.00	
6861	ADVANCED NETWORK MANAG	BD0062939	CISCO ADVANTAGE ON PREM L	02/06/2024	11,530.51	.00	
6861	ADVANCED NETWORK MANAG	BD0063003	ARUBA 6200 M	02/08/2024	4,816.57	.00	
6861	ADVANCED NETWORK MANAG	BD0063092	FOUNDATION CARE	02/12/2024	644.00	.00	
Total 6861:					16,991.08	.00	
2269	AFLAC	773124	ACCOUNT #y9599	01/25/2024	2,399.87	2,399.87	02/01/2024
Total 2269:					2,399.87	2,399.87	
6900	ALDER ENVIRONMENTAL LLC	4325	THAW WELL #3	02/02/2024	486.25	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 6900:					486.25	.00	
6524	ALPHAGRAPHICS	JX-356374	START BUS ADS	01/31/2024	1,160.15	.00	
6524	ALPHAGRAPHICS	JX-362538	SIGNAGE	02/12/2024	301.91	.00	
6524	ALPHAGRAPHICS	JX-362970	START BUS ADS	01/27/2024	388.01	.00	
Total 6524:					1,850.07	.00	
7407	ALPINE GARAGE DOORS	4118	PANEL REPLACE	10/29/2023	2,169.48	.00	
Total 7407:					2,169.48	.00	
5726	AMAZON	111-1425546-6	SUPPLIES	01/25/2024	727.40	.00	
5726	AMAZON	114K-MRYG-3	TOOL ORGANIZER	02/08/2024	65.96	.00	
5726	AMAZON	11JT-GKL4-13	SNACKS	01/31/2024	248.15	.00	
5726	AMAZON	13QH-GJ-3LV4	BACKPACK	01/27/2024	199.99	.00	
5726	AMAZON	13QH-KHGJ-3L	BACKPACK	01/27/2024	199.99	.00	
5726	AMAZON	19XD-NQV6-W	CAR CHARGER	02/08/2024	94.42	.00	
5726	AMAZON	1DJP-LWX6-9	VIZIO TV	02/05/2024	698.00	.00	
5726	AMAZON	1GQF-J71R-R	LYSOL SPRAY	02/12/2024	56.34	.00	
5726	AMAZON	1H66Y-FM6H-6	CABLE AND CHARGER	01/30/2024	317.81	.00	
5726	AMAZON	1JPY-1KHF-XY	SCANNER	02/04/2024	2,212.51	.00	
5726	AMAZON	1M3F-CJK3-L4	AIRPODS AND KEYBOARD	02/06/2024	1,311.87	.00	
5726	AMAZON	1M3F-CJK3-R	CABLES	02/07/2024	91.92	.00	
5726	AMAZON	1NWR-WNTK-	CHARGING STATION	01/31/2024	195.07	.00	
5726	AMAZON	1PHK-3YPP-W	TONERS	01/26/2024	589.49	.00	
5726	AMAZON	1RM6-LQ6L-F	U6 ENTERPRISE ACCESS POIN	01/29/2024	791.66	.00	
5726	AMAZON	1TQ3-MNNC-3	SNOW PANTS	01/30/2024	129.95	.00	
5726	AMAZON	1VDY-VQCM-	DELL GAMING LAPTOP AND BA	02/13/2024	3,082.52	.00	
5726	AMAZON	1YMK-4XN9-7	DISPLAY RAIL	01/24/2024	88.80	.00	
5726	AMAZON	1YPW-17PW-1	CAR CHARGER	01/31/2024	63.98	.00	
Total 5726:					11,165.83	.00	
3530	AMSOIL INC #774148	2221568 RI	SYNTHETIC 15W40 SS DIESEL	01/22/2024	15,340.76	.00	
3530	AMSOIL INC #774148	22221569 RI	EXTENDED LIFE OIL	01/22/2024	15,269.33	.00	
3530	AMSOIL INC #774148	22230351 RI	SYNTHETIC ATF	01/26/2024	24,020.22	.00	
Total 3530:					54,630.31	.00	
7221	ANDERS GLASS AND TINT	1165	WINDSHIELD REPLACEMENT	01/24/2024	450.00	.00	
7221	ANDERS GLASS AND TINT	1171	WINDSHIELD REPLACEMENT	02/01/2024	460.00	.00	
7221	ANDERS GLASS AND TINT	1179	WINDSHIELD REPLACEMENT	02/12/2024	450.00	.00	
Total 7221:					1,360.00	.00	
7027	ARISTORENAS, MARIA	021224	EQUITY TASK FORCE	02/12/2024	450.00	.00	
Total 7027:					450.00	.00	
7028	BADILLO, MARCELA	021224	EQUITY TASK FORCE	02/12/2024	450.00	.00	
Total 7028:					450.00	.00	
7099	BAKER TILLY US, LLP	BT2671721	COMP STUDY CONSULTING SE	01/31/2024	1,410.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 7099:					1,410.00	.00	
7405	BAKER, JACOB	020224	RETUEN BAIL 23-11-0294	02/02/2024	740.00	740.00	02/02/2024
Total 7405:					740.00	740.00	
6090	BAUER, JAMISON	020124	DOT PHYSICAL	02/01/2024	155.00	.00	
Total 6090:					155.00	.00	
7033	BERGMAN, PIERRE	021224	EQUITY TASK FORCE	02/12/2024	450.00	.00	
Total 7033:					450.00	.00	
4920	BEST BEST & KRIEGER	987126	SERVICES RENDERED 51148.0	02/07/2024	644.00	.00	
Total 4920:					644.00	.00	
4774	BIG R RANCH & HOME	1653274	MUCKBOOTS	01/12/2024	189.95	.00	
4774	BIG R RANCH & HOME	1655638	BRITE LIME COATS	02/06/2024	287.98	.00	
4774	BIG R RANCH & HOME	1655639	MUCK BOOTS	02/06/2024	151.16	.00	
Total 4774:					629.09	.00	
1560	BLUE SPRUCE CLEANERS,INC	020124	DRY CLEANING PD	02/01/2024	136.37	.00	
Total 1560:					136.37	.00	
7394	BOLAND, ANITA	020724	MARCH RENT	02/07/2024	2,200.00	.00	
Total 7394:					2,200.00	.00	
4634	BREAKFAST ROTARY OF JH	2571	QUARTERLY DUES MICHELLE	02/01/2024	175.00	.00	
Total 4634:					175.00	.00	
6727	BRIGGS, ERIC L	26869	TOOL	02/01/2024	16.90	.00	
6727	BRIGGS, ERIC L	27026	TOOLS	02/08/2024	149.95	.00	
Total 6727:					166.85	.00	
5996	BRIGHTLY	INV-229481	CONSULTING SERVICES	11/21/2023	878.60	.00	
Total 5996:					878.60	.00	
3303	BRISTOL, JAMES	6697	ENVELOPES	02/01/2024	395.00	.00	
Total 3303:					395.00	.00	
6051	CARPETS PLUS COLORTILE	9838	REPLACE CARPET IN PD DOW	01/01/2024	8,623.00	.00	
6051	CARPETS PLUS COLORTILE	9839	PD STAIRWELL STAIRS REPLA	01/01/2024	3,386.00	.00	
Total 6051:					12,009.00	.00	
5	CARQUEST AUTO PARTS INC.	6090-624391	BELTS	08/18/2023	34.56	.00	
5	CARQUEST AUTO PARTS INC.	6090-641702	IGN WIRES	02/01/2024	39.99	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 5:					74.55	.00	
102	CASELLE INC.	130644	CONTRACT SUPPORT	02/01/2024	1,897.00	.00	
Total 102:					1,897.00	.00	
447	CDW-GOVERNMENT	PD45529	AdAP DOCK	01/19/2024	178.14	.00	
447	CDW-GOVERNMENT	PD96908	LAPTOP CRADLE	01/22/2024	408.80	.00	
Total 447:					586.94	.00	
544	CENTURYLINK	672733460	Monthly bill for account 75912352	02/19/2024	134.99	.00	
Total 544:					134.99	.00	
6257	CERTIFIED LABORATORIES	8542525	PREMALUBE	01/17/2024	905.85	.00	
Total 6257:					905.85	.00	
7089	CHARLIE'S PLUMBING OF JH	11332	CLOGGED URINALS	01/31/2024	2,505.00	.00	
Total 7089:					2,505.00	.00	
4742	CHRISTENSEN, DUSTIN	021424	DOT PHYSICAL	02/14/2024	155.00	.00	
Total 4742:					155.00	.00	
5967	CITY OF DRIGGS	BBSTART2024	BUS BARN RENT	02/01/2024	1,918.57	.00	
Total 5967:					1,918.57	.00	
514	CONRAD & BISCHOFF INC.	IN-896506-24	DIESEL FUEL AND GAS	01/29/2024	16,315.20	.00	
514	CONRAD & BISCHOFF INC.	IN-896507-24	DIESEL FUEL AND GAS	01/29/2024	11,689.55	.00	
514	CONRAD & BISCHOFF INC.	IN-902315-24	DEF BULK	01/31/2024	652.08	.00	
514	CONRAD & BISCHOFF INC.	IN-913706-24	DIESEL FUEL AND GAS	02/06/2024	31,789.70	.00	
514	CONRAD & BISCHOFF INC.	IN-920166-24	DIESEL FUEL AND GAS	02/13/2024	30,001.78	.00	
Total 514:					90,448.31	.00	
4887	CONTROL SYSTEM TECHNOLO	11091	WATER SCADA	02/05/2024	1,867.50	.00	
4887	CONTROL SYSTEM TECHNOLO	11095	CONTROL HARDWARE	02/05/2024	800.00	.00	
Total 4887:					2,667.50	.00	
6475	CONVERGEONE, INC	3475415	CONTRACT SERVICES	08/03/2023	6,300.00	.00	
Total 6475:					6,300.00	.00	
1691	CORE & MAIN LP	T976232	STRONG TRACK	12/22/2023	145.58	.00	
1691	CORE & MAIN LP	U067767	COPPERHORN	01/25/2024	9,510.50	.00	
1691	CORE & MAIN LP	U210505	MACH 10 ANTENNA AND GASK	01/25/2024	8,917.00	.00	
1691	CORE & MAIN LP	U244092	SUPPLIES	01/26/2024	7,549.70	.00	
1691	CORE & MAIN LP	U247361	PROCODER MTR	01/25/2024	2,609.01	.00	
1691	CORE & MAIN LP	U270473	MACH 10 RSVD ORD	01/25/2024	10,658.40	.00	
1691	CORE & MAIN LP	U274203	SUPPLIES	01/26/2024	3,209.48	.00	
1691	CORE & MAIN LP	U305578	DRYING TUBE	02/05/2024	241.54	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 1691:					42,841.21	.00	
7406	CUDWORTH, JEAN	020524	BAIL REFUND 241-01-0127	02/05/2024	1,500.00	1,500.00	02/05/2024
Total 7406:					1,500.00	1,500.00	
7030	DAY, JEAN	021224	EQUITY TASK FORCE	02/12/2024	450.00	.00	
Total 7030:					450.00	.00	
4918	DEAN'S PEST CONTROL LLC	87558	WWTP	01/09/2024	110.00	.00	
4918	DEAN'S PEST CONTROL LLC	87897	PW BUILDING	01/11/2024	60.00	.00	
Total 4918:					170.00	.00	
7413	DEWBERRY ENGINEERS, INC	2370225	GIS ADVISORY	12/11/2023	7,894.00	.00	
7413	DEWBERRY ENGINEERS, INC	2382500	GIS ADVISORY	01/15/2024	7,870.00	.00	
7413	DEWBERRY ENGINEERS, INC	2394160	TOJ GIS ADVISORY	02/05/2024	2,960.00	.00	
Total 7413:					18,724.00	.00	
6883	DIVISION OF CHILD SUPPORT	020824	DCSE CASE #0005405448	02/08/2024	509.23	509.23	02/08/2024
Total 6883:					509.23	509.23	
2175	DIVISION OF VICTIM SERVICES	020224	JANUARY VICTUM SURCHARG	02/02/2024	900.00	.00	
Total 2175:					900.00	.00	
2048	DRIGGS VETERINARY CLINIC I	53235	ANIMAL CARE	01/29/2024	374.26	.00	
2048	DRIGGS VETERINARY CLINIC I	53423	ANIMAL CARE	02/06/2024	43.03	.00	
Total 2048:					417.29	.00	
3408	E.R. OFFICE EXPRESS	21913	FOLDERS	01/12/2024	77.20	.00	
3408	E.R. OFFICE EXPRESS	21979	CALENDAR POSTER	01/26/2024	70.10	.00	
3408	E.R. OFFICE EXPRESS	21995	MARKERS	01/29/2024	23.49	.00	
3408	E.R. OFFICE EXPRESS	21999	Office Supplies	01/30/2024	189.32	.00	
3408	E.R. OFFICE EXPRESS	22001	CHIAR	01/30/2024	254.18	.00	
3408	E.R. OFFICE EXPRESS	22024	PAPER	02/06/2024	59.99	.00	
Total 3408:					674.28	.00	
4748	E-470 PUBLIC HIGHWAY AUTHO	22036	NOTARY STAMP	02/08/2024	28.99	.00	
Total 4748:					28.99	.00	
6157	EFORCE	1232999	EVO UPGREADE	02/06/2024	12,900.00	.00	
6157	EFORCE	1233000	SUPPORT FEE	02/05/2024	13,693.16	.00	
Total 6157:					26,593.16	.00	
1134	ENERGY LABORATORIES INC.	608629	INFLUENT AND EFFLUENT	01/24/2024	479.00	.00	
1134	ENERGY LABORATORIES INC.	610498	INFLUENT AND EFFLUENT	02/05/2024	479.00	.00	
1134	ENERGY LABORATORIES INC.	610945	INFLUENT AND EFFLUENT	02/07/2024	525.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 1134:					1,483.00	.00	
7228	EVANS, SARA	020224	RESTITUTION PAYMENT 23-02-	02/02/2024	120.00	.00	
Total 7228:					120.00	.00	
6802	FALL RIVER PROPANE	2596341	PROPANE	01/23/2024	989.75	.00	
Total 6802:					989.75	.00	
4294	FIRE SERVICES OF IDAHO	12545253	ANNUAL SERVICE	01/25/2024	55.00	.00	
4294	FIRE SERVICES OF IDAHO	12545939	SERVICE	01/30/2024	645.00	.00	
4294	FIRE SERVICES OF IDAHO	12546382	SERVICE CALL	01/30/2024	770.00	.00	
4294	FIRE SERVICES OF IDAHO	12547428	ALARM MONITORING	02/05/2024	360.00	.00	
Total 4294:					1,830.00	.00	
4709	FLEETPRIDE	113939975	SRS MALE	01/17/2024	48.72	.00	
4709	FLEETPRIDE	114037029	DOC CUMMINS	01/22/2024	3,974.03	.00	
4709	FLEETPRIDE	114068336	SRS SEAL	01/23/2024	148.86	.00	
4709	FLEETPRIDE	114077821	SRS MALE	01/23/2024	10.69	.00	
4709	FLEETPRIDE	114200638	SEAL LOK	01/29/2024	90.60	.00	
Total 4709:					4,272.90	.00	
7340	FLORES, JUANITA	020124	COURT TRANSLATION	02/01/2024	240.00	.00	
Total 7340:					240.00	.00	
6605	FLOYD'S TRUCK CENTER	X303034966:0	HCD FV	01/23/2024	1,807.64	.00	
Total 6605:					1,807.64	.00	
7034	FRITTS, JASON	021224	EQUITY TASK FORCE	02/12/2024	450.00	.00	
Total 7034:					450.00	.00	
7287	GARCIA, ISRAEL	0020	INTERPREATION 01/09/24	01/09/2024	80.00	.00	
7287	GARCIA, ISRAEL	0025	TRANSLATION SERVICES	02/05/2024	80.00	.00	
Total 7287:					160.00	.00	
6126	GARMIN USA	DL34189027	MONTHLY SERVICES	01/27/2024	64.95	.00	
Total 6126:					64.95	.00	
6844	GE SOFTWARE	214671	FUEL SITE MODULE	01/31/2024	80.00	.00	
Total 6844:					80.00	.00	
4212	GILLIG LLC	41138812	lamp, PANELS	02/08/2024	4,651.08	.00	
4212	GILLIG LLC	41139576	LAMP	02/09/2024	282.23	.00	
Total 4212:					4,933.31	.00	
1165	GRAFIX SHOPPE INC.	154892	BADGE DECALS	01/18/2024	537.06	.00	
1165	GRAFIX SHOPPE INC.	155057	GRAPHIC KITS	01/29/2024	3,443.02	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 1165:					3,980.08	.00	
1609	GRAINGER	9959988545	VALVE	01/11/2024	331.21	.00	
1609	GRAINGER	9964629563	CARTRIDGE	01/17/2024	314.70	.00	
Total 1609:					645.91	.00	
7031	HERNANDEZ, BRANDON	021224	EQUITY TASK FORCE	02/12/2024	450.00	.00	
Total 7031:					450.00	.00	
96	HIGH COUNTRY LINEN	0418003	MATS @ TOWN HALL	01/02/2024	264.04	.00	
96	HIGH COUNTRY LINEN	0420439	MATS @ SHELTER	01/17/2024	82.65	.00	
96	HIGH COUNTRY LINEN	0421188	MATS @ 155 E PEARL	01/22/2024	7.59	.00	
96	HIGH COUNTRY LINEN	0421193	MATS @ HOME RANCH	01/22/2024	24.56	.00	
96	HIGH COUNTRY LINEN	0421591	MATS @ WWTP	01/24/2024	64.80	.00	
96	HIGH COUNTRY LINEN	0421820	WATER	01/25/2024	18.81	.00	
96	HIGH COUNTRY LINEN	0421820	BUILDING MAINT	01/25/2024	31.08	.00	
96	HIGH COUNTRY LINEN	0421820	WWWTP	01/25/2024	13.30	.00	
96	HIGH COUNTRY LINEN	0421820	SEWER	01/25/2024	13.30	.00	
96	HIGH COUNTRY LINEN	0421820	ADMIN	01/25/2024	6.65	.00	
96	HIGH COUNTRY LINEN	0421820	ADMIN	01/25/2024	6.65	.00	
96	HIGH COUNTRY LINEN	0421820	FLEET	01/25/2024	30.79	.00	
96	HIGH COUNTRY LINEN	0421820	STREET	01/25/2024	33.24	.00	
96	HIGH COUNTRY LINEN	0421820	SHOP SUPPLIES	01/25/2024	51.85	.00	
96	HIGH COUNTRY LINEN	0421820	FACILITY	01/25/2024	6.65	.00	
96	HIGH COUNTRY LINEN	0422313	MATS & SUPPLIES	01/29/2024	232.82	.00	
96	HIGH COUNTRY LINEN	0422654	MATS @ town hall	01/30/2024	285.20	.00	
96	HIGH COUNTRY LINEN	0422753	MATS @ SHELTER	01/31/2024	82.65	.00	
96	HIGH COUNTRY LINEN	0422968	ADMIN	02/01/2024	6.65	.00	
96	HIGH COUNTRY LINEN	0422968	STREET	02/01/2024	33.24	.00	
96	HIGH COUNTRY LINEN	0422968	ADMIN	02/01/2024	6.65	.00	
96	HIGH COUNTRY LINEN	0422968	BUILDING MAINT	02/01/2024	18.27	.00	
96	HIGH COUNTRY LINEN	0422968	WWWTP	02/01/2024	13.30	.00	
96	HIGH COUNTRY LINEN	0422968	SHOP SUPPLIES	02/01/2024	51.85	.00	
96	HIGH COUNTRY LINEN	0422968	FACILITY	02/01/2024	6.65	.00	
96	HIGH COUNTRY LINEN	0422968	WATER	02/01/2024	22.71	.00	
96	HIGH COUNTRY LINEN	0422968	SEWER	02/01/2024	13.30	.00	
96	HIGH COUNTRY LINEN	0422968	FLEET	02/01/2024	30.79	.00	
96	HIGH COUNTRY LINEN	0423535	MATS @ 155 E PEARL	02/05/2024	7.59	.00	
96	HIGH COUNTRY LINEN	0423538	MATS @ HOME RANCH	02/05/2024	54.56	.00	
96	HIGH COUNTRY LINEN	0424129	FLEET	02/08/2024	30.79	.00	
96	HIGH COUNTRY LINEN	0424129	ADMIN	02/08/2024	6.65	.00	
96	HIGH COUNTRY LINEN	0424129	STREET	02/08/2024	33.25	.00	
96	HIGH COUNTRY LINEN	0424129	SEWER	02/08/2024	13.30	.00	
96	HIGH COUNTRY LINEN	0424129	WATER	02/08/2024	22.70	.00	
96	HIGH COUNTRY LINEN	0424129	SHOP SUPPLIES	02/08/2024	51.85	.00	
96	HIGH COUNTRY LINEN	0424129	FACILITY	02/08/2024	6.65	.00	
96	HIGH COUNTRY LINEN	0424129	BUILDING MAINT	02/08/2024	168.64	.00	
96	HIGH COUNTRY LINEN	0424129	WWWTP	02/08/2024	13.30	.00	
96	HIGH COUNTRY LINEN	0424129	ADMIN	02/08/2024	6.65	.00	
96	HIGH COUNTRY LINEN	C0425220	CREDIT	02/14/2024	24.77-	.00	
96	HIGH COUNTRY LINEN	S0421015	TOWELS AND LINERS	01/19/2024	109.84	.00	
96	HIGH COUNTRY LINEN	S0421297	TOWELS	01/23/2024	189.43	.00	
96	HIGH COUNTRY LINEN	S0421355	LINERS	01/22/2024	45.86	.00	
96	HIGH COUNTRY LINEN	S0423120	GLOVES AND TOWELS	02/01/2024	152.87	.00	
96	HIGH COUNTRY LINEN	S0424029	DISTILLED WATER	02/07/2024	9.40	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 96:					2,358.60	.00	
3342	HILTBRUNNER, ERIC	021324	DOT PHYSICAL	02/13/2024	155.00	.00	
Total 3342:					155.00	.00	
6455	HIRST APPLGATE, LLP	218715	CULVER	02/06/2024	192.50	.00	
Total 6455:					192.50	.00	
4736	IDAHO CHILD SUPPORT RECEI	020824	case#426985	02/08/2024	564.20	564.20	02/08/2024
Total 4736:					564.20	564.20	
36	IDAHO STATE TAX COMMISSIO	020124	January withholdings	02/01/2024	4,817.00	4,817.00	02/01/2024
Total 36:					4,817.00	4,817.00	
3323	IDAHO TRAFFIC SAFETY, INC.	226775	GLASS BEADS	05/02/2023	2,550.00	.00	
Total 3323:					2,550.00	.00	
6121	IDENTISYS, INC	652904	CONTRACT DEPOT SERVICE	02/01/2024	1,488.00	.00	
Total 6121:					1,488.00	.00	
106	INTERSTATE BATTERY	22258591T	SHORT PAY	09/19/2023	30.20	.00	
106	INTERSTATE BATTERY	250001177	BATTERIES	01/30/2024	110.95	.00	
Total 106:					141.15	.00	
6954	IVY OUTDOOR SERVICES LLC	0000068	START TRASH ROUTE	02/01/2024	1,350.00	.00	
6954	IVY OUTDOOR SERVICES LLC	0000069	TOWN SQUARE TRASH REMOV	02/01/2024	7,612.50	.00	
Total 6954:					8,962.50	.00	
7163	JACKSON GROUP LOCKBOX	659465IFX1	FUEL FILTER	02/01/2024	302.28	.00	
7163	JACKSON GROUP LOCKBOX	660227IF	FILTER ORANGE NITRILE	01/25/2024	131.28	.00	
7163	JACKSON GROUP LOCKBOX	661163IF	LUBE SPIN	02/07/2024	230.94	.00	
7163	JACKSON GROUP LOCKBOX	661209IF	OIL FILTER	02/07/2024	107.32	.00	
Total 7163:					771.82	.00	
858	JACKSON HOLE COMMUNITY H	020124	CONTRACT PAYMENT	02/01/2024	12,500.00	.00	
Total 858:					12,500.00	.00	
6474	JACKSON HOLE LAW, PC	2166	PROSECUTION SERVICES	01/31/2024	3,507.50	.00	
Total 6474:					3,507.50	.00	
131	JACKSON HOLE NEWS & GUID	358004	AD#421770	09/27/2023	360.00	.00	
131	JACKSON HOLE NEWS & GUID	360995	AD#424107	12/27/2023	103.50	.00	
131	JACKSON HOLE NEWS & GUID	360996	AD#424106	12/27/2023	423.00	.00	
131	JACKSON HOLE NEWS & GUID	361645	AD#424552	01/17/2024	945.25	.00	
131	JACKSON HOLE NEWS & GUID	361646	AD#424553	01/17/2024	42.75	.00	
131	JACKSON HOLE NEWS & GUID	361807	AD#424554 CHIP SEAL	01/24/2024	171.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
131	JACKSON HOLE NEWS & GUID	361949	AD#424950	01/31/2024	33.25	.00	
131	JACKSON HOLE NEWS & GUID	362308	AD#424056	02/07/2024	304.00	.00	
131	JACKSON HOLE NEWS & GUID	362413	AD#425316	02/14/2024	95.00	.00	
131	JACKSON HOLE NEWS & GUID	362415	AD#425318	02/14/2024	114.00	.00	
131	JACKSON HOLE NEWS & GUID	362416	AD#425319	02/14/2024	199.50	.00	
131	JACKSON HOLE NEWS & GUID	362417	AD#425322	02/14/2024	294.50	.00	
131	JACKSON HOLE NEWS & GUID	362419	AD#425323	02/14/2024	465.50	.00	
131	JACKSON HOLE NEWS & GUID	362420	AD#425315	02/14/2024	104.50	.00	
131	JACKSON HOLE NEWS & GUID	362421	AD#425314	02/14/2024	161.50	.00	
131	JACKSON HOLE NEWS & GUID	362422	AD#425313	02/14/2024	133.00	.00	
131	JACKSON HOLE NEWS & GUID	362469	AD#421770425325	02/14/2024	38.00	.00	
131	JACKSON HOLE NEWS & GUID	362470	AD#425326	02/14/2024	33.25	.00	
131	JACKSON HOLE NEWS & GUID	362488	AD#425196	02/14/2024	456.00	.00	
Total 131:					4,477.50	.00	
239	JH20 WATER CONDITIONING &	2140	water @ WWTP	02/13/2024	72.50	.00	
Total 239:					72.50	.00	
139	JORGENSEN ASSOCIATES, PC	53036	CORE FACILITY PROJECT	02/02/2024	60,362.60	.00	
139	JORGENSEN ASSOCIATES, PC	53036	START OFFICE REMODEL	02/02/2024	1,361.25	.00	
Total 139:					61,723.85	.00	
7080	KLUS, TOMA	013024	PRINTING REIMBURSE	01/30/2024	74.33	.00	
Total 7080:					74.33	.00	
4902	KOIS BROTHERS EQUIPMENT	131699	SHEAR PIN	01/26/2024	671.13	.00	
Total 4902:					671.13	.00	
7029	KRUEGER, ERICA JADE	021224	EQUITY TASK FORCE	02/12/2024	450.00	.00	
Total 7029:					450.00	.00	
7410	LEFEVRE, WILLIAM	020524	DOT PHYICAL	02/05/2024	92.00	.00	
Total 7410:					92.00	.00	
5691	LEPCO	55842	SERVICE CALL	01/22/2024	991.00	.00	
5691	LEPCO	55883	CHEMICALS FOR WASH BAY	01/29/2024	753.96	.00	
5691	LEPCO	55884	WATER SOFTNER SALT	01/29/2024	250.11	.00	
5691	LEPCO	56080	SERVICE CALL TOWN SHOP	02/08/2024	881.00	.00	
Total 5691:					2,876.07	.00	
2149	LEXISNEXIS MATTHEW BENDE	5699308005 01	LEGAL BOOKS	01/31/2024	96.43	.00	
Total 2149:					96.43	.00	
4380	LONG BUILDING TECHNOLOGI	SRVCE014689	SERVICE CALL	01/19/2024	172.50	.00	
4380	LONG BUILDING TECHNOLOGI	SRVCE014689	SERVICE CALL	01/19/2024	690.00	.00	
Total 4380:					862.50	.00	
156	LOWER VALLEY ENERGY INC	92050-002 01-	3150 S ADAMS CANYON DR, JA	01/31/2024	543.27	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
156	LOWER VALLEY ENERGY INC	92050-003 01-	SPRUCE DR PUMP HOUSE, JA	01/31/2024	401.46	.00	
156	LOWER VALLEY ENERGY INC	92050-005 01-	CACHE KUDAR LT, JACKSON,	01/31/2024	81.08	.00	
156	LOWER VALLEY ENERGY INC	92050-006 01-	N CACHE ST LIGHTING, JACKS	01/31/2024	40.15	.00	
156	LOWER VALLEY ENERGY INC	92050-008 01-	CEMETERY, JACKSON, WY 20	01/31/2024	148.10	.00	
156	LOWER VALLEY ENERGY INC	92050-010 01-	ELY SPRINGS RD WELL 6,7,8, J	01/31/2024	1,126.53	.00	
156	LOWER VALLEY ENERGY INC	92050-014 01-	135 E BROADWAY AVE HEAT TA	01/31/2024	18.90	.00	
156	LOWER VALLEY ENERGY INC	92050-016 01-	210 N CACHE ST HOME RANCH	01/31/2024	60.13	.00	
156	LOWER VALLEY ENERGY INC	92050-017 01-	WASTE WATER TRTMT INTERM	01/31/2024	224.87	.00	
156	LOWER VALLEY ENERGY INC	92050-019 01-	RANGEVIEW DR LIFT PUMP CO	01/31/2024	129.42	.00	
156	LOWER VALLEY ENERGY INC	92050-020 01-	S HWY 89 PATHWAY TUNNEL LT	01/31/2024	39.50	.00	
156	LOWER VALLEY ENERGY INC	92050-021 01-	150 E PEARL AVE, JACKSON, W	01/31/2024	2,324.21	.00	
156	LOWER VALLEY ENERGY INC	92050-023 01-	RANGEVIEW DR LOTS 18,19 LT	01/31/2024	16.24	.00	
156	LOWER VALLEY ENERGY INC	92050-024 01-	1605 BERGER LN SEWER LIFT	01/31/2024	35.96	.00	
156	LOWER VALLEY ENERGY INC	92050-025 01-	450 W SNOW KING AVE NEW S	01/31/2024	944.25	.00	
156	LOWER VALLEY ENERGY INC	92050-026 01-	450 W SNOW KING AVE SHOP, J	01/31/2024	585.03	.00	
156	LOWER VALLEY ENERGY INC	92050-027 01-	RANGEVIEW DR LOTS 20,21 LT	01/31/2024	19.99	.00	
156	LOWER VALLEY ENERGY INC	92050-028 01-	RANGEVIEW DR LOTS 26,27 LT	01/31/2024	19.80	.00	
156	LOWER VALLEY ENERGY INC	92050-030 01-	RANGEVIEW DR LOTS 95,96 LT	01/31/2024	19.54	.00	
156	LOWER VALLEY ENERGY INC	92050-031 01-	MOUNTAIN VIEW LN LOT 38,39	01/31/2024	19.67	.00	
156	LOWER VALLEY ENERGY INC	92050-032 01-	LILAC LN LOTS 88, 89 LTS, JAC	01/31/2024	19.47	.00	
156	LOWER VALLEY ENERGY INC	92050-034 01-	LILAC LN LOTS 80, 81 LTS, JAC	01/31/2024	16.24	.00	
156	LOWER VALLEY ENERGY INC	92050-035 01-	RANGEVIEW DR LOTS 41,42 LT	01/31/2024	21.92	.00	
156	LOWER VALLEY ENERGY INC	92050-036 01-	RANGEVIEW DR LOTS 12,13 LT	01/31/2024	16.83	.00	
156	LOWER VALLEY ENERGY INC	92050-039 01-	LILAC LN LOTS 86, 87 LTS, JAC	01/31/2024	19.35	.00	
156	LOWER VALLEY ENERGY INC	92050-040 01-	CORNER CREEK & LILAC LOTS	01/31/2024	16.24	.00	
156	LOWER VALLEY ENERGY INC	92050-041 01-	LILAC & DAISY LOTS 99, 101 LT	01/31/2024	16.24	.00	
156	LOWER VALLEY ENERGY INC	92050-043 01-	CORNER CREEK LOTS 68,69 LT,	01/31/2024	16.24	.00	
156	LOWER VALLEY ENERGY INC	92050-044 01-	SNOW KING ESTATES BOOSTE	01/31/2024	210.41	.00	
156	LOWER VALLEY ENERGY INC	92050-045 01-	TOWN SQUARE LIGHTS, JACKS	01/31/2024	305.81	.00	
156	LOWER VALLEY ENERGY INC	92050-047 01-	WASTE WATER TRTMT UV BLD	01/31/2024	280.91	.00	
156	LOWER VALLEY ENERGY INC	92050-049 01-	WASTE WATER TRTMT PTB 545	01/31/2024	11,571.18	.00	
156	LOWER VALLEY ENERGY INC	92050-050 01-	2 MG TANK, JACKSON, WY 200	01/31/2024	27.72	.00	
156	LOWER VALLEY ENERGY INC	92050-051 01-	WELL #5 KARNS MEADOW DR,	01/31/2024	3,647.40	.00	
156	LOWER VALLEY ENERGY INC	92050-052 01-	675 E BROADWAY AVE WELL #1	01/31/2024	861.13	.00	
156	LOWER VALLEY ENERGY INC	92050-053 01-	WELLS #2 & #3, JACKSON, WY	01/31/2024	3,863.80	.00	
156	LOWER VALLEY ENERGY INC	92050-054 01-	CITY WELL ELK REF 1, JACKSO	01/31/2024	129.02	.00	
156	LOWER VALLEY ENERGY INC	92050-055 01-	CITY WELL ELK REF 2, JACKSO	01/31/2024	69.90	.00	
156	LOWER VALLEY ENERGY INC	92050-059 01-	440 W SNOW KING AVE POLICE	01/31/2024	507.40	.00	
156	LOWER VALLEY ENERGY INC	92050-060 01-	400 W SNOW KING AVE S GAR,	01/31/2024	3,394.02	.00	
156	LOWER VALLEY ENERGY INC	92050-061 01-	400 W SNOW KING AVE PUBLIC	01/31/2024	2,764.37	.00	
156	LOWER VALLEY ENERGY INC	92050-074 01-	CRABTREE LN THAW WELL #2,	01/31/2024	546.89	.00	
156	LOWER VALLEY ENERGY INC	92050-075 01-	HIGH SCHOOL RD THAW WELL	01/31/2024	230.36	.00	
156	LOWER VALLEY ENERGY INC	92050-078 01-	145 W HANSEN AVE FRONT, JA	01/31/2024	212.08	.00	
156	LOWER VALLEY ENERGY INC	92050-079 01-	145 W HANSEN AVE BACK, JAC	01/31/2024	241.14	.00	
156	LOWER VALLEY ENERGY INC	92050-081 01-	IRR CONTROL & LTS PEARL ST,	01/31/2024	28.78	.00	
156	LOWER VALLEY ENERGY INC	92050-082 01-	400 W SNOW KING AVE E STOR	01/31/2024	907.95	.00	
156	LOWER VALLEY ENERGY INC	92050-090 01-	955 MAPLE WAY, JACKSON, WY	01/31/2024	272.74	.00	
156	LOWER VALLEY ENERGY INC	92050-092 01-	3150 S ADAMS CANYON DR ANI	01/31/2024	1,016.85	.00	
156	LOWER VALLEY ENERGY INC	92050-102 01-	145 W HANSEN AVE FRONT, JA	01/31/2024	152.67	.00	
156	LOWER VALLEY ENERGY INC	92050-105-382	MULTIPLE STREET LIGHTS	01/31/2024	1,898.74	.00	
156	LOWER VALLEY ENERGY INC	92050-106 01-	940 SIMON LN, JACKSON, WY	01/31/2024	394.48	.00	
156	LOWER VALLEY ENERGY INC	92050-111 01-3	PEARL & WILLOW ST LTS, JACK	01/31/2024	20.71	.00	
156	LOWER VALLEY ENERGY INC	92050-114 01-3	210 N CACHE ST HOME RANCH	01/31/2024	621.22	.00	
156	LOWER VALLEY ENERGY INC	92050-126 01-	SPRING WATER LN LIFT STATIO	01/31/2024	40.07	.00	
156	LOWER VALLEY ENERGY INC	92050-127 01-	3337 S CODY CREEK DR LIFT S	01/31/2024	572.95	.00	
156	LOWER VALLEY ENERGY INC	92050-130 01-	3 CREEK RANCH AFFORDABLE	01/31/2024	28.72	.00	
156	LOWER VALLEY ENERGY INC	92050-131 01-	195 E DELONEY AVE RESTROO	01/31/2024	597.96	.00	
156	LOWER VALLEY ENERGY INC	92050-132 01-	160 S MILLWARD ST PARKING	01/31/2024	2,340.18	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
156	LOWER VALLEY ENERGY INC	92050-134 01-	160 S MILLWARD ST PARKING	01/31/2024	6.34	.00	
156	LOWER VALLEY ENERGY INC	92050-332 01-	185 N GLENWOOD ST LTS, JAC	01/31/2024	16.37	.00	
156	LOWER VALLEY ENERGY INC	92050-334 01-	JOSEPHINE LOOP LOT 15 LIFT	01/31/2024	162.64	.00	
156	LOWER VALLEY ENERGY INC	92050-336 01-	HIDDEN RANCH PATHWAY TUN	01/31/2024	23.68	.00	
156	LOWER VALLEY ENERGY INC	92050-341 01-	210 N CACHE ST HOME RANCH	01/31/2024	174.84	.00	
156	LOWER VALLEY ENERGY INC	92050-342 01-	25 S REDMOND ST LT PEDESTA	01/31/2024	44.16	.00	
156	LOWER VALLEY ENERGY INC	92050-345 01-	930 SIMON LN, JACKSON, WY	01/31/2024	258.73	.00	
156	LOWER VALLEY ENERGY INC	92050-353 01-	W DELONEY & BROADWAY LTS,	01/31/2024	122.25	.00	
156	LOWER VALLEY ENERGY INC	92050-355 01-	S CACHE SE OF CENTER ARTS	01/31/2024	107.38	.00	
156	LOWER VALLEY ENERGY INC	92050-356 01-	55 KARNs MEADOW DR START	01/31/2024	9,869.32	.00	
156	LOWER VALLEY ENERGY INC	92050-357 01-	55 KARNs MEADOW DR START	01/31/2024	5,235.78	.00	
156	LOWER VALLEY ENERGY INC	92050-358 01-	650 W BROADWAY PATHWAY LT	01/31/2024	105.96	.00	
156	LOWER VALLEY ENERGY INC	92050-359 01-	MILLER PARK PARKING LOT CH	01/31/2024	234.44	.00	
156	LOWER VALLEY ENERGY INC	92050-360 01-	1035 W BROADWAY AVE PATH	01/31/2024	40.80	.00	
156	LOWER VALLEY ENERGY INC	92050-361 01-	625 W BROADWAY AVE NEW P	01/31/2024	26.07	.00	
156	LOWER VALLEY ENERGY INC	92050-362 01-	STELLARIA LN/S HWY 89 LIGHT	01/31/2024	22.78	.00	
156	LOWER VALLEY ENERGY INC	92050-363 01-	455 VINE ST UTIL, JACKSON, W	01/31/2024	85.08	.00	
156	LOWER VALLEY ENERGY INC	92050-364 01-	65 VIRGINIAN LN #5, JACKSON,	01/31/2024	118.29	.00	
156	LOWER VALLEY ENERGY INC	92050-365 01-	65 VIRGINIAN LN #7, JACKSON,	01/31/2024	121.81	.00	
156	LOWER VALLEY ENERGY INC	92050-367 01-	455 VINE ST APT #3, JACKSON,	01/31/2024	86.57	.00	
156	LOWER VALLEY ENERGY INC	92050-368 01-	455 VINE ST APT #4, JACKSON,	01/31/2024	106.76	.00	
156	LOWER VALLEY ENERGY INC	92050-370 01-	2022 WILDFLOWER CT, JACKS	01/31/2024	262.04	.00	
156	LOWER VALLEY ENERGY INC	92050-371 01-	2022 WILDFLOWER CT, JACKS	01/31/2024	63.08	.00	
156	LOWER VALLEY ENERGY INC	92050-374 01-	455 VINE ST APT #1, JACKSON,	01/31/2024	151.99	.00	
156	LOWER VALLEY ENERGY INC	92050-375 01-	155 E PEARL AVE, JACKSON, W	01/31/2024	27.23	.00	
156	LOWER VALLEY ENERGY INC	92050-376 01-	149 E PEARL AVE, JACKSON, W	01/31/2024	285.12	.00	
156	LOWER VALLEY ENERGY INC	92050-378 01-	145 E PEARL AVE #A EAST, JAC	01/31/2024	161.99	.00	
156	LOWER VALLEY ENERGY INC	92050-382 01-	BUDGE DR LT SYSTEM, JACKS	01/31/2024	22.84	.00	
156	LOWER VALLEY ENERGY INC	92050-383 01-	SNOW KING DR WATER TANK C	01/31/2024	24.72	.00	
156	LOWER VALLEY ENERGY INC	92050-385 01-	85 N SPRING GULCH RD SPRIN	01/31/2024	407.45	.00	
156	LOWER VALLEY ENERGY INC	92050-388 01-	121 SHERWOOD CT BLDG 2 BU	01/31/2024	67.15	.00	
156	LOWER VALLEY ENERGY INC	92050-389 01-	1640 MARTIN LN LIFT STATION,	01/31/2024	36.86	.00	
156	LOWER VALLEY ENERGY INC	92050-390 01-	400 W SNOW KING AVE HOUSI	01/31/2024	247.26	.00	
156	LOWER VALLEY ENERGY INC	92050-391 01-	400 W SNOW KING AVE PARK M	01/31/2024	1,113.39	.00	
156	LOWER VALLEY ENERGY INC	92050-392 01-	400 W SNOW KING AVE ADMIN,	01/31/2024	1,060.75	.00	
156	LOWER VALLEY ENERGY INC	92050-393 01-	400 W SNOW KING AVE EMPLO	01/31/2024	1,355.48	.00	
156	LOWER VALLEY ENERGY INC	92050-395 01-	145 E PEARL AVE #C LOFT, JAC	01/31/2024	128.52	.00	
156	LOWER VALLEY ENERGY INC	92050-396 01-	145 E PEARL AVE HSE/CMN, JA	01/31/2024	159.98	.00	
156	LOWER VALLEY ENERGY INC	92050-397 01-	145 E PEARL AVE #B WEST, JA	01/31/2024	112.16	.00	
156	LOWER VALLEY ENERGY INC	92050-398 01-	155 E PEARL AVE, JACKSON, W	01/31/2024	153.10	.00	
156	LOWER VALLEY ENERGY INC	92050-399 01-	155 E PEARL AVE, JACKSON, W	01/31/2024	173.76	.00	
156	LOWER VALLEY ENERGY INC	92050-401 01-	455 VINE ST APT #2, JACKSON,	01/31/2024	185.78	.00	
156	LOWER VALLEY ENERGY INC	92050-405 01-	3585 S CANADIAN DR, JACKSO	01/31/2024	250.79	.00	
156	LOWER VALLEY ENERGY INC	92050-406 01-	3585 S CANADIAN DR, JACKSO	01/31/2024	114.67	.00	
156	LOWER VALLEY ENERGY INC	92050-407 01-	130 E KELLY AVE #23, JACKSO	01/31/2024	88.86	.00	
156	LOWER VALLEY ENERGY INC	92050-409 01-	6905 W HWY 22 RENTAL, WILS	01/31/2024	249.34	.00	
156	LOWER VALLEY ENERGY INC	92050-411 01-3	1540 MARTIN LN H-FRAME MET	01/31/2024	84.56	.00	
156	LOWER VALLEY ENERGY INC	92050-413 01-	76 E CIRCLE DR, THAYNE, WY	01/31/2024	182.79	.00	
156	LOWER VALLEY ENERGY INC	92050-416 01-	350 N MILLWARD ST #5, JACKS	01/31/2024	40.23	.00	
156	LOWER VALLEY ENERGY INC	92050-417 01-	105 MERCILL AVE LCP ST LT, JA	01/31/2024	20.28	.00	
Total 156:					68,900.41	.00	
6770	MOBILITY FOREFRONT LLC	MFFINV0237	BATTERY LEASE	02/01/2024	35,000.00	.00	
Total 6770:					35,000.00	.00	
7409	MOORE, JODI	013024	DOT PHYSICAL	01/30/2024	155.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 7409:					155.00	.00	
3633	MOTOR COACH INDUSTRIES	7486	TERMINAL CONNECTOR	11/09/2023	1,119.60	.00	
3633	MOTOR COACH INDUSTRIES	7487	DIAGONISTIC KIT	11/09/2023	383.13	.00	
3633	MOTOR COACH INDUSTRIES	7957	DEVICE FORCING	01/18/2024	1,303.18	.00	
Total 3633:					2,805.91	.00	
4623	MSC INDUSTRIAL SUPPLY CO	6688875001	PARTS	01/18/2024	268.92	.00	
Total 4623:					268.92	.00	
7371	MUNGER MOUNTAIN SNOW RE	2192	SNOW REMOVAL	02/03/2024	1,317.50	.00	
Total 7371:					1,317.50	.00	
257	NAPA AUTO PARTS INC.	192570	AXLE	01/03/2024	115.94	.00	
257	NAPA AUTO PARTS INC.	193916	MULTI VEHICLE KIT	01/10/2024	296.75	.00	
257	NAPA AUTO PARTS INC.	195457	OIL AND FILTER	01/16/2024	108.30	.00	
257	NAPA AUTO PARTS INC.	196593	PRO-ACT ULTRA	01/22/2024	94.49	.00	
257	NAPA AUTO PARTS INC.	196594	CREDIT	01/22/2024	5.40-	.00	
257	NAPA AUTO PARTS INC.	197462	FUEL FILTER	01/24/2024	172.70	.00	
257	NAPA AUTO PARTS INC.	197500	AIR FILTER	01/25/2024	86.83	.00	
257	NAPA AUTO PARTS INC.	198232	STARTER	01/29/2024	272.18	.00	
257	NAPA AUTO PARTS INC.	198300	PX RIGHT STUFF	01/29/2024	80.81	.00	
257	NAPA AUTO PARTS INC.	198386	FILTERS	01/30/2024	23.33	.00	
257	NAPA AUTO PARTS INC.	198927	WIPER ASM	02/01/2024	21.83	.00	
257	NAPA AUTO PARTS INC.	198963	SPARK PLUGS	02/01/2024	29.64	.00	
257	NAPA AUTO PARTS INC.	199044	AR FILTER	02/01/2024	8.90	.00	
257	NAPA AUTO PARTS INC.	199400	STARTER	02/03/2024	298.79	.00	
257	NAPA AUTO PARTS INC.	199409	CREIDIT	02/03/2024	93.05-	.00	
257	NAPA AUTO PARTS INC.	199679	FORCE BLADE	02/05/2024	175.92	.00	
257	NAPA AUTO PARTS INC.	199971	OIL FILTER	02/07/2024	31.50	.00	
257	NAPA AUTO PARTS INC.	201268	D EARTH	02/14/2024	23.98	.00	
Total 257:					1,743.44	.00	
187	NELSON ENGINEERING	63511	TOJ BICYCLE NETWORK	01/08/2024	838.00	.00	
187	NELSON ENGINEERING	63518	23-302-02 TOJ GILL WELL HOUS	01/10/2024	3,042.50	.00	
187	NELSON ENGINEERING	63658	TOJ WELL 10 23-302-01	01/31/2024	4,225.00	.00	
187	NELSON ENGINEERING	63766	23-302-02 TOJ GILL WELL HOUS	02/07/2024	3,867.50	.00	
Total 187:					11,973.00	.00	
7035	NOLAND, STACY	021224	EQUITY TASK FORCE	02/12/2024	450.00	.00	
Total 7035:					450.00	.00	
4346	OFFICE OF STATE LANDS & INV	020524	WATER STORAGE TANK	02/05/2024	14,111.00	.00	
Total 4346:					14,111.00	.00	
3919	OMNI SECURITY SYSTEMS INC	23-24733	YEALY ELEVATOR MONITORIN	01/01/2024	242.00	.00	
Total 3919:					242.00	.00	
1504	ONE CALL OF WYOMING	70172	JANUARY TICKETS	02/08/2024	51.88	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
1504	ONE CALL OF WYOMING	70172	JANUARY TICKETS	02/08/2024	51.87	.00	
Total 1504:					103.75	.00	
5956	Peak Facilitation Group	2114	TOWN COUNCIL RETREAT FACI	01/31/2024	8,616.14	.00	
Total 5956:					8,616.14	.00	
4550	PORTER'S OFFICE PRODUCTS	855478-0	OFFICE SUPPLIES	02/09/2024	63.09	.00	
4550	PORTER'S OFFICE PRODUCTS	855478-0	OFFICE SUPPLIES	02/09/2024	228.07	.00	
4550	PORTER'S OFFICE PRODUCTS	855478-0	OFFICE SUPPLIES	02/09/2024	240.74-	.00	
Total 4550:					50.42	.00	
6068	POWER ENGINEERING CO, INC	0248324-IN	FREIGHT	10/08/2022	60.00	.00	
Total 6068:					60.00	.00	
6483	PREMIER TRUCK- SALT LAKE C	775573862	SCREW AND SPACER	02/01/2024	118.36	.00	
6483	PREMIER TRUCK- SALT LAKE C	775575356	COMPLETE	02/07/2024	5,799.92	.00	
6483	PREMIER TRUCK- SALT LAKE C	775575987	GASKETS	02/08/2024	117.31	.00	
6483	PREMIER TRUCK- SALT LAKE C	775576297	SENSOR	02/09/2024	91.23	.00	
6483	PREMIER TRUCK- SALT LAKE C	775576656	HARNESS	02/12/2024	280.69	.00	
6483	PREMIER TRUCK- SALT LAKE C	775577009	sch kit	02/13/2024	930.50	.00	
6483	PREMIER TRUCK- SALT LAKE C	CM775566487	CORE CREDIT	01/15/2024	457.19-	.00	
Total 6483:					6,880.82	.00	
4922	PREMIER VEHICLE INSTALLATI	43201	PD VEHICLE BUILD PARTS	02/13/2024	86,373.88	.00	
4922	PREMIER VEHICLE INSTALLATI	43340	LIGHTBAR	02/01/2024	54.66	.00	
4922	PREMIER VEHICLE INSTALLATI	43373	FLEET BAR	02/03/2024	2,516.60	.00	
4922	PREMIER VEHICLE INSTALLATI	43466	feniex	02/12/2024	221.03	.00	
Total 4922:					89,166.17	.00	
7066	R & A SAFETY LLC	43310	DOT PRE-EMPLOY	11/07/2023	90.50	.00	
7066	R & A SAFETY LLC	43530	PRE EMPLOY	12/15/2023	90.50	.00	
7066	R & A SAFETY LLC	43603	PRE EMPLOY	01/02/2024	90.50	.00	
7066	R & A SAFETY LLC	43646	PRE EMPLOY	01/08/2024	90.50	.00	
7066	R & A SAFETY LLC	43668	DOT RANDOM	01/10/2024	115.50	.00	
7066	R & A SAFETY LLC	43681	DOT RANDOM	01/11/2024	115.50	.00	
7066	R & A SAFETY LLC	43707	DOT RANDOM	01/16/2024	90.50	.00	
7066	R & A SAFETY LLC	43742	DOT RANDOM	01/22/2024	90.50	.00	
7066	R & A SAFETY LLC	43794	DOT RANDOM	01/31/2024	90.50	.00	
Total 7066:					864.50	.00	
5672	RINK-TEC INTERNATIONAL, INC	5530	TEMP SENSOR	11/03/2023	1,768.85	.00	
5672	RINK-TEC INTERNATIONAL, INC	5666	VILTER OIL	02/14/2024	497.34	.00	
5672	RINK-TEC INTERNATIONAL, INC	5667	CALIBRATION GAS	02/14/2024	645.28	.00	
Total 5672:					2,911.47	.00	
4989	RIPLEYS VACUUM CENTER, IN	020224	LINERS AND HAND TOWLS	02/02/2024	539.50	.00	
Total 4989:					539.50	.00	
4723	RON'S TOWING LLC	24-32415	TOW	02/05/2024	550.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 4723:					550.00	.00	
2850	RT1 INC	020724	ship monthly samples	02/07/2024	49.41	.00	
Total 2850:					49.41	.00	
5812	RUI INC. DBA VILLAGE GARDN	2211	SNOW REMOVAL	02/01/2024	468.75	.00	
5812	RUI INC. DBA VILLAGE GARDN	2238	SNOW REMOVAL	01/31/2024	75.00	.00	
Total 5812:					543.75	.00	
7403	SANCHEZ, MONICA	020124	BAIL REFUND 23-09-0236	02/01/2024	240.00	240.00	02/01/2024
Total 7403:					240.00	240.00	
7032	SANCHEZ-MACHUCA, ROSA	021224	EQUITY TASK FORCE	02/12/2024	450.00	.00	
Total 7032:					450.00	.00	
7203	SCHWARTZ, ANDY	012924	LOBBY SERVICES	01/29/2024	4,167.00	.00	
Total 7203:					4,167.00	.00	
201	SENIOR CENTER OF JACKSON	17781	3RD QUARTER	02/05/2024	35,505.00	.00	
Total 201:					35,505.00	.00	
4359	SHERWIN-WILLIAMS CO.	4574-8	PAINT	01/29/2024	90.74	.00	
4359	SHERWIN-WILLIAMS CO.	4595-3	PAINT	01/29/2024	33.08	.00	
4359	SHERWIN-WILLIAMS CO.	4687-7	PAINT FOR PD	01/23/2024	77.29	.00	
4359	SHERWIN-WILLIAMS CO.	4907-9	PAINT	02/08/2024	28.99	.00	
Total 4359:					230.10	.00	
4720	SILVERSTAR	54639 0224	MONTHLY SERVICES	02/01/2024	2,696.44	.00	
4720	SILVERSTAR	654791-0224	MONTHLY CHARGES	02/01/2024	2,609.19	.00	
Total 4720:					5,305.63	.00	
7404	SIMON, THOMAS	020124	BAIL REFUND 24-01-0057	02/01/2024	500.00	500.00	02/01/2024
Total 7404:					500.00	500.00	
5632	SNAKE RIVER MEP COMPLETE,	8965	TOJ PD	01/05/2024	2,306.24	.00	
5632	SNAKE RIVER MEP COMPLETE,	8997	WWTP	01/30/2024	1,721.78	.00	
Total 5632:					4,028.02	.00	
4699	SNAKE RIVER ROASTING	803692	COFFEE	02/14/2024	47.00	.00	
Total 4699:					47.00	.00	
5633	SNAKE RIVER SUPPLY, LLC	020724	CORE FACILITY	02/07/2024	168,027.72	.00	
Total 5633:					168,027.72	.00	
6641	SPACKMAN, NATHAN	013024	DOT PHYSICAL	01/30/2024	155.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 6641:					155.00	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334621646	ANIMAL CARE	01/29/2024	83.49	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334621647	ANIMAL CARE	01/29/2024	120.00	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334621648	ANIMAL CARE	01/29/2024	97.98	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334621649	ANIMAL CARE	01/29/2024	109.43	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334621651	ANIMAL CARE	01/29/2024	65.00	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334621913	ANIMAL CARE	02/05/2024	25.26	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334622021	ANIMAL CARE	02/06/2024	106.39	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334622022	ANIMAL CARE	02/06/2024	624.60	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334622023	CREDIT	02/06/2024	34.99-	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334622106	ANIMAL CARE	02/08/2024	106.39	.00	
1505	SPRING CREEK ANIMAL HOSPI	5334622318	ANIMAL CARE	02/14/2024	90.21	.00	
Total 1505:					1,393.76	.00	
6838	SPSC POA - South Park Services	020124	WATER AND LOT FEE	02/01/2024	303.82	.00	
Total 6838:					303.82	.00	
4513	STANARD & ASSOCIATES, INC	SA000056845	OFFICER TESTING	01/31/2024	490.00	.00	
Total 4513:					490.00	.00	
3989	STINKY PRINTS, INC	73345	ALBERTSON ACV FILE	01/22/2024	5.49	.00	
3989	STINKY PRINTS, INC	73486	FOAMBOARDS	02/01/2024	119.88	.00	
Total 3989:					125.37	.00	
7076	SUSTAINABLE STRATEGIES DC	3787	CONSULTING SERVICES	02/01/2024	7,500.00	.00	
Total 7076:					7,500.00	.00	
4933	SYMBOLARTS, LLC	0483843	PD BADGES	01/29/2024	372.50	.00	
4933	SYMBOLARTS, LLC	0484617	SHOULDER PATCHES	02/07/2024	742.00	.00	
Total 4933:					1,114.50	.00	
1443	TETON COUNTY CLERK	022024	DECEMBER PARKS & REC	02/20/2024	319,261.69	.00	
1443	TETON COUNTY CLERK	022024FE	DECEMBER FIRE/EMS	02/20/2024	331,823.00	.00	
1443	TETON COUNTY CLERK	022024H	DECEMBER HOUSING	02/20/2024	53,726.12	.00	
1443	TETON COUNTY CLERK	022024JFE	JANUARY FIRE/EMS	02/20/2024	262,822.75	.00	
1443	TETON COUNTY CLERK	022024JH	JANUARY HOUSING	02/20/2024	45,691.92	.00	
1443	TETON COUNTY CLERK	022024JPR	JANUARY PARKS & REC	02/20/2024	229,485.17	.00	
Total 1443:					1,242,810.65	.00	
581	TETON COUNTY INTEGRATED	9454	E WASTE DISPOSAL FEE	02/01/2024	19.50	.00	
Total 581:					19.50	.00	
2362	TETON COUNTY PUBLIC HEALT	24-2139	TESTING	02/07/2024	200.00	.00	
Total 2362:					200.00	.00	
2327	TETON COUNTY SHERIFF-DISP	020124	JULY- SEPT DISPATCH	02/01/2024	16,953.11	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 2327:					16,953.11	.00	
55	TETON COUNTY SHERIFF'S-JAI	662	DECEMBER INMATES	01/09/2024	720.00	.00	
55	TETON COUNTY SHERIFF'S-JAI	664	JANUARY INMATES	02/12/2024	1,296.00	.00	
Total 55:					2,016.00	.00	
1614	TETON COUNTY-FUND 10	020124D	JANUARY DISPATCH	02/01/2024	59,041.39	.00	
1614	TETON COUNTY-FUND 10	020124EM	JANUARY EMERGENCY MANA	02/01/2024	5,568.85	.00	
1614	TETON COUNTY-FUND 10	020124PATH	JANUARY PATHWAYS	02/01/2024	6,661.37	.00	
1614	TETON COUNTY-FUND 10	020124PLAN	JANUARY PLANNING	02/01/2024	7,661.36	.00	
1614	TETON COUNTY-FUND 10	020124PLAN	JANUARY PLANNING	02/01/2024	9,834.76	.00	
Total 1614:					88,767.73	.00	
166	TETON COUNTY-FUND 19	020124	JANUARY CAPITAL	02/01/2024	483,204.96	.00	
166	TETON COUNTY-FUND 19	020124	JANUARY CAPITAL	02/01/2024	67,760.80	.00	
166	TETON COUNTY-FUND 19	020124	JANUARY CAPITAL	02/01/2024	3,359.02	.00	
Total 166:					554,324.78	.00	
268	TETON MOTORS INC	5108841	FILTER KIT	01/11/2024	48.10	.00	
268	TETON MOTORS INC	5108953	SENSOR	01/23/2024	70.58	.00	
268	TETON MOTORS INC	5109024	POWER TAG	01/30/2024	1,868.33	.00	
268	TETON MOTORS INC	5109039	CONVERTOR	01/31/2024	808.17	.00	
268	TETON MOTORS INC	5109060	SENSOR	02/01/2024	61.56	.00	
268	TETON MOTORS INC	5109090	GASKET KIT AND SENSOR	02/05/2024	173.03	.00	
268	TETON MOTORS INC	5109122	GASKETS	02/07/2024	58.17	.00	
Total 268:					3,087.94	.00	
6992	TETON ROPE ACCESS AND SE	1127	SNOW REMOVAL SNOW KING	02/13/2024	977.50	.00	
Total 6992:					977.50	.00	
3162	TETON TRASH REMOVAL, INC.	24 FEB 509	TRASH 145 west hansen	02/01/2024	103.00	.00	
Total 3162:					103.00	.00	
6810	THE TIRE RACK, INC.	LK2441801B	TIRES	11/08/2023	10.00	.00	
Total 6810:					10.00	.00	
3955	THOMSON WEST	849649436	SUBSCRIPTION CHARGES	02/01/2024	465.07	.00	
3955	THOMSON WEST	849649436	SUBSCRIPTION CHARGES	02/01/2024	465.08	.00	
Total 3955:					930.15	.00	
7411	THORNSLEY, WILLIAM	013124	SAFETY BOOTS	01/31/2024	100.00	.00	
Total 7411:					100.00	.00	
6591	T-MOBILE	967529416 022	MONTHLY SERVICES	02/01/2024	55.99	.00	
Total 6591:					55.99	.00	
6363	TMSC LLC	2021-006-4 ST	LIGHT IN FOYER START	02/14/2024	360.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
6363	TMSC LLC	2021-006-4STA	START REPAIRS	02/07/2024	7,418.40	.00	
6363	TMSC LLC	2024-005-01 A	materials	01/23/2024	219.65	219.65	02/06/2024
6363	TMSC LLC	2024-005-02F	CHARGER INSTALL	02/07/2024	360.00	.00	
6363	TMSC LLC	2024-005-02S	SNOW KING EVENTS CENTER	02/07/2024	240.00	.00	
6363	TMSC LLC	2024-005-03 C	BAY LIGHTING	02/14/2024	1,422.00	.00	
6363	TMSC LLC	2024-005-03 F	TS LOCKS	02/14/2024	230.00	.00	
6363	TMSC LLC	2024-005-03 F	INSTALL HEATER	02/14/2024	1,066.07	.00	
6363	TMSC LLC	2024-005-03 F	INSTALL HEATER	02/14/2024	460.00	.00	
6363	TMSC LLC	2024-005-03 F	HEAT LIGHT FAN	02/14/2024	460.00	.00	
6363	TMSC LLC	2024-005-03 F	TS HEATER	02/14/2024	230.00	.00	
6363	TMSC LLC	2024-005-03 F	MATERIALS	02/14/2024	213.21	.00	
6363	TMSC LLC	2024-005-03 F	HEAT LIGHT FAN	02/14/2024	60.00	.00	
Total 6363:					12,739.33	219.65	
7311	TOP TIER TOOLS LLC	CEP36889450	SAFETY GOGGLES	02/13/2024	70.25	.00	
Total 7311:					70.25	.00	
5038	TREFONAS LAW, P.C.	020624	LEGAL SERVICES	02/06/2024	1,135.00	.00	
Total 5038:					1,135.00	.00	
5058	UHL, ANTHONY	021324	BOOTS	02/13/2024	100.00	.00	
Total 5058:					100.00	.00	
3881	VALLEY OFFICE SYSTEMS	AR1257031	CONTRACT COPIER	01/24/2024	762.07	.00	
3881	VALLEY OFFICE SYSTEMS	AR1258103	CONTRACT COPIER	01/26/2024	28.47	.00	
Total 3881:					790.54	.00	
3070	VALLEY WEST ENGINEERING,	1754	Rancher Street	02/05/2024	462.00	.00	
3070	VALLEY WEST ENGINEERING,	1754	Rancher Street	02/05/2024	768.25	.00	
3070	VALLEY WEST ENGINEERING,	1754	Rancher Street	02/05/2024	519.75	.00	
3070	VALLEY WEST ENGINEERING,	1755	CACHE CREEK DR DRY WELL	02/04/2024	1,662.50	.00	
Total 3070:					3,412.50	.00	
1949	VERIZON WIRELESS	9955645392	MONTHLY SERVICES	02/01/2024	11,672.94	.00	
Total 1949:					11,672.94	.00	
4893	VWR INTERNATIONAL LLC	8815127784	FUNNEL GLASS	01/29/2024	137.36	.00	
Total 4893:					137.36	.00	
4848	WAMCO LAB, INC.	14888	TESTING	02/13/2024	650.00	.00	
Total 4848:					650.00	.00	
563	WESTBANK SANITATION	4408049T022	940 Simon Lane	12/01/2023	191.89	.00	
563	WESTBANK SANITATION	4450720T022	WWTP trash	02/01/2024	1,118.15	.00	
563	WESTBANK SANITATION	4452646T022	940 Simon Lane	02/01/2024	71.95	.00	
563	WESTBANK SANITATION	4453426T022	3585 CANADIAN DR	02/01/2024	2.37	.00	
Total 563:					1,384.36	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
1640	WESTERN STATE	IN002618085	OIL ADDITIVE	12/05/2023	162.16	.00	
1640	WESTERN STATE	IN002618091	HOUSING	12/05/2023	281.09	.00	
1640	WESTERN STATE	IN002668486	CAP AS	01/24/2024	236.60	.00	
1640	WESTERN STATE	IN002674920	FUEL ELEMENT	01/30/2024	233.70	.00	
1640	WESTERN STATE	IN002685008	LAMP	02/08/2024	131.32	.00	
1640	WESTERN STATE	IN002686420	CAP AS	02/09/2024	49.72	.00	
Total 1640:					1,094.59	.00	
2802	WESTWOOD CURTIS	122623	RANCHER COMPLETE STREET	12/26/2023	5,658.05	.00	
2802	WESTWOOD CURTIS	122623	RANCHER COMPLETE STREET	12/26/2023	1,768.14	.00	
2802	WESTWOOD CURTIS	122623	RANCHER COMPLETE STREET	12/26/2023	27,936.61	.00	
Total 2802:					35,362.80	.00	
472	WHITE GLOVE CLEANING, INC.	1718B	HOUSE CLEANING	01/31/2024	189.59	.00	
472	WHITE GLOVE CLEANING, INC.	1725B	UNIT 19 CLEANING	01/31/2024	167.31	.00	
472	WHITE GLOVE CLEANING, INC.	9375	PARKING GARAGE	01/31/2024	250.00	.00	
472	WHITE GLOVE CLEANING, INC.	9376	PUBLIC WORKS	01/31/2024	1,500.00	.00	
472	WHITE GLOVE CLEANING, INC.	9400	SK Housing cleaning	01/31/2024	400.00	.00	
472	WHITE GLOVE CLEANING, INC.	9402	BUNK HOUSE CLEANING	01/31/2024	125.00	.00	
Total 472:					2,631.90	.00	
7385	WHITEFORD, TAYLOR & PREST	64368421	PROTERRA BANKRUPTCY	01/18/2024	7,754.40	.00	
Total 7385:					7,754.40	.00	
7412	WILKINSON, SHAWN	013124	DOT PHYSICAL	01/31/2024	92.00	.00	
Total 7412:					92.00	.00	
5489	WRENCH IT PLUMBING & HEATI	11280	HOME RANCH	11/26/2023	375.00	.00	
Total 5489:					375.00	.00	
6704	WSP USA ENVIRONMENT & INF	S67133160	STORMWATER MANAGEMENT	02/14/2024	6,414.54	.00	
Total 6704:					6,414.54	.00	
3619	WY CHILD SUPPORT ENFORCE	020724	case #223670	02/07/2024	34.61	34.61	02/08/2024
3619	WY CHILD SUPPORT ENFORCE	020724	case 223669	02/07/2024	34.61	34.61	02/08/2024
Total 3619:					69.22	69.22	
4139	WY WORKERS' SAFETY & COM	020124	FEBRUARY PREMIUM	02/01/2024	21,870.56	21,870.56	02/01/2024
Total 4139:					21,870.56	21,870.56	
479	WYOMING ASSOC OF CHIEFS	021524	REGISTRATION FOR 4	02/15/2024	740.00	.00	
Total 479:					740.00	.00	
5788	WYOMING GARAGE DOOR, LLC	2726	SERVICE CALL	01/30/2024	255.00	.00	
5788	WYOMING GARAGE DOOR, LLC	2727	SERVICE CALL	02/01/2024	388.00	.00	
5788	WYOMING GARAGE DOOR, LLC	2727	SERVICE CALL	02/01/2024	2,250.00	.00	
5788	WYOMING GARAGE DOOR, LLC	2727	SERVICE CALL	02/01/2024	450.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 5788:					3,343.00	.00	
406	WYOMING LAW ENFORCEMEN	02024	OFFICER EDUCATION TRAININ	02/02/2024	85.00	.00	
Total 406:					85.00	.00	
329	WYOMING RETIREMENT SYST	020124	JANUARY CONTRIBUTIONS	02/01/2024	170,006.75	170,006.75	02/01/2024
Total 329:					170,006.75	170,006.75	
1764	WYOMING.COM INC	2193319	DOMAIN HOSTING	02/05/2024	5.00	.00	
Total 1764:					5.00	.00	
5539	Y2 CONSULTANTS, LLC	20997	ENGINEERING SERVICES 2101	01/12/2024	305.04	.00	
Total 5539:					305.04	.00	
633	YELLOWSTONE-TETON CLEAN	013124	CONTRACT 23-24	01/31/2024	2,500.00	.00	
Total 633:					2,500.00	.00	
7408	YEVOKIMOV, ANDREY	020224	RESTITUTION PAYMENT	02/02/2024	1,500.00	.00	
Total 7408:					1,500.00	.00	
Grand Totals:					3,121,810.07	203,532.48	

Dated: _____

Mayor: _____

City Council: _____

City Recorder: _____

City Treasurer: _____

Report Criteria:

Detail report.

Invoices with totals above \$0 included.

Paid and unpaid invoices included.

**TOWN OF JACKSON
MUNICIPAL COURT
MONTHLY FINANCE REPORT FOR JANUARY 2024**

During the month of January, the Court received \$41,658 in fines, costs, and fees.

55 cases were dismissed: 38 parking violations.

563 charges were filed: 509 parking violations, 31 summons.

The abbreviations used below are: BF= Bond Forfeiture (includes \$10.00 court cost and fees), GP=Guilty Plea and Fine, NC= No Contest Plea and Fine, G=Found Guilty at Trial, NG=Found Not Guilty at Trial, R=Restitution, CS=Community Service, DP=Deferred Prosecution, D=Dismissed, D-TS= Dismissed with Traffic School, DA=Deferred Adjudication

CASES CLOSED IN JANUARY (Non-Parking listed only):

<u>CITATION</u>	<u>OFFENSE</u>	<u>DISPOSITION</u>	<u>\$</u>
18551P	Compulsory Auto Insurance	BF	560
19325K	Criminal trespass	BF	250
98547N	Failure to stop at a red light	BF	140
99659N	Failure to stop at a red light	BF	140
18557P	Failure to yield ROW approaching intersections	BF	100
99672N	Improper Display of Tabs-registration	BF	45
186005967AC	Obedience to traffic control devices	BF	150
186005968AC	Obedience to traffic control devices	BF	150
18683P	Public intoxication	BF	135
18684P	Public intoxication	BF	135
19324K	Public intoxication	BF	135
98239N	Public intoxication	BF	135
98538N	Public intoxication	BF	135
98633N	Public intoxication	BF	135
99674N	Public intoxication	BF	135
99705N	Public intoxication	BF	135
99735N	Public intoxication	BF	135
99738N	Public intoxication	BF	135
99741N	Public intoxication	BF	135
99664N	Speeding urban - 49/30 mph zone	BF	223
99588N	Stop Sign Violation	BF	140
99663N	Stop Sign Violation	BF	140
00860M	Turning left at intersection	BF	90
00866M	Unsafe Turning Movement	BF	90
98726N	Use of cell phone while driving prohibited	BF	85
18560P	Valid license plate/temp permit required	BF	70
18555P	Valid license plate/temp permit required	BF	140
18558P	Valid license plate/temp permit required	BF	140
18559P	Valid license plate/temp permit required	BF	140
99149N	Valid license plate/temp permit required	BF	140
99227N	Valid license plate/temp permit required	BF	140
99147N	Vehicle registration required	BF	140
99587N	Yield to pedestrian within crosswalk	BF	90
18655P	Biting, aggressive or vicious animals	D- Per Town's Motion	0
99578N	Compulsory Auto Insurance	D- Per Town's Motion	0
06871M	Drive/control veh under infl alcohol concentration 0.08% or more	D- Per Town's Motion	0
99577N	Expired temporary permit/improper registration	D- Per Town's Motion	0
99576N	Failure to Drive on Right Side of the Roadway	D- Per Town's Motion	0
99342N	Following too Close	D- Per Town's Motion	0
98238N	Marijuana: use and/or possession	D- Per Town's Motion	0
98523N	Public indecency: indecent exposure	D- Per Town's Motion	0
98237N	Public intoxication	D- Per Town's Motion	0
98121N	Required position & method of turning at intersections	D- Per Town's Motion	0
99610N	Speeding urban - 42/30 mph zone	D- Per Town's Motion	0
98694N	Stop Sign Violation	D- Per Town's Motion	0
99275N	Unadopted state statute 6-5-204a	D- Per Town's Motion	0
99737N	Vehicle shall have at least 2 headlamps	D- Per Town's Motion	0
18587P	Compulsory Auto Insurance	D- Provided Valid Information	0
98285N	Following too Close	D- TS	0
99613N	Obedience to traffic control devices	D- TS	810
186004170AC	1st off win 10 years-Drive/control veh under infl alcohol concentration 0.08% or more	GP	

STAFF REPORT



Meeting Date:	February 26, 2024	Meeting Title:	Town Council Regular – Consent
Submitting Department:	Public Works	Presenter:	Brian Lenz, Town Engineer
Agenda Item:	2024 Chip Seal Contract Award, ToJ Bid 24-05	Public Comment:	Yes

Purpose & Policy Considerations.

Council consideration of approval of award of contract for the 2024 Chip Seal Project (TOJ Project 24-05).

Requested Action.

Staff requests Council award the contract.

Recommendations.

Staff recommends that Town Council award the contract for 2024 Chip Seal to Evans Construction Company.

Background.

In an effort to reduce future street maintenance demands and reduce potholes, the Public Works department began a chip seal program in 2013. To extend the life of a roadway and reduce the amount of patching required, chip sealing is typically used on roadways that have been in place for approximately 5 to 7 years. The top coating of the roadway surface significantly reduces the degradation of the roadway surface and provides a sealing element that restricts water infiltration into the road's base course which in turn reduces the potential for the formation of potholes.

The Town has received public comment in the past related to chip sealing not being compatible with some forms of multimodal transportation, particularly impacting use by skateboards, roller blades and the like. Other commenters have expressed concern for chips exacerbating injury if a kid on a bike falls onto a newly chip sealed street surface. Following the first year of use and snow plowing the rough texture mellows and eventually is no longer discernable.

Studies show that the implementation of a chip seal program can extend the service life of a roadway up to and possibly exceeding a 40-year lifespan as compared to a standard 20-year lifespan of a non-treated roadway. Chip sealing costs have increased from approximately \$0.70/SF to \$1.00/SF, whereas patching of a roadway costs nearly \$15.00/SF and an overlay about \$5.00/SF. Over time, it is the Public Works Department's goal to complete sealing of all Town streets once every seven years. The long-term cost savings should be significant for the Town should this program continue.

The chip seal project shall be completed with the application of 3/8" chips on tack coated roadway surface. Once the chips are applied, they will be compacted with a heavy wheel roller. Once the chips have been applied and rolled, they will remain in place on the roadway to be further compacted by normal traffic for several days. Road markings covered by the application will be re-painted. Town crews will then use street sweepers to clean loose chips from the surface of the roadway.

The roadways to be complete this year have not been determined.

The project should take approximately five days to place the chips and re-mark roadways, and five days to allow vehicle traffic to further compact the chips before the Town crews use sweepers to clean up the loose chips.

The project is scheduled to be completed by August 30, 2024. The project was advertised in the JH News & Guide Weekly for two weeks beginning January 17, 2024.

Analysis & Key Policy Questions.

This year's target quantity and basis of the bid request was 250,000 square feet of chip seal throughout town. The Town received one construction bid for the project on February 1, 2024.

1) <u>Evans Construction Company of Jackson, WY</u>	Bid Total: \$ 254,500.00
--	---------------------------------

Evans Construction Company is the only local contractor that does this type of work, and typically the only bid we receive. In past years we have seen interest from some regional companies but to date Evans Construction Company has performed all of the Town's chip seal contracts.

Possible Alternatives.

- Approve the budget amendment and award the contract.
- Council may deny the 2024 Chip Seal Project and not award the contract.
- Continue the item until July for award after the FY 2025 budget is approved.

If this project is not approved it would create a backlog of roadway maintenance projects and possibly exacerbate the current issues, e.g. cracking and pavement deterioration, intended to be addressed through this project, thereby increasing the future funding necessary to put the Town's streets back into a state of good repair.

Comprehensive Plan & Priority Alignment.

This project supports the Town Comprehensive Plan under Quality of Life: Common Value 3.

- Principle 8.2 – Coordinate the provision of infrastructure and facilities needed for service delivery.
 - Policy 8.2.b: Design critical infrastructure and facilities for the peak effective population
- Strategy 8.2.S.1: Coordinate the creation and maintenance of communitywide Major Capital Project List for all services listed in Principle 8.1.

Fiscal Impact.

The project will be funded out of the FY25 Annual Streets Reconstruction fund after the budget is adopted.

Staff Impact.

Some coordination between the Contractor, PW Street and Engineering staff will be necessary. It is estimated that 5-10 hours of PW staff time shall be required the month prior to construction and 15-20 hours per week during the week of construction. Additionally, PW staff will spend 8-16 hours sweeping excess chips from the roadways.

Attachments or Links.

None.

Suggested Motion. *Council always has the option to adopt, approve with conditions, continue, or deny items.*

I move to approve the award of the 2024 Chip Seal Project to Evans Construction Company, of Jackson, Wyoming in the amount of **\$254,500.00**, and authorize the Mayor to execute the contract subject to final approval of the Town Attorney and Town Engineer.

STAFF REPORT



Meeting Date:	February 26, 2024	Meeting Title:	Town Council Regular - Consent
Submitting Department:	Public Works	Presenter:	Brian Lenz
Agenda Item:	<i>E24-0001 – TCSD’s Wyoming Game and Fish Department Housing – Request for Town Sewer Services and Connection and Use Agreement</i>	Public Comment:	Yes

Purpose & Policy Considerations.

The purpose of this item is for Council to consider a request for sewer service by the Teton Conty School District (“Applicant” or “TCSD”) on behalf of the Connectee, the Wyoming Game and Fish Department (“Connectee” or “WGFD”) for a regional employee housing development located outside of the Town’s corporate limits. The Applicant is requesting permission to connect the Connectee to the TCSD’s [Munger School] Wastewater Conveyance System which ultimately connects to the Town’s sewer system.

Requested Action.

Town Council consideration of the Connectee’s request and approval of the Connection and Use Agreement for Town Sewer Collection and Treatment services.

Recommendations.

Staff recommends approval of the Connectee’s request for Town sewer collection and treatment services subject to the recommended conditions of approval and the Connection and Use Agreement.

Background.

The application presented is a request to the Town of Jackson to connect WGFD’s proposed private community sewer system to the Town sewer collection and treatment systems via TCSD’s existing sewer conveyance system and to establish the conditions for allowing the connection. The development is located outside of the Town’s corporate limits AND will be incorporated into the TCSD’s Service Area.

WGFD’s request for service is as a Connectee (customer) of TCSD and subject to their Connection and Use Agreement. With this approval the WGFD’s CUA will be approved and this request will NOT return to Council.

This Connectee process is intended to streamline the process for Connectees to Town customers with an existing connection and use agreement.

PROPOSED DEVELOPMENT

The proposed development is located in Teton County at 5475 South Highway 89 at the South Park Wildlife Management Area, south of the Town of Jackson and outside the Town’s corporate limits. The development is being built on a small portion of a larger parcel that is approximately 624 acres of land zoned Rural-1 (R-1).

The request for service includes twelve three-bedroom residences and one four-bedroom residence. The sewer services for this project will gravity drain to an on-site lift station where sewage is then pumped via new force main to the TCSD sewer on the north side of Highway 89. The first phase, comprised of six three-bedroom residences and the four-bedroom residence, is under construction now. The timing for construction of future phases is unknown at this time. The first phase of the development as proposed is shown in Figure 1.

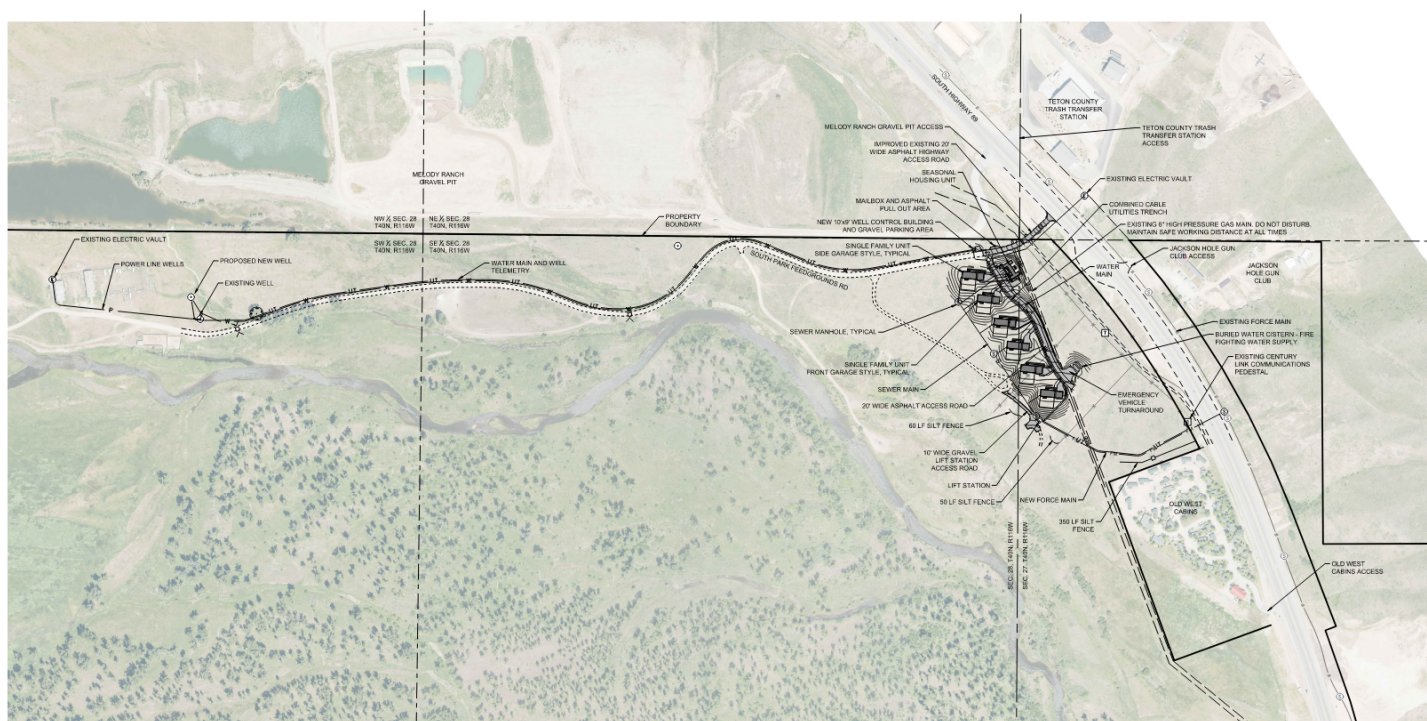


Figure 1 – Wyoming Game and Fish Employee Housing Project

TOWN PROCESS FOR SEWER SERVICE REQUESTS - FOR CONNECTEES

For all developments outside the Town corporate limits that request Town sewer services via an existing Town customer with a connection and use agreement that provides for Connectees, the Town applies the following process.

Step 1: Request for Service

A Miscellaneous Planning Application is filed by an applicant to request Town sewer service(s). Staff review of this application is used by Town Council to make an initial determination on whether to provide services or not. This initial step is based upon preliminary information provided by the applicant and includes staff identifying the conditions of approval. The Applicant is currently proceeding through Step 1. If Council approves the requests for service and the CUA, the Applicant will advance to Step 2.

Step 2: Connectee Agreement

The Connection and Use Agreement with the Town is executed and recorded against the property.

Step 3: Permits to Construct

Prior to construction of any infrastructure connecting to the Town's systems, all fees must be paid and permits for the construction of said infrastructure must be issued by the Town.

Analysis & Key Policy Questions.

SEWER COLLECTION AND TREATMENT

Resolution 21-28 was adopted by Council on November 15, 2021. The resolution established the 3-step process for sewer service requests (described above in the prior section of this staff report) and established eight review factors (described below under "Considerations" in this section) for all sewer connection requests outside Town boundaries.

CONSIDERATIONS

Staff has considered the following factors in recommending its approval:

- A. Existing Versus New Development
Staff finds that the proposed connection is for new development.
- B. Expanded Service Area and Capacity Timeline
Staff finds that this request is from outside the Capacity Study area and will reduce the future capacity timeline for the treatment plant and other necessary upgrades. Including the surrounding potential development, the potential exists for neighboring properties to connect, including the Teton County Transfer Station and Old West Cabins, LLC.
- C. Zoning Consistent with Comprehensive Plan
Staff finds that the application is being developed on state owned land by a state agency and does not need to comply with the Comprehensive Plan.
- D. Deed Restricted And/or Workforce Housing
Staff finds that the development is for workforce housing.
- E. Potential For Reduced Environmental Impact
Staff finds that the proposed connection will have a positive impact on water quality as the connection will convey wastewater to the Town's treatment plant.
- F. Geographical Location
Staff finds that while over 500-feet away from existing infrastructure the proposed connection is the responsible approach to WGFD's wastewater.
- G. Magnitude of the Request
Staff finds the magnitude of this request is minor relative to the capacity of the Town's system.
- H. Costs To Upgrade and Impacted User Classes
Staff finds that the proposed connection costs of improvements and upgrades will be borne by the applicant and at no cost to the current rate payers. The new infrastructure will be designed, constructed, operated, and maintained by the Connectee.

CONDITONS OF APPROVAL

If this request for service is approved by Council at this initial step, staff recommends the following conditions of approval:

- A. The approval is for 12 three-bedroom and 1 four-bedroom unit with an average wastewater production of 2,750 gallons per day, a maximum of 5,250 gallons per day, and a maximum pump discharge rate of 150 gallons per minute as set forth in Town of Jackson application E24-0001, ("Approved Development").
- B. The WGFD shall be one Connectee of the TCSD.
- C. All wastewater conveyed to the Town from the Connectee shall be master metered.
- D. A Connection and Use Agreement for Sewer Services shall be executed and recorded prior to issuance of the Town permit for connections in the county.
- E. Prior to construction of any infrastructure or service connecting to the Town systems and prior to connecting to any party already connected to Town systems, permits for the construction of said infrastructure must be issued by the Town.
- F. Applicant shall be responsible for all costs to design, permit, and construct upgrades determined necessary within or to the Town's systems associated with services for the development, specifically, but not limited to, compensation for the time of Town employees working on this application, billed at an hourly rate of \$100.00 per hour, from the initial request through to final permitting.

Possible Alternatives.

1. Modify the conditions of approval and approve the request to connect.
2. Vote against the request to connect.
3. Other.

Comprehensive Plan & Priority Alignment.

This project relates to the Town Comprehensive Plan Common Value #1- Ecosystem Stewardship. Staff has provided the following sections of the Comprehensive Plan for consideration along with this request.

Common Value #1 – Ecosystem Stewardship

- Principle 1.2- Preserve and enhance water and air quality
 - Policy 1.2.c: Monitor and maintain water quality – *calls for monitoring cumulative impacts on water quality and the effectiveness of mitigation efforts and strive to exceed State and Federal requirements for quality and monitoring to enhance water quality in the area.*

Fiscal Impact.

There is a one-time capacity fee that would be collected prior to connection, determined by the fees established in the Municipal Code at the time of application. The ongoing fiscal impact thereafter is the wastewater usage fees paid to the Town. The fee amounts are set forth in Title 13 of the Jackson Municipal Code.

When additional services are connected to the Town's sewer systems, there is a cumulative impact on the Town's operation and maintenance costs for the wastewater collection and treatment systems and reductions in the Town systems' remaining capacities.

USER RATES

When a master meter property is connected to the Town system, the utility is charged a single base rate and usage rate. These rates cover all costs to operate and maintain the system and are charged monthly as a fixed fee (base rate) and based on the volumes of wastewater collected (usage rate). These are the charges customers see on their sewer bills.

Staff Impact.

Step 1: Staff time during Step 1 has been approximately 12 hours between Public Works, Legal and Administration staff.

Step 2: CUA for Sewer Services will have the following impacts:

- CUA Agreement Drafting: 1-4 Hours for each Administration, Legal, and Public Works, for a total of 3-12 hours.
- Agreement Finalization and Recording: 2 Hours for Public Works.

Step 3: SWP Connection Permits for a system can take 4-8 hours.

In addition, staff notes that when additional services are connected to the Town's systems, there is a cumulative impact to the Town's operation and maintenance personnel for wastewater collection and treatment systems.

The impact to the Town of providing wastewater service to the Connectee at this time is minimal but contributes to the cumulative impact to Public Works staff who maintain the sewer systems, the Finance Department that handles the billing, and to the Wastewater Treatment Plant capacity as the Town continues to connect more customers both within and outside of Town limits.

Attachments or Links.

1. Connection and Use Agreement

Suggested Motion.

I move to:

- 1) approve the Wyoming Game and Fish Department's request for sewer collection and treatment services subject to the conditions of approval set forth in this staff report; and
- 2) approve the Connection and Use Agreement and authorize the Mayor to execute the Agreement as approved by the Town Engineer and Town Attorney.

**WASTEWATER TREATMENT FACILITIES CONNECTION AND USE AGREEMENT BETWEEN
THE TOWN OF JACKSON AND WYOMING GAME AND FISH DEPARTMENT**

This Wastewater Treatment Facilities Connection and Use Agreement (“**Agreement**”) is made between the Town of Jackson, a municipal corporation of the State of Wyoming, of P.O. Box 1687, Jackson, WY 83001 (“**Utility**”) and Wyoming Game and Fish Department, an agency of the State of Wyoming, of 5400 Bishop Blvd. Cheyenne, WY 82006 (“**WGFD**”).

RECITALS

WHEREAS, the Utility is the owner and operator of a wastewater treatment plant and associated facilities, including wastewater collection and interceptor mains (“**Utility Wastewater System**”), and by means of these facilities makes wastewater collection and treatment services available to residents of the Town of Jackson and, in some instances, to adjacent or nearby areas of Teton County, Wyoming; and

WHEREAS, the Town of Jackson Municipal Code, as amended, provides that the Utility has exclusive control and management of the Utility Wastewater System, has exclusive management and control of such System as provided to all users within the Town of Jackson and those voluntarily electing to connect, but lying outside the corporate limits of the Town of Jackson, and has the authority, from time to time, to make such rules and regulations as are necessary for the complete management and control of the Utility Wastewater System; and

WHEREAS, Town of Jackson Municipal Code, as amended, provides, further, that the Utility shall not be responsible for the maintenance, repair, or operation of sewer services, service laterals, or any of their appurtenant elements extending from the outside diameter of the Utility Wastewater System to the point of use; and

x

WHEREAS, WGFD owns the properties located outside the Town of Jackson legally described as:

PT.W1/2SW1/4,SE1/4SW1/4, SEC. 27; N1/2SE1/4, SE1/4SE1/4, N1/2SW1/4, LOTS 1-2-3, SEC. 28; LOTS 1-2-3, N1/2SE1/4, NE1/4SW1/4, SEC. 29; LOT 1,SEC. 33; PT. LOTS 1 & 6, SEC. 34, TWP. 40, RNG. 116 623.55 AC. SOUTH PARK

with a street address of 5475 S Highway 89; PIDN: 22-40-16-27-3-00-003 (“**Property**”), upon which it is developing housing for WGFD employees pursuant to Teton County Development Plan; and

WHEREAS, on March 20, 2023, the Utility and the Teton County School District No. 1 (“**TCSD**”) executed a *First Amended and Fully Restated Wastewater Treatment Facilities Connection and Use Agreement for the Teton County School District Sewer Connection* (“**TCSD Connection and Use Agreement**”) to formalize procedures between the Utility and the TCSD for sewer connection and wastewater treatment, as well as to clarify the terms and conditions under which any owner of property not expressly permitted via the TCSD Connection and Use Agreement may connect to the Utility Wastewater System through TCSD owned infrastructure (collectively the “**TCSD Wastewater Conveyance System**”);

WHEREAS, on February 26, 2024, the Jackson Town Council voted to approve WGFD’s request for wastewater service from the Utility for 12 three-bedroom and 1 four-bedroom unit with an average wastewater production of 2,750 gallons per day, a maximum of 5,250 gallons per day, and a maximum pump discharge rate of 150 gallons per minute as set forth in Town of Jackson application E24-0001, (“**Approved Development**”), subject to conditions of approval, all of which is memorialized in the public record, to be connected to the Utility Wastewater System via the TCSD Wastewater Conveyance System.

NOW THEREFORE, in consideration of the foregoing Recitals, which expressly are hereby made a part of this Agreement, it is hereby agreed by and between the parties as follows:

1. Permission to Connect to the Utility Wastewater System.

- A. Utility hereby authorizes WGFD to connect its collection and conveyance system (“**WGFD Wastewater System**”) to the Utility Wastewater System. Service shall be provided via the TCSD Wastewater Conveyance System, all as more particularly described and set forth in Exhibit 1 attached hereto and made a part hereof by this reference.
- B. This Agreement is exclusive to the one connection set forth in Exhibit 1. WGFD has no right to additional wastewater connections for itself nor to increase its wastewater connection service size.
- C. WGFD may not allow any party to connect to the WGFD Wastewater System as a means of connecting to the Utility Wastewater System absent advance, written request and approval from the Utility.

2. Agreement to Treat Wastewater.

- A. Utility hereby agrees to provide sanitary sewer services to WGFD for the Property for the Approved Development pursuant to the terms and conditions set forth herein, ordinances of the Town of Jackson, the Wyoming State Statutes.
- B. Notwithstanding the foregoing, the Utility may, in its sole discretion, interrupt or reduce wastewater treatment service due to:
 - i. System emergencies; or
 - ii. In order to install equipment, make repairs, replacements, investigation, and inspections; or
 - iii. Perform maintenance work on the Utility Wastewater System.

3. WGFD Responsibilities.

- A. WGFD is subject to and responsible for compliance with the applicable terms and conditions of the TCSD Connection and Use Agreement, via which it is connecting to the Utility Wastewater System as a Connectee (as defined in that Agreement). For avoidance of doubt, if there is a conflict with respect to the duties of WGFD between this Agreement and the TCSD Connection and Use Agreement, the term in this Agreement shall be adhered to.
- B. WGFD is solely responsible for paying all costs and expenses associated with the design, construction, use, operation, maintenance, and repair of the WGFD Wastewater System, as well as all costs of connecting and maintaining the connection of the WGFD Wastewater System to the TCSD Wastewater Conveyance System.
- C. WGFD must apply for, receive, and maintain compliance with all necessary permits to construct and operate the WGFD Wastewater System from the Wyoming Department of Environmental Quality (“**DEQ**”) prior to connection to the TCSD Wastewater Conveyance System (the “**DEQ Permit**”). The DEQ Permit does not relieve WGFD from any duty to obtain and maintain any other permit or authorization that may be required by any provision of federal, state, or local codes and ordinances; nor does it permit violation of any section of federal, state, or local codes and ordinances.
- D. In the event of any damage, infiltration, contamination, or intrusion to the WGFD Wastewater System, WGFD shall promptly notify the Utility of the event; advise the WGFD of the measures WGFD is taking to remedy the problem(s); complete all repairs within a reasonable timeframe; and notify the Utility when all such repairs have been completed.
- E. Should the Utility be notified by state or federal agencies with jurisdiction over the Utility Wastewater System, that the WGFD Wastewater System or this Agreement is out of compliance with law, regulations, permits, reporting, or deficient in a like way, WGFD shall timely and fully cooperate with the Utility to remedy the compliance or deficiency issue, up to and including, disconnection. All parties shall pay the costs for their own systems.

4. Wastewater Rates, Charges, and Fees.

- A. The wastewater rates, charges, and fees for WGFD shall be in accordance with the standard service policies and user rates established by the Utility via ordinance and in accordance with Wyoming State Statutes, including that wastewater rates, charges, and fees are subject to change, and the changes thereto are applicable to WGFD.
- B. It is acknowledged and agreed that the Property is outside the Town of Jackson corporate limits, and consistent with Wyoming State Statutes, WGFD may be subject to different rates, charges, and fees than those within the corporate limits of the Town.
- C. *Wastewater Capacity Fee.* Prior to connection to the Utility Wastewater System, WGFD must pay a non-refundable Wastewater Capacity Fee for the Approved Development that runs with the land. Such Capacity Fee will be paid in accordance with Jackson Municipal Code in effect at the time the Town issues the permit for such connection. If in the future the Property is approved for development in addition to the Approved Development and that additional development requires additional connection(s) and/or an increase its wastewater volume or connection service size, WGFD will be assessed additional Wastewater Capacity Fees, which fee will be paid in accordance with the Jackson Municipal Code in effect in the Jackson Municipal Code at the time the Town issues the permit for such connection.
- D. *Wastewater Line Service Costs (Connection Costs).* Prior to and during connection to the Utility Wastewater System, WGFD may be charged costs to connect to or tap into the Utility Wastewater System. Such costs will be paid in accordance with the Jackson Municipal Code, as it may be amended from time to time, at the time the time the Town issues the permit for such connection.
- E. *Recurring Wastewater Rates.* WGFD is a Connectee of TCSD and will pay wastewater rates in accordance with WGFD's Agreement with TCSD. WGFD is not a customer of the Utility and will not be billed by the Utility.
 - i. *Base Charge.* Not Applicable.
 - ii. *Volume Rate.* WGFD must pay for its wastewater volume in accordance with their wastewater class, as the class is determined in the sole discretion of the Utility and pursuant to the Jackson Municipal Code, as the same may be amended from time to time.
 - iii. *Metering.* All wastewater volume from the Approved Development shall be measured based on a wastewater meter. TCSD and WGFD shall be responsible for reading the wastewater meter and conveying that reading to the Utility monthly. The Utility retains the right, and is granted access to the WGFD property, to read the wastewater meter or water supply meter at reasonable times. WGFD may be required by Utility to meter or verify wastewater volumes utilizing the water supply master meter.
- F. *Invoicing.*
 - i. WGFD is responsible for billing individual units within the Approved Development.
 - ii. Invoicing for WGFD will be by TCSD in accordance TCSD Connection and Use Agreement.

5. Design and Construction.

- A. WGFD shall employ a Wyoming licensed professional engineer for the design and permitting of the WGFD Wastewater System. The design must provide a wastewater meter on its force main. This meter may be used by the Utility, WGFD, or TCSD to verify wastewater volumes.
- B. The water supply to the Approved Development shall be master metered.
- C. The construction and quality control testing shall be monitored by a Wyoming licensed professional engineer responsible for verifying that construction conforms to the project plans and specifications. Inspection reports and test results shall be submitted to the Utility weekly during construction and upon completion of construction, and prior to the Town Engineer's final inspection.
- D. Record drawings shall be submitted electronically in Portable Document Format (PDF) with a corresponding AutoCAD compatible file depicting the improvements and property boundaries, GIS Shape files with metadata and in any other format deemed suitable by the Town Engineer.

- E. WGFD is solely responsible for construction of the WGFD Wastewater System to the point of connection to the TCSD Wastewater Conveyance System.
- F. WGFD shall follow the more stringent of the International Plumbing Code, DEQ, or the Utility's standards that apply to applicable construction, as reasonably interpreted by the Town Engineer. The Utility shall be contacted and will complete a final inspection of the new system installation prior to any discharge to the TCSD Wastewater Conveyance System.

6. Inspections and Notifications.

- A. Upon reasonable notice to WGFD, which notice shall include reasonable proof of contamination, infiltration, or intrusion, the Utility may require inspection and testing by WGFD of the WGFD Wastewater System for the purpose of investigating contamination, infiltration, or intrusion and providing a report by a Wyoming licensed professional engineer. Such testing and inspection pursuant to this paragraph shall be at WGFD's expense.
- B. Upon reasonable notice to WGFD, the Utility shall be granted access to the WGFD Wastewater System for the purpose of inspecting and testing the infrastructure, and for the purpose of monitoring the wastewater flow and strength. All such testing shall be at the Utility's expense.
- C. WGFD shall notify the Utility prior to any modifications to the WGFD Wastewater System.
- D. Utility shall have not less than forty-eight (48) hours' notice to inspect all new connections or modifications to the WGFD Wastewater System. The Utility, by such inspection, shall not be responsible for any aspect of any new or modified line, without limitation.

7. Septic, Hazardous, and Unapproved Materials Prohibited.

- A. Septic system waste, hazardous materials, or other unapproved substances shall not be introduced into the WGFD Wastewater System or the Utility Wastewater System without prior written approval from the Town Engineer.

8. WGFD Voluntary Termination.

- A. WGFD has the right to voluntarily terminate this Agreement at any time upon six (6) months' written notice to the Utility of its intent to terminate. At the expiration of the notice period, WGFD shall disconnect the WGFD Wastewater System from the Utility Wastewater System within thirty days. WGFD shall notify the Utility in writing of the date disconnection occurred and shall be responsible for all costs associated with the physical termination and disconnection from the Utility Wastewater system.

9. Annexation.

- A. WGFD shall not object to annexation of the Approved Development conducted in accordance with State Statutes and will cooperate with the Town in the process of such annexation.
- B. It is acknowledged and agreed by the parties that notwithstanding such annexation, the WGFD Wastewater System shall remain owned by WGFD and, in accordance with the terms of conditions herein, shall solely, at its cost, be operated, maintained, repaired, and replaced by WGFD.

10. Liability; Indemnifications.

- A. Utility shall not have any responsibility or liability for construction, maintenance, or repair of any portion of the WGFD Wastewater System.
- B. WGFD agrees to indemnify and hold harmless the Town from and against any and all cost, liability, expense, and cause of action resulting from WGFD's operation of, or its failure to maintain or repair any portion of, the WGFD Wastewater System, its violation of any regulatory agency's rules and regulations applicable to the WGFD Wastewater System, the imposition of fines and/or legal costs to the Utility associated with such violation, and for costs related to damages resulting from any improper discharge into the Utility Wastewater System by WGFD, which indemnification includes all

costs of defense (including reasonable attorney's fees) for any action or proceedings in which the Utility becomes a party as a result thereof.

- C. In the event that performance of this Agreement is prevented, or interrupted, or service is interrupted or discontinued to WGFD for any reason beyond control of the Utility, WGFD agrees that there shall be no responsibility or liability on the part of the Utility for failure to perform or provide such service.

11. Violation; Enforcement.

- A. WGFD hereby acknowledges that a violation of Title 13 of the Jackson Municipal Code constitutes a violation of this Agreement and may be enforced pursuant to the remedies available in this section.
- B. This Agreement may be enforced by either party by an action at law or in equity, specifically including extraordinary remedies of specific performance and injunctive relief. In the event a party shall be required to bring an action to enforce its rights pursuant to this Agreement, the prevailing party in such controversy shall be entitled to recover, in addition to any and all other relief, all costs, including a reasonable sum for attorney's fees incurred.

12. Notice.

Any notice required or authorized to be given hereunder shall be deemed to have been given three (3) business days after deposit in the United States mail, certified mail, postage pre-paid, and addressed as follows:

Town:

Town of Jackson
Attn: Town Clerk
P.O. Box 1687
Jackson, Wyoming 83001
clerk@jacksonwy.gov

WGFD:

Wyoming Game and Fish Department
5400 Bishop Blvd.
Cheyenne, WY 82006

All notices hereunder shall include a courtesy copy sent via email to the email address provided above.

13. Miscellaneous Provisions.

- A. *Entire Agreement; Amendment.* The parties agree that this Agreement reflects the entire agreement between the parties as to the subject matter hereof and may be amended anytime by agreement of the Parties, which shall be effective when in writing and duly executed by both parties.
- B. *Waiver.* A waiver by either party regarding the breach of any of the provisions of this Agreement shall not bar the right of the other party to enforce the terms of this Agreement.
- C. *Assignment.* This Agreement shall not be assigned or transferred.
- D. *Binding Effect.* This Agreement shall be binding upon and inure to the benefit of the parties hereto, their heirs, legal representatives, successors, and permitted assigns unless terminated upon written agreement by the parties, or their heirs, legal representatives, and successors.
- E. *Recitals Part of Agreement.* The representations, covenants and recitations set forth in the Recitals are material to this Agreement and are hereby incorporated into and made a part of this Agreement as though they were fully set forth herein.
- F. *Severability.* If a Court finds any provision of this Agreement to be invalid or unenforceable, such finding shall not render the entire agreement void or unenforceable. If feasible, the offending provision shall be deemed modified within the limits of enforceability or validity. If the offending provision cannot be modified, it shall be stricken and all other provisions of this Agreement in all other respects shall remain valid and enforceable.
- G. *Additional Documents and Acts.* Each party agrees to execute and deliver such additional documents and instruments and to perform such additional acts as may be necessary or appropriate to effectuate, carry out and perform all of the terms, provisions, and conditions of this Agreement and the transactions contemplated hereby.

- H. *Recordation.* The parties agree that this Agreement shall be recorded in the land records of the Office of the Teton County Clerk, Teton County, Wyoming against each of the lots being served by the Utility. WGFD shall pay all recording fees.
- I. *Counterpart Signature; Electronic Signatures.* This Agreement may be executed simultaneously in two or more counterparts, each of which shall be deemed an original and all of which, when taken together, constitute one and the same document. The signature of any party to any counterpart shall be deemed a signature to, and may be appended to, any other counterpart. Counterparts may be delivered via electronic mail (including pdf or any electronic signature complying with the federal ESIGN Act of 2000, e.g., www.docusign.com) or other transmission method, and any counterpart so delivered shall be deemed to have been duly and validly delivered and be valid and effective for all purposes. At the request of either party, each party agrees to execute an original of this Agreement as well as any facsimile or other reproduction hereof.
- J. *Governing Law, Jurisdiction, Construction.* This Agreement shall be construed, performed and enforced in accordance with, and governed by, the laws of the State of Wyoming, without giving effect to the principles of conflict of laws thereof. The parties hereto irrevocably elect as the sole judicial forum for the adjudication of any matters arising under or in connection with this Wastewater Agreement, and consent to the jurisdiction of, the courts of the County of Teton, State of Wyoming, or the United States of America for the District of Wyoming. This Wastewater Agreement was negotiated by both parties hereto. As such, it shall not be construed against or in favor of any party by virtue of which party drafted it or any portion thereof.
- K. *Immunity.* Notwithstanding any other provision herein, neither party hereto waives its governmental immunity by entering into this Agreement, and fully retains all immunities and defenses provided by law with respect to any action based on or occurring as a result of this Agreement.

IN WITNESS WHEREOF, this Agreement shall be effective as of the last date signed below.

WYOMING GAME AND FISH DEPARTMENT,
An agency
of the State of Wyoming

BY: _____

DATE: _____

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

The foregoing instrument was acknowledged before me by _____ as the
_____ of Wyoming Game and Fish Department, this _____ day of _____, 2024.

Witness my hand and official seal.

Notary Public

My commission Expires:

TOWN OF JACKSON,

A municipal corporation
of the State of Wyoming

BY: Hailey Morton Levinson, Mayor

DATE: _____

ATTEST: Riley Taylor, Town Clerk

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

The foregoing instrument was acknowledged before me by Hailey Morton Levinson and Riley Taylor, as the Mayor and Town Clerk, respectively, of the Town of Jackson this ____ day of _____, 2024.

Witness my hand and official seal.

Notary Public

My commission Expires:

STAFF REPORT



Meeting Date:	February 26, 2024	Meeting Title:	Regular Town Council
Submitting Department:	Internal Services	Presenter:	Lynsey Lenamond
Agenda Item:	2024 Annual Liquor License Renewals	Public Comment:	Yes

Purpose & Policy Considerations.

The Town Council is the local licensing authority for the issuance, renewal, and transfer of all liquor licenses within the Town of Jackson and, when it does so, is required to consider the statutory factors found in Wyo. Stat. §12-4-104(b) as well as the standards found in Jackson Municipal Code §6.60.010. All annual liquor licenses expire on March 31 each year and Wyo. Stat. 12-4-104(b) requires the local licensing authority to conduct a public hearing on renewals at least 30 days prior to expiration of the license.

It is a statutory requirement for the Mayor to OPEN A PUBLIC HEARING on the issuance of liquor licenses. In accordance with our notice, and per Wyoming Statute, protests will be heard against the issuance during this hearing. Additionally, staff presentation, public comment, and Council discussion will take place during this hearing. The procedure is as follows:

1. Mayor Morton Levinson opens the public hearing.
2. Mayor Morton Levinson asks for the staff presentation on the application.
3. Mayor Morton Levinson calls for any and all public comment.
4. Council discusses the applications.
5. Mayor Morton Levinson calls for a motion on the applications and the vote on the motion.
6. Mayor Morton Levinson closes the public hearing.

Requested Action.

Staff requests that Council consider findings for the annual renewal of Town-issued liquor licenses.

Recommendations.

Staff recommends approval of all applications by applicants listed in the Renewal Chart.

Background.

As noted above in the purpose, the Wyoming Liquor Division designates the dates of Jackson's liquor license year as beginning on April 1st and ending March 31st. A public hearing is required to be held at least 30 days before the expiration of licenses. The renewal application process begins when the State provides the Town Clerk with the renewal packet and ends following the Town Council's approval, when the renewed certificates are mailed. This is a five-month process taking place from October to February.

On December 28, 2023 staff provided compliance data to the Town Council as it relates to current liquor license holders. Prior to the renewal public hearing, this information has historically been provided to Council for their consideration for upcoming renewals. The information included results of compliance checks that the Jackson Police Department performed in 2023, as well as Calls for Service in the vicinity of licensed premises. That information has also been included as an attachment in this staff report.

The Town received 81 liquor license renewal applications. There were 82 renewals in 2023. The attachments to this staff report include a Renewal Chart listing each liquor license under consideration for renewal. Each renewal application has been reviewed by the Internal Services office, and the Wyoming Liquor Division is in the process of reviewing the applications in order to certify them as complete in accordance with Wyo. Stat. §12-4-104(d).

Analysis & Key Policy Questions.

Grounds for Nonrenewal. As listed below, Wyoming Statutes and Jackson Municipal Code provide the Town Council with grounds for denying renewal of a liquor license:

I. Wyo. Stat. §12-4-104(b) provides findings for nonrenewal.

(b) ... A license or permit shall not be issued, renewed, or transferred if the licensing authority finds from evidence presented at the hearing:

(i) The welfare of the people residing in the vicinity of the proposed license or permit premises shall be adversely and seriously affected;

(ii) The purpose of this title shall not be carried out by the issuance, renewal or transfer of the license or permit;

(iii) The number, type and location of existing licenses or permits meet the needs of the vicinity under consideration;

(iv) The desires of the residents of the county, city or town will not be met or satisfied by the issuance, renewal or transfer of the license or permit; or

(v) Any other reasonable restrictions or standards which may be imposed by the licensing authority shall not be carried out by the issuance, renewal, or transfer of the license or permit.

II. Jackson Municipal Code 6.60.010 provides grounds for nonrenewal:

A. A license or permit shall not be renewed or transferred if such renewal or transfer violates Wyo. Stat. Ann. Title 12 of the Jackson Municipal Code.

B. The following, whether one (1) or more, may constitute a basis for nonrenewal of a license or permit:

1. Failure of the Licensee to comply with any provision of state liquor law or this Title;

2. Failure of the Licensee to comply with building occupancy limits after being advised of excess occupancy by a law enforcement or any code compliance officer;

3. A pattern of failing to report incidents of illegal acts upon the Licensee's premises which results in injury to persons or property and which the Licensee knew, or should have known about. A "pattern" for purposes of this section is defined as three (3) or more incidents in any twelve (12) month period;

4. Failure of the Licensee to comply with Section 6.40.055 Alcohol Server Staff Training Required;

5. Failure of initial, consecutive, and/or cumulative compliance checks conducted pursuant to Wyo. Stat. Ann. Title 12-6-103.

6. Failure to comply with the Plan of Operations set forth in the license application, or as amended.

Possible Alternatives.

1. Approve all applications listed in the Renewal Chart.

2. Remove application(s) from the Renewal Chart for a separate motion or action and approve the remaining applications listed in the Renewal Chart.

3. Continue one or multiple applications to the March 4, 2024 Council meeting and approve the remaining applications listed in the Renewal Chart.

4. Continue all renewals to the March 4, 2024 Council meeting, keeping in mind that renewals must be acted on before expiration on March 31st.

Comprehensive Plan & Priority Alignment.

The decisions related to renewal or non-renewal correlate to the health, safety, and welfare of the community as discussed in Section 8, Quality Community Service Provision.

Fiscal Impact.

Renewal of these liquor licenses will generate approximately \$188,200 in renewal fees paid to the Town of Jackson. The renewal fees paid to the Town of Jackson in 2023 were approximately \$89,659. In 2023, Council voted to increase the

fee for Restaurant liquor licenses from \$1,500 to \$3,000 for both new and renewed licenses and for Bar and Grill liquor licenses from \$1,514 to \$3,000 for annual renewal (\$10,500 for new Bar and Grill licenses).

Staff Impact.

Renewal applications generate a significant impact on staff. It takes approximately five (5) months to prepare applications for distribution, reviewing each application including cross-checking the previous year's application, following-up on missing information, providing applications to the Wyoming Liquor Division and following-up on their review, preparing and providing the newspaper with required legal publishing and posting online, and processing police call and compliance information. Once renewals are approved by Council, approval cards for each license are provided to the State, issuance letters and license certificates are printed and mailed to licensees, and applications are placed in respective liquor files. Staff hours are estimated at 250 hours in the Internal Services Department, along with approximately 10 hours spent by the Administration, Legal, Planning, Fire, and Police Departments.

Attachments or Links.

Current Authorized/Issued Number of Licenses Chart
Renewal Chart
Non-Renewal Chart
Conditions Chart
Compliance Data
Calls For Service Data

Suggested Motion.

If Council renews all liquor licenses at once:

Having considered the statutory factors in Wyo. Stat. §12-4-104(b) and Jackson Municipal Code §6.60.010 for each license listed in the Renewal Chart, I move to approve the liquor license renewal applications for the 2024–2025 liquor license year as presented and with the following conditions:

1. Renewed liquor licenses are subject to the same conditions and restrictions of the initial license approval, as amended.
2. Any additional minor corrections made by staff and the Wyoming Liquor Division.

If Council considers one or more applications individually, Council would first remove the application(s) it wants to consider separately from the Renewal Chart, then make an appropriate motion for its desired action on the individual application(s) (approve, approve with modified conditions, or deny).

Having considered the statutory factors in Wyo. Stat. §12-4-104(b) and Jackson Municipal Code §6.60.010 for each license listed in the Renewal Chart, I move to approve the liquor license renewal applications for the 2024–2025 liquor license year as presented, *with the exception of* _____, and with the following conditions:

1. All renewed liquor licenses are subject to the same conditions and restrictions of the initial license approval, as amended.
2. Any minor corrections made by staff and the Wyoming Liquor Division.

To approve the individual application(s) with the existing conditions:

Having considered the statutory factors in Wyo. Stat. §12-4-104(b) and Jackson Municipal Code §6.60.010 for this application, I move to approve the liquor license renewal application for _____ with the following conditions:

1. Any minor corrections made by staff and the Wyoming Liquor Division.
2. The liquor license will be subject to the same conditions and restrictions of the initial license approval, as amended.

To approve the individual application(s) with the modified conditions:

Having considered the statutory factors in Wyo. Stat. §12-4-104(b) and Jackson Municipal Code §6.60.010 for this application, I move to approve the liquor license renewal application for _____ with the following conditions:

1. Any minor corrections made by staff and the Wyoming Liquor Division.
2. The liquor license will be subject to the following modified condition(s) and restriction(s): _____.

To deny the individual application(s):

Having considered the statutory factors in Wyo. Stat. §12-4-104(b) and Jackson Municipal Code §6.60.010 for this application, I move to deny the liquor license renewal application for _____.

If Council continues all the applications to the March 4, 2024 Council Meeting:

I move to continue all liquor license applications for the 2024-2025 liquor license year listed in the Renewal Chart to the March 4, 2024 regular council meeting.

If Council continues one or more of the applications to the March 4, 2024 Council Meeting:

I move to continue the liquor license renewal application(s) for _____ to the March 4, 2024 regular Council meeting.

Current TOJ Liquor Licenses

Jackson Population: 10,760 (2020)	Retail	Bar/Grill	Microbrewery	Winery	Resort
# Licenses Authorized	20*	10	20	20	No limit
# Issued by TOJ	20	10	4	0	7
	Restaurant	Limited Retail (Club)	Manufacturer's Satellite	Satellite Winery	
	No limit	No limit	No limit	No limit	
		3	1	1	

*In 2016, an annexation took place that included Cutty's. They held a retail liquor license at that time, and therefore, it doesn't count towards our authorized number of retail licenses. The Town currently retains one retail liquor license.

2024 Renewal Applicants

The licenses listed below will be included in the motion made for annual renewal unless removed from the discussion by the Town Council.

Applicant	DBA	Address
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RETAIL

Cru LLC	Bin22	200 W. Broadway
Bud's Eastside LLC	Bud's Eastside Liquor	582 E. Broadway
Bochicchio Inc.	Creekside Market & Deli	545 N. Cache St. #8
Cutty's Bar & Grill LLC	Cuttys	1140 W HWY 22
Anvil Hotel Partners LLC	Glorietta	242 N. Glenwood St.
Hotel JH LLC	Hotel Jackson	120 N. Glenwood
Parkland USA Corporation	KJs Phillips 66	1055 W. Broadway
Liquor Store of Jackson Hole Inc	The Liquor Store	115 Buffalo Way
Cowboy Liquor LLC	The Million Dollar Cowboy Bar	25 N. Cache St.
Plaza Liquor LLC	Plaza Liquor	832 W. Broadway
DG JH LLC	Pink Garter	50 W. Broadway Unit 201
NEB LLC	Sidewinders	945 W. Broadway
SHOPCOO LLC	PEARL ST. MARKET	40 W. Pearl Ave.
The Silver Dollar Inc.	Silver Dollar Bar	50 N. Glenwood

Smiths Food & Drug Centers Inc.	Smith's Food & Drug #184	1425 S. Hwy 89
Snake River Corporation	Snake River Grill	84 E. Broadway
VFJH LLC	Spirits & Spice	80 W. Broadway Unit 101
Sweet Cheeks Meats LLC	Sweet Cheeks Meats	185 Scott Ln. Suite A
Virginian Liquor LLC	Virginian Tavern	750 W. Broadway
Whole Foods Market Rocky Mountain/Southwest LP	Whole Foods Market	1155 S. Hwy 89

BAR and GRILL

Coe LLC	Coelette	85 S. King St.
Hand Fire Pizza JH LLC	Hand Fire Pizza	120 N. Cache St.
The Local Restaurant LLC	Local Restaurant & Bar	55 N. Cache
Illamar LLC	Pinky G's Pizzeria	50 W. Broadway
Merry Piglets Mexican Cantina & BBQ LLC	The Merry Piglets	160 N. Cache St.
Rusty Parrot Lodge & Spa	The Wild Sage	175 N. Jackson St.
Movieworks LLC	Movieworks	860 S. Hwy 89
Just Juice LLC	Kalu	140 N. Cache St. Unt C
Diamond G Theatrics LLC	Jackson Hole Playhouse	145 W. Deloney Ave.
Kampai Holdings LLC	Kampai	175 Center St.

MICROBREWERY

Get Funky LLC	Roadhouse Tasting Room	1225 Gregory Ln.
Get Loose LLC	Roadhouse Brewing Co Pub & Eatery	20 E. Broadway
Teton Brewing Company LLC	Stillwest Brewery & Grill	45 E. Snow King Ave.
SRB Operations LLC	Jackson Hole Pub & Brewery Snake River Brewing	265 S. Millward

RESORT

CCC's Center Street LLC	The Cloudveil	112 Center St.
Snow King Mountain Resort LLC	King's Grill	402 E. Snow King Ave.
ACP LJH 80 Scott Holdings LLC	The Lodge at JH	80 Scott Lane
Johnson Resort Properties	The Rustic Inn	425 N. Cache
Benchmark Hospitality Of Wyoming LLC	Snow King Resort	400 E. Snow King
Virginian Liquor LLC	Virginian Lodge & RV Park	750 W. Broadway
CCC's PBI LLC	Mountain Modern Motel	380 W. Broadway

RESTAURANT

Annie's Kitchen LLC	Annie's Thai Kitchen	265 W. Broadway
Big Hole BBQ Jackson LLC	Big Hole BBQ	325 W. Pearl Ave.
BL Restaurant LLC	The Blue Lion	160 N. Millard
Flat Creek BBQ LLC	Bubba's	100 Flat Creek

Made in Jackson Hole Inc	The Bunnery	130 N. Cache St.
135 E. Broadway LLC	Café Genevieve	135 E. Broadway
930 Broadway Concession LLC	The Whistling Grizzly at Wyoming Inn	930 W. Broadway
China Fun WY LLC	China Fun Restaurant	826 W. Broadway
Chinatown Lee Inc	ChinaTown Restaurant	850 W. Broadway Suite A
Abuelito Group LLC	El Abuelito Family Restaurant	385 W. Broadway
Everest Momo Shack LLC	Everest Momo Shack	245 W. Pearl Ave.
Fiesta Jackson LLC	Fiesta Mexican Restaurant	975 Alpine Ln. #3
YOR Restaurant Group Corp.	Gather	72 S. Glenwood
The Gun Barrel Steakhouse LLC	The Gun Barrel	862 W. Broadway
Caliente Taqueria LLC	Hatch Taqueria & Tequilas	120 W. Broadway
Jackson Drug LLC	Jackson Drug	15 E. Deloney Ave.
King Sushi Company LLC	King Street Sushi	75 King St.
The Kitchen LLC	The Kitchen	155 N. Glenwood
LBJH LLC	Liberty Burger	160 N. Cache
J & J Food Company LLC	Miazga's	399 W. Broadway
Il Ferraio LLC	Orsetto	161 Center St.
Persephone Bakery LLC	Persephone Bakery	145 E. Broadway
Selkirk Inc.	Pica's	1160 Alpine Ln.
JH Pizzeria LLC	Yeah Buddy Pizza	20 W. Broadway
Get Loose LLC	Roadhouse Brewing Co Pub & Eatery	20 E. Broadway
SRRC Eatery LLC	Snake River Roasting	50 W. Broadway
SRB Operations LLC	Jackson Hole Pub & Brewery	265 S. Millward
Teton Brewing Company LLC	Stillwest Brewery & Grill	45 E. Snow King Ave.
Nicolas Sosa	Tacos Y Tortillas El Metate	850 W. Broadway Suite H
The Indian Room LLC	Teton Tiger	165 N. Center St.
Thai Plate Cuisine Inc.	Thai Plate	145 N. Glenwood
Alpine Hotel Partners LLC	The Alpine House	285 Glenwood
Tijuana Mexican Restaurant LLC	Tijuana Authentic Mexican Restaurant	529 Hwy 89 #4 & 5
WLB LLC	Trio	45 S. Glenwood
White Buffalo Club LLC	The White Buffalo Club	160 W. Gill Ave.

LIMITED RETAIL (CLUB)

BPO Elks 1713	BPO Elks 1713	270 W Broadway
American Legion Post #43	Jackson Hole Post #43	190 N Cache ST
Community Center For The Arts Inc	Center For The Arts	265 S Cache

WINERY

NA		
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SATELLITE WINERY

Jackson Hole Winery	Jackson Hole Winery	98 Center St. Unit C
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MANUFACTURER'S SATELLITE

Wyoming Whiskey Inc.	Wyoming Whiskey Tasting Room	45 West Broadway
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NON RENEWALS

TYPE

Kim's Corner LLC	Bapp (absorbed into resort liquor license)	Restaurant
Root Café LLC	Soluna Café (closed for business)	Restaurant
Scarfish LLC	Suda (closed for business)	Restaurant

CONDITIONS AND RESTRICTIONS CHART

The following conditions and restrictions of approval previously placed by Town Council at the time of the initial license approval (or added since then) will carry forward to the renewed license.

Hotel Jackson	The retail liquor license was approved on November 18, 2013 for Woodshed, LLC and conditioned to prohibit the use of the liquor license in the aspect of a package retail liquor store. *The license was transferred to Hotel JH, LLC on June 1, 2015 with the same restriction.
Creekside	The retail liquor license was approved on August 2, 2001 and included one condition as volunteered by the applicant, the license will revert back to the Town of Jackson if Bochicchio, Inc dba Creekside Market and Deli goes out of business.
Glorietta	The retail liquor license was transferred from Nani's Inc. on November 2, 2015 to Anvil Hotel Partners LLC and conditioned as follows: The retail liquor license is restricted from including a package liquor store component, except for bottled Italian wines.
Snake River Grill	The retail liquor license was approved on February 6, 2006 for Snake River Corporation and conditioned as follows; that the license is conditioned to prohibit a package liquor store component.
Spirits & Spice	The retail liquor license was approved on August 2, 2011 for VFJH, LLC and conditioned as follows: As volunteered by the applicant, the license will revert back to the Town of Jackson if VFJH, LLC goes out of business.

	In November 2018, Council approved the location transfer from 60 E Broadway to 80 W Broadway, Suite 101 and added specific language to motion: Alcoholic beverages may be sampled on the premises by customers and sold by the package. Tenant shall be permitted to serve and sell alcohol, wine and/or beer by the glass for private or promotional events on the premises.
Roadhouse (on Gregory)	On March 20, 2017, the microbrewery license was approved with the following conditions: • All sales of other malt beverages for on-premises consumption must be obtained through a licensed wholesale malt beverage distributor. • The applicant shall request, and obtain Town Council approve prior to any service or consumption of alcohol on any outdoor deck or patio. • The brewery operation shall be allowed to have a ‘tasting room’ that is incidental to the principal brewery use. A ‘tasting room’ is an incidental use to the brewery provided it complies with the following provisions: a) The hours of operation for the tasting room shall be limited to, opening no earlier than 4:00 p.m. and closing no later than 10:00 p.m. b) Only free samples of food shall be served to customers for on-site consumption; c) A maximum of ten seats shall be provided and the ‘tasting room’ shall be limited to 10% of the total square footage. d) On-premises consumption shall be limited to 10% of yearly production. A revised restriction placed on this license at the time of renewal on March 7, 2022: e) Maximum occupancy inside the ‘tasting room’ shall, at all times, be no more than 30 persons, not to include customers associated with an organized tour.
The Alpine Hotel	On May 5, 2023 the license was approved and conditioned that alcohol service is for hotel guests only.
Pearl St. Market	On August 15, 2022, the retail license was conditioned that the market must remain a market that sells packaged food, pre-packaged ready-to-eat meals, basic household goods, and be operated on a self-service basis.
DG JH LLC	The retail liquor license was approved on May 25, 2010 for Pink Garter LLC and conditioned as follows: all alcohol sales will be for * on-premises consumption only, and when minors are permitted in the theater area alcohol consumption will be prohibited in the theater area. * On August 1, 2016, Council lifted the condition of approval that alcohol sales were for on premises consumption only and added a new condition that the package retail store known as The Rackhouse would close at 10:00 p.m.
CCC’S PBI LLC	The Resort liquor license was approved on August 7, 2023 with the condition that the Triple M shall serve food and/or drink only to Mountain Modern guests. If the Triple M

	desires to serve food and/or alcohol to the general public, then it shall first receive approval of a Basic Use Permit from the Town.
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Compliance Checks

Jackson Police Officers have conducted 60 alcohol compliance check visits during 2023. The Police Department conducts at least 60 alcohol-related compliance checks per year, based on the State's requirements for grant funding. Please note that the PD also completes 90 tobacco-related ID compliance checks per year.

Of the 60 alcohol-related visits this calendar year, 14 were incomplete due to business closures. Of the completed compliance checks, there were 44 passes and 2 failures. Chief Weber and Sgt. Tony Matthews manage the Town's compliance check program and can answer questions or provide more information if needed.

History:	2023	46 checks	96%, or 44 passed	4%, or 2 failed
	2022	41 checks	90%, or 37 passed	10%, or 4 failed
	2021	37 checks	73%, or 27 passed	27%, or 10 failed
	2020	64 checks	80%, or 51 passed	20%, or 13 failed

46 Completed Compliance Check Visits in 2023		
Date	44 Passed	2 Failed
January	Whole Foods, Tijuana, Sweet Cheeks, Local, Gun Barrel, Snake River Grill, Pearl St. Market, Pica's, Suda, Hotel Jackson, Gather, Miazga's, Snake River Brewing, Creekside	Pinky G's
March	Creekside, Cloudveil, Kings Grill (Snow King), Bud's, Handfire Pizza, Plaza Liquor, Jackson Drug, KJs, The Liquor Store, Whole Foods, Smith's, Million Dollar Cowboy Bar, Pinky Gs	Liberty Burger
September	Glorietta, Big Hole, Hatch, Bin 22, The Lodge at Jackson Hole, Roadhouse Brewing (Gregory Ln), Everest Momo Shack, Merry Piglets, Wyoming Whiskey, Silver Dollar, Spirits & Spice, Yeah Buddy, Roadhouse Brewing (Broadway), Jackson Hole Winery, Bapp, Sidewinders, Stillwest,	

Jackson Police Calls for Service. Our Compliance Office, Rob Andazola, researched dispatch calls during the time period of November 1, 2022 through October 29, 2023 and generated a report including calls for service related to alcohol presented below by call type.

PUBLIC INTOXICATION

39 calls at or near 15 liquor-licensed establishments.

The Cowboy Bar	12
The Lodge at Jackson Hole	1
Hotel Jackson	1
Pinky G's	2
KJs Phillips 66	1
BAPP	2
Local	1
The Rose	7
Pearl St. Market	1
Silver Dollar Bar	2
Smith's	1
Virginian Tavern	4
Whole Grocer	2
Gather	1
Mountain Modern	1

REDDI (REPORT EVERY DRUNK DRIVER)

11 calls at or near 10 liquor-licensed establishments.

The Cowboy Bar	1
Big Hole BBQ	1
Cutty's	1
KJs Phillips 66	1
Sidewinders	1
Eleanors	1
Silver Dollar	1
Smiths	2
Virginian	1
Mountain Modern	1

FAKE ID

25 calls at or near 2 liquor-licensed establishments. **The establishments listed are the ones making the false ID calls to the Police Department.**

The Cowboy Bar	24
Silver Dollar Bar	1

DISTURBANCE

107 calls at or near 21 liquor-licensed establishments.

The Cowboy Bar	32
The Lodge at Jackson Hole	3
Bin22	1
Cutty's	2
Roadhouse Brewing	2
Hotel Jackson	1
Jackson Drug	1
KJs Phillips 66	1
BAPP	1
Local	1
The Rose	12
Eleanors	3
Silver Dollar	12
Smith's	11
Viginian Tavern	10
The White Buffalo	2
The Wyoming Inn	1
Cloudveil	1
Movieworks	2
Yeah Buddy Pizza	3
Mountain Modern	5

TRESPASS

43 calls at or near 14 liquor-licensed establishments.

The Cowboy Bar	12
Cutty's	1
Roadhouse Brewing	4
Pinky G's	2
KJs Phillips 66	1
Persephone	1
Plaza Liquor	3
Silver Dollar	5
Smith's	4
Virginian Tavern	4
White Buffalo Club	1
Wyoming Inn of Jackson Hole	1
Moveworks	3
Mountain Modern	1

ASSAULT/FIGHT

15 calls at or near 7 liquor-licensed establishments.

The Cowboy Bar	8
The Lodge at Jackson Hole	1
Hatch	1
Bin22	1
Silver Dollar	2
Virginian Tavern	1
Movieworks	1

STAFF REPORT



Meeting Date:	February 26, 2024	Meeting Title:	Town Council Regular Meeting
Submitting Department:	Administration	Presenter:	Roxanne Robinson
Agenda Item:	Review of Council Salaries	Public Comment:	Yes

Purpose & Policy Considerations.

The Jackson Municipal Code indicates that the compensation of the Mayor and members of Council shall be reviewed no later than February 28 of each general election year.

Requested Action.

The requested action is for the Mayor and Council to review the current compensation, review the draft ordinance updating Mayor and Council salaries, and provide direction to staff for any further research into salaries or direction to place the draft ordinance on the agenda for the March 4, 2024 Town Council meeting for first reading.

Recommendations.

While staff makes no recommendation on any changes to Council salaries, if Council would like to consider an amendment, staff recommends the Mayor and Council review the current compensation and direct staff place the proposed draft ordinance on the agenda for the March 4, 2024 Town Council meeting for first reading.

Background.

The current Mayor and Council annual salaries are \$44,000 for the Mayor and \$36,000 for Council. The Town Council last updated salaries in 2022. Using the December information from inflation related to all items in the U.S. city average, all urban consumers, not seasonally adjusted annual average figures since salaries were last updated, , and then rounding that dollar figure, the Finance Director calculated it would result in a 13.2% increase which would be \$49,809 for the Mayor and \$40,753 for Council. Staff rounded those figures up and the result would be \$50,000 and \$41,000, respectively.

Below is a table showing the number of Council meetings over time. Staff also researched and compiled the total number of hours spent in Council meetings for 2021 – 2023 to provide another perspective. Please note that the total meeting hours does not include time spent by elected officials outside of meetings in preparation for meetings.

Council Meetings									
	2023	2022	2021	2020	2019	2015	2010	2008	2005
Number of Meetings	74	76	78	91	76	80	84	92	75
Total Meeting Hours	185	210.3	193.4						

Wyo. Stat. §15-3-205 sets minimum salaries for first class cities but not maximums.

Wyo. Stat. §15-4-105(b) prohibits changing the salary of any elective officer during their term of office. There are 3 seats on the Council up for election in 2024, which are 2 Council seats and the Mayor's seat. If the draft ordinance is approved, those three new elected officials or re-elected officials will receive a higher wage for 2025 and 2026 than the remaining 2 Councilmembers whose current terms of office will not expire until December 31, 2026. If there is no action taken on increasing Council salaries, there will be no change in wage as of January 2025.

Analysis.

Key Policy Question #1 – Does Council wish to consider updated salaries for the Mayor and Council effective January 2025?

If the answer is yes, staff will place the draft ordinance on the Council agenda for the March 4, 2024 regular meeting for first reading.

Key Policy Question #2 – Does Council wish to update the salaries to \$50,000 and \$41,000 for the Mayor and Council respectively?

If the answer is yes, staff will include \$50,000 for the Mayor’s salary and \$41,000 for Council salaries in the ordinance for first reading on March 4, 2024.

Possible Alternatives.

The Mayor and Council can choose to leave salaries at their current level or choose a different method of calculation of an increase or simply choose a different amount.

Comprehensive Plan & Priority Alignment.

The Town Council sets the Comprehensive Plan jointly with Teton County, provides policy direction, provides course corrections, adopts action plans and work plans related to implementation of the Comprehensive Plan. As a First Class City, the Council can set salaries for elected officials that may encourage public service.

Fiscal Impact.

Should the Council ultimately adopt updated salaries of \$50,000 and \$41,000 for the Mayor and Council respectively, the fiscal impact would be the difference between the current salaries and the proposed salaries along with associated FICA and pension costs. There is no fiscal impact in FY24 because the fiscal year ends June 30, 2024 (prior to newly elected officials taking office in January 2025). The fiscal impact for FY25 (July 1, 2024 – June 30, 2025) would be \$16,864 as shown below:

Council Salaries				
Position	2024 Elected Officials	2024 Salaries	2025 Elected Officials	2025 Salaries
Council	Arne Jorgensen	\$ 36,000.00	Arne Jorgensen	\$ 36,000.00
Council	Jonathan Schechter	\$ 36,000.00	Jonathan Schechter	\$ 36,000.00
Mayor	Hailey Morton Levinson	\$ 39,300.00	Pending Election	\$ 50,000.00
Council	Jessica Sell Chambers	\$ 32,750.00	Pending Election	\$ 41,000.00
Council	Jim Rooks	\$ 32,750.00	Pending Election	\$ 41,000.00
	Total	\$176,800.00	Total	\$ 204,000.00
2025 Total				\$ 204,000.00
2024 Total				\$ 176,800.00
Annual Difference in Wages				\$ 27,200.00
FICA and Pension Cost on Annual Difference				\$ 6,528.00
Annual Wage Difference and FICA/Pension Combined				\$ 33,728.00
FY25 Fiscal Impact				\$ 16,864.00
FY26 Fiscal Impact				\$ 33,728.00

Staff Impact.

Staff impact to date on this issue has been approximately 15 hours. Staff impact to update Council salaries is minimal and would take an additional 1 hour.

Attachments or Links.

Draft Ordinance Updating Salaries.

Suggested Motion. *Council always has the option to adopt, approve with conditions, continue, or deny items.*

I move to direct to staff place the proposed draft ordinance updating the Council salaries on the agenda for the March 4, 2024 Town Council meeting for first reading.

ORDINANCE Q

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1315, 1252, 787, 717, 326, AND 226 AND SECTIONS 1-3 OF TOWN OF JACKSON ORDINANCE NO. 1 AND SECTION 2.08.010 OF THE MUNICIPAL CODE OF THE TOWN OF JACKSON REGARDING COMPENSATION FOR MAYOR AND COUNCIL; AND PROVIDING FOR AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1315, 1252, 787, 717, 326, and 226 and Sections 1-3 of Town of Jackson Ordinance No. 1 and Section 2.08.010 Compensation for Mayor and Council of the Municipal Code of the Town of Jackson is hereby amended and reenacted to read as follows:

2.08.010 Mayor and Council.

- A. Commencing on July 1, 2024, with officers sworn into office on or after January 1, 2025, the compensation of the Mayor of the Town shall be fifty thousand dollars (\$50,000.00) per year, payable in twelve equal monthly installments. The salary for each member of Council shall be forty-one thousand dollars (\$41,000.00).
- B. The compensation schedule set forth in subsection A of this section shall be effective on July 1, 2024 and apply to the Mayor and members of Council sworn into office on or after January 1, 2025. In all other instances, the ordinance codified in this section shall not be applied to increase the salary of any officer during the term for which they are elected.
- C. Compensation of the Mayor and members of Council shall be reviewed no later than February 28 of each general election year.

(Ord. Q § 1, 2024); Ord. 1315 § 1, 2022; Ord. 1252 § 1, 2020; Ord. 787 § 1, 2004; Ord. 717 § 1, 2002; Ord. 326 § 1, 1984; Ord. 226 § 1, 1977; Ord. 1 §§ 1—3, 1926.

SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION IV.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE _____ DAY OF _____ 2024.
PASSED 2ND READING THE _____ DAY OF _____ 2024.
PASSED AND APPROVED THE _____ DAY OF _____ 2024.

TOWN OF JACKSON

ATTEST:

Hailey Morton Levinson, Mayor

Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance _____ was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____ day of _____ 2024. I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

STAFF REPORT



Meeting Date:	February 26, 2024	Meeting Title:	Regular Town Council
Submitting Department:	Planning Department	Presenter:	Tyler Valentine
Agenda Item:	Sketch Plan and Conditional Use Permit for Central Wyoming College Jackson Campus at the CWC Parcel along High School Road (P23-213 & P23-214)	Public Comment:	Yes

Purpose & Policy Considerations.

A Sketch Plan is required in the Public/Semi-Public (P/SP) zoning district by the Town of Jackson Land Development Regulations (LDRs) for projects with a qualifying floor area exceeding 15,000 sf. The proposed structure includes roughly 20,500 sf of qualifying floor area. In addition, the proposed school is considered an Institutional use which requires a Conditional Use Permit (CUP) in the P/SP zoning district.

Requested Action.

The applicant, Jorgensen Associates, is requesting approval for a Sketch Plan and CUP for a new 20,500 sf school for the Central Wyoming College (CWC) Jackson campus at the CWC Parcel located along High School Road just west of Jackson Hole High School.

Key Policy Questions.

1. Is the Town Council supportive of requiring off-site pedestrian and bike improvements that would connect the development to the Middle School and High School Road intersection (approximately 80') which will likely require the Town to pay its fair share of the improvements through a cost-share agreement with the applicant?

Recommendations.

ITEM A (P23-213): The Planning Director and Planning Commission recommend **approval** of a Sketch Plan for a new 20,500 sf school for the CWC Jackson campus at the CWC Parcel located along High School Road, subject to the departmental reviews attached hereto, this staff report, and the following conditions:

1. As part of the Development Plan submittal, a landscape plan prepared by Wyoming Landscape Architect shall be provided showing at least 5 plant units that meet the intent of LDR Division 5.5. In particular, the plan shall make efforts to screen the parking lot and soften the building as viewed from the High School Road.
2. As part of the Development Plan submittal, the applicant shall provide a fully dimensioned parking lot plan showing the widths of drive aisles, measurements of parking/ADA spaces, and identify the 2 EV installed and 9 EV capable spaces.
3. As part of the CUP and Development Plan submittal, a more detailed justification of the parking plan shall be provided along with a final Traffic Demand Management plan. The plan should include all strategies for how CWC plans to reduce single-occupancy vehicle trips to minimize parking demand and traffic impacts on High School Road.
4. The applicant shall work with the Town and present a design as part of the Development Plan and CUP that 1) provides a safe connection for bikes and pedestrians to the Middle School/High School intersection, and 2) provides a pedestrian access connection (e.g., crosswalk) to the nearest START bus stop at the High School/Middle School intersection.

- As part of the Development Plan submittal the applicant shall work with Town Planning, Town Engineering, and Jackson/Teton County Pathways Coordinator to determine the final curb location and final streetscape plan consistent with the Community Streets Plan. Ideally, the plan should include a 5' wide landscape buffer zone with trees spaced 30'-40' apart, an 8' wide cycle track, a 2' buffer zone, and a 6' wide sidewalk but alternative designs may be considered.

ITEM B (P23-214): The Planning Director and Planning Commission recommend **continuance** of the CUP for a new Institutional use (i.e., CWC Jackson school campus) to be run concurrently with the Development Plan when final details will provided related to the impacts of the proposed use.

Project Location.

The property is located at PT. NE1/4SW1/4 SEC. 6, TWP. 40, RNG. 116 (CWC PARCEL) which is an unaddressed parcel along High School Road just west of Jackson Hole High School. An aerial photo is shown below:



Background/Project Description.

Background on the Site

The subject site is 2 acres, zoned P/SP, and located on the southern side of High School Road just west of Jackson Hole High School. This section of High School Road is located within Town limits but is owned by Teton County. The surrounding property to the west, south, and east is all located within Teton County and consists of agricultural land owned by the Lockhart family that is within the proposed Northern South Park Incentive area. Properties to the north are within the Town of Jackson and consist of the Cottonwood Park neighborhood which is zoned Planned Unit Development - Neighborhood Low Density-3.

In 2022 the community voted via the Special Purpose Excise Tax (SPET) to allocate 10 million dollars to fund the acquisition of land and construction of a new CWC facility in the Town of Jackson. A 2.0-acre parcel of land on High School Road was later purchased and annexed into the Town on September 18, 2023. As part of the land purchase, CWC and the seller agreed to a separate Restrictive Covenant document (attached) that lays out additional restrictions and requirements on the property above and beyond that which is required by the LDRs.

The additional restrictions address topics such as landscaping, fencing, building height, irrigation ditches, general operations, etc. These restrictions are a private agreement and are not enforceable by the Town.

Background on CWC

CWC was founded in 1966 and the CWC-Jackson Outreach Center (CWC-Jackson) opened in 1976. CWC-Jackson currently operates out of the Center for the Arts but due to its growth in Science, Nursing, and Culinary Arts, CWC has partnerships with Jackson Hole High School, St. John's Medical Center, and the Elks Lodge who provide auxiliary spaces and help alleviate some of the classroom demands. CWC currently offers associate degrees and certificates in 58 academic areas as well as many community education courses including foundational courses for English as a second language, Adult Basic Education, and High School Equivalency. The new CWC Jackson campus described in this application will consolidate all programs under one roof with up-to-date technology in dedicated classrooms and lab space, which will allow CWC to provide quality programs, improve graduation rates, and better serve the larger Teton County community.

Project Description

The applicant is requesting approval of a Sketch Plan and CUP for a new 20,528 sf school (i.e., Institutional Use) along High School Road just west of the high school. Although an address has not yet been assigned, the proposed CWC Jackson campus will operate on a 2-acre parcel accessible through a new 20'-wide, 2-way private road that aligns at the current three-way intersection of High School Road and Corner Creek Lane. The access driveway is located within a private 60'-wide access easement that straddles the western property line of the CWC parcel and the property to the west. The proposed four-way intersection will consist of a stop sign at Corner Creek Lane (existing) and the new access. No stop signs are proposed along High School Road.

Upon entering the site from the private road, the western half of the property is comprised of a 37-space parking lot with a circular drive aisle, loading areas, ADA parking, snow storage, and landscape planters. The eastern half of the property consists of a single-story u-shaped school building that is mostly 16' tall with some portions 24'-6" tall, an entrance courtyard, and a 6'-wide pedestrian sidewalk that leads north to High School Road. All existing open irrigation ditches will be culverted underground to accommodate the new development.

Regarding the building, the primary materials are concrete wall panels and charred wood siding. Although the landscape plan has not been finalized the applicant plans to heavily landscape the south, east, and west perimeters of the site in addition to plantings along the northern property line to help screen the building from the street. A detached pathway and sidewalk are proposed on the north side of the site for the length of the property but additional discussion with the Town will be necessary before a final design can be agreed to. The applicant states that the addition of a crosswalk will likely be necessary at the intersection of Corner Creek Lane and High School Road to provide bus riders and pedestrians a safe way to access CWC to/from the north side of High School Road where the closest of two nearby START bus stops exist.

Operationally, the proposed CWC Jackson campus will focus on programs in nursing, culinary arts, science, and computer science and the floor plan programmatic spaces that include dedicated science laboratories, simulation nursing labs, lab space for allied health programs, and the culinary arts program. CWC will offer 52 courses available in fall, spring, and summer semesters offering associate degrees and certificates available through a combination of online study and the CWC Jackson campus. The majority of CWC programming uses a traditional schedule with fall and spring semesters each 15 weeks long. The fall semester runs from August to December. The spring semester runs from January to May. The summer schedule begins the day after Memorial Day and generally lasts 10 weeks. The hours of operation during all semesters will be from 8:00 AM to 9:00 PM. The Culinary and Hospitality Program runs under a condensed schedule to accommodate the employment needs

of Teton County's resorts, hotels, and restaurants and most in-person classes will be offered for 9 weeks in the fall (10/1 to 12/1) and in the spring (3rd week of March to before Memorial Day). The applicant states that the busiest times during each semester are between 9:30 AM – 11:00 AM and after 6:00 PM where they anticipate roughly 60-75 students to be on-site. In terms of staffing, CWC will have 7 full-time staff members and 14 additional staff that will attend when they teach.

Staff Analysis.

Sketch Plan Overview

A Sketch Plan is required because the development's qualifying floor area exceeds 15,000 sf. The purpose of a Sketch Plan is to publicly review a large physical development or development option for general consistency with these LDRs at a preliminary, conceptual level of detail before the development is fully designed. According to the LDRs, the objectives of the sketch plan review are:

1. *Identification of the opportunities to achieve the desired future character for the site;*
2. *Identification of development-related issues to be addressed through the development plan;*
3. *Discussion of alternative site designs that may better implement these LDRs; and*
4. *Identification of natural and scenic resources protected by these LDRs.*

Sketch Plan approval permits the submittal of a Development Plan, it does not permit actual construction. The applicant will be required to address any concerns raised during Sketch Plan approval when they apply for a Development Plan that will also be reviewed by the public, Planning Commission, and Town Council. After reviewing the applicant's submittal, staff finds that, as conditioned, the proposed project generally complies with the LDR requirements of the P/SP zone for a Sketch Plan. Please refer to the LDR Compliance table below:

Sketch Plan - LDR Compliance Summary			
	Required	Proposed	Compliance
Primary Street Setback	n/a	28'	Complies.
Side Interior Setback	n/a	15'	Complies.
Rear Setback	n/a	15'	Complies.
LSR	n/a	0.39	
Plant units	1 plant unit per 8 parking spaces 37 spaces / 8 = 5 plants units required	Unknown.	Complies. (as conditioned)
Parking	Independent calculation	37 spaces	Complies. (as conditioned)
Building Height (max)	n/a	16' to 24'-6"	Complies.
Stories (max)	n/a	1	Complies.
Floor Area Ratio	n/a	0.24 or 20,528 sf	Complies.
Lot Coverage	n/a	0.23	Complies.
Affordable Housing	exempt	n/a	Complies.

CUP Overview

The purpose of a CUP is to individually and publicly review the configuration, density, and intensity of a use that is generally considered by the LDRs to be compatible with the character of a zone, but may require additional, site-specific conditions to limit and mitigate effects that may be adverse to the desired character of the zone. At a high level, staff finds that the proposed CWC Jackson campus is an appropriate use for the P/SP zoning district which is a zone intended for uses or facilities that are under the control of federal, state, or local governments, or other governmental entities such as a school district or hospital district. Additionally, staff finds the CWC Jackson campus's size and location nearby to other similar uses such as the High School, Middle School,

and Elementary School to be appropriate and compatible with the existing neighborhood character. Because the P/SP zone provides maximum flexibility when it comes to physical development, the primary focus of the CUP review will be on the project's off-site impacts related to traffic, access, and pedestrian movements/safety which are analyzed in more depth below. With that being said, staff is recommending continuance of the CUP based on a lack of information needed to make Finding #3 regarding the proposed use minimizing adverse impacts on public facilities, namely transportation.

Conformance with the Comprehensive Plan

The subject property is located within District 5 – West Jackson which *“currently exists as one of the most Complete Neighborhoods within the community, with its most significant characteristic being its wide variety of land uses. This diverse district is highly automobile-oriented and contains a variety of non-residential uses, a variety of residential types and sizes, light industrial and the majority of the community’s public schools. It also contains a large undeveloped agricultural area south of High School Road, and Flat Creek as a prominent natural feature. The future goal of the district will be to take advantage of the existing variety of land uses and Complete Neighborhood amenities and develop them into a more attractive and well-connected district.”*

Staff finds that the proposed project is in conformance with the existing conditions of the area, namely that CWC will be an appropriate addition to the existing cluster of community schools. The proposed development and use meet the goal of this district, which in particular seeks to *“develop a variety of land uses into a more attractive and well-connected district”*. As proposed, the CWC Jackson campus will enhance a portion of this street corridor by improving the aesthetics and public/pedestrian improvements west of the High School where limited improvements exist. CWC is technically located within the Northern South Park subarea (Subarea 5.6) which only calls for a neighborhood-planned development when deemed necessary by the Growth Management Plan. However, the Town and County have already approved a neighborhood plan for this subarea (i.e., Northern South Park) deeming future development appropriate based on the Growth Management Plan. Although CWC was not part of that plan, staff finds that CWC is an appropriate use for this area. CWC is also consistent with Subarea 5.4 School Campus immediately to the east and northeast which supports the expansion of the school district and providing necessary lands for future community schools.

Building and Site Design

The P/SP zone allows maximum development flexibility for public and semi-public uses and as a result, there are no standards for setbacks, building height limits, building story maximums, LSR minimums, FAR maximums, etc. This typically results in staff reviewing the project for general consistency with the physical development in the immediate vicinity. Overall, staff finds that the site layout, building location, and building size are generally compatible with the surrounding area. Staff commends the applicant for not locating the parking lot directly in front of the building. However, because the parking lot is adjacent to the building it is still visible from the street which will require landscape screening to help soften its appearance. Staff acknowledges that the preliminary plan shows landscape screening in front of the parking and this plan will need to be finalized with the Development Plan.

The proposed site layout is very similar to the High School, except that the High School's building design addresses the street with a more welcoming formal entrance. CWC's front entrance does not face the street but rather faces west toward the parking lot. While the LDRs have no specific standard in the P/SP zone that addresses how a building interacts with the street, the LDRs do require that nearly all new buildings in other zones have a pedestrian entrance facing the street, thus staff recommends that the CWC building do the same. This would improve the design by making the design more welcoming to users compared to the current design that has its back and side turned to the street. In addition, Charlotte Frei, Regional Transportation Planning Administrator, provided comments and pointed out that a pedestrian entrance should be located on the north side of the building, near the northwest corner, since the majority of bike and foot traffic would be coming/going

from the east. By providing an entrance on this corner, users from the east would not be forced to walk past the building to the main entrance that faces the parking lot. Also, since the floor plan already shows a hallway that dead ends in the northeastern corner of the building, adding a door and entryway would be a relatively easy design change.

The DRC also reviewed this project on January 10, 2024, and commented on the north elevation stating that in general, it needs to have more of a street presence and do a better job of making the entrance easy to locate. The DRC, however, did not specifically require an entrance on the north side of the building. The applicant will be required to address all of the DRC's concerns as part of the final DRC submission that will run concurrently with the Development Plan. Please see the Design Review Committee section below for a full list of their comments. Below is an image of the proposed conceptual site plan:



Regarding the building size, a 20,500 sf single-story building is modest in size especially compared to the nearby High School, Middle School, and Elementary School buildings which are much larger. Staff finds that the proposed building height, which is primarily 16' tall with some portions reaching 24'-6" tall, is compatible with the 2-story apartment complex to the north across the street and a 2-story school to the east. Staff also finds that the proposed materials are acceptable and pose no immediate issues with the LDRs. The proposed building materials of concrete wall panels and charred wood siding will provide a sturdy yet practical appearance to this institutional building. As a comparison, the 2-story high school building to the east is primarily made up of a gray Concrete Masonry Unit (CMU). Staff notes that when the final landscape plan is developed, trees and shrubs should be thoughtfully placed along the street façade to help screen and soften the institutional feel of the gray concrete wall.

Image of the building's northwest corner



Image of the building's north elevation



Image of the building's northeast corner



Vehicular Access/Circulation

Site circulation is achieved through a new 20'-wide, 2-way private road that lines up with the existing Corner Creek Lane / High School Road intersection turning the existing 3-way intersection into a 4-way intersection. The proposed private road is within a new 60' private access easement that is shared with CWC and the property

to the west and will likely serve as one of the primary future access points for Lockhart's portion of the Northern South Park development if and when the property is developed. As proposed, a stop sign or turn lane is not recommended along High School Road. Upon entering the site off the private road, a circular drive aisle is provided for the continual flow of traffic. Overall, staff finds that the access and circulation patterns are functional and comply with the minimum LDR standards for a Sketch Plan. In addition, the proposed road widths and circulation have been reviewed by the Teton County Fire Department and have been found to meet the needs for emergency vehicle access.

Traffic Analysis

A Traffic Impact Study (TIS) from 2019 prepared by Jorgensen Associates has been provided as part of this application which analyzed the CWC Jackson campus at a previous location of interest further east on High School Road just south of the High School soccer fields. Although the 2019 TIS studied CWC's impact from a different location than what is proposed, the study is relevant because CWC's operation hasn't changed significantly and because both locations are close to each other on High School Road. The applicant is in the process of updating the TIS for CWC's new location and plans to submit that updated study as part of the Development Plan. Below are a few of the primary conclusions from the 2019 TIS:

- High School Road baseline conditions in 2021 and 2031 operate at a satisfactory level of service. This generally means that although there are times when higher traffic volumes exist (i.e., during peak AM & PM), the overall traffic levels do not warrant improvements to High School Road and that the road functions adequately at this time.
- The southbound traffic at the intersection of Gregory Lane and High School Road is currently experiencing a D to F LOS.
- The proposed development will further impact the High School/Gregory Lane intersection which has the lowest LOS of any intersection along High School Road.
- The greatest traffic generation on High School Road occurs during the morning peak hour (7:45-8:45 AM), at school dismissal (3:15 - 4:15 PM), and in the evening (5:00 – 6:00 PM).
- A robust Traffic Demand Management Plan will be needed to reduce single-occupancy vehicle trips, encourage alternative modes of transportation, and program the school schedule to reduce overlap with the peak hour traffic time frames.

Jorgensen Associates also provided a 2022 Memorandum update to the 2019 TIS concluding that the new location for CWC (i.e., the location proposed in this application) will have lesser traffic impacts than the previous location because the new location is farther away from the most impacted intersection: Gregory Lane/High School Road. This claim was based on data showing that the average daily traffic volumes on the High School Road segment of the new CWC location were less than half (3,330 vehicles per day) compared with those at the previous road segment on High School Road to the east (7,470 vehicles per day). However, shifting the school further west still results in added daily trips on High School Road which likely will have some impact on the Gregory Lane intersection.

Typically, traffic studies are either required by the Town Engineer or voluntarily provided by the applicant in anticipation of some future impact. The applicant voluntarily conducted the original TIS knowing that it would likely be desired by the Town of Jackson. Although the LDRs have no specific standards for how to process a TIS, often the TIS is used in part to determine if certain required LDR findings can be made before approving an application. In this case, both the Sketch Plan and CUP have a finding that requires the project and/or proposed use to minimize adverse impacts on public facilities, such as traffic impacts on public roads. Given these

important findings, a TIS is the best way for an applicant to help Town decision-makers determine that the findings have been met. As previously stated, an updated and complete TIS for the new location will be submitted as part of the Development Plan which is common practice. Staff finds the 2019 TIS to be useful for gaining insight into High School Road and CWC's potential impacts and further finds that for the purposes of a Sketch Plan, the applicant has provided ample data related to traffic. Staff, however, does not find that enough information has been provided to make a final determination on the CUP and for this reason, staff recommends that the CUP be continued to run concurrent with the Development Plan.

In addition to the 2019 TIS, a preliminary Traffic Demand Management (TDM) plan has been provided that lays out strategies to reduce single-occupancy vehicle trips and encourage alternative modes of transportation. It also mentions modifying the school schedule to reduce overlap with the peak traffic times for the other schools nearby. The TDM plan will play an important role in justifying the amount of parking provided and helping reduce traffic congestion on High School Road. Staff finds that the applicant's preliminary TDM plan is adequate for Sketch Plan, however, more detail is needed before the plan can be considered complete for final review. Please see the following Parking Section which dives deeper into the TDM.

Parking

In the P/SP Zone, Institutional uses call for an independent calculation to determine the required amount of parking. By utilizing an independent parking calculation of 1.5 spaces per 1,000 sf, the applicant states a minimum need for 30.75 parking spaces. The applicant has proposed 37 spaces which is slightly more than their stated needs. According to the applicant, the independent calculation was derived by analyzing enrollment data, scheduling, and a proposed staff of 7 full-time employees plus an additional 14 staff members that will only attend when they teach. The applicant has justified this parking plan by stating they will adjust class schedules so that student and teacher arrivals/departures will be spread out throughout the day to reduce traffic impacts. In addition, the applicant has provided a preliminary TDM plan with the following strategies to reduce parking needs and traffic:

- PROGRAMMING - The programming and course schedule will be designed to minimize overlaps with the start and finishing times of the schools within the area and existing peak travel hours on High School Road.
- ALTERNATIVE TRANSPORTATION - Encourage active travel and use of public transit by providing bus passes to students and sufficient bicycle parking on-site. Two nearby START Bus stops are located on High School Road which will facilitate access to public transportation for students and employees of Central Wyoming College. The closest bus stop is at the High School Road/Corner Creek Lane intersection and the next closest bus stop is a couple hundred yards east of the High School Road/Middle School Road intersection.
- PATHWAYS - A pathway will be constructed on the north side of the property to eventually connect to future the pathway contemplated for High School Road.

Based on the information provided, staff determines that enough data exists to review and support a Sketch Plan level project, but not enough data has been provided to review and support a final CUP. Staff recommends that only the Sketch Plan for the physical development be approved but that the CUP be continued so that it can run concurrently with the Development Plan. The purpose of the CUP is to review the full range of impacts of a particular use, and staff finds that additional justification for the amount of parking is needed. For example, the application states they will modify their school schedule to not conflict with the other schools, but no data on any school schedules have been provided. And if there are 7 full-time staff along with part-time staff, how will 37 spaces be sufficient if 60-75 additional students would be on-site during the peak morning and evening times? Also, there needs to be additional justification in the final TDM on why 1.5 spaces per 1,000 sf is being

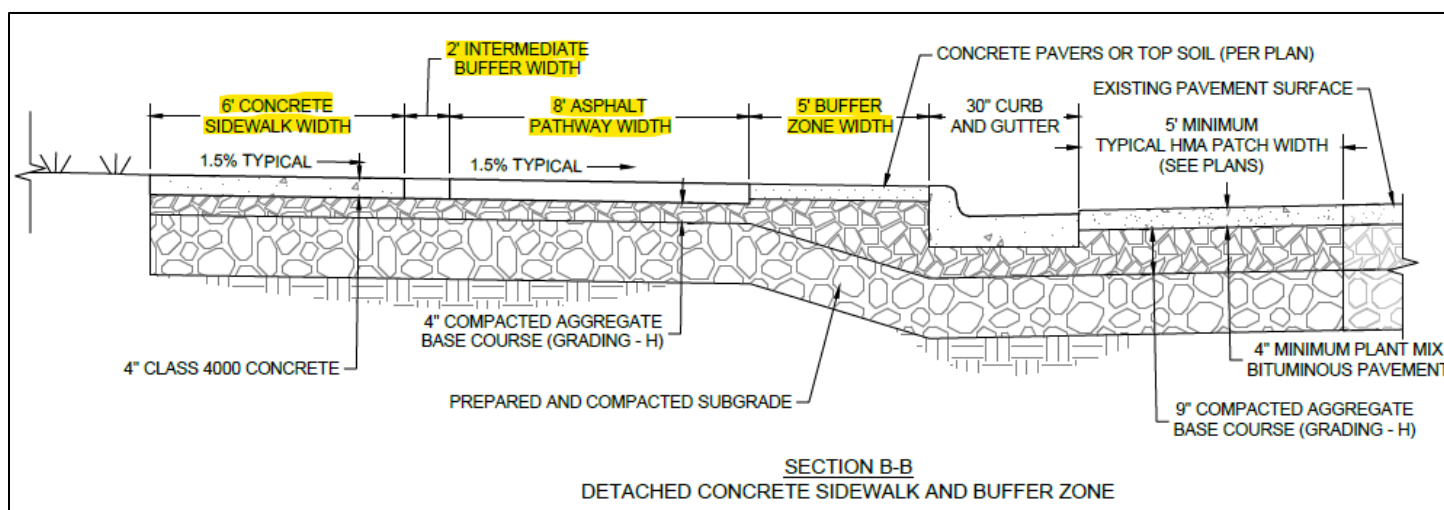
used as the metric and how that relates to CWC-specific operations. Staff notes that there appears to be space available on the site to add some parking if necessary.

Regarding the parking layout, staff has added a condition of approval requiring that a dimensioned parking lot plan be provided with the Development Plan to confirm compliance with LDR Division 6.2 – Parking and Loading Standards. In addition, based on providing 37 parking spaces, the applicant will be required to provide 2 EV-installed spaces a 9 EV-capable spaces. Staff has added a condition requiring these EV spaces to be identified on the site plan as part of the Development Plan.

Pedestrian Improvements

Unlike many other zones in Town that have a specific LDR-required pedestrian frontage, such as Trees in Lawn or Trees in Grates, the P/SP zone has no such standard. In these situations, staff works with the Pathways Department and the Town Engineer to find the best solution that considers the existing road improvements, future capital improvement projects, and the Community Streets Plan. For this area, which is within the Village Character District of the Community Streets Plan, a 6'-wide attached landscape buffer and 5'-wide detached sidewalk is recommended.

Based on input from Pathways and Engineering, the applicant is proposing new pedestrian improvements on the south side of High School Road for the entire length of the applicant's property. The plan involves a new curb and gutter (final location not yet determined), a 5' landscape buffer, an 8' pathway, a 2' buffer zone, and a 6' sidewalk. As proposed, about half of these improvements will be located within CWC's private property, requiring a public access easement to be provided with the building permit. Based on the amount of right-of-way, staff recommends shifting the curb further north so that it abuts the southern drive lane (eliminating the existing 7'–8' shoulder on the south side of High School Road). This would force fewer public improvements onto private property and make it easier to connect the improvements to the Middle School/High School intersection to the east. In addition, staff and Pathways recommend that the proposed 5' buffer zone be increased in width to 6'-8' and include street trees spaced 30'-40' apart. Adding street trees is consistent with the Community Streets Plan and widening the buffer is more appropriate in this suburban area and would give this section of road more of a boulevard feel. A condition of approval has been added to address the curb and buffer zone. A section of the proposed pedestrian improvement plan can be viewed below:



As with many new developments located on roads with little to no existing pedestrian improvements, making the proper connections to adjacent properties can be a challenge, and this site presents its own challenges at

both the northeast and northwest corners. While both bike and pedestrian users will have a new protected pathway and sidewalk for the length of the property, both users will be forced to merge onto the existing unprotected pathway once they venture beyond the subject site in either direction.

Starting in the Northeast corner, the proposed pedestrian and bike improvements would dead end at the existing irrigation gate roughly 70'-80' away from the High School/ Middle School intersection. Since most bike and pedestrian traffic would likely come from east of the property, it would be ideal to connect a pathway and/or sidewalk to the High School/Middle School intersection. Unfortunately, the last 70'-80' of land between the subject property and the High School/Middle School intersection is owned by a separate property owner and would require their cooperation to continue the improvements as proposed.

Given these considerations, Staff has added a condition requiring the applicant to work with the Town to design a safe connection for bikes and pedestrians to the Middle School/High School intersection and present the design as part of the Development Plan. One possible solution supported by staff and Pathways would be to extend the landscape buffer east to the intersection along with a 10'-wide protected multi-use pathway for bikes and pedestrians all within the public ROW. This solution achieves a protected pathway for bike and pedestrian users and would avoid private property and the need for an access easement, which might not be granted. The challenge with this option is to determine 1) whether to cross/bridge over an open irrigation ditch or design around the open irrigation ditch, and 2) who pays for designing and constructing these off-site pedestrian and bike improvements. Staff is continuing to have conversations on this topic with other departments and the applicant and plans to receive feedback from the Town Council.

Switching to the Northwest corner, the proposed pedestrian and bike improvements would dead end at the new vehicular entrance at the High School/Corner Creek intersection and ultimately merge with the existing unprotected pathway. This presents a challenge in connecting bike and pedestrian users to the closest of the two nearby START bus stops which is located across the street at the northwestern corner of the Corner Creek/High School intersection. Now although the applicant is not required to make pedestrian improvements on the north side of High School Road, there has been discussion about adding a crosswalk across High School Road at the Corner Creek intersection to better serve CWC students and faculty. Crosswalks are fairly inexpensive ways to improve pedestrian connectivity/safety and adding one at this intersection is supported by Town staff, Pathways, and the applicant. Staff has added a condition of approval that as part of the Development Plan submittal the applicant works with the Town to connect pedestrian access to the nearest START bus stop at the High School/Middle School intersection.

Lighting

At this time a lighting plan has not been developed since this is a conceptual level review and thus staff is unable to verify full compliance with LDR Section 5.3.1 (Exterior Lighting Standards). Lighting plans typically are not fully developed until building permit submittal. However, the applicant is aware that all future lighting will be required to be dark sky complaint including the 2 light poles located in the parking lot. The P/SP zone allows light poles to be as tall as 18'. Overall, the P/SP zone permits a maximum of 3 lumens per sf ft of site development with a maximum of 50,000 lumens per acre of site development.

Landscaping

The P/SP zoning district has no minimum required LSR but does require 1 plant unit for every 8 parking spaces, which means that at least 5 plant units are required. Since this is a conceptual review of the project, a final landscape plan is not yet required but one will be required as part of the Development Plan. After doing a cursory

review of the site plan, the applicant shows ample green space around the building and parking lot along with a thick vegetative buffer along the west, south, and east property lines. This buffer is a requirement of the Restrictive Covenants agreed upon by CWC and the previous property owner, however, it does not necessarily meet the requirements of the LDRs or CUP to mitigate visual impacts to the public. In one of the site plans, trees have also been placed along the north property line to help screen the building and parking lot however the visuals appear to show no trees along the north. The one challenge along the north side of the property is the ditch that will be converted and trees typically are not planted above such improvements. This limits the available space for landscape screening.

As part of the Development Plan, a final landscape plan will be required that shows at least five plant units and better efforts to add trees and shrubs along the north property line to adequately screen the parking and soften the appearance of the building. Staff notes that it appears an effort is being made to preserve some of the 11-12 existing mature Cottonwood trees along the north property line. However, it is unclear what the plan is for these trees. Staff acknowledges that keeping these trees may be difficult because they are right up against the irrigation ditch that the applicant plans to pipe underground. Staff requests that the applicant clarify their intention for all existing Cottonwood trees as part of the final landscape plan.

Affordable/Employee/Workforce Housing

Section 6.3.2.C.13 Exemptions of the LDRs state that uses in the P/SP zone are exempt from the standards of Division 6.3 Employee Housing.

Signage

The applicant plans to install a freestanding monument sign in the northwest corner of the property. Since signs are not approved during the Sketch Plan or Development Plan, the applicant will be required to apply for a separate sign permit.

Trash / Snow Storage / Bicycle Parking

The applicant has indicated locations on the Sketch Plan to accommodate snow storage at or in excess of 2.5% of impervious surfaces as is required in the LDRs. These areas are located along the north and southwest portions of the parking lot, both of which appear to be functional and can be expanded if additional snow storage space is needed.

A required trash enclosure is proposed within the southwest corner of the building that allows a dumpster to be wheeled out into the striped loading area west of the building for trash pick-up. This same striped loading area will be used for general loading needs and a walkway and loading entrance to the building have been provided on the south side.

The applicant has indicated on Civil Sheet C2.1 the location of bicycle parking racks showing 5 bike racks inside the building and 20 bike racks within the exterior courtyard near the entrance. Since each bike rack accommodates 2 bikes, a total of 50 bike parking spots are shown which far exceeds the current minimum requirement to provide 1 bike rack per 10 parking spaces which currently requires a minimum of 4 bike racks.

Noise

Staff finds that from a noise standpoint, there will not be any significant impacts beyond what is typical of a school. Noise impacts will be minimal because all activities will occur within the building. The most obvious observation is that all land to the south, east, and west of the subject property is vacant which means there are no homes or businesses to disturb. The only adjacent physical development is to the north (Cottonwood Park) which is separated by a 60' roadway that has existing noise impacts from vehicular traffic. The proposed school schedule is also fairly typical as it will operate on 15-week semesters. However, there would be some increased

night traffic being that the daily school schedule runs as late as 9:00 PM which is much later than normal school hours which typically end around 3-4 PM, except for after-school activities and sporting events. Once the school is built and operating, Municipal Code Section 9.44.010 limits noise for Mixed Use/Commercial zones to 60 decibels from 7:00 AM to 7:00 PM, and 55 decibels from 7:00 PM to 7:00 AM.

Visual

Staff finds that from a visual standpoint, there will not be any significant impacts. The building is one story and reasonably sized for the 2-acre parcel it is located on. Visual impacts will also be minimal because all activities will occur within the building. The private Restrictive Covenants document between CWC and the previous property owner stipulates that a 9' tall, barbed wire fence will be installed along all property lines except the northern street property line. This fence is for agricultural purposes and will be heavily screened with landscaping on CWC's property along its entire length. The applicant states that the fence is likely going to be reduced in height to 6' and that portions of it will be installed on the adjacent property within County limits but that some portions will straddle the property line. Staff notes that the P/SP zone has no fencing standards, however, a 9' tall, barbed wire fence would create a negative visual appearance and would conflict with CUP finding #3 which seeks to minimize adverse visual impacts. Since this project is at Sketch Plan, and because staff is recommending the CUP be continued, staff is comfortable moving the Sketch Plan forward with a condition requiring that a final fencing plan be provided with the Development Plan and CUP showing a fence no taller than 6'. Staff is also requiring that visual renderings be provided showing how the proposed landscaping will screen and minimize the visual impacts of a barbed wire fence.

Design Review Committee

The DRC reviewed the design for conceptional review at its January 10, 2024, meeting and the Committee unanimously recommended approval of the conceptual-level project to the Town Council and provided feedback on various aspects of the project. The applicant will be required to go before the DRC for a final review as part of their Development Plan and the applicant will need to address the following DRC feedback:

- The north elevation needs to be further studied and modified to enhance the building's appearance and give the building more of a street presence. The building appears too much like an industrial/warehouse building. The applicant should explore ways to modify the design to appear more like a school, at least from the north and northeast elevations.
- The applicant needs to explore design changes so that it is easier for pedestrians to find the front door.
- The streetscape needs to be further developed regarding the location of the curb, associated pedestrian improvements, and landscaping. Updated visual street renderings should be submitted with the final DRC packet reflecting the proposed streetscape.
- The applicant needs to provide more details on the Cottonwoods trees and whether any of them will be preserved. The Cottonwood trees along High School Road provide a unique experience for the public and removing all Cottonwoods would change the visual appearance of this area.
- The DRC encouraged the applicant to change the private Restrictive Covenants to reduce the number of spruce trees to be planted along the boundaries and mix in other species. The DRC felt that spruce trees alone are out of place for the current agricultural land that surrounds it and are not related to the site.
- More details on the landscape plan are needed and it was recommended that efforts be made to screen/soften the north elevation. The DRC acknowledged that the proposed irrigation water culvert along the north property line creates challenges for installing trees and shrubs. One suggestion was to shift the sidewalk south to be above the culvert creating room for plantings.
- The DRC encouraged the use of the proposed Corten planter to help signal the pedestrian entrance along the north side.

- The DRC encouraged the applicant to expand the footprint of the transparent material on the roof so that it breaks up the roof line as viewed from the street. Currently, the street view is a continuous gray wall, and extending the transparent material closer to the road would help break up the roof line.

Planning Commission

The Planning Commission (PC) reviewed both items at their regularly scheduled meeting on January 17, 2024, and unanimously recommended approval of the Sketch Plan as conditioned and also recommended continuing the CUP to run concurrently with the Development Plan. The PC stated that the conditions both from staff and the DRC addressed the majority of their concerns about design, site layout, pedestrian improvements, etc.

The PC's discussion mainly focused on parking and whether 37 spaces were sufficient to accommodate the school's needs. However, the majority realized that the project was conceptual in nature and that the applicant would be preparing a much more in-depth analysis of their parking needs and the levers to control how students and employees travel to the site. The applicant responded and stated that they are surveying all students to understand how they currently travel to CWC and how they plan to attend the new location once completed. This information, along with a robust TDM plan, will be provided with the Development Plan and CUP demonstrating how the applicant intends to manage parking and reduce traffic impacts on High School Road.

Public Comment

No public comment has been received at this time.

Comprehensive Plan & Priority Alignment.

ITEM A: All Sketch Plan proposals may be approved only if all of the following findings are made:

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

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

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

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

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

Complies. As conditioned, staff finds that the proposed project will not have significant impacts on public facilities and infrastructure. Based on the preliminary traffic analysis, the applicant acknowledges that the High School Road has traffic impacts, and certain intersections are operating at lower levels of service. Although this development will add to the existing traffic, the 2019 TIS did not indicate that the LOS at the multiple intersections will deteriorate to a lower level. Town staff has added a condition of approval that as part of the Development Plan and CUP submittal the applicant provides an updated TIS and TDM plan that identifies strategies to help reduce the dependency of single-vehicle trips.

4. *The proposed project complies with all relevant standards of these LDRs and other Town Ordinances as can be determined by the level of detail of a sketch plan.*

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

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

Complies. There are no other prior applicable permits or approvals.

ITEM B: All Conditional Use Permit proposals may be approved only if all of the following findings are made:

****Note – staff is recommending that the CUP be continued to be run concurrently with the Development Plan. However, if the Council wants to approve it with the Sketch Plan, below are staff’s findings (staff cannot make Finding #6)***

1. *The proposed project is compatible with the desired future character of the area.*

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

2. *The proposed project complies with the use-specific standards.*

Complies. Staff finds that the proposal is compliant with the standards of Division 6.1. The proposed Institutional use is an allowed use within the Public/Semi-Public – (P/SP) zoning district with the approval of a Conditional Use Permit.

3. *The proposed project minimizes adverse visual impacts.*

Complies. As conditioned, staff finds that the proposed operation will minimize the visual impact on adjacent lands. A conditional of approval has been added requiring the final landscape plan to make efforts to adequately screen the parking lot and add landscaping along the street to help soften the appearance of the building.

4. *The proposed project minimizes adverse environmental impacts.*

Complies. Staff finds that the proposed use will not have an adverse environmental impact. The project will be developed within the existing fenced-off agricultural land with little to no wildlife habitat. All of the existing open irrigation ditches that encumber the site will be culverted to maintain water flow to the existing surrounding agricultural land. In addition, the site is also not located within the NRO and SRO, and all proposed use and operations will be required to comply with the Town's sewer and stormwater standards typical of any development.

5. *The proposed project minimizes adverse impacts from nuisances.*

Complies. Staff finds that the proposed use minimizes adverse impacts on nuisances because all uses and operations will occur within the building. In addition, no sports fields are proposed which further helps reduce the amount of light and noise impacts on the surrounding neighborhood. Finally, all lighting will be required to be dark sky compliant including the two light poles in the parking lot.

6. *The proposed project minimizes adverse impacts on public facilities.*

Does not comply. Staff finds that additional information is required in order to determine if the proposal will have a significant adverse impact on public facilities, specifically traffic on High School Road. Staff recommends continuing the CUP so that it is run concurrently with the Development Plan.

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

Complies. As conditioned, staff finds that the proposed use and building improvements comply with the provisions of the LDRs and with all other Town Ordinances.

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

Complies. There are no other prior applicable permits or approvals.

Fiscal Impact.

No fiscal impact has been identified at this time. However, if the Town decides to pay for or enter into a cost-share agreement for any off-site improvements (e.g., pedestrian/bike connection to high school intersection), then some fiscal impact would exist. At this time it is unknown whether the Town will contribute financially and thus too soon to predict the future impact.

Staff Impact.

The amount of staff time to review this Sketch Plan and CUP and report drafting is approximately 60 hours.

Attachments or Links.

Department Reviews
Applicant Submittal

Suggested Motion.

ITEM A: I move to **approve** Sketch Plan P23-213 for a new 20,500 sf school building at the CWC parcel located on High School Road based upon the findings and conditions presented in the staff report, the departmental reviews, and subject to this staff report dated February 26, 2024.

ITEM B: I move to **continue** a Conditional Use Permit P23-214 for a new Institutional use (i.e., CWC Jackson school campus) to be run concurrently with the Development Plan.

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
P23-214		BUILDING DEPARTMENT COMMENTS	Structures must meet the most current adopted building codes of the Town of Jackson		
P23-214		ENGINEERING DEPARTMENT COMMENTS	CONDITIONAL USE PERMIT COMPLETED P23-214CUP - Central Wyoming College Jackson Campus ADDRESS:1251 High School Road OWNER:Fremont Community College dba Central Wyoming College APPLICANT:Jorgensen Associates, Inc. 12/6/2023 Scott Mohror, (307) 733-3079 DATE OF SUBMITTAL: 11/27/2023 DATE OF MATERIALS: 11/22/2023 REVISION NO.: 00 The Engineering Division has reviewed your application for a CONDITIONAL USE PERMIT submitted on and with application materials as dated above. ENGINEER REVIEW OF SUBMITTED CUP FINDINGS FOR APPROVAL: No Comment NOTES FOR COMPLIANCE 1.Additional Water or Sewer Capacity fees will be assessed with the building permit.		
P23-214		FIRE DEPARTMENT COMMENTS	This project will be required to meet the currently adopted 2021 fire code and all relevant NFPA standards.		

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
P23-214		PLANNING DEPARTMENT COMMENTS	1.As part of the Development Plan submittal, a landscape plan prepared by Wyoming Landscape Architect shall be provided showing at least 5 plant units that meet the intent of LDR Division 5.5. In particular, the plan shall make efforts to screen the parking lot and soften the building as viewed from the High School Road. 2.As part of the Development Plan submittal, the applicant shall provide a fully dimensioned parking lot plan showing the widths of drive aisles, measurements of parking/ADA spaces, and identify the 2 EV installed and 9 EV capable spaces. 3.As part of the CUP and Development Plan submittal, a more detailed justification of the parking plan shall be provided along with a final Traffic Demand Management plan. The plan should include all strategies for how CWC plans to reduce single-occupancy vehicle trips to minimize parking demand and traffic impacts on High School Road. 4.The applicant shall work with the adjacent property owner, Town, and County to design a safe connection for bikes and pedestrians to the Middle School/High School intersection and present the design as part of the Development Plan and CUP. 5.As part of the Development Plan submittal the applicant shall work with the Town to provide a pedestrian access connection (e.g., crosswalk) to the nearest START bus stop at the High School/Middle School intersection. 6.As part of the Development Plan submittal the applicant shall revise the plans to shift the curb to the north to the existing southern travel lane, widen the buffer zone to 8, and add street trees spaced 30-40 apart.		
P23-214		START DEPARTMENT COMMENTS	START would be interested in having CWC participate financially in a bus stop shelter and pull out at the northwest corner of High School Road and Corner Creek lane as this will be the primary stop for the campus under the current routing scenario by which the Town Shuttle travels westbound on High School Road.. This is currently a START bus stop but there is no bus shelter nor is there a bus pull out. START would also be interested in having an easement and a reservation of space for a bus shelter and pull out at the southeast corner of High School Rd. and what will be the extension of Corner Creek Lane southward to serve the new campus. We are requesting this bus stop and bus pull out in anticipation of an expansion of the Town Shuttle in the future to serve High School Road in both directions (eastbound and westbound) as development occurs in northern South Park, along South Park loop etc. From a programmatic perspective, it may make sense to request some form of Transportation Demand Management (TDM) program be implemented at CWC to manage the level of vehicular traffic to the campus. This might include some form of pass purchase program whereby CWC incentivizes or provides transit fare media to the faculty and students. I did have the opportunity to discuss both of these ideas with the applicant prior to their submittal so these ideas should not be a surprise to them.		

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
			Thanks. Bruce Abel, Transit Director Southern Teton Area Rapid Transit (START) PO Box 1687 55 Karns Meadow Drive Jackson, WY 83001 307-733-4521 x1650 (o) 303-517-2914 (c) 307-739-0919 (f) babel@jacksonwy.gov		
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		PARKS AND RECREATION DEPARTMENT COMMENTS			
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		PC KEY ISSUES			
		FINAL LETTER			
		PC FINAL DRAFT			
		JOINT HOUSING DEPARTMENT COMMENTS			

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
		PLANNING COMMISSION REVIEW AND RECOMMENDATIO N			
		LEGAL DEPARTMENT COMMENTS			
		FINAL REPORT			
		TC PUBLIC NOTICE			
		PATHWAYS DEPARTMENT COMMENTS			

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
P23-213		BUILDING DEPARTMENT COMMENTS	Structures must meet the most current adopted building codes of the Town of Jackson		
			SKETCH PLAN COMPLETED P23-213Sketch Plan - Central Wyoming College Jackson Campus ADDRESS:1251 High School Road OWNER:Fremont Community College dba Central Wyoming College APPLICANT:Jorgensen Associates, Inc. 12/21/2023 Scott Mohror, (307) 733-3079 DATE OF SUBMITTAL: 11/27/2023 DATE OF MATERIALS: 11/22/2023 REVISION NO.: 00 The Engineering Division has reviewed your application for a SKETCH PLAN submitted on and with application materials as dated above. ENGINEER SKETCH PLAN REVIEW 1.Provide location of the EV charging stations on the plan sheet as described under the Sketch Plan and Conditional Use Permit Application, Section 1, E.II. 8.4.3.C.4. 2.Electrical plans will also need to be provided for the EV charging stations. 3.Verify which jurisdiction will govern on the proposed fence. 4.Provide your water distribution system demand analysis for review and approval with the Development Plan submittal. 5.The ground water well proposed for irrigation will require a WYDEQ permit. 6.Provide your wastewater collection system impact analysis for review and approval with the Development Plan submittal. *The following comments are being provided for use in preparation of future Development Plan submittals and are required for sufficiency. PROJECT SPECIFIC COMMENTS Sheet C1.1, General Notes & Legend: 1.Provide Construction Plans of Record as described in General Project Note 13. 2.Provide all agreements and easements as described in General Construction Notes & Specifications Note 4. 3.Provide Construction Management Plan as described in General Construction Notes & Specifications Note 10.		

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
P23-213		ENGINEERING DEPARTMENT COMMENTS	4.Density requirements described in General Construction Notes & Specifications Notes 17 and 19 need to correspond with details. Verify and correct if using Standard or Modified Proctor. 5.Correct crushed gravel base material in General Construction Notes & Specifications Note 18 to correspond with details. Sheet C 2.1, Site Overview: 6.Provide location of the EV charging stations on the plan sheet as described under the Sketch Plan and Conditional Use Permit Application, Section 1, E.II. 8.4.3.C.4. 7.Electrical plans will also need to be provided for the EV charging stations. 8.Force Main note indicates SIZE T.B.D. The force main size is shown on the LS detail. Verify the FM size and correct the appropriate sheets. 9.There is a potential conflict between the FM and the fire line as shown. Verify no conflict by providing a profile of the fire line including the location and depth of the box culvert and FM. 10.The proximity of the FM to the box culvert could be a freezing of the FM issue along the length of the box culvert. Consider insulation. 11.Irrigation reroutes. There is potential for scour at the head gates. If scour protection is warranted, provide a detail of how protection will be provided. 12.Irrigation ditch Lateral #2 enters the natural ditch at a sever angle. Erosion will be a concern here. Provide a detail on erosion control here. 13.Provide a typical section of the 5 buffer, 8 pathway, 2 buffer, 6 sidewalk showing the location and depth of the utilities in this section view. Include the box culvert and FM. 14.Provide stormwater detention area sizing calculations as described in the Sketch Plan narrative/engineering report. 15.Provide dimensions and cross-slopes for ADA parking spaces. Cross-slopes in any direction shall not exceed 2%. 16.Provide a thickened edge concrete sidewalk detail. 17.Show the location of the control panel for the lift station on this sheet. 18.Provide sizing calculations for the grease interceptor for approval. Size the grease interceptor for flow and grease retention. Hydromechanical grease interceptor is preferred over a concrete one. Sheet C4.0, Road Details 1: 19.Verify the compaction effort required, Modified or Standard Proctor, with the General Construction Notes & Specifications and the Concrete and Asphalt Patch Detail. 20.Reduce the height of the asphalt next to the concrete from to maximum on the Curb Section Detail. Sheet C4.1, Road Details 2: 21.Revise the ramp and cross slope requirements on detail Type A Driveway/Access Approach Detail. 22.Provide Van Accessible signage along with ADA parking space detail with dimensions.		

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
			Sheet C4.2, Grading Details: 23.Provide a vehicle tracking control detail along with a concrete washout detail. Sheet C4.3, Water Details: 24.Provide a water trench detail per the Town standards. 25.Provide a water meter with back flow protection detail per the Town standards. Verify your civil detail will correspond with plumbing plans when they are developed. Sheet C4.4, Sewer Details: 26.Provide the Town Sanitary Sewer Manhole Detail SS-110 as noted on the Manhole Adjustment & Collar for Asphalt detail. 27.Provide PVC pipe and fittings that meet ASTM D3034 described on Building Cleanout Detail. Sewer pipe shown on the lift station detail says Sch 40. 28.Provide a sanitary sewer trench detail per the Town standards. Sheet C4.5, Lift Station Details: 29.Section A-A View and Plan View of the Wet Well & Pumps Station indicates Sch 40 PVC sewer main pipe. Verify pipe material is compatible with fittings noted in the Building Cleanout detail. Correct the appropriate detail and notes. 30.Verify the size of the FM and correct the appropriate details and sheet notes. The Site Plan sheet says T.B.D. 31.The Force Main Connection to Gravity Manhole detail shows a 6 FM. Verify the size and correct the appropriate details and notes. 32.Provide the Standard Manhole detail noted in the Force Main to Gravity Manhole detail. 33.Add a note to eliminate the steps after installation. We do not want to encourage confined space entry. 34.Notes under Design Criteria will need to be amended for the correct operating points and force main size when determined. 35.Wastewater Design Pumps 1 & 2 shows a different operating point than the Design Criteria note. Correct when determined. 36.Is note 5 under Lift Station Notes required? Delete note if not required. 37.The Pumps Off float in Section View A-A is shown lower than in Section View B-B. Raise the float to the correct elevation.		
P23-213		FIRE DEPARTMENT COMMENTS	This project will be required to meet the currently adopted 2021 fire code and all relevant NFPA standards.		
P23-213		OTHER	Reserved for Teton County Engineer Comments		

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
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Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
		LEGAL DEPARTMENT COMMENTS			
		TC PUBLIC NOTICE			
		PARKS AND RECREATION DEPARTMENT COMMENTS			
		POLICE DEPARTMENT COMMENTS			



PLANNING PERMIT APPLICATION
Planning & Building Department

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

For Office Use Only

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

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

PROJECT.

Name/Description: Central Wyoming College Jackson Campus
Physical Address: PT. E1/2SW1/4 SEC. 6, TWP. 40, RNG 116 RECONFIGURED HEREFORD RANCH TRACT 2
Lot, Subdivision: _____ PIDN: 22-40-16-06-3-00-019

PROPERTY OWNER.

Name: Fremont Community College dba Central Wyoming College Phone: (307)332-3394
Mailing Address: P.O. Box 2812, Jackson, WY ZIP: 83001
E-mail: _____

APPLICANT/AGENT.

Name: Jorgensen Associates, Inc., attn: Mila Dunbar-Irwin Phone: (307)733-5150
Mailing Address: P.O. Box 9550, Jackson, WY ZIP: 83002
E-mail: mdi@jorgeng.com

DESIGNATED PRIMARY CONTACT.

_____ Property Owner ☒ _____ Applicant/Agent

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

Use Permit

_____ Basic Use
☒ _____ Conditional Use
_____ Special Use

Relief from the LDRs

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

Physical Development

☒ _____ Sketch Plan
_____ Development Plan
_____ Design Review

Subdivision/Development Option

_____ Subdivision Plat
_____ Boundary Adjustment (replat)
_____ Boundary Adjustment (no plat)
_____ Development Option Plan

Interpretations

_____ Formal Interpretation
_____ Zoning Compliance Verification

Amendments to the LDRs

_____ LDR Text Amendment
_____ Map Amendment

Miscellaneous

_____ Other: _____
_____ Environmental Analysis

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

Pre-application Conference #: P23-172 Environmental Analysis #: _____
Original Permit #: _____ Date of Neighborhood Meeting: 7/26/23

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

Have you attached the following?

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

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

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

Signature of Property Owner or Authorized Applicant/Agent
Jorgensen Associates, Inc., attn: Mila Dunbar-Irwin

Name Printed

Date
Deputy Planning Manager

Title

Teton County Planning and Building Department
200 S. Willow, P.O. Box 1727
Jackson, WY 83001
Phone (307)733-7030



LETTER OF AUTHORIZATION BY OWNER

THE LETTER OF AUTHORIZATION IS TO BE SUBMITTED ONLY IF THE APPLICANT/AGENT IS NOT THE RECORDED OWNER OF THE PROPERTY. THE RECORDED OWNER MUST SIGN THE LETTER OF AUTHORIZATION AND HAVE IT NOTARIZED.

OWNER, CO-OWNER, OR CORPORATE OWNER:

Name: Fremont County Community College District dba Central Wyoming College
Physical Address of Property: N/A
Mailing Address: 2660 Park Avenue Riverton, WY
Zip code: 82501 Phone: 307-855-2149
Email: wncscap@cwcc.edu

AGENT OR CONTRACTOR: (If authorizing Agent and Contractor, fill out a form for each)

Name: Jorgensen Associates P.C.
Mailing Address: PO Box 4950
Zip code: 83302 Phone: 307-733-5150
Email: mdi@jorgeng.com

Owner, Co-Owner, or Corporate Owner, ("Owner") which property is specifically described as N/A

hereby authorizes Agent or Contractor, as stated above, to represent and/or act for Owner in making application for, receiving, and accepting on Owner's behalf, any permits or other action by the Teton County Commissioners, Planning and Development, Building, and/or Engineering Departments relating to Owner's Property in Teton County, and the modification, development, planning, platting, replatting, improvements, use or occupancy of land, or energy mitigation in Teton County. Owner acknowledges and agrees to be bound and must abide by the written terms or conditions of issuance of any such named Agent or Contractor, whether actually delivered to Owner or not. Owner agrees that no modification, development, planning, platting or replatting, improvements, use or occupancy of land, or energy mitigation involved in any application, as it relates to Owner's Property, shall take place until approved by the appropriate official(s) of Teton County, in accordance with all applicable codes and regulations. Owner agrees to pay any fines and/or mitigation fees to Teton County and will be liable for any other penalties arising out of the failure to comply with the terms of any permit or arising out of any violation of the applicable laws, codes, and/or regulations applicable to the action sought to be permitted by the application authorized herein. Owner agrees and authorizes Agent or Contractor to pay any fines and/or mitigation fees to Teton County and for the Agent or Contractor to accept and receive any reimbursement or fee payments due to Owner from Teton County, including but not limited to energy mitigation fees.

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

OWNER, CO-OWNER, CORPORATE OWNER:

Print Name: Willie Noseep

Signature: [Signature]

Title: Vice President for Administrative Services

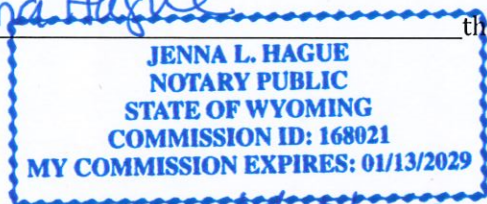
STATE OF Wyoming

SS.

COUNTY OF Fremont

Subscribed and sworn to before me by Jenna Hague this
14 day of November, 2023.

WITNESS my hand and official seal.



Jenna L. Hague
Notary Public

My commission expires: 1/13/2029

Central Wyoming College Jackson Center Sketch Plan and Conditional Use Permit Application

Applicant:

Central Wyoming College
2660 Peck Avenue
Riverton, WY 82501

Prepared by:



Jorgensen Associates, Inc.
Engineers, Land Surveyors, & Planners
1315 Highway 89 South, Suite 201
P.O. Box 9550
Jackson, WY 83002
307.733.5150

Town of Jackson

Submittal Date: November 22, 2023
Jorgensen Associates, Inc.
Project No. 22070

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SECTION 1 - PROJECT BACKGROUND, OVERVIEW, FINDINGS AND RESPONSE TO SUBMITTAL CHECKLIST

A. PROJECT BACKGROUND & HISTORY

Central Wyoming College's (CWC) Jackson Center is a two-year college serving Fremont, Lincoln, Hot Springs, and Teton County, WY, as well as Teton County, ID. The main campus is located in Riverton, Wyoming and serves that region with outreach centers in Lander, Jackson, and Dubois, each designed to meet the needs of their associated communities. CWC currently offers associate degrees and certificates in 58 academic areas as well as many community education courses including foundational courses for English as a Second Language, Adult Basic Education and High School Equivalency. The Jackson Center focuses on programs in Nursing, Culinary Arts, Science, and Computer Science.

CWC was founded in 1966 and serves under the direction of the Wyoming Community College Commission and is accredited by the Higher Learning Commission. CWC's academic programs have articulation agreements with the University of Wyoming as well as many notable Universities. The CWC-Jackson Outreach Center (CWC-Jackson) opened in 1976. Growth over the years led it to move locations several times. CWC-Jackson currently operates out of the Center for the Arts where it has resided since the construction of the building. However, the Culinary Arts program has had to make do with various locations including a mobile classroom in recent years. While all the academic programs have grown, the biggest classroom challenges come from the Science, Nursing, and Culinary Arts programs which require specialized lab and classroom spaces. Partnerships with Jackson Hole High School, St. John's Medical Center and the Elks Lodge provide auxiliary spaces and help alleviate some of the classroom demands currently, however, these are temporary solutions. The new Jackson Center described in this application will consolidate these programs under one roof with up-to-date technology in dedicated classroom and lab space, which will allow CWC to provide quality programs, improve graduation rates, and better serve the larger Teton County community.

In 2022 the Jackson Hole community voted via referendum of the Special Purpose Excise Tax (SPET) to fund the acquisition of land and construction of a new CWC facility in the Town of Jackson (TOJ). \$10 million dollars was allocated to this project. A 2.0-acre parcel of land (PIDN: 22-40-16-06-3-00-019) on High School Road was purchased and annexed into the Town of Jackson on September 18th, 2023. The new CWC-Jackson Center has been designed to accommodate the specifics of the site, requirements of the CCRs which encumber the property, and the Town of Jackson Land Development Regulations (LDRs).

Central Wyoming College also has a partnership with the Jackson Hole High School and allows students to take classes at CWC for additional credits.

B. LOCATION & ZONING

The site is located just west of Jackson Hole High School on High School Road and across from the Cottonwood Park subdivision. It is specifically described as PT. NE1/4SW1/4 of Section 5, Township 40 North, Range 116 West, Teton County, WY. Map T-313H depicts the parcel and its easements.

The site is close (1,440 ft and 980 ft) to the Highschool and Corner Creek START bus locations. It will include a new pathway for future multimodal transportation connection to existing and planned pathway network. The character of the surrounding neighborhood is comprised of a mix of uses including education, service, retail, large scale commercial, office, and housing, and the immediately adjacent property is long-standing agricultural. Workforce housing is present in a variety of types that include single-family and multifamily structures in nearby neighborhoods. The site is on High School Road just west of its intersection with Middle School Road and the pathway network. It is directly across from Corner Creek Lane and the Cottonwood neighborhood. The Jackson Hole High School and the Jackson Hole Middle School are to the east.



The site was rezoned from Suburban (S) and Rural 1 (R-1) zones to Public/Semi-Public (P/SP) via ZMA2022-0004 submitted 10/19/2022. This property is within the Scenic Resource Overlay (SRO) but not the Natural Resource Overlay (NRO).

C. OWNER & PROJECT TEAM INFORMATION

PROPERTY OWNER & APPLICANT:

Fremont Community College District DBA Central Wyoming College
2660 Peck Avenue
Riverton, WY 82501

PLANNING, SURVEY, GEOTECH, & ENGINEERING

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www.prospectjh.com

D. CURRENT PROGRAMMING & DEVELOPMENT PROPOSAL

The new CWC-Jackson Center will provide proper programmatic spaces for unique education programs which include dedicated science laboratories, simulation nursing labs, lab space for allied health programs, and the culinary arts program. The programming for this facility was selected by the CWC Board after a carefully executed design process led by the architect. The Level II Report for the project is currently being compiled by the State offices.

CWC will have 52 courses available in Fall, Spring, and Summer semesters that encompass the 13 fields of study offering associate degrees and certificates available through a combination of online study and the CWC Jackson Center. The majority of CWC programming uses a traditional schedule with fall and spring semesters. Fall semester begins on the last Monday of August and ends the 2nd week of December. Spring semester begins the 2nd or 3rd week of January and continues through the 1st or 2nd week of May. These semesters are 15 weeks long. The summer schedule begins the day after Memorial Day and generally lasts 10 weeks, though attendance is notably lower. The hours of operation for the campus will be from 8:00 AM to 9:00 PM.

Final college class schedules are determined about 10 months before the start of the semester, but preliminary estimates show a maximum of 60-75 students on campus between 9:30 and 11:00am and after 6:00pm. This schedule is flexible and can be changed based on traffic impacts and other factors.

The Culinary and Hospitality Program runs under a condensed schedule to accommodate the employment needs of Teton County’s resorts, hotels, and restaurants. Most in-person classes are offered for 9 weeks in the fall (10/1 to 12/1) and in the spring (3rd week of March to before Memorial Day). Students are involved in work-study internships during the summer and winter seasons.

The location for the center is in the Public/Semi-Public Zone of the Town of Jackson (P/SP). According to Section 5.2.1 Public/Semi-Public –Town of Jackson Land Development Regulations (LDRs)...

“The purpose of the Public/Semi-Public – Town (P/SP) is to provide locations for new and existing uses and facilities of a public or semi-public nature. In particular, the P/SP zone is intended to allow flexibility for public and semi-public uses and facilities that often have unique functional needs, such as for height, floor area, setbacks, and impervious surface, that cannot be accommodated in other zoning districts. Land in the P/SP zone and/or facilities operated therein may be under the control of federal, state, or local governments, or other governmental entities such as a school district or hospital district.”

The design and function of the building complies with this zone.

There will be 20 short-term bike racks and five (5) long-term bike lockers with outlets for electric bike charging. There will be a pathway connection to the existing and proposed pathway network. There will also be space reserved for future Town e-bike sharing programs.

FINDINGS FOR APPROVAL

I. 8.3.1.C. Sketch Plan - Findings for Approval

1. *Is consistent with the desired future character described for the site in the Jackson/Teton County Comprehensive Plan (Comp Plan).*

Complies. The site is currently located within Jackson/Teton County Comprehensive Plan (Comp Plan) District 5 – Sub-area 5.6 – Northern South Park (attached in Section 2). The site borders Subarea 5.4 – School Campus. Thus, the provisions of both Subarea 5.4 and Subarea 5.6 are relevant and govern this site’s relationship with the Comprehensive Plan, which states the following:

Subarea 5.4 School Campus is a STABLE Subarea that will continue to provide the necessary land for future community schools and recreational amenities. The community will continue to support and plan for the possible expansion of the School District Campus. Particular attention needs to be given to addressing the traffic congestion in this area due to the pulse of single occupancy vehicle and school bus traffic associated with the school and recreational uses. Possible solutions will come in

many forms, including a shift in current behaviors away from the use of single occupancy vehicle and complete street improvements to High School, Middle School and South Park Loop Roads, including improved pedestrian and bicycle connectivity throughout the subarea and from surrounding districts into the Subarea.

Subarea 5.6 Northern South Park is TRANSITIONAL Subarea and is identified as a possible location for future residential development at a similar density to the adjacent West Jackson residential (Subarea 5.5) neighborhoods. While the priority of the

community is to first infill and redevelop other already developed Stable/Transitional Subareas to meet the Growth Management Goals of the plan; if necessary, this subarea is a suitable location to meet those goals due to its close proximity to many existing Complete Neighborhood amenities. This subarea has been the subject of



the recently approved Northern South Park Neighborhood Plan, which leaves out the CWC campus from the proposed neighborhood zoning, so this area goal is not in conflict.

CWC is, by its definition, a Community College, and fits within the concept of “future community schools” desired for this subarea. A traffic study to be submitted under separate cover will address the additional guidance provided by this section. However, anecdotally, the traffic impact of this college campus, with its inherent flexibility for class timing and capacity for strategic scheduling, will have a smaller scale effect on local traffic patterns and congestion than any future residential development that would be contemplated in this District. A traffic statement is included in Section 2. Further, this proposal complies with guidance associated with Subarea 5.6 in that it proposes additional development that is non-residential that addresses the goals for “transitional” subareas. Transitional subareas, under the Comprehensive Plan, are places where “most of the community would agree that development/redevelopment or a change in character would be beneficial” and would benefit from “reinvestment and revitalization,” where development goals “include improving access to jobs, housing and services and reducing reliance on single occupancy trips.” (Comp. Plan, p. CV-2-4)

Finally, it is critical to recognize the relationship between Subareas 5.4 and 5.6. The Comprehensive Plan is a vision document, and it does not have “hard” boundaries: “all mapped features are illustrative of the character of an area and do not imply desired regulatory boundaries or specific locations for certain attributes.” Comp. Plan, p. IV-8. Property that lies on the depicted boundaries of Comprehensive Plan subareas needs to be evaluated under the criteria of both of the relevant subareas, and can contain the characteristics of both areas, so as to provide an intermediate mix of the subareas’ characteristics.

2. Achieves the standards and objective of the Natural Resource Overlay (NRO) and Scenic Resources Overlay (SRO), if applicable.

Complies. The CWC-Jackson Center property is located within the Scenic Resource Overlay (SRO) but not the Natural Resource Overlay (NRO). The campus will comply with all provisions of the SRO and the applicant will work with the Design Review Committee to ensure that the building meets their standards.

The development will be one story, and building design will be coordinated to minimize adverse visual impacts from the street. The CCRs require screening trees on the south and east sides, which will be installed to prevent impact to potential future development nearby. The campus will be designed to be a welcoming space, with native landscaping, pedestrian and bicycle access, and modern, energy efficient design. Cars will be partially screened from the street by trees and shrubs. There is a fence planned on the eastern and southern property lines and inside the western easement to keep neighboring cows safely off the property. This fence will be partially screened from the street by landscaping.

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

Complies. Police, ambulance, and fire services currently serve the area from TOJ and Teton County. This non-residential development is not expected to generate the need for more capacity at local schools as would a residential development. CWC Jackson is consolidating the existing use that is currently satisfied by multiple facilities around town into one convenient location close to multiple modes of transportation which will reduce traffic locally.

Water will be provided by extending existing TOJ lines under High School Road to the subject property, and wastewater will be connected to via private agreement for a short span and then into TOJ infrastructure near the High School. TOJ will charge capacity fees

to offset the impact of this project on our local water and sewer treatment systems.

4. Complies with all relevant standards of these LDRs and other Town Ordinances as can be determined by the level of detail of a sketch plan.

Complies. The purpose of Sketch Plan review is to determine general consistency with the LDRs at a preliminary, conceptual level before development is fully designed, with the objective of identifying opportunities to achieve desired community character, development related issues, discuss alternative designs that may better implement the LDRs and identify natural and scenic resource protection requirements. This project currently complies with all relevant standards of the LDRs. The aforementioned fence will be permitted through Teton County and is intended to be on the property line.

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

Complies. There are no currently approved permits on the site. The project will comply with all setbacks and provisions established by the LDRs. The approved rezone included a condition that the property change ownership to a public entity (CWC) and that has occurred.

II. 8.4.3.C. Conditional Use Permit - Findings for Approval

1. Is compatible with the desired future character of the area.

Complies. See above Finding #1.

2. Complies with the use specific standards of Division 6.1.

Complies. Section 6.1.8.C of the LDRs defines a school as an Institutional Use. The requirements are as follows:

2. Standards:

a. Wyoming Statutes. Each daycare or education use shall comply with the relevant provisions of the Wyoming Statutes and with local health, safety and fire codes.

The CWC Jackson Center is a state school that will comply with the relevant provisions of the Wyoming Statutes and with local health, safety, and fire codes.

3. Minimizes adverse visual impacts.

Complies. See above Finding #2.

4. *Minimizes adverse environmental impacts.*

Complies. The development will minimize adverse environmental impacts through the choice in building materials, including energy efficient design elements, and by providing conduits for EV charging stations, bike racks, pathway access, and close proximity to START bus stops. Classes will be scheduled outside of peak traffic hours as much as possible to keep traffic from slowing unnecessarily. Landscaping will be chosen to comply with Town of Jackson regulations and will be native trees and shrubs wherever possible and will not include wildlife attractants.

5. *Minimizes adverse impacts from nuisances.*

Complies. The development minimizes adverse impacts from nuisances by maintaining hours of operation between 8:00 AM and 9:00 PM, and will schedule classes as much as possible to coincide with off-peak traffic times. There are no noise or visual impacts anticipated outside of regular business hours. The proposed fence will keep neighboring cows safely away from interfering in either school activities or on roads.

6. *Minimizes adverse impacts on public facilities.*

Complies. The development minimizes impact on public facilities by concentrating the activity of the CWC Jackson coursework to one single location instead of depending on other facilities as it has done in the past. Since CWC already has a presence in the Town of Jackson, this proposal will simply move, or lessen, the current impact on public facilities rather than increase.

7. *Complies with all other relevant standards of these LDRs and all other Town Ordinances.*

Complies. The development complies with all other relevant standards of the LDRs and all other Town Ordinances.

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

Complies. The development is in substantial conformance with all standards or conditions of any prior applicable permits or approvals.

F. PROPOSED DEVELOPMENT PROGRAM

- I. Structure, Location, and Mass – See SD set (Section 3) for details. The proposed building

is one-story, in roughly a U-shape, and is currently designed as 20,528sf. There will be areas devoted to nursing, science, culinary / hospitality, classrooms, offices, and shared building support. It is located within the setbacks prescribed by the P/SP zone and CCRs, facing to the west, and accessible via a pedestrian access from High School Road and a driveway off same.

- II. Maximum Scale of Development – the building is currently 20,528 sf
- III. Lot Coverage – not applicable in P/SP zone
- IV. Minimum LSR – not applicable in P/SP zone

G. FENCING

The property will be fenced along the southern and eastern boundaries, and within the western easement as required by the CCRs. This fence will be permitted through Teton County since it is proposed in the County to start (along the western easement) and then along the property line. The fence will be wildlife-proof for the health and safety of the cows it fences out, and details will be determined at a later stage in the development.

H. EXTERIOR LIGHTING

Will comply with the LDRs and be determined at Development Plan.

I. LANDSCAPING

Will be finalized at Development Plan with a landscape plan and bond estimate. Draft landscaping plans are included with the site plan.

J. SIGNS

Will comply with the LDRs and be determined at Development Plan.

K. GRADING, EROSION CONTROL, STORMWATER MANAGEMENT

See Engineers Report **Section 2**, Site Plan **Section 3**.

L. ALLOWED USES

CWC-Jackson is classified Institutional: School under the LDRs. This application contains a Conditional Use Permit to allow this use on the subject property, as is required for an Institutional Use in P/SP zone.

M. PARKING AND LOADING

See Engineer's Report **Section 2**.

N. SUBDIVISION

No subdivision is contemplated in this application.

O. EMPLOYEE HOUSING

Exempt under Division 6.3.2.C.13 of the LDRs because the site is in the Public/Semi-Public zone.

P. TRANSPORTATION FACILITY

CWC-Jackson will take access off of High School Road and will construct a section of pathway along the northern boundary to allow for future connection to planned expansion of the pathway network. An upgraded pedestrian crosswalk at Corner Creek Lane may also be installed as needed.

Q. REQUIRED UTILITIES

See Engineer's Report **Section 2**.

R. MAXIMUM SCALE OF USE

P/SP does not require a maximum scale of use.

S. OPERATIONAL STANDARDS

CWC-Jackson will have onsite refuse and recycling that will be located as part of the Development Plan.

T. OTHER

A Neighborhood Meeting was conducted at the Presbyterian Church of Jackson Hole from 3:00 to 5:00 pm on July 26th, 2023. The summary can be found in **Section 4**.

SECTION 2 – ENGINEER’S REPORT

A. INTRODUCTION

The Central Wyoming College – Jackson Outreach Center will be a 20,365 square-foot single-story single building college campus facility. The college will consist of traditional classrooms, instructional kitchen areas, faculty offices, and a medical nursing training facility. Central Wyoming College is a public two-year college that is based in Riverton, WY with outreach programs in Jackson, Dubois, and Lander, WY. The facility will provide traditional college courses, career development courses, and classes for personal/community enrichment. The Outreach Center will also provide a space for visiting speakers, conferences, and serve as a cultural hub for the Town of Jackson.

The site is located along High School Road just west of Jackson High School. The project site is currently undeveloped and was formally operated as part of the surrounding ranch. The site is bordered by High School Road to the north and ranch land to the south, east and west. The parcel is 2 acres in size, currently zoned Public/Semi Public and was recently annexed to the Town of Jackson. An address will be assigned to the parcel at a later date.

Preliminary findings and the proposed plan to address the site/civil aspects of the project are discussed below. A preliminary site plan is included with this application for reference.

B. SOILS

A Geotechnical Engineering Report was completed for the project on June 2, 2023. A total of four test pits were excavated as part of the geotechnical exploration on May 4, 2023. The test pits showed the site is covered by a relatively thin layer of topsoil approximately one-foot thick, underlain by sandy gravel and cobble alluvium of the Snake River alluvial flood plain. The alluvium was logged as 15% cobbles by volume, and the remaining soils comprising 60% gravel, 30% sand, and 10% fines by mass. The stony alluvial soils underlying the topsoil are anticipated to provide adequate support for the proposed construction. For further information regarding the site soils, see attached Geotechnical Engineering Report in **Section 4**.

C. GROUNDWATER

Three groundwater monitoring standpipe piezometers were installed in the open test pits to facilitate groundwater monitoring during the spring and summer months of 2023. Two data loggers were installed in the standpipe piezometers in test pits JG-1 and JG-4 of which collected groundwater data every four hours for approximately 4.5 months. Peak groundwater was measured at 3.13 and 3.21-feet below the ground surface JG-1 and JG-4 on July 5 and July 4, 2023, respectively. It is assumed the groundwater is most heavily influenced by irrigation practices on adjacent agricultural fields. A full summary of the groundwater monitoring effort can be found in the attached Groundwater Monitoring Report dated November 15, 2023 in **Section 4**.

D. CABLE UTILITIES AND GAS

The project proposes to bring electrical power from existing lines and vaults located to the North and West of the site. The power and communication lines will be buried from the connection points to the property where a transformer will be located. Natural gas will be brought in from an existing line on High School Road as shown on the site overview sheet. There is on-going coordination for a private fiber connection via the Jackson Hole High School. Schematics of the new routing and pedestal placements are shown on the accompanying site plan (see Section 2) and will be finally coordinated with the utility companies prior to Development Plan.

E. WATER SUPPLY

Water supply is proposed to be provided by the Town of Jackson for domestic water, necessary hydrants and fire suppression for the building. An existing 12-inch diameter water main exists along the north side of High School Road. A water service is proposed to be extended to the site from this existing water main as shown on the preliminary site plan to provide domestic water and fire suppression service to the building.

Service line sizes and water demands for the site will be determined prior to the Final Development Plan submittal. Water for irrigation is proposed to be provided by a groundwater well to be installed on-site.

F. WASTEWATER

Sanitary sewer service is proposed to be provided by future private sewer main to be installed in High School Road as part of the Porter Ranch Subdivision project. This future main will be connected to an existing 15-inch sanitary sewer main owned and operated by the Town of Jackson a short distance to the east of the CWC parcel. Connection and maintenance agreements will need to be developed between CWC and Porter Ranch to allow for this connection.

Due to existing elevations of the existing/proposed sewer mains in High School Road gravity service from the sight does not appear feasible. Therefore, a private lift station and force main is proposed for connection to the sewer main in High School Road. A grease trap is also proposed for the kitchen facilities in the building. A proposed layout of the sanitary sewer service facilities is shown on the preliminary site plan.

Service line sizes and wastewater flows for the site will be determined prior to the Final Development Plan submittal along with the final design details of the lift station and grease trap.

G. TRAFFIC

The proposed site access aligns at the current three-way intersection of Highway School Road and Corner Creek Lane. The proposed four-way intersection will consist of a two-way stop-controlled intersection, with a stop sign at Corner Creek Lane and the CWC access. Corner Creek Lane is a two-lane local road which serves residences within the Cottonwood Park subdivision. High School Road is a two-lane major collector road, which connects to South Park Loop Road to the west and

Highway 89 to the east of the site. Pathways are provided along part of High School Road on the north side and nearly adjacent to the CWC site where they go through the High School. There are no sidewalks on High School Road. South Park Loop Road is a two-lane major collector road with a separated pathway on the west side of the road. Highway 89 is a 5-lane principal arterial highway with a separated pathway on the west side of the roadway.

To assist with Traffic Demand Management, the project will utilize various strategies. The CWC school programing and course schedule will be designed to minimize overlaps with the start and finishing times of the schools within the area and existing peak travel hours on High School Road. The project will encourage active travel and use of public transit by providing bus passes to students and sufficient bicycle parking on-site. The location of the campus within the Town of Jackson will allow CWC users to commute via foot and bicycle. Pathway will be constructed on the north side of the property to eventually connect to future pathway contemplated for High School Road. A START Bus stop is located on High School Road, at the intersection of Middle School Road and High School Road and will facilitate access to public transportation for students and employees of Central Wyoming College. The addition of a crosswalk will be necessary at the intersection of Corner Creek Lane and High School Road to provide bus riders and pedestrians a safe way to access CWC from the north side of High School Road. CWC will coordinate with START to identify any future improvements to the START program to aid in ridership.

A more detailed Traffic Impact Statement and Memo is attached as part of this Sketch Plan submittal in **Section 4**.

H. ROADS AND ACCESS

Vehicular access to the parking lot will be from a private access road via High School Road as shown on the site plans. The access road will be built in accordance to TOJ standards. A multi-use path is also proposed parallel to High School Road along the property frontage as shown on the preliminary site plan and will provide pedestrian connectivity via a sidewalk to the parking lot and building.

I. PARKING

Parking standards for this Institutional Use are determined through an independent calculation in the P/SP zone. In order determine a conservative parking regulation we make the following assumptions: there are seven fulltime staff on site all day; 14 adjunct staff that only attend when they teach; students will come and go all day/evening spreading out the need for parking; scheduling of all classes is adaptable¹ if needed; the availability of multimodal transportation options can reduce parking demands by up to 20%.²

With an independent calculation of 1.5 parking spaces per 1,000 SF floor area. The 20,528 SF

¹ Exception is Culinary & Hospitality and Nursing on fixed times that is ideal to those curriculums. Usually the evening.

² All students will be provided with Start Bus information and lockable bicycle racks will be provided.

building generates a parking requirement of 30.75 parking spaces. 37 parking spaces will be provided, two of which are dedicated to handicap usage. Handicap parking stalls are located near the entrance to the building. The parking lot will be per TOJ standards and will include accessible parking as well as loading/unloading areas. Snow storage for the parking lot is proposed north of the parking lot in the stormwater detention area. Bike racks are also proposed near the entrance of the building as shown on the site plan.

J. STORMWATER

The site stormwater plan is to collect, treat, and route the stormwater from the site according to the Town's stormwater standards. The TOJ requires new developments to detain the 100-year storm. Stormwater is proposed to be managed by collecting the stormwater combination of surface flow, inlets and pipes and will be treated and stored in the proposed stormwater detention area north of the parking lot.

K. SNOW STORAGE

As indicated on the accompanying Sketch Plan Drawings, snow storage areas equal to or greater than 2.5% of the plowed area will be provided. This area is the functional space to stack the large amounts of snow that can build up during heavy snowfall years. Snow storage will primarily be in the area to the West of the main parking lot. As with many area developments during a heavy snow year it may be necessary to load and haul off snow piles from time to time during the winter.

L. WATER BODY AND WETLAND BUFFERS

The site is not adjacent to any body of water and impacts on water quality or wetlands are not foreseen.

An existing irrigation ditch exists along the north side of the property parallel to High School Road along with some irrigation laterals that flow to the south. This is the Leek ditch which provides irrigation water to the properties west and south of the site. As shown on the proposed plan, the ditch will be relocated and modified by a series of proposed irrigation pipes to continue to provide irrigation water to the adjacent properties. No modification to existing flows are anticipated. The proposed plan is being developed in coordination with the adjacent landowner and Town regulations will be followed to obtain consent from 50% of ditch owners when the plan is finalized.

Central Wyoming College - Jackson Outreach Center

Schematic Design Report 05 June 2023

AndersonMasonDale
Architects



3	Acknowledgments, Executive Summary and Process
4	Program Summary
5	Site and Roof Plan
6	Floor Plans
11	Exterior Elevations
21	Code Summary
	Narratives
23	Structural Narrative
26	Preliminary Project Description
31	MEP Narrative
34	Systems Narrative



Acknowledgments

Project Team

Owner
Willie Noseep <i>Vice President for Administrative Services</i>
Dr. Brad Tyndall <i>President of the College</i>
Steering Committee
Susan Durfee <i>Director, Central Wyoming College Jackson</i>
Kathy Wells <i>Vice President of Academic Affairs</i>
Amy Madera <i>Director of Culinary and Hospitality Programs</i>
Jake Schrickling <i>Construction Manager, State of Wyoming</i>

Design Team
Architect of Record Prospect Studio
Danny Wicke <i>Principal in Charge</i>
Evan Forrest <i>Project Architect</i>
Design Architect AndersonMasonDale Architects
John Graham <i>Design Principal</i>
Cynthia Ottenbrite <i>Project Manager</i>
Jenna Michieli <i>Project Architect</i>
Civil Engineering Jorgensen Associates
Brendan Schulte
Mila Dunbar-Irwin
M/E/P Engineering Cator Ruma
Blake Winter
Cost Estimating Vermeulens
Melissa Chabot

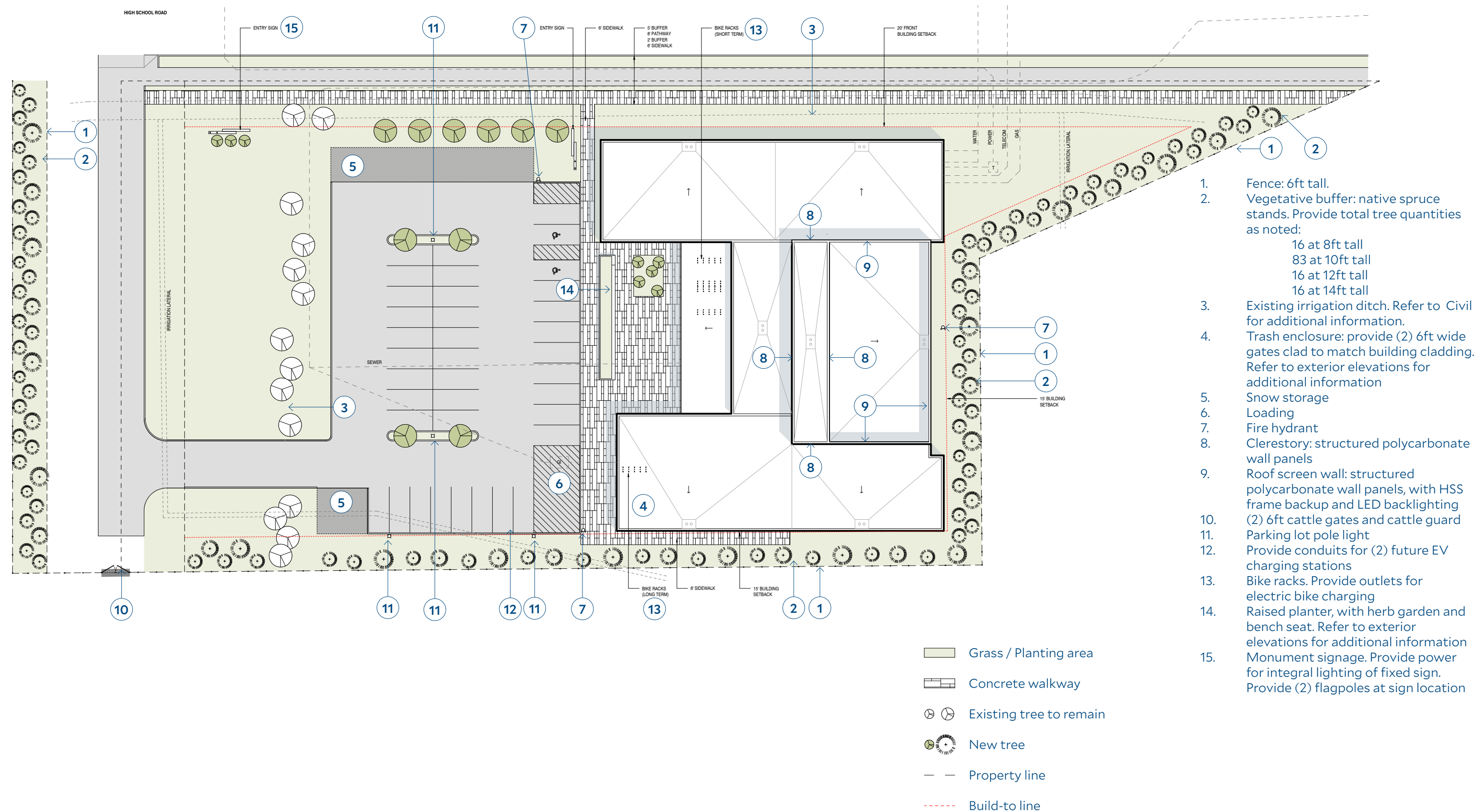
Executive Summary

The Central Wyoming College Jackson Outreach Center updated Level II Study commenced in Spring 2023. This effort is an update to the Level II study completed in 2017 as the College has purchased a new two-acre site just west of the Jackson Hole High School. The project is consistent with a continuation of the Central Wyoming College Master Plan, last updated in 2012.
The existing CWC Jackson Center is housed primarily in the Jackson Center for the Arts. It has functioned in this location since the construction of The Center in leased space. In this location and assorted other local facilities, CWC offers a broad array of courses, as defined in the attached program space utilization appendix. As defined in the CWC Master Plan, the purpose of the new Jackson Center is to provide proper programmatic space for the unique educational programs offered by the college. These include the culinary arts program, dedicated science laboratories, simulation nursing labs, and lab space for allied health programs. The unique requirements of these program areas demand specialized educational spaces, which the college does not presently possess. This report includes program information and diagrammatic layouts for educational spaces which will serve these programs most effectively.
This updated Level II report was completed in April and May of 2023 via a series of workshops with CWC educators and administrators, and representation from the State of Wyoming. During these workshops, curriculum and enrollment have been reviewed as a basis of projecting the space needed to offer the courses presently offered by the college, and with an eye to future enrollments and needs. In addition to the specialized course offerings of the Jackson Center, a key program component of this facility will be spaces that will be available to the local community. Community partnerships are an essential part of the mission of the CWC Jackson Center, and these program areas will serve this purpose in addition to providing general education classrooms.
The primary purpose of the updated Level II study has been to determine the size and cost of the new facility. The new Jackson Center is programmed at 20,600 gross square feet and will cost approximately \$15 million in construction costs including construction contingency. An additional \$4.5 million in soft costs are required to execute the work. The total project cost has been modeled taking into account the unique economic conditions of building in Jackson, Wyoming.

Design Process

The design process for the new CWC Jackson Center is an extension of work begun in 2012 and 2017 on the Central Wyoming College Master Plan update. Work completed at that time defined the areas of academic instruction in need of new spaces. That work has been the basis of a multi workshop-based process which has produced this updated Level II report.
Three primary workshops were the basis of the design process for this document. Beginning in April 2023, building users, administrators, and the design team met to review programmatic needs and spatial types. The first workshop was used to confirm spatial types and quantities. Programmatic adjacencies were discussed and goals for overall building function were explored. The College directed the design team to explore a one-story and two-story building diagram on the new site west of the Jackson Hole High School.
The second workshop was used to review alternatives for building stacking, building organization, program adjacencies and basic building conceptual diagrams. At the conclusion of this meeting, the College asked the design team to develop a one-story diagram. The one-story diagram has a slightly smaller area because it does not require stairs or an elevator. It should also be faster to construct than a two story diagram.
The third workshop explored exterior character and floor plans. Additional faculty reviewed the floor plans, and their comments were incorporated into the exhibits included in this report. At the end of this workshop, the design team was charged with developing a concept utility plan with the civil engineer and a detailed rendering of the exterior of the building.
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Space	Area	Qty	Net Area	Remarks
Nursing			2,835	
Labs			2,205	
Skills Lab RN	630	1	630	4 beds
Skills Lab Simulation	945	1	945	2 - 175 SF surgery suites, 1 - 125 SF control, 1 - 65 SF Supply, 1 - 65 SF Meds, 1 - 480 SF Nurse Station
Skills Lab CNA	630	1	630	
Lab Support			630	
Storage	315	1	315	Shared for all labs
Debrief	315	1	315	1 - shared
Science			1,620	
Labs			1,260	
Microbiology / Chemistry	630	1	630	16 stations - fixed utilities - 2 hoods - need prep
Biology / Anatomy / Physiology / Physics / Earth + Env Science	630	1	630	16 stations - movable tables - no hoods - need prep - fixed equipment at perimeter, adjacent to supply and chemical storage, storage for student kits
Lab Prep			360	
Stock Room	120	1	120	added 3/20/23
Lab Prep	120	1	120	added 3/20/23
Research	120	1	120	added 3/20/23
Culinary / Hospitality			1,760	
Kitchen			1,760	
Com. / Entrepreneurial Kitchen / Baking	960	1	960	16 stations, includes storage, pantry, adjacent to dock, see kitchen from hallway (60 SF/Station)
Scullery	150	1	150	
Cooler	150	1	150	
Freezer	150	1	150	
Custodial / Washer-Dryer	100	1	100	
Pantry	150	1	150	
Storage	100	1	100	
Shared Space			8,483	
Classrooms			4,220	
Classroom - General	630	2	1,260	16 students, Operable partition to create one large room for 32 students. Video conference classroom.
Classroom - Science	-	-	-	Shared with nursing classroom
Classroom - Nursing	630	1	630	16 students. Video conferencing classroom. ICN
Computer Lab - General	630	2	1,260	16 students, Operable partition to create one large room for 32 students.
Flex Class	630	1	630	Was the second kitchen. Call "student center" 04/27/2023
Tutoring	220	2	440	Similar to Debrief. Seating for 8 - operable partition to seat 16, Video conferencing
Offices			2,158	
Faculty Office	110	12	1,320	1-director, 1-academic affairs, 1-student affairs, 2-nursing, 1-science, 1-culinary, 1-math, 1-english, 3-professors
Workstations	48	6	288	6 to 15 adjuncts share these stations
Huddle Room	110	3	330	used by adjuncts, need AV and camera so students could use for testing or in the evening
Mail / Copy / Print	110	1	110	Paper storage, printer, shredder
Staff Break Room	110	1	110	Fridge, coffee, micro
Shared Building Support			2,105	
Staff Shower Room	90	1	90	Includes Toilet, Sink, Shower
General Storage	150	2	300	Tables and Chairs
Student Break Room	110	1	110	Fridge, coffee, micro, adjacent to Flex Classroom called "student center"
Dock	300	1	300	Needs garage door. Does not need to be elevated.
Mother's Room	80	1	80	added in 04/27/23 workshop
Unisex washroom				in gross number below - provide changing station. Label "family washroom" 04/27/23
Custodial Storage	100	1	100	
Custodial Closet	100	1	100	
Mechanical	275	3	825	
Electrical	100	1	100	
IT	100	1	100	
Total NSF			14,698	

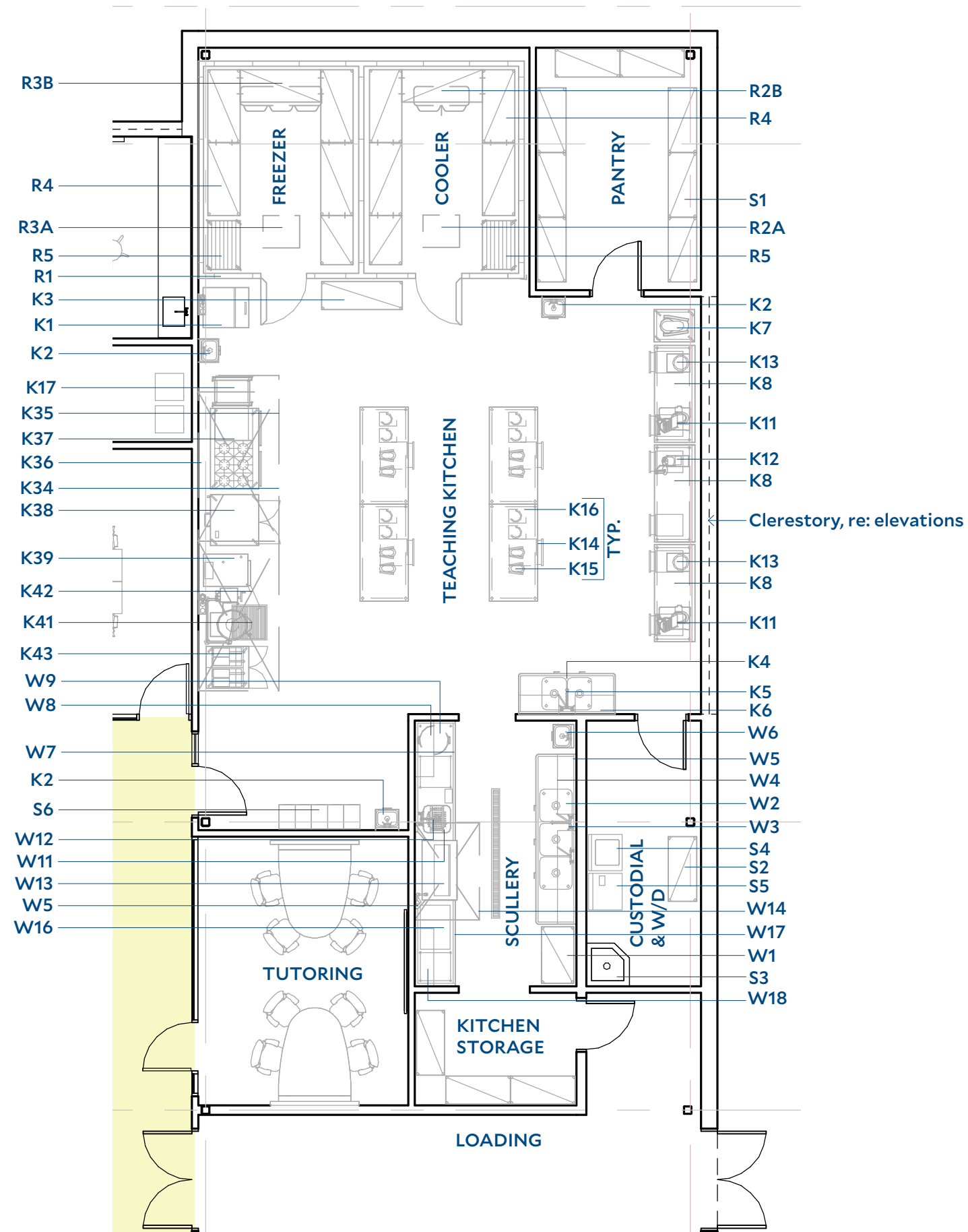




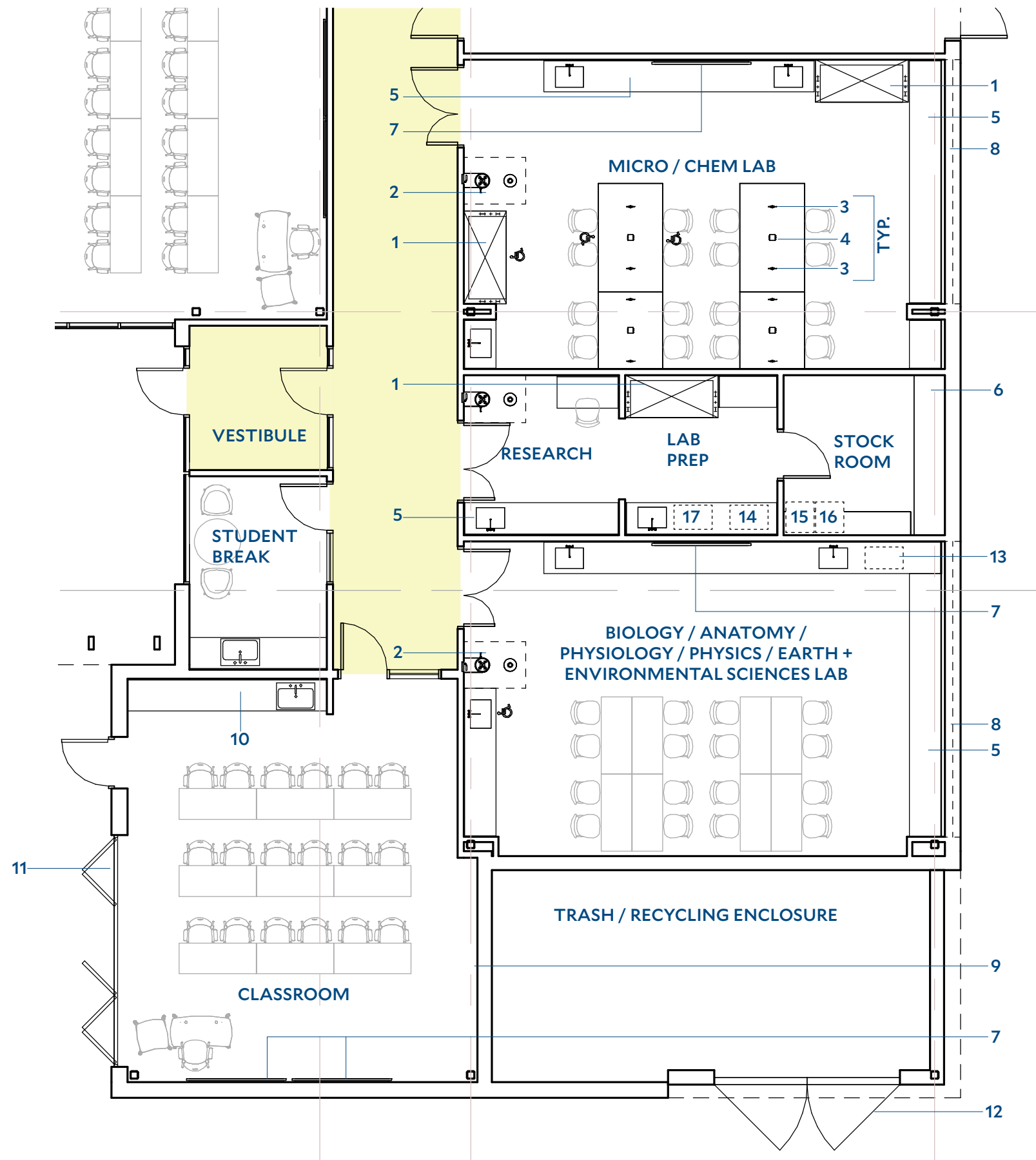
1. Vestibule
2. Office
3. Open Office
4. Workroom
5. Breakroom
6. Hoteling / Small Meeting
7. Tutoring
8. Classroom
9. Computer Classroom
10. RN Skills Lab
11. CNA Skills Lab
12. Simulation Lab
13. Surgery
14. Control Room
15. Med Prep
16. Program Storage
17. Debrief
18. Micro / Chem Lab
19. BAPPEES Lab
20. Lap Prep
21. Teaching Kitchen
22. Walk-in Freezer
23. Walk-in Cooler
24. Pantry
25. Scullery
26. Kitchen Storage
27. Custodial / Washer-Dryer
28. Custodial
29. Forum / Prefunction
30. IT
31. Electrical
32. Mechanical
33. Restroom
34. Staff Restroom / Shower
35. Wellness / Mothers Room
36. Loading
37. Building Storage
38. Trash / Recycling Enclosure*

* non-conditioned space



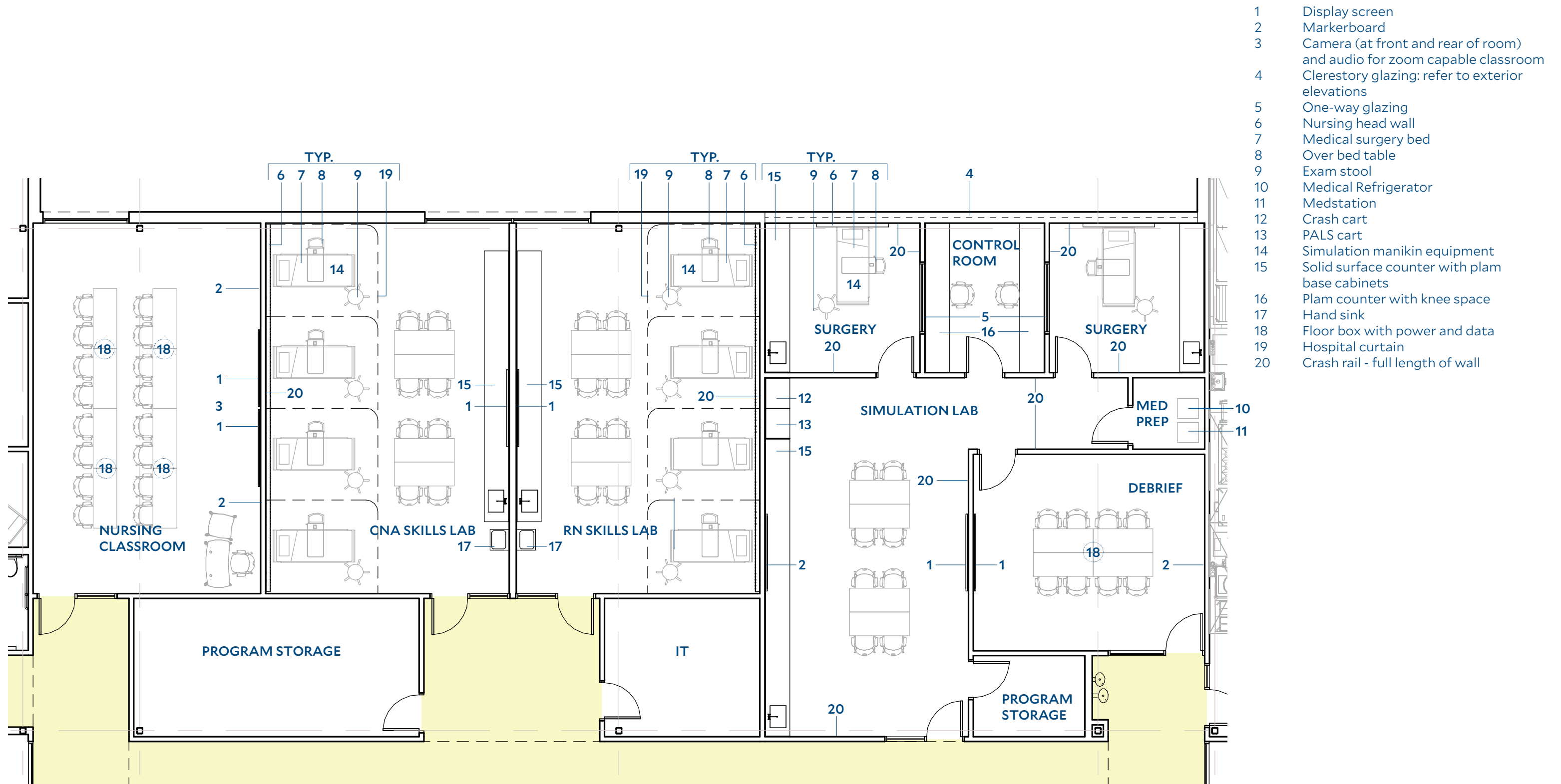


- K1 Ice maker and bin: with filter
- K2 Wall mount hand sink: with foot valve
- K3 Kitchen shelving
- K4 Stainless steel prep sink
- K5 Pre-rinse spray/faucet
- K6 Stainless steel split wall shelf
- K7 20 quart mixer: with mobile stand
- K8 Stainless steel work table
- K9 Stainless steel wall shelf
- K11 Slicer: automatic
- K12 Vertical food cutter
- K13 Bowl food processor
- K14 Stainless steel island work table
- K15 5 quart mixer
- K16 Blender
- K17 Speed rack: mobile
- K34 Stainless steel exhaust hood: type I
- K35 Fire protection system
- K36 Stainless steel wall flashing
- K37 Six burner / flat top griddle range: oven base, gas.
- K38 Stacked convection oven: gas
- K39 Steamer: Gas
- K41 25 gallon tilt kettle: gas
- K42 Stainless steel floor trough
- K43 Fryer: double pot with filter: gas
- R1 Walk-in Cooler and Freezer box
- R2A Cooler Ref. System: condenser
- R2B Cooler Ref. System: blower coil
- R3A Freezer Ref. System: condenser
- R3B Freezer Ref. System: blower coil
- R4 Walk-in cooler & freezer shelving
- R5 Walk-in cooler & freezer dunnage rack
- S1 Dry storage shelving
- S2 Janitor shelving
- S3 Janitor sink: plumbing section
- S4 Clothes washer: residential
- S5 Clothes dryer: residential
- S6 Lockers: two-tier, digital lock
- W1 Shelving
- W2 Stainless steel pot sink
- W3 Pre-rinse spray/faucet
- W4 Stainless steel split pot rack / wall shelf
- W5 Stainless steel wall flashing
- W6 Wall mount hand sink
- W7 Stainless steel dirty dish table
- W8 Stainless steel dish rack wall shelf
- W9 Tran container
- W11 Disposer
- W13 Dishwasher: gas
- W14 Stainless steel vent hood: type II
- W16 Booster heater: gas
- W17 Stainless steel clean dish table
- W18 Stainless steel split wall shelf

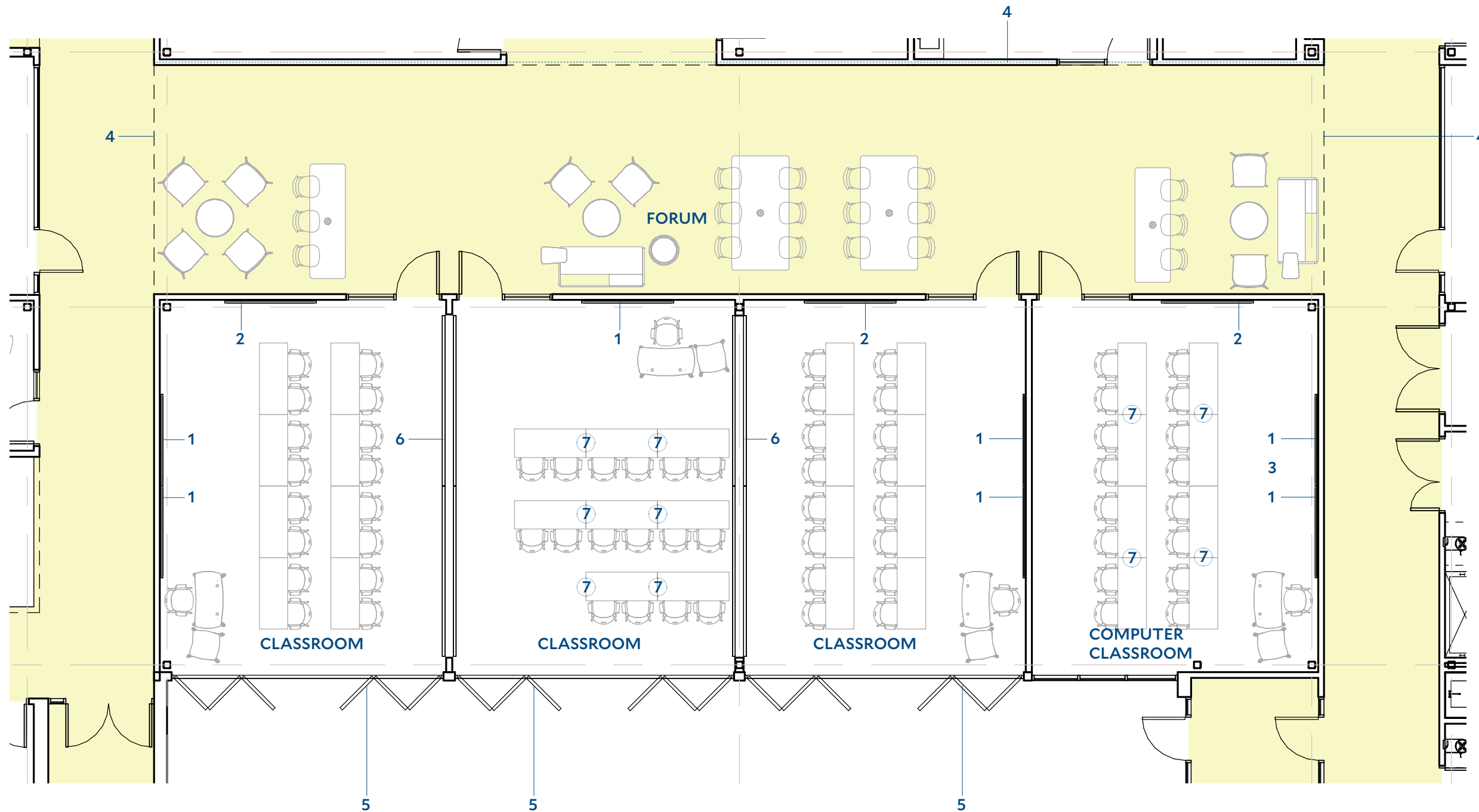


- 1 Chemical fume hood
- 2 Emergency eye-wash / shower
- 3 Lab gas valve: counter mount
- 4 Quad power: counter mount
- 5 Epoxy counter, metal lab base and upper cabinets, electrical raceway
- 6 Adjustable shelving
- 7 Display screen
- 8 Clerestory glazing: refer to exterior elevations
- 9 Markerboard
- 10 Solid surface countertop with plam base cabinets
- 11 Folding glass partition
- 12 (2) 6ft wide gates. Lockable. Clad to match building cladding.
- 13 Lab growth chamber
- 14 Autoclave
- 15 Refrigerator
- 16 Ice machine
- 17 Glassware washer



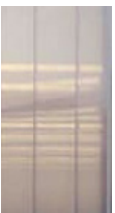
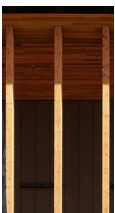
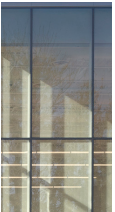


- 1 Display screen
- 2 Markerboard
- 3 Camera (at front and rear of room) and audio for zoom capable classroom
- 4 Clerestory glazing: refer to exterior elevations
- 5 Folding glass partition
- 6 Operable partition: overhead, motorized, whiteboard panels
- 7 Floor box with power and data



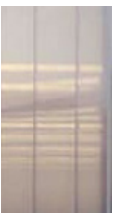
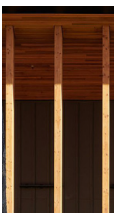
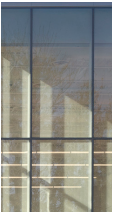


Materials

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| 1. |  | Ultra High Performance Concrete Wall Panels,
1a. Door Panels | 3. |  | Structural Polycarbonate Wall System | 5. |  | Mass Timber Posts, Roof | 7. |  | Aluminum Pin-Mounted Letters | 9. |  | Steel Doors |
| 2. |  | Variated Width Charred Wood Cladding | 4. |  | Structurally Glazed Curtain Wall System, Aluminum Frame | 6. |  | Nana-Wall Operable Facade System | 8. |  | Cor-ten Metal Panel Planter | 10. |  | Metal Clad Wood Windows |

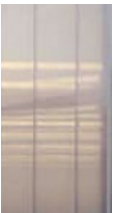
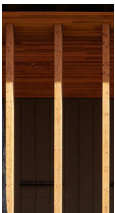


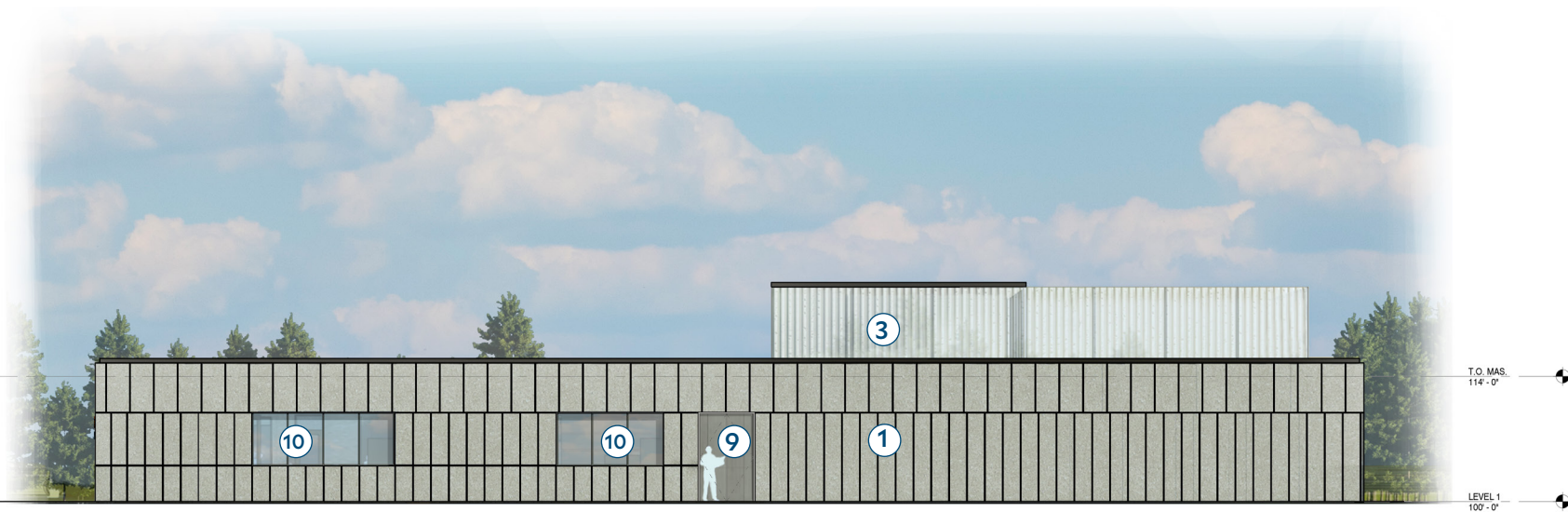
Materials

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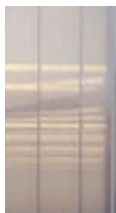
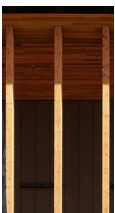


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Materials

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Rendered Perspective - View Of
Northwest Office







Rendered Perspective - View of
Entrance & Plaza





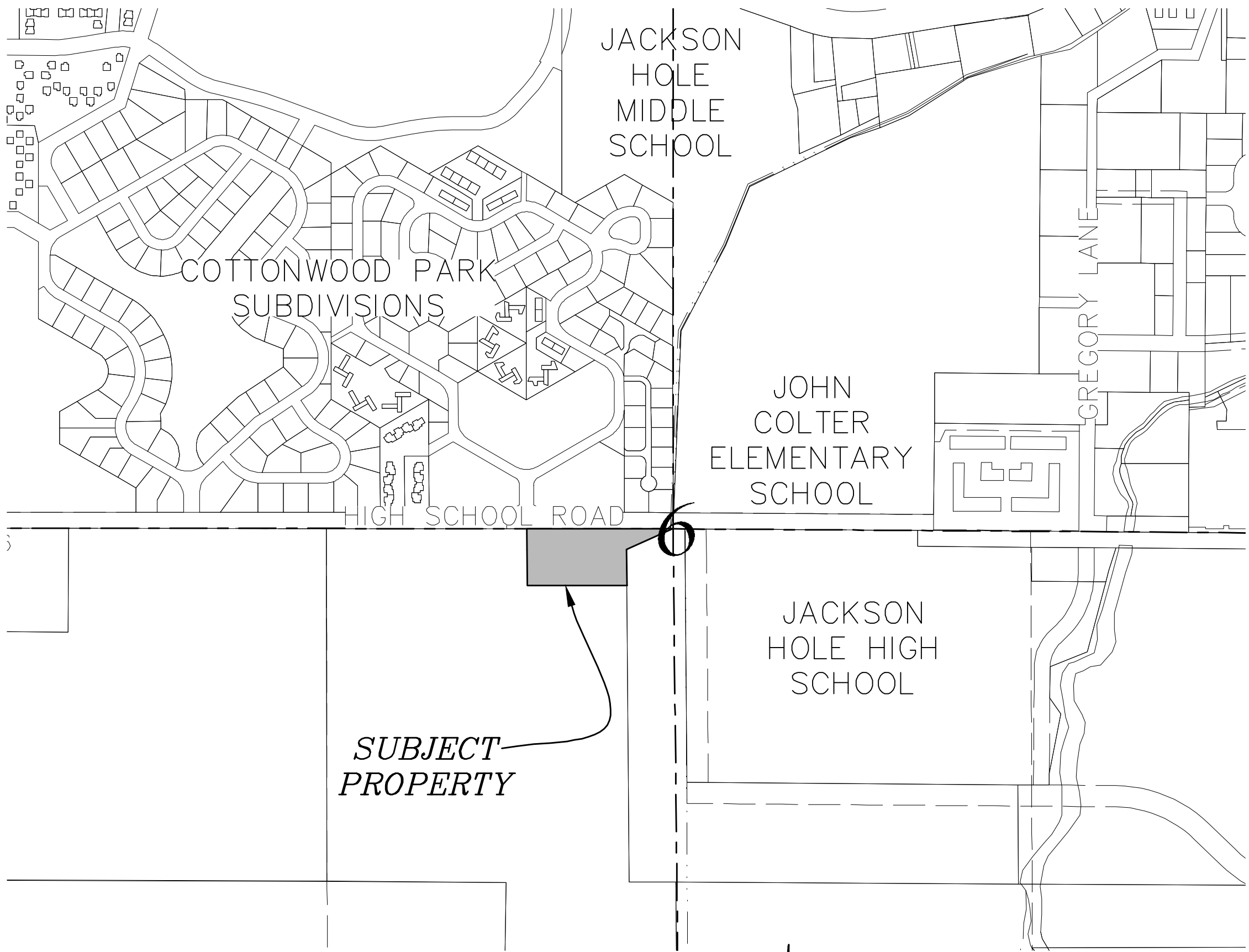
Rendered Perspective - View From
Parking Lot Entrance

CENTRAL WYOMING COLLEGE JACKSON OUTREACH CENTER

SKETCH PLAN

CWC PARCEL, HIGH SCHOOL ROAD
JACKSON, WYOMING

LOCATED WITHIN THE NE ¼SW¼ & SE¼NW¼ SEC 6,
T40N, R116W, 6TH P.M.
TETON COUNTY, WYOMING



VICINITY MAP

1" = 400' for 22x34 Prints
1" = 800' for 11x17 Prints

INDEX OF SHEETS

Sheet Number	Sheet Title
C1.0	COVER
C1.1	GENERAL NOTES & LEGEND
C2.0	EXISTING CONDITIONS
C2.1	SITE OVERVIEW
C4.0	ROAD DETAILS 1
C4.1	ROAD DETAILS 2
C4.2	GRADING DETAILS
C4.3	WATER DETAILS
C4.4	SEWER DETAILS
C4.5	LIFT STATION DETAILS

OWNER

Fremont County Community
College District
2660 Peck Ave., Main Hall, 104C
Riverton, WY 82501

ENGINEER & LAND SURVEYOR

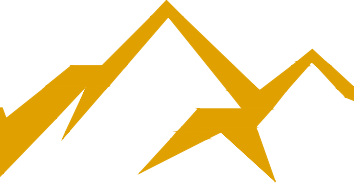
Jorgensen Associates, Inc.
1315 S. Highway 89, #201
PO Box 9550
Jackson, WY 83002-9550
(307) 733-5150

ARCHITECT & LANDSCAPE DESIGN

Prospect Studio
4030 W Lake Cr. Dr., Ste. 104
PO Box 1870
Wilson, WY 83014
Danny Wicke
(307) 264-2600

AMD Architects
3198 Speer Boulevard
Denver, CO 80211
John Graham
(303) 294-9448

- PRELIMINARY -
SUBJECT TO CORRECTION
AND APPROVAL



JORGENSEN
JACKSON, WYOMING
307.733.5150
www.jorgeng.com

PROJECT TITLE:
CENTRAL WYOMING COLLEGE
SKETCH PLAN SUBMITTAL
CWC PARCEL, HIGH SCHOOL ROAD
JACKSON, WYOMING

SHEET TITLE:
COVER

DESIGNED BY:	PY
REVIEWED BY:	PD
PLAN VERSION	DATE
SKETCH PLAN	11/17/2023

PROJECT NUMBER
22070

SHEET
C1.0

GENERAL PROJECT NOTES:

1.

PROJECT SCOPE: PROVIDE ACCESS, UTILITY INFRASTRUCTURE, GRADING, AND NECESSARY SITE DEVELOPMENT FOR PROPOSED COLLEGE OUTREACH CENTER.
2.

PROJECT SCHEDULE: UTILITY INSTALLATION WILL BEGIN IN SPRING 2024 AND END IN FALL 2024.
3.

PROPERTY IS ZONED P/SP IN THE TOWN OF JACKSON.
4.

PROPERTY AREA: +/- 2.0 ACRES
5.

THE PROPERTY IS NOT WITHIN THE WILD LAND URBAN INTERFACE, THE NATIONAL WILD AND SCENIC RIVER CORRIDOR, OR THE NATURAL RESOURCES OVERLAY. THE PROPERTY IS LOCATED WITHIN THE SCENIC RESOURCES OVERLAY. PROPERTY IS NOT LOCATED WITHIN A FLOODPLAIN.
6.

A GEOTECHNICAL SITE INVESTIGATION AND REPORT OF THE PROPERTY WAS PERFORMED BY JORGENSEN GEOTECHNICAL, LLC IN MAY, 2023. REFER TO THE GEOTECH REPORT FOR MORE DETAILED INFORMATION.
7.

TOPOGRAPHIC SURVEYS FOR THIS PROPERTY WERE PERFORMED BY JORGENSEN ASSOCIATES, INC. IN NOVEMBER 2022. SPECIFIC COORDINATE DATA IS AVAILABLE UPON REQUEST.
8.

THE PROPERTY IS LOCATED SOUTH OF HIGH SCHOOL ROAD IN PREVIOUS AGRICULTURAL LAND PRIMARILY USED FOR GRAZING WITH EXISTING VEGETATION AND GROUND COVER CONSISTING OF LEVEL GRASSLAND AND POCKETS OF TREES.
9.

VERBAL NOTICE OF ANY CHANGES OR MODIFICATIONS THAT ARE NOT CONSISTENT WITH THE TERMS AND CONDITIONS OF THE BUILDING PERMIT SHALL BE GIVEN TO THE TOWN ENGINEERING DEPARTMENT AT 307 733-3079. THE TOWN ENGINEERING DEPARTMENT MAY REQUIRE ADDITIONAL WRITTEN NOTICE OR INFORMATION BE SUBMITTED THROUGH THE TOWN'S BUILDING DEPARTMENT AND ADDITIONAL REVIEW FEES MAY APPLY.
10.

PRIOR TO START OF CONSTRUCTION ACTIVITIES, THE APPLICANT SHALL CONTACT THE TOWN OF JACKSON ENGINEERING DEPARTMENT AND SCHEDULE A PRE-CONSTRUCTION MEETING. FAILURE TO MEET WITH THE ENGINEERING DEPARTMENT PRIOR TO START OF CONSTRUCTION ACTIVITIES WILL RESULT IN STOPPAGE OF WORK ON SITE. THE TOWN ENGINEER SHALL BE NOTIFIED 48-HOURS PRIOR TO COMMENCING ANY LAND DISTURBING ACTIVITIES.
11.

THE DESIGN ENGINEER OF RECORD FOR ALL INFRASTRUCTURE AND GRADING SHALL INSPECT AND PROVIDE WRITTEN APPROVAL OF CONSTRUCTION PRIOR TO CERTIFICATE OF OCCUPANCY. THE TOWN ENGINEERING DEPARTMENT SHALL BE NOTIFIED TO ALLOW FOR WITNESSING OF ANY TESTING. FIELD REPORTS REGARDING THE INSTALLATIONS SHALL BE KEPT AND MAY BE REQUIRED BY THE TOWN ENGINEERING DEPARTMENT. RECORD DRAWINGS OF THE INSTALLATION SHALL BE PROVIDED ALONG WITH A CERTIFICATE OF COMPLETION.
12.

ALL PROPOSED ROADS, SIDEWALKS, WATER, SEWER, CABLE UTILITIES, STORM AND DRAINAGE INFRASTRUCTURE LOCATED ONSITE SHALL BE PRIVATELY OWNED, OPERATED AND MAINTAINED. THE CONSTRUCTION OF THE ONSITE IMPROVEMENTS SHALL BE THE RESPONSIBILITY OF THE DEVELOPER AND SHALL BE PROVIDED FOR IN A SUBDIVISION IMPROVEMENTS AGREEMENT TO BE APPROVED WITH EACH SUBDIVISION PLAT.
13.

RECORD DESIGN PLANS SHALL BE SUBMITTED ELECTRONICALLY TO THE TOWN OF JACKSON IN PORTABLE DOCUMENT FORMAT (PDF) WITH A CORRESPONDING AUTOCAD COMPATIBLE (DWG) AND A GIS SHAPE FILE.

GENERAL CONSTRUCTION NOTES & SPECIFICATIONS:

1.

ALL SITE WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF WYOMING PUBLIC WORKS STANDARD SPECIFICATIONS AND THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS. ANY CONSTRUCTION RELATED ACTIVITIES NOT IN CONFORMANCE WITH APPROVED AND PERMITTED PLANS AND/OR SEQUENCING MAY RESULT IN TERMINATION OF WORK.
2.

THE APPROVED EROSION CONTROL PLAN SHALL BE LOCATED ON SITE. EROSION CONTROL MEASURES SHALL BE INSPECTED AFTER EACH RAIN AND AT LEAST ONCE EACH WEEK. EROSION DAMAGE TO ADJOINING SURFACES AND DRAINAGE WAYS AS A RESULT OF LAND DEVELOPING OR DISTURBING ACTIVITIES SHALL BE REPAIRED IMMEDIATELY.
3.

THE TOWN ENGINEER SHALL BE ALLOWED TO ENTER THE SITE FOR THE PURPOSE OF INSPECTING COMPLIANCE WITH THE EROSION CONTROL PLAN OR FOR PERFORMING ANY WORK NECESSARY TO BRING THE SITE INTO COMPLIANCE WITH THE EROSION CONTROL PLAN.
4.

COPIES OF ALL AGREEMENTS AND/OR EASEMENTS SHALL BE PROVIDED TO THE TOWN OF JACKSON PRIOR TO GRADING ON ADJACENT PROPERTIES FOR TEMPORARY OR PERMANENT CONSTRUCTION ACTIVITIES.
5.

CONSTRUCTION WORK HOURS SHALL BE CONSISTENT WITH CURRENT TOWN OF JACKSON POLICIES.
6.

ALL PUBLIC STREETS SHALL BE MAINTAINED CLEAR OF DEBRIS DURING CONSTRUCTION. SHOULD DEBRIS BE TRACKED ONTO PUBLIC STREETS FROM THE CONSTRUCTION SITE, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CLEAN THE AFFECTED STREETS.
7.

CONSTRUCTION SITE DELINEATION FENCING SHALL BE PROVIDED AS NEEDED TO PROTECT THE PUBLIC FROM HAZARDS DURING CONSTRUCTION. THE FENCE SHALL REMAIN IN PLACE AND INTACT FOR AS LONG AS NECESSARY TO PROTECT THE PUBLIC.
8.

APPROVED SEDIMENTATION CONTROLS AND SILT RETENTION SHALL BE PLACED AND PROVIDED DURING CONSTRUCTION AS NEEDED TO PREVENT OFFSITE STORM FLOW AS IDENTIFIED IN THE APPROVED GRADING AND EROSION CONTROL PLAN. THE TOWN ENGINEER SHALL BE NOTIFIED UPON COMPLETION OF EROSION CONTROL MEASURES WITHIN 2 CALENDAR DAYS AFTER INSTALLATION.
9.

IF NECESSARY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN A WYOMING DEPARTMENT OF ENVIRONMENTAL QUALITY WYPDES STORMWATER PERMIT AND / OR CONSTRUCTION DEWATERING PERMIT PRIOR TO COMMENCING ANY LAND DISTURBING ACTIVITIES.
10.

PRIOR TO CONSTRUCTION, IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE A CONSTRUCTION MANAGEMENT AND SEQUENCING PLAN TO MEET THE REQUIREMENTS OF THE TOWN OF JACKSON.
11.

CONTRACTOR SHALL VERIFY LOCATION OF ALL BURIED AND OVERHEAD UTILITIES PRIOR TO ANY EXCAVATION IN THE VICINITY. UTILITY LOCATIONS SHOWN ON THESE DRAWINGS ARE APPROXIMATE AND BASED ON THE BEST INFORMATION AVAILABLE TO THE ENGINEER. ENGINEER DOES NOT WARRANT THE ACCURACY NOR COMPLETENESS OF THE INFORMATION SHOWN FOR EXISTING UTILITIES. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES PRIOR TO INSTALLING IMPROVEMENTS. PRIVATE UNDERGROUND UTILITIES EXIST IN THE PROJECT AREA. CONTACT ENGINEER TO LOCATE EXISTING WATER LINES, SEWER LINES.
12.

CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD AND SHALL PROMPTLY NOTIFY THE ENGINEER OF ANY VARIATIONS OR DISCREPANCIES.
13.

ALL EXCAVATION ACTIVITIES SHALL COMPLY WITH PERMIT REQUIREMENTS ISSUED FOR THE PROJECT. CONTRACTOR SHALL REVIEW AND BE RESPONSIBLE FOR PERMIT COMPLIANCE.
14.

CONTRACTOR TO CONFIRM STOCKPILE AND STAGING LOCATIONS WITH THE OWNER.
15.

CONTRACTOR TO LOCATE ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
16.

FILL MATERIAL SHALL BE SUITABLE ON-SITE OR IMPORTED MATERIAL WITH ROCK NO LARGER THAN 6

INCHES IN DIAMETER. LARGER MATERIAL MAY BE PLACED ONLY WHEN AUTHORIZED BY THE ENGINEER.

17.

SUBGRADE, PIT RUN SUBBASE, AND SITE FILL MATERIALS SHALL BE MECHANICALLY COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D698 (AASHTO T-99 - STANDARD PROCTOR DENSITY) IN LIFTS NOT TO EXCEED 8 INCHES IN LOOSE THICKNESS.
18.

CRUSHED GRAVEL BASE MATERIAL SHALL BE GRADING H OR GRADING W.
19.

CRUSHED GRAVEL BASE COURSES SHALL BE MECHANICALLY COMPACTED TO A MINIMUM OF 95% OF MAXIMUM DRY DENSITY AS DETERMINED BY ASTM D1557 (AASHTO T-180 - MODIFIED PROCTOR DENSITY).
20.

DESTRUCTION AND DAMAGE TO TREES AND OTHER NATURAL VEGETATION SHALL BE MINIMIZED AND ALL DISTURBED SURFACES SHALL BE RESEEDD AS SOON AS PRACTICABLE IN ACCORDANCE TO THE REVEGETATION SPECIFICATIONS.
21.

STRIP AND SALVAGE TOPSOIL FROM ALL EXCAVATED AREAS.
22.

WEEDS SHALL BE CONTROLLED BY SPRAYING, LIMITING DISTURBANCE AREA, OR OTHER MEANS. FOLLOW INVASIVE SPECIES MANAGEMENT PLAN SUBMITTED WITH GRADING PERMIT. REDUCE THE SPREAD OF NOXIOUS WEEDS AND INTRODUCTION OF OTHER INVASIVE SPECIES PRIOR TO CONSTRUCTION, DURING CONSTRUCTION, DURING REVEGETATION, AND AFTER CONSTRUCTION.
23.

FUGITIVE DUST WILL BE CONTROLLED BY WATERING DURING DRY PERIODS OR AS REQUIRED BY ENGINEER.
24.

ANY MUD TRACKED ONTO ADJOINING STREETS SHALL BE SWEEPED UP ON A DAILY BASIS OR OTHERWISE REQUESTED BY THE TOWN OF JACKSON.
25.

CONSTRUCTION SITE SHALL REMAIN CLEAN AND ALL TRASH AND CONSTRUCTION DEBRIS SHALL NOT ENTER INTO ADJACENT PROPERTIES.
26.

ALL EXCAVATED MATERIALS SHALL BE STOCKPILED AND PROCESSED ON-SITE ONLY AT LOCATIONS AS DESIGNATED ON THE PLANS.
27.

TOPS OF CUT AND FILL SLOPES SHALL BE ROUNDED TO AVOID RAVELING AND EROSION.
28.

A FOUR INCH MINIMUM LAYER OF TOPSOIL SHALL BE PLACED ON ALL SLOPES AND AREAS STRIPPED FOR GRADING.
29.

CUT AND FILL SLOPES SHALL NOT EXCEED 2:1 WITHOUT SPECIAL STABILIZATION AND APPROVAL FROM ENGINEER.
30.

IRRIGATION WATER SHALL BE SUPPLIED BY AN ISOLATED SYSTEM METERED SEPARATELY FROM DOMESTIC USE. BACKFLOW AND METER EQUIPMENT TO BE LOCATED WITHIN THE ADJACENT BUILDING MECHANICAL ROOM. LIMITS OF IRRIGATION BETWEEN THE PROPERTY AND STREET SCAPE LANDSCAPE IMPROVEMENTS TO BE COORDINATED BETWEEN THE OWNER AND THE TOWN OF JACKSON.
31.

REFER TO UTILITY INFRASTRUCTURE PLAN SHEETS FOR UTILITY NOTES AND SPECIFICATIONS.

REVEGETATION SPECIFICATIONS:

(FOLLOW MITIGATION PLAN. FOLLOW THESE SPECIFICATIONS WHERE NOTHING IS SPECIFIED ON MITIGATION PLANS OR BY LANDSCAPE ARCHITECT.)

COMMON NAME	LBS./ACRE
MOUNTAIN BROME	10 LBS./ACRE
THICKSPIKE WHEATGRASS	12 LBS./ACRE
IDAHO FESCUE	6 LBS./ACRE
WESTERN WHEATGRASS	12 LBS./ACRE
ALPINE TIMOTHY	12 LBS./ACRE
TOTAL PURE LIVE SEED APPLICATION RATE	52 LBS./ACRE

2.

SEED MIXES CONTAINING NATIVE FLOWERING PLANTS SUCH AS LUPINE, YARROW AND PAINTBRUSH ARE ACCEPTABLE.
3.

ALL SEED SHALL COMPLY WITH WYOMING SEED LAW. SEED SHALL BE PURCHASED FROM A DEALER LICENSED WITH THE WYOMING DEPARTMENT OF AGRICULTURE. CERTIFICATIONS FOR THE SEED MIX SHALL BE PROVIDED TO THE ENGINEER PRIOR TO SEEDING.
4.

TOPSOIL SHALL BE UNIFORMLY SPREAD ON PREPARED SURFACES PRIOR TO SEEDING. REMOVE FOREIGN MATERIALS, WEEDS AND UNDESIRABLE PLANTS FROM THE PREPARED SOIL PRIOR TO SEEDING.
5.

HARD PACKED OR CAKED TOPSOIL SURFACES SHALL BE SCARIFIED OR DISKED PRIOR TO SEEDING.
6.

SEED SHALL BE UNIFORMLY DISTRIBUTED OVER THE SURFACE BY APPROVED MECHANICAL BROADCASTING DEVICES AND THE GROUND SHALL BE IMMEDIATELY RAKED OR DRAGGED TO COVER THE SEED.
7.

SEEDING SHALL BE PERFORMED BETWEEN THE TIME THE FROST LEAVES THE GROUND IN THE SPRING AND BEFORE THE FROST ENTERS THE GROUND IN THE FALL. REVEGETATION SHALL OCCUR UPON COMPLETION OF CONSTRUCTION.

ACTIVE CONSTRUCTION MANAGEMENT STRATEGIES:

1.

ALL CONSTRUCTION EQUIPMENT WILL BE CLEANED PRIOR TO ENTERING
2.

SOIL STOCKPILES WILL BE ROUTINELY CHECKED AND TREATED FOR INVASIVE SPECIES.
3.

DISTURBANCE OUTSIDE OF THE CONSTRUCTION ZONE SHALL BE KEPT ON ACTIVE MANAGEMENT. THIS AREA WILL BE MONITORED AND TREATED TWICE EACH GROWING SEASON.

POST CONSTRUCTION MANAGEMENT STRATEGIES:

1.

REVEGETATION WILL OCCUR IMMEDIATELY AFTER CONSTRUCTION IS COMPLETE TO PREVENT ESTABLISHMENT OF INVASIVE SPECIES IN THE DISTURBED AREAS.
2.

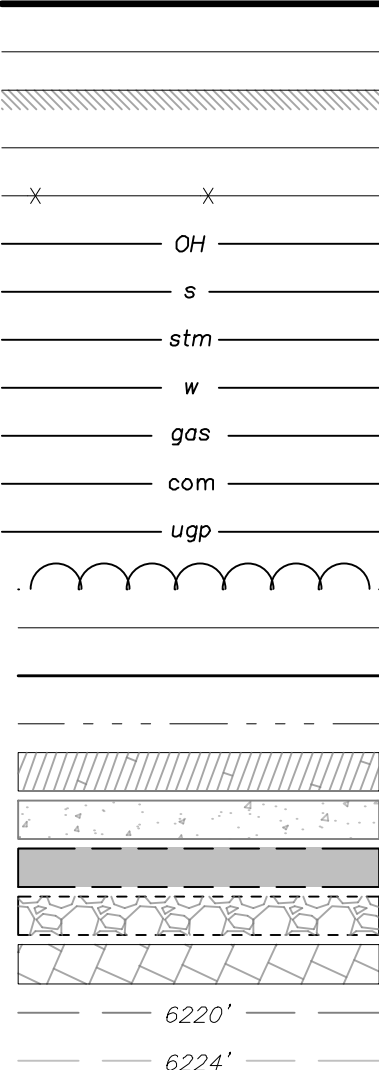
NURSERY STOCK WILL BE USED IN ACCRODANCE WITH W.S. 11-9-101-109 (WYOMING NURSERY STOCK LAW), CERTIFIED WEED FREE, AND ACQUIRED THROUGH DEALER LICENSED BY WYOMING DEPARTMENT OF AGRICULTURE.
3.

CERTIFIED WEED FREE STRAW, GRAVEL, AND SOIL WILL BE UTILIZED AS POSSIBLE.
4.

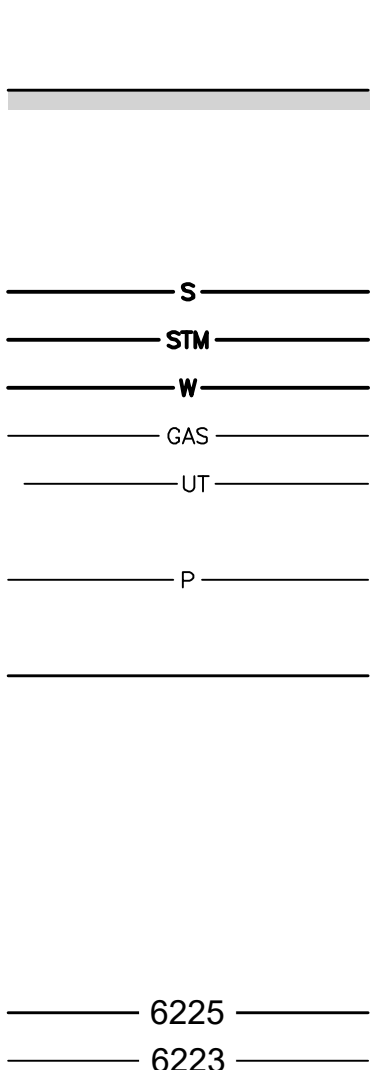
TCWP WILL BE CONTACTED TO CREATE A POST-CONSTRUCTION INVENTORY.

LINE LEGEND

EXISTING



PROPOSED

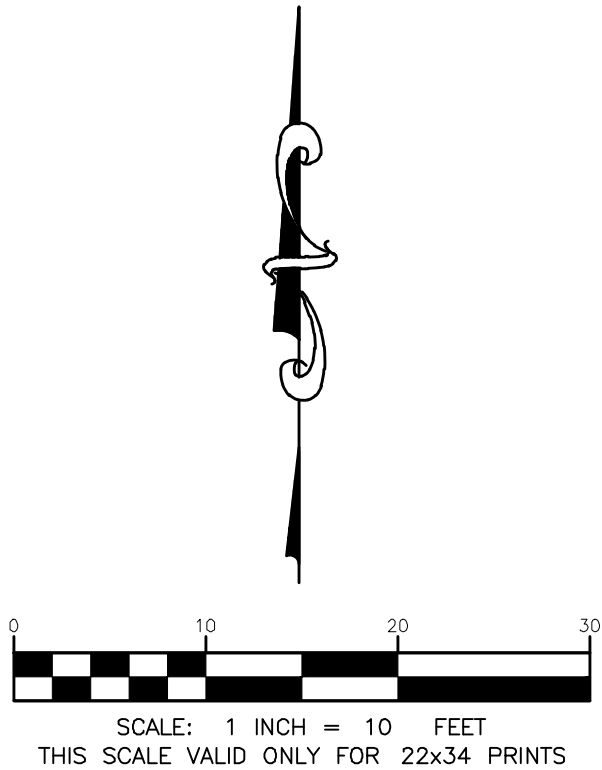


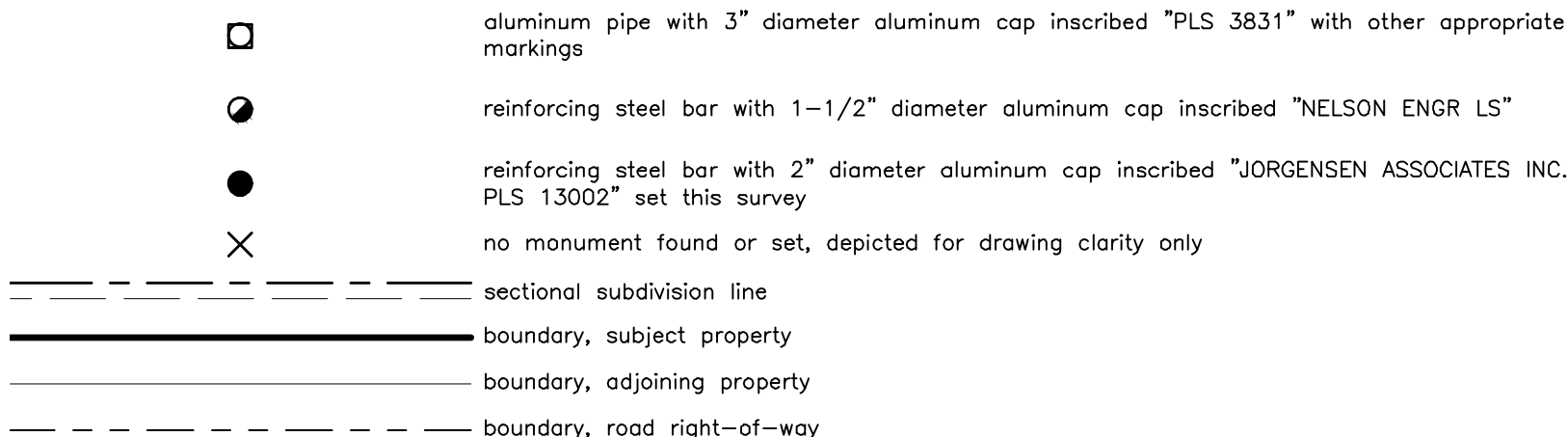
- measured property boundary
- adjoining property boundary
- building perimeter
- building perimeter on adjoining property
- chain link fence
- overhead wire
- underground sewer line
- underground storm sewer line
- underground water line
- underground gas line
- underground telecommunications line
- underground power line
- dripline of bushes and shrubs
- window well
- top back of curb
- flowline of curb
- wooden boardwalk/deck
- concrete
- asphalt
- gravel
- flagstone walkway
- index contours
- intermediate contours

SYMBOL LEGEND

-
- water valve
-
- curbstop valve
-
- light pole
-
- utility pole
-
- street sign
-
- wooden post
-
- fire hydrant
-
- sanitary sewer manhole
-
- storm sewer manhole
-
- storm sewer catch basin
-
- air conditioning unit
-
- electrical meter
-
- electrical pedestal
-
- cleanout
-
- cable box
-
- monitoring well
-
- spot elevation
-
- cottonwood tree - approx. trunk diameter shown
-
- spruce tree - approx. trunk diameter shown
-
- aspen tree - approx. trunk diameter shown
-
- deciduous tree - approx. trunk diameter shown
-
- shrub - approximately to scale

- PRELIMINARY -
SUBJECT TO CORRECTION
AND APPROVAL





LEGAL DESCRIPTION

I, Matthew P. Gotham, Wyoming Professional Land Surveyor No. 13002 do hereby certify:

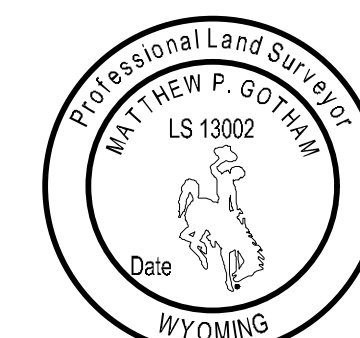
that this map was prepared from data collected during field surveys performed under my direction in November & December, 2022; from previous surveys performed by Jorgensen Associates, P.C. and Jorgensen Associates, Inc., and from information of record in the Office of the Clerk of Teton County, Wyoming;

that to the best of my belief and knowledge, it correctly represents the parcel described hereon to be annexed to the Town of Jackson, Wyoming.



Matthew P. Gotham, Wyoming PLS 13002

CERTIFICATE OF SURVEYOR



Matthew P. Gotham, Wyoming PLS 13002

— PRELIMINARY —
SUBJECT TO CORRECTION
AND APPROVAL



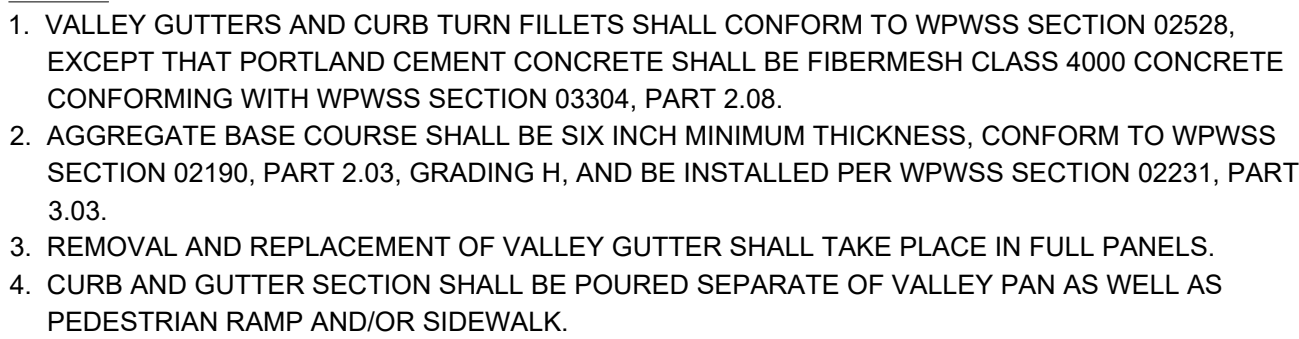
PROJECT TITLE: CENTRAL WYOMING COLLEGE
SKETCH PLAN SUBMITTAL
CWC PARCEL, HIGH SCHOOL ROAD
JACKSON, WYOMING

SHEET TITLE:
EXISTING CONDITIONS

DESIGNED BY:	PY
REVIEWED BY:	PD
PLAN VERSION	DATE
SKETCH PLAN	11/17/2021
PROJECT NUMBER	22070
SHEET	C2.0



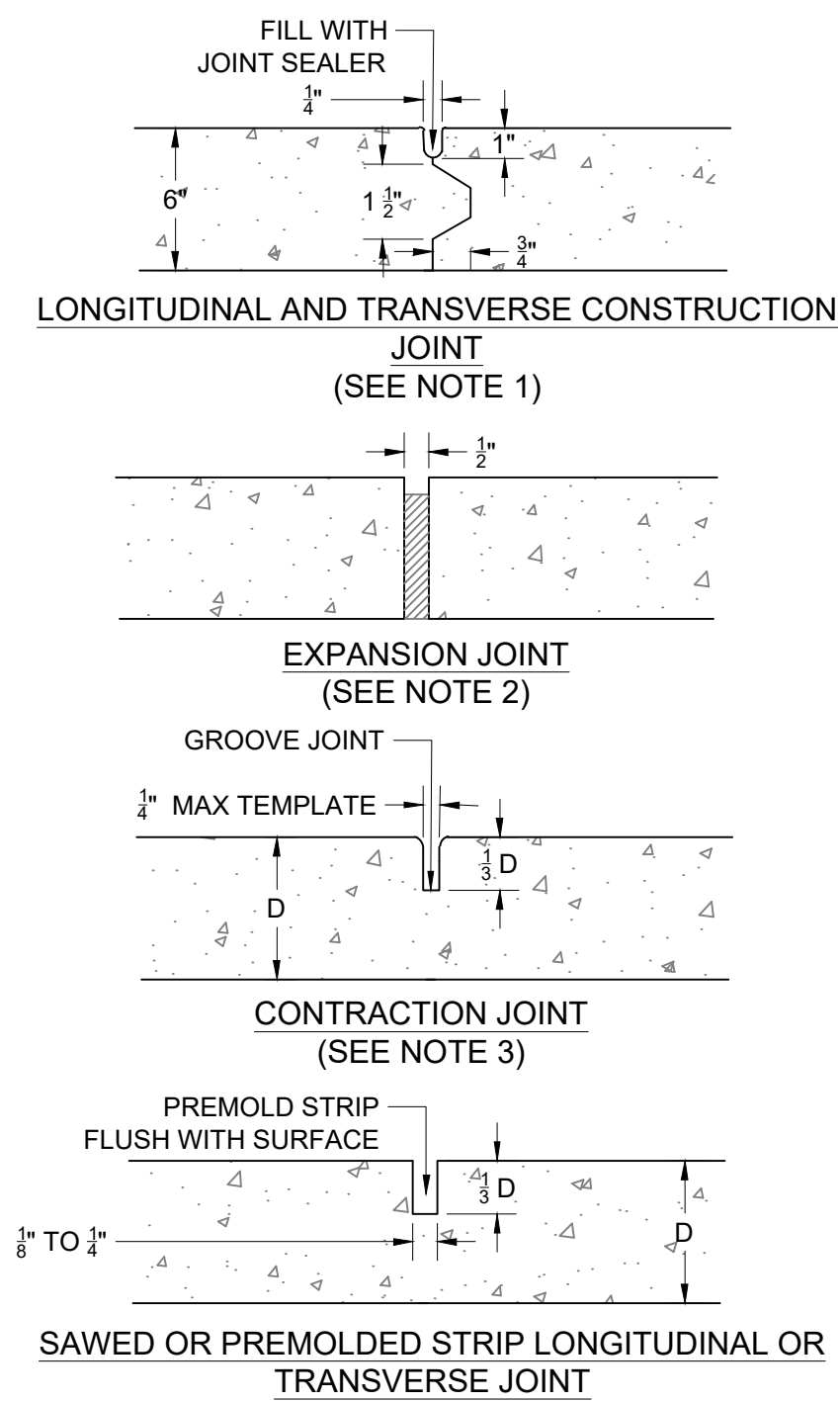
1. REPLACEMENT ASPHALT SHALL BE 1" THICKER THAN EXISTING WITH A MINIMUM THICKNESS OF 3".
2. ASPHALT SHALL BE PLACED IN TWO (2) LIFTS, EACH NO LESS THEN 1½" IN THICKNESS, AND COMPACTED TO 95% OF MARSHALL DENSITY.
3. BITUMINOUS MATERIAL SHALL MEET THE APPLICABLE REQUIREMENTS OF SECTION 02545 BITUMINOUS MATERIAL OF WYOMING PUBLIC WORKS STANDARDS AND SPECIFICATIONS.
4. PORTLAND CEMENT CONCRETE PAVEMENT SHALL MEET APPLICABLE REQUIREMENTS OF SECTION 02520, 02776 AND 03040 AS DIRECTED BY TOWN OF JACKSON PUBLIC WORKS DEPARTMENT.



VALLEY GUTTER DETAIL

NOT TO SCALE

TOJ ST-109



SAWED OR PREMOLDED STRIP LONGITUDINAL OR
TRANSVERSE JOINT

1. KEYWAY FORMED BY FASTENING METAL KEY TO FORM.
2. $\frac{3}{4}$ " PREMODULATED NON-EXTRUDING EXPANSION JOINT MATERIAL TO MEET AASHTO M-59. EXPANSION MATERIAL SHALL BE INSTALLED WHEN ABUTTING EXISTING CONCRETE OR FIXED STRUCTURES SUCH AS INLETS AND DRIVEWAYS, AND EVER 300' ON LONG STRAIGHT CONCRETE STRETCHES.
3. FORM WITH TEMPLATE OR SAWCUT JOINTS. IF SAWCUT JOINTS ARE USED, THEY SHALL BEGIN AS SOON AS CONCRETE IS HARDENED SUFFICIENTLY TO PERMIT SAWING WITHOUT EXCESSIVE RAVELING AND BEFORE UNCONTROLLED CRACKING OCCURS. MINIMUM DISTANCE BETWEEN JOINTS IS 5'.
4. JOINT LAYOUT FOR CONCRETE STREETS IS TO BE SUBMITTED TO THE TOWN ENGINEER FOR APPROVAL.

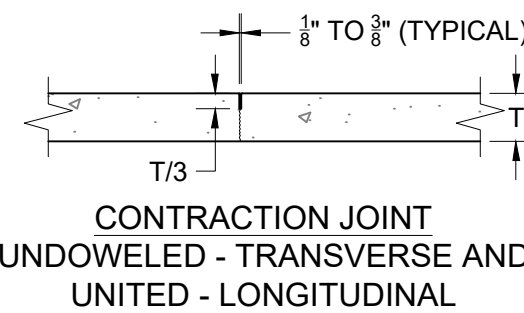
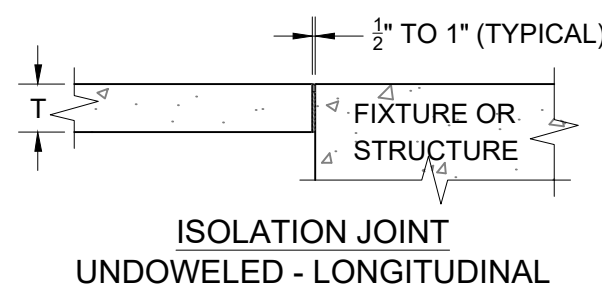
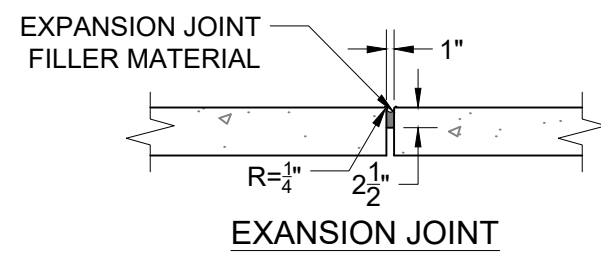


CURB SECTION DETAIL

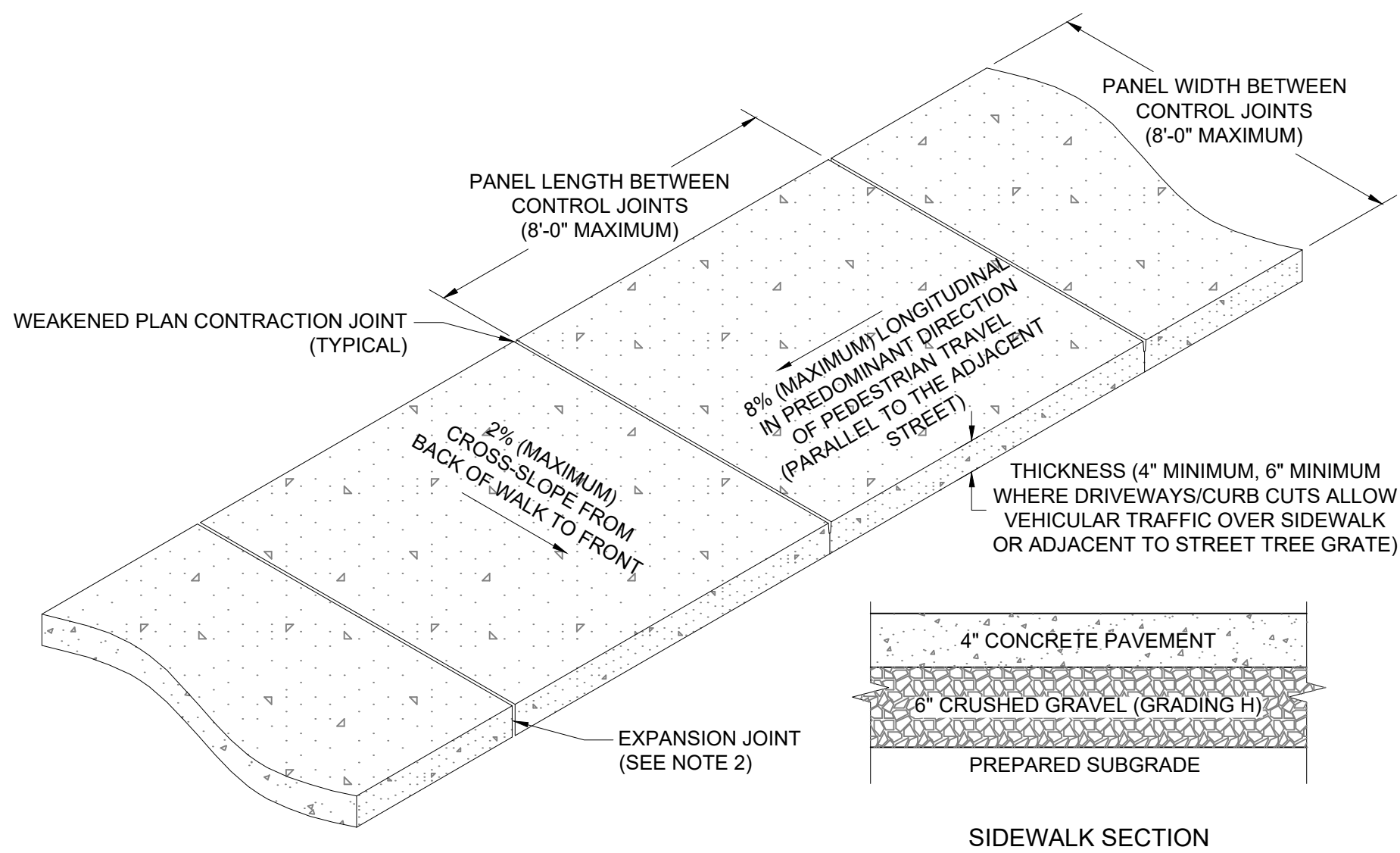
NOT TO SCALE

TOJ ST-110

1. CURBS SHALL CONFORM TO WPWSS SECTION 02525, EXCEPT THAT PORTLAND CEMENT CONCRETE SHALL BE FIBERMESH-REINFORCED CLASS 4000 CONCRETE CONFORMING WITH WPWSS SECTION 03304, PART 2.07.
2. AGGREGATE BASE COURSE SHALL BE SIX INCH MINIMUM THICKNESS, CONFORM TO WPWSS SECTION 02190, PART 2.03, GRADING H, AND BE INSTALLED PER WPWSS SECTION 02231, PART 3.03.
3. REMOVAL AND REPLACEMENT OF CURB SHALL TAKE PLACE IN FULL PANELS.
4. ROLL CURB SHALL NOT BE ALLOWED.



1. INSTALL ISOLATION JOINTS WHEN ABUTTING A FIXED STRUCTURE. USE EXPANSION JOINT MATERIAL EXTENDING THE FULL DEPTH AND LENGTH OF THE CONCRETE SURFACE.
2. TRANSVERSE AND LONGITUDINAL CONSTRUCTION JOINTS ARE NOT INCLUDED IN THE JOINT LAYOUT PLAN. USE TRANSVERSE AND LONGITUDINAL CONSTRUCTION JOINTS SPARINGLY. SUBMIT PLANNED CONSTRUCTION JOINT LOCATIONS TO THE CO FOR APPROVAL.
3. MAINTAIN JOINT SEALANT SHAPE FACTOR 1:1 EXCEPT WHEN SILICONE SEALANT IS USED, THE WIDTH TO DEPTH SHAPE FACTOR IS 2:1 OR AS RECOMMENDED BY SEALANT MANUFACTURER.



TYPICAL CONCRETE SIDEWALK DETAIL

NOT TO SCALE

TOJ ST-127

PAVING AND CONCRETE JOINT DETAILS

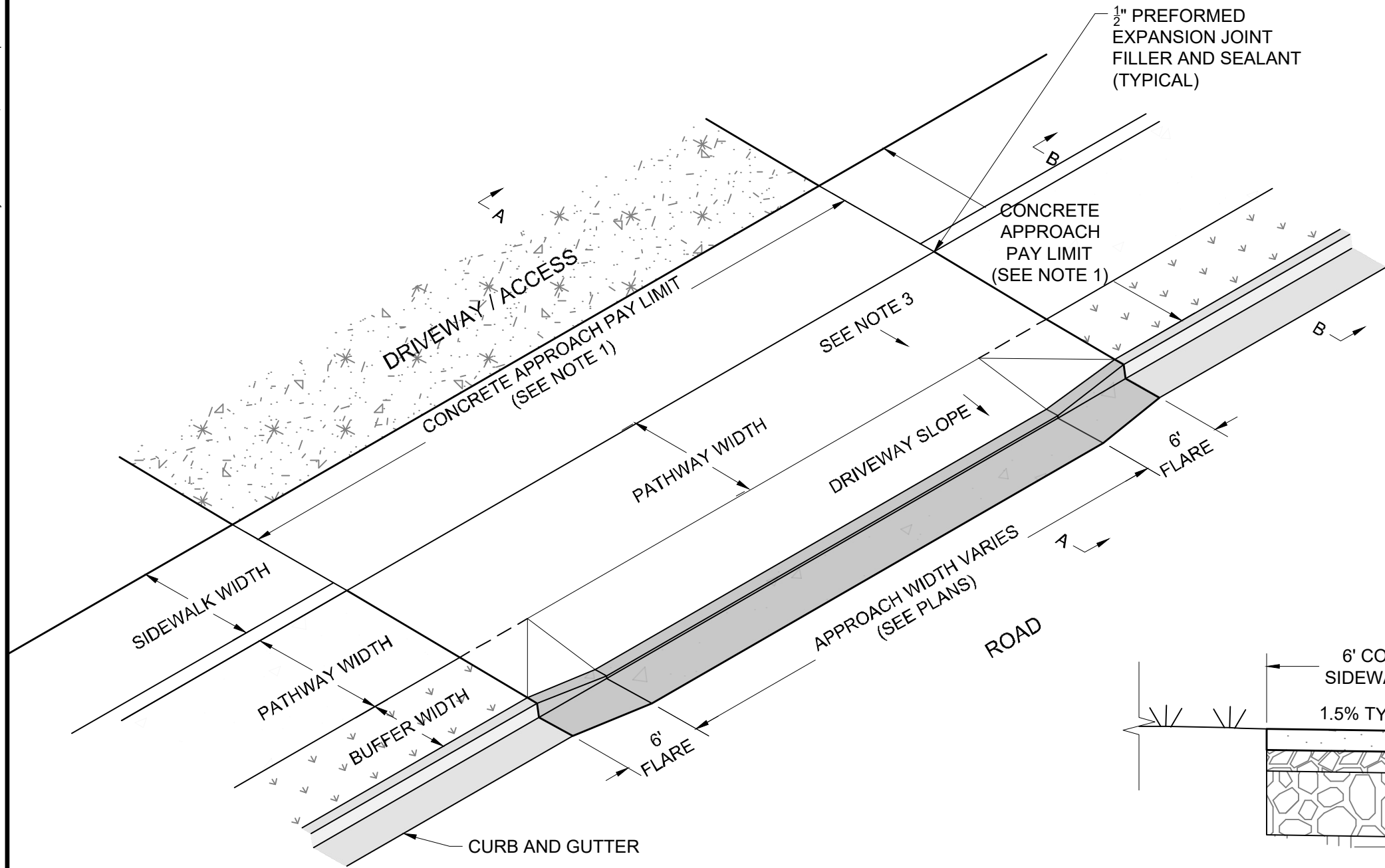
NOT TO SCALE

TOJ ST-123

CONCRETE SIDEWALK JOINT DETAIL

NOT TO SCALE

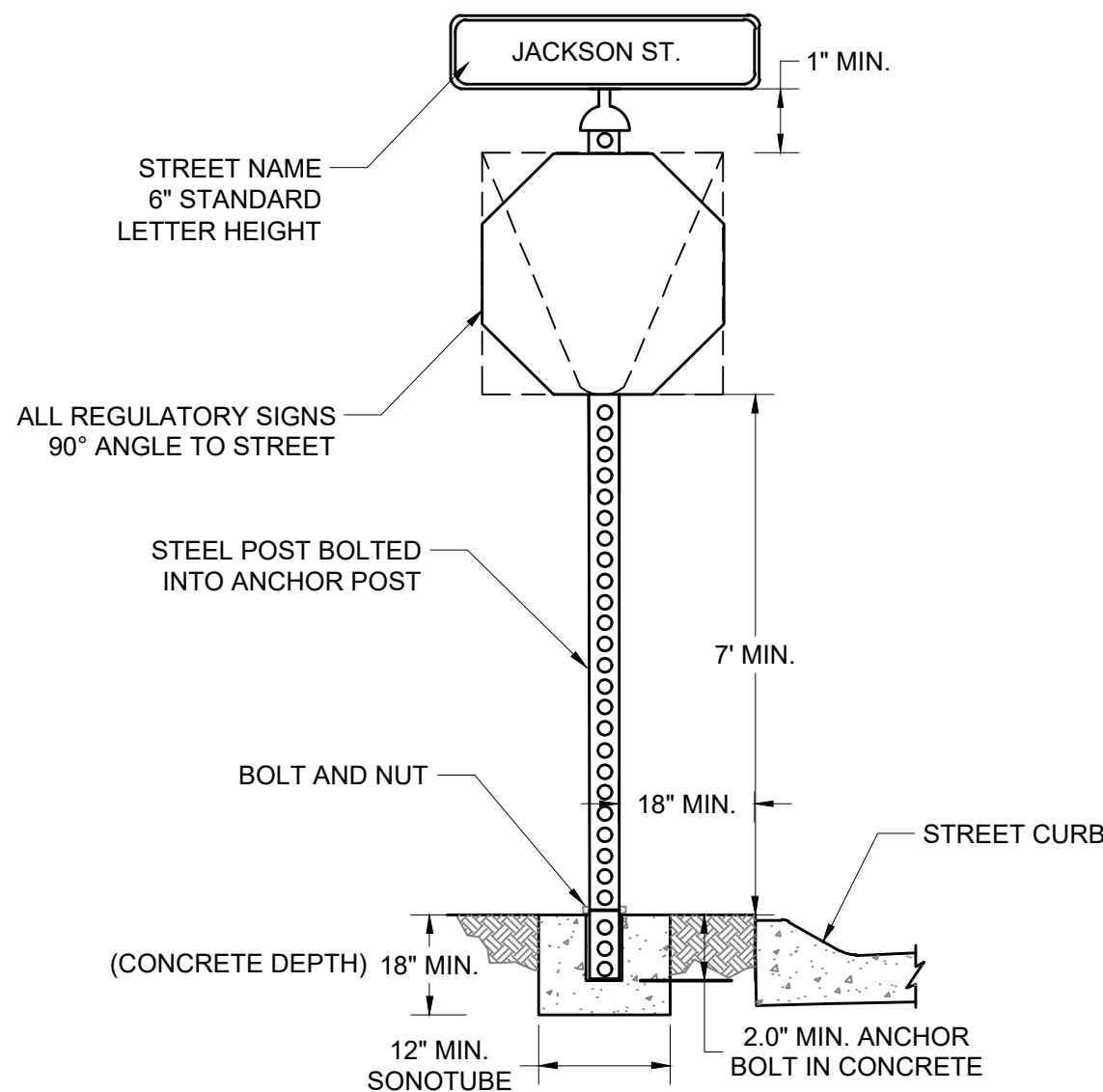
— PRELIMINARY —
SUBJECT TO CORRECTION
AND APPROVAL



NOTE

- DRIVEWAYS AND ALLEYWAY APPROACHES:** LABELED AREAS ARE PAY LIMITS FOR "CONCRETE APPROACH" BID ITEM. THE FLARES AND/OR RAMPS SHALL BE THE SAME THICKNESS AS THE APPROACH.
- RAMP SLOPE:** DO NOT EXCEED A 1C:12H RAMP SLOPE.
- CROSS SLOPE:** SLOPE SIDEWALK TOWARD STREET. DO NOT EXCEED 1X:50H (2%).

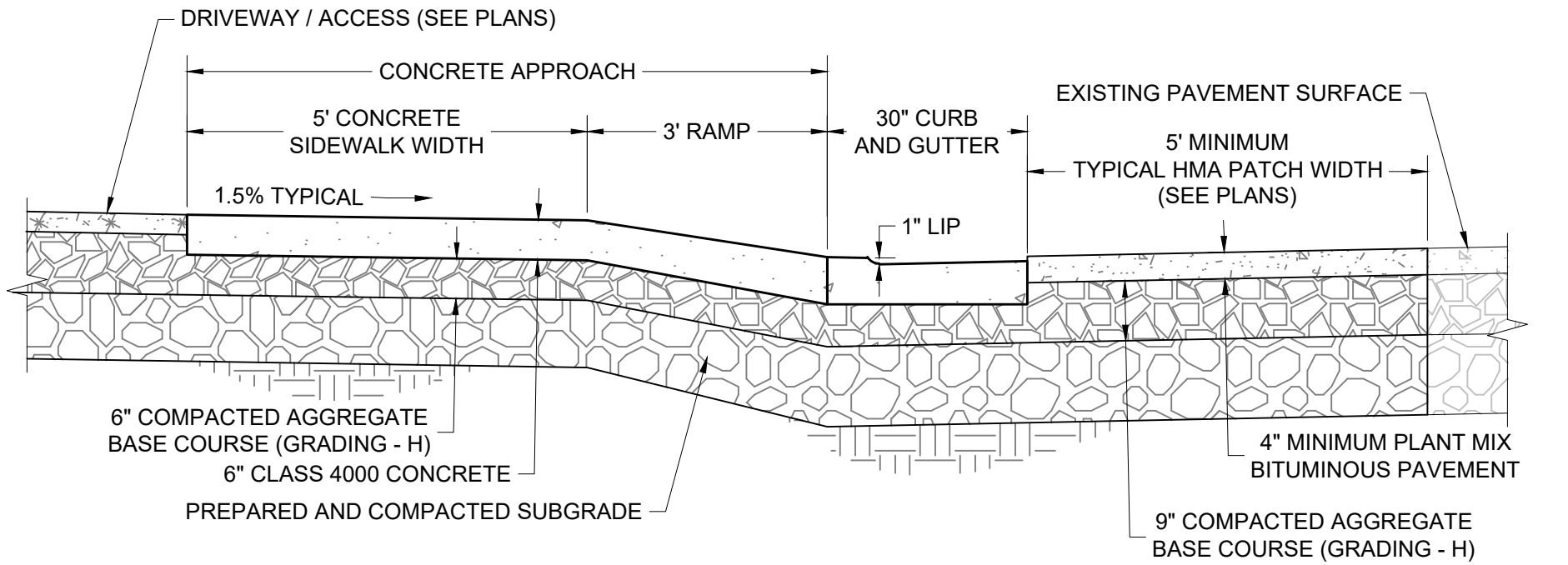
TYPE "A" DRIVEWAY/ACCESS APPROACH DETAIL
NOT TO SCALE TOJ ST-TBD



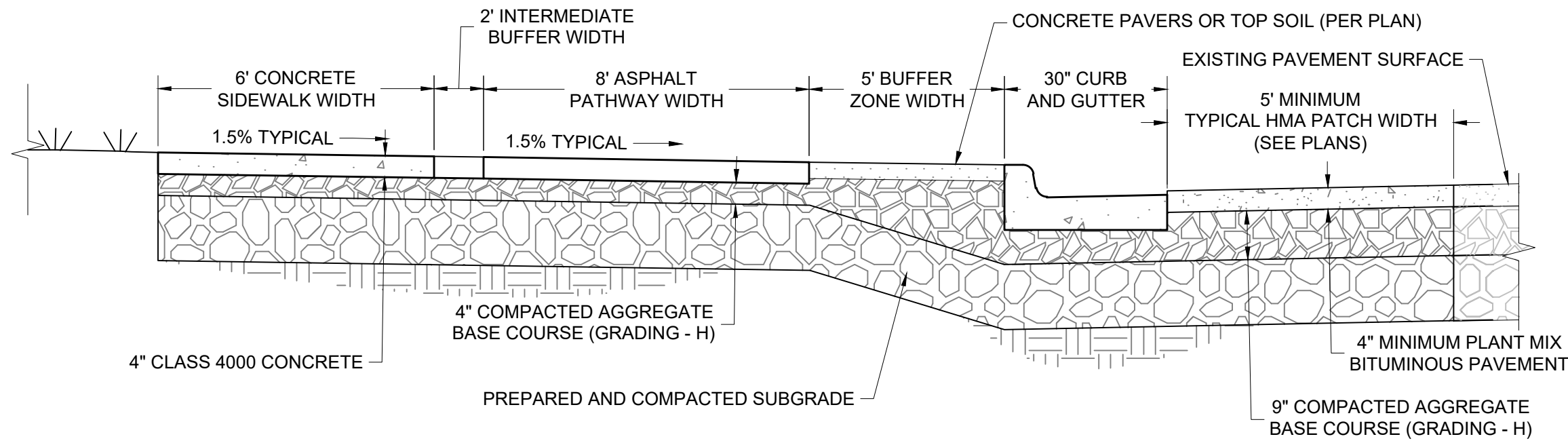
NOTES:

- ALL REGULATORY SIGNS SHALL BE DIAMOND GRADE .060" ALUMINUM.
- SIZES SHALL MEET THE MIN REQUIREMENTS OF WYDOT AND MUTCD.
- ALL OTHER SIGN FACE MATERIAL SHALL BE MIN. H.I.P. (HIGH INTENSITY PRIZMATIC) GRADE TYPES (REFLECTIVE)
- POST SIZES & MATERIALS: POST-2" SQUARE PERFORATED STEEL POST
POWDERCOATED BROWN.. ANCHOR POST-2 1/4" SQUARE SOLID STEEL ANCHOR POST.
POSTS SHALL BE MIN. 12' IN HEIGHT AND SHALL BE TRIMMED OF EXCESS AFTER SIGN PLACEMENT.
- HARDWARE-BOLTS & NUTS
- STREET NAME SIGNS SHALL HAVE 6" WHITE LETTERING ON GREEN H.I.P. SHEETING, BE DOUBLE BLADED, AND BE NO LESS THAN 1" ABOVE STOP SIGNS AND/OR YIELD SIGNS.
- MINIMUM EMBEDMENT OF ANCHOR POST SHALL BE 18" FROM GROUND LEVEL.
- ALL SIGNS SHALL BE INSTALLED SUCH THAT THE FACE IS PERPENDICULAR TO THE DRIVE LANE.

SIGN DETAIL
NOT TO SCALE TOJ ST-104

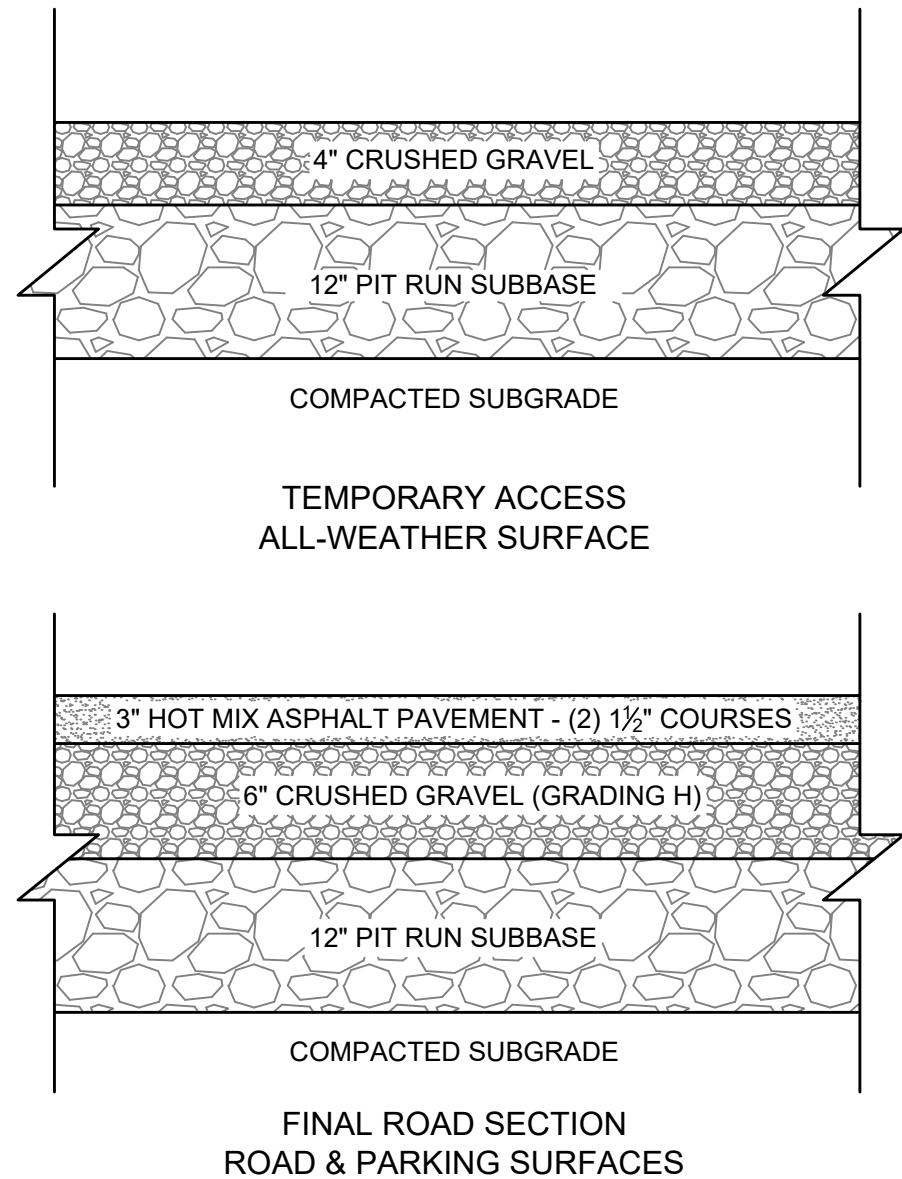


SECTION A-A
CONCRETE APPROACH



SECTION B-B
DETACHED CONCRETE SIDEWALK AND BUFFER ZONE

TYPE "A" DRIVEWAY/ACCESS APPROACH SECTIONS
NOT TO SCALE TOJ ST-TBD



NOTES:

- CLEAR VEGETATION AND STRIP TOPSOIL TO SUBGRADE. SCARIFY, CONDITION, AND COMPACT. PROOF ROLL IN THE PRESENCE OF THE ENGINEER.
- MATERIAL STRIPPED TO DEPTH LOWER THAN SUBGRADE SHALL BE REPLACE WITH STRUCTURAL MATERL TO SUBGRADE ELEVATION.
- WHERE UNSUITABLE SUBGRADE SOIL EXISTS, OVER EXCAVATION AND REPLACEMENT WILL BE REQUIRED. GEOGRID MAY BE SUBSTITUTED FOR OVER EXCAVATION UPON APPROVAL FROM GEOTECHNICAL ENGINEER.

ROAD SECTION DETAIL
NOT TO SCALE

DRAFTED BY:	PY
REVIEWED BY:	PD
PLAN VERSION	DATE
SKETCH PLAN	11/17/2023

— PRELIMINARY —
SUBJECT TO CORRECTION
AND APPROVAL

Central Wyoming College Jackson Center

Neighborhood Meeting

Sketch Plan Application

Wednesday, July 26th, 2023

	NAME	PHYSICAL ADDRESS	E-MAIL
1	K. Milici	1940 W. Homestead Dr.	KARI.Milici@gmail.com
2	Jessica Joubert	10825 S Highway 89	jessicajoubert@gmail.com
3	Lori Clark-Erickson	2168 Corner Creek Lane	lclark Erickson@gmail.com
4	Deb Wuersch	3021 Rangerview	debawuersch@gmail.com
5	Donna Bawer		
6			
7			
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11			
12			
13			
14			
15			
16			
17			
Thank you for your participation!			





JORGENSEN

GEOTECHNICAL, LLC

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

June 2, 2023

Central Wyoming College
Attn: Willie Noseep
2660 Peck Ave. MH 106F
Riverton, WY 82501

RE: GEOTECHNICAL-ENGINEERING REPORT, JACKSON OUTREACH CENTER, CENTRAL WYOMING COLLEGE, HIGH SCHOOL ROAD, TETON COUNTY, WYOMING
PROJECT NO: 22070

Dear Mr. Noseep,

We are pleased to present this report of our geotechnical-engineering exploration for the proposed college outreach center of the Central Wyoming College (CWC) along High School Road in Teton County, Wyoming. This report describes site conditions observed during the subsurface exploration and presents engineering analyses and recommendations to support the design and construction of foundation elements for the outreach building.

In summary, the site is underlain by alluvial deposits likely originating from the Snake River floodplain. The alluvium is primarily comprised of gravels and cobbles in a sandy matrix with trace fines. The stony alluvial deposits appear to be an adequate bearing layer to support the anticipated foundation loads.

Groundwater was not encountered during the site exploration but is expected to be higher in the spring and summer months when runoff creates increased flows in the Snake River and local irrigation practices in the surrounding properties begin. Depending on the depth of the foundation elements and the time of the year construction begins, **groundwater is likely to be within or near the foundation excavation**. Sandy gravels and cobbles will slough and are difficult, if not impossible to compact in high groundwater conditions, creating unstable conditions for subgrade preparation. If groundwater is near the foundation elevation, groundwater mitigation techniques or an alternative building schedule during construction may be required.

If you have any questions about this report, or if we may provide other services to you, please contact us. As the project progresses, we will be available to answer questions.

Respectfully submitted,

JORGENSEN GEOTECHNICAL

Marlie Schell, M.S.
Geotechnical Design Engineer Technician

Dominique Brough, P.G.
Geotechnical Project Manager

Harrison Carter, P.E.
Geotechnical Project Manager

GEOTECHNICAL-ENGINEERING REPORT

Central Wyoming College Outreach Center
High School Road | Teton County, Wyoming



Prepared for:

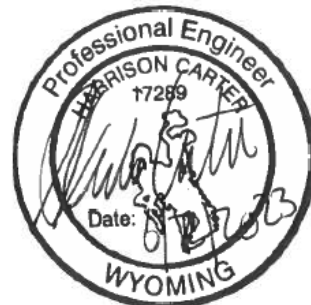
Central Wyoming College
Willie Noseep
2660 Peck Ave. MH 106F
Riverton, WY 82501

Prepared by:



JORGENSEN
GEOTECHNICAL, LLC

PO Box 9550
Jackson, WY 83002



June 2, 2023

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1.0 REPORT SUMMARY

Jorgensen Geotechnical (JG) explored subsurface conditions by excavating four (4) exploratory test pits on the subject site. Overall, the soils at the site consisted of sandy, coarse-grained gravels and cobbles overlain by topsoil. These soils are estimated to be alluvial in origin. Samples were obtained at the time of the exploration but due to their stony nature and our experience with similar soils in the area, the samples were not submitted for lab testing.

We identified the following as site-specific geotechnical-engineering considerations for this project site:

- site soils include coarse-grained alluvium
- the sandy alluvium appears to be adequate for the anticipated foundation loads,
- groundwater was not observed but is predicted to pose issues with design and construction depending on the time of year construction begins, and
- seismic and fault-related hazards exist – with the risk generally understood to be low.

2.0 INTRODUCTION

Jorgensen Geotechnical, LLC (JG), was commissioned by Central Wyoming College (CWC) to perform a subsurface exploration for the proposed college outreach building for CWC located along High School Road, in Teton County, Wyoming (Figure 1). Our specific scope of services is below. The purposes of the exploration were to provide information and geotechnical-engineering recommendations pertaining to:

- | | |
|---|--|
| ▪ Subsurface soil conditions | ▪ Evaluation of settlement potential |
| ▪ Groundwater conditions | ▪ Lateral earth pressures |
| ▪ Site preparation and earthwork | ▪ Foundation design and construction |
| ▪ Seismic site classification per the International Building Code | ▪ Slabs-on-grade design and construction |

The scope of services for this project included excavating and logging four (4) exploratory test pits to depths ranging from 7 to 8.5-ft below ground surface (bgs). Test pit locations were surveyed by Jorgensen and are shown in Figure 2. In addition, JG installed three (3) groundwater monitoring standpipes to facilitate groundwater monitoring during the spring 2023 runoff and summer irrigation season. A detailed description of the subsurface exploration and graphical logs are shown in Appendix A.

3.0 PROJECT DESCRIPTION

Preliminary plans provided by Prospect Architects dated July 2022 indicate the building and parking lot locations. We understand that the building location has changed, and the new location has yet to be determined at the time of this Report. We have assumed that building construction plans have not changed since July 2022, and that the project will consist of constructing a two-story, above grade, outreach building using a combination of slab-on-grade and crawlspace construction. We have assumed traditional timber-frame construction techniques.



4.0 SITE CONDITIONS

4.1 Description

JG developed the following description of the site based on site visits, meetings with CWC and the Architect, our review of available historical aerial imagery, and observations made during the subsurface exploration.

Item	Description
Location and Parcel Information	The site is located along High School Road, in Teton County, Wyoming. The lot is located on land previously utilized for agricultural purposes. Agriculture property borders the parcel to the east, south and west, and High School Road borders the parcel to the north. Various irrigation ditches run near or through the property.
Current Ground Cover	At the time of the exploration, ground cover consisted of moist soil with grass.
Existing Topography	According to the Teton County GIS Mapserver, the site is relatively flat with elevations ranging from 6,116 to 6,120-ft above sea level (AMSL). The site is situated approximately 1,800-ft west of Flat Creek and 2.5-mi east of the Snake River.
Geologic Setting	▪ The project site is found on the Geologic Map of the Jackson Quadrangle, Teton County, Wyoming (Love, 2004) which is adapted as Figure 1. The map shows the location of surficial deposits and geologic structures (i.e., faults and folds). The map indicates the project site is covered by Quaternary-aged flood plain deposits (Q_{fp}) deposits originating from the Snake River Floodplain. JG observed sandy gravels indicative of the alluvial deposits (Q_{al}) that are mapped further west from the project site. ▪ Bedrock was not encountered in any test pits during the subsurface exploration. The depth to bedrock is estimated to be deep. ▪ Numerous Quaternary faults (i.e., relatively young and potentially active) are mapped throughout the area, most notably, the Teton Fault and Phillips Valley Fault systems, approximately 7.5 miles northwest of the site (Zellman, 2019). Slip rates in the southern sections of Teton fault southern are typically ranging from 0.2 to 1 mm/year. The Phillips Valley Fault slip rate is less than 0.2 mm/yr. Older faults mapped nearby are believed to be old and inactive.



Figure 1: Site Location and Geologic Map

4.2 Subsurface Soil Conditions

Three soil layers were observed in all test pits; topsoil underlain by a gravel with silt and sand, with coarse grained sandy gravels and cobbles observed below the gravels with silt and sand, until termination of the test pits. To evaluate the site's soil-engineering properties, we developed a model consisting of three layers: a layer of topsoil, gravel with silt and sand, and stony coarse-grained alluvium. Detailed test pit logs are represented graphically in Appendix A.

Layer	Layer Name	Description
1	Topsoil	The topsoil consists of a sandy silt with 0-20% gravel by mass, extending from the ground surface to a depth of approximately 1.0 to 1.2-ft bgs.
2	Gravel with Silt and Sand	A gravel with silt and sand was logged in the field as slightly moist to moist, dark orangish brown, and medium dense. The soil was estimated in the field to comprise approximately 10% cobbles, 50% gravel, 30% sand with 20% fines (i.e., silt and clay). The gravel varied in thickness across the site from approximately 1.0-ft to 2.7-ft.
4	Coarse-grained Alluvium	Stony gravels and cobbles with sand were observed to underly the gravel with silt and sand, and extended to the bottom of all test pits, ranging from 7.0-ft to 8.5-ft bgs. In the field they were visually logged as moist, orangish brown, medium dense, clast-supported, and was observed to comprise 15% boulders and cobbles by volume, 60% gravel, 30% sand, and 10% clay and silt by mass.

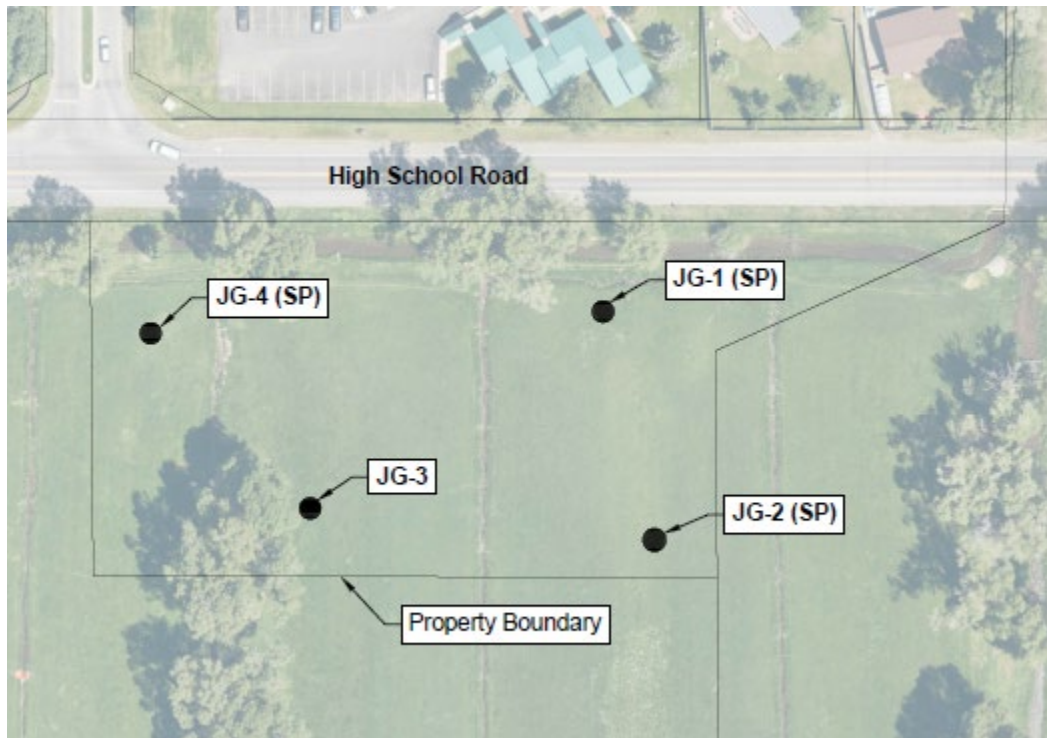


Figure 2: Test Pit and Standpipe Location Map

4.3 Groundwater

Groundwater was not encountered in any of the test pits at the time of excavation. May is predicted to be a time where seasonal runoff is beginning, but from past observations and measurements in the area, usually still considered low and peaks around mid-June. Groundwater levels fluctuate in response to seasonal snowmelt, local irrigation, and flow levels in nearby rivers and streams.

We expect groundwater to pose an issue with the proposed construction depending on the excavation depth and time of year foundation excavation is completed. If foundation excavation occurs during the spring and summer when groundwater levels are anticipated to be high, the contractor should be prepared to manage groundwater during excavation, possibly through a dewatering system. Additionally, if construction begins at a time of year when groundwater levels are high, compaction efforts may be difficult, if not impossible if groundwater is encountered within two-feet of bottom of the excavation due to the soil “pumping” during compaction. Dewatering efforts, if deemed necessary, should reduce the water level to a minimum of 4-feet below the bottom of the excavation.

Standpipe piezometers were installed in three of the four test pits during the subsurface exploration. They are indicated with the label “SP” on Figure 2. We proposed to use the standpipe piezometers to observe seasonal fluctuations in groundwater. Three data loggers from Heron Instruments were installed at the time of the subsurface exploration. The data loggers collect groundwater level data continuously and these data can be used to create a water level profile through the 2023 spring runoff and irrigation season. This method provides a continuous site-specific water level. These data will be collected during the spring and summer until groundwater levels begin to recede. We will conclude the monitoring no later than mid-autumn and submit a final groundwater monitoring report.



4.4 Earthquakes and Ground Shaking

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 earthquakes in western Wyoming (Case, 1997), implying the chance of major earthquakes is relatively high. The owner should be aware that in the event of a large magnitude earthquake (i.e., approximately 7.5), strong ground shaking, liquefaction, or slope movement could potentially cause damage to structures (Smith, et al., 1993).

Ground motion accelerations should be derived for the project site in accordance with the general procedure defined in the International Building Code (IBC). We assumed that the outreach center is classified as a Class III building per the IBC guidelines. The IBC references ASCE 7-16 to determine the ground motion accelerations. Based on subsurface soils, the mapped geology, and our experience in the area, the site is classified as Site Class D (“Stiff Soil”). For your convenience, Seismic Design Maps (SEAOC, 2019) values are summarized in Table 4-1.

Table 4-1: U.S. Seismic Design Maps Summary

Maximum Considered Earthquake (MCE) Spectral Response Acceleration Parameters			
Short Period (S_s) =		1.055	
1-Second Period (S_1) =		0.347	
Site Coefficients and Adjusted MCE Spectral Response Acceleration Parameters			
F_a = 1.078		S_{MS} = 1.137	
$*F_v$ = 1.953		$*S_{M1}$ = 0.678	
Design Spectral Response Parameters			
S_{DS} =		0.758	
$*S_{D1}$ =		0.452	
*Note: Values for F_v , S_{M1} , and S_{D1} were determined in accordance with Section 11.4.4 of ASCE 7-16. Per Section 11.4.8 of ASCE 7-16, if the proposed structure foundation will include seismic isolators or damping systems, a site response analysis shall be performed in accordance with Section 21.1.			

The project site is located in an area of moderate seismic activity. The current peak horizontal acceleration (PGA) with a probability of occurrence of 2% in 50 years is approximately 0.468g (SEAOC, 2019). This has been applied for the analysis of seismic lateral loading on retaining walls in Section 5.4.

The provisions of the IBC are intended to provide uniform levels of performance for structures depending on their intended occupancy and use, and the risk inherent to their failure. The approach adopted in the IBC is intended to provide a uniform margin of safety against collapse at the design motion. The design earthquake ground motion is selected at a ground shaking level that is 2/3 of the maximum considered earthquake (MCE) ground motion, which has a likelihood of exceedance of 2% in 50 years (corresponding to a return period of 2,500 years). The owner should be aware that the IBC is not intended to prevent damage or loss of function during a major earthquake; it is intended to reduce the risk of loss of life. Structural design should follow the level of risk tolerable to the owner.



4.5 Geologic and Geotechnical Hazards

4.5.1 Seismic and Fault Related Hazards

The owner should be aware that in the event of a large magnitude earthquake (i.e., approximately 7.5), strong ground shaking and ground cracking could potentially cause damage to structures (Smith, et al., 1993). The owner may wish to consider the option of carrying earthquake insurance in addition to homeowner's insurance. Surface rupture or displacement due to faulting is **unlikely**.

Loose, saturated sands and silty sand, and in some cases, silts and gravels may liquefy when exposed to seismic shaking. The gravels and cobbles observed throughout the site appear too stony and are unlikely to liquefy in a seismic event. Liquefaction at depth, if it were to occur, could cause minor differential settlement. However, liquefaction is unlikely to cause lateral spreading, which is major slope movement commonly responsible for catastrophic damage during earthquakes, at this relatively flat site. Slope instability associated with liquefaction (e.g., lateral spreading and lateral flow) are **not predicted to occur**.

5.0 GEOTECHNICAL RECOMMENDATIONS

5.1 Recommendations Overview

The topsoil and gravel with silt and sand represent a risk of potential settlement and foundations should not be placed in direct contact with them. If topsoil and gravel with silt and sand are found beneath foundation elements, they should be over-excavated and replaced with an approved structural fill to reduce the risk of future settlement. The coarse-grained stony alluvium underlying the gravel with silt and sand is estimated to be a suitable bearing layer.

5.2 Shallow Foundations

We recommend the following considerations for shallow foundation systems, assuming recommendations in the following sections for site preparation and compaction are followed:

Item	Description
Bearing Layer	Stony alluvial deposits and/or recompacted approved fill is anticipated to be an adequate bearing layer.
Settlement	Settlement greater than 1-inch is not anticipated if foundation elements are placed directly on native stony alluvium or compacted approved engineered fill.
Bearing Capacity^{1,2,3,4}	Allowable bearing capacity of the stony alluvial deposits or recompacted fill is 5,500 psf.
Frost Depth	Footings should be placed at a minimum depth of 34 inches below finished grade, with a minimum foundation exposure of 6 inches above finished grade.
Ultimate Soil Friction	$\tan(30^\circ) = 0.58$ – for the interface of cast-in-place concrete on structural fill

1. Assuming a footing width of 2-ft, placed 3-ft below existing grade, with groundwater 3-ft below final grade. Groundwater conditions will be verified during 2023 groundwater monitoring effort.
2. Soil parameters were derived based on visual soil classification.
3. Bearing capacity of soil refers to its ability to resist shear failure under load and was calculated using Terzaghi's bearing capacity equation for isolated strip footings (Bowles, 1996).
4. If footing size and depth differs remarkable from these assumptions, this office should be notified to evaluate our recommendations.



5.3 Earthwork

5.3.1 Site Preparation

Prior to the placement of any fill, foundation elements, or slabs, the site should be cleared and stripped of topsoil and all organic debris. No brush, roots, frozen material, or other deleterious or unsuitable materials shall be incorporated in the foundation subgrade or structural fill. All exposed subgrade surfaces should be free of mounds and depressions which could prevent uniform compaction. If unexpected fills or obstructions are encountered during site clearing or excavation, such features should be removed, and the excavation thoroughly cleaned prior to backfill placement and/or construction.

During the excavation, the excavation equipment may disturb and loosen the surface of the **native subgrade**. All disturbed areas should be compacted with a smooth-drum vibratory roller, in vibratory mode with a minimum of three passes, prior to the placement of structural fill and foundation construction. The actual number of passes should be determined by observing whether the surface is yielding after each pass. If the surface appears to be yielding, the number of passes should be increased until a non-yielding condition is observed and approved by a representative of this office.

5.3.2 Fill Material Types

Engineered fill to replace any unsuitable material may consist of imported or approved site derived, stony material (i.e., “pit-run” or similar). Structural fill will compact into a dense strong state, with minimal settlement anticipated

Approved coarse-grained stony alluvium or imported pit run may be used for the following:

- Exterior backfills
- Utility trench backfill
- General grading
- Subbase under interior and exterior slabs
- Under foundation elements

Non-structural fill may consolidate and should not be used to support foundation elements, but can be used for non-load supporting applications. Approved site-derived non-structural soil – including the silty and sandy gravels – may be used for the following:

- Exterior backfill
- Utility trench backfill
- General grading

5.3.3 Final Backfilling and Grading

Properly compacted backfill and site drainage are important. Stony fill (e.g., site-derived sandy gravel and cobble alluvium or imported “pit-run”) will compact into a dense, strong, well-draining engineered fill, and strict moisture control is usually not required, making it a preferred alternative for many contractors for exterior backfills, utility trenches, and subbase under interior and exterior slabs.

Exterior backfills should be placed as early as possible. However, do not over-compact exterior backfills against “green” foundation walls. Utility trenches should also be backfilled in lifts and compacted. Stony soils will require a vibrating smooth-drum roller or vibratory plate (i.e., hoe-pack or “jumping jack”) for compaction.



5.3.4 Compaction

Compaction testing of stony soils, or “pit-run,” with a nuclear density gauge is usually problematic due to the presence of large stones. Therefore, we recommend compacting stony fills using a **method specification**, for which Table 5-1 provides initial guidelines.

Table 5-1: Compaction Parameters for Stony Fill

Compactor Type	Lift Thickness	Maximum Particle Size	Minimum Number of Passes ¹
5-ton vibratory	12 inches	9-inch ²	3
1.5-ton vibratory	9 inches	6-inch	5
Hand-held	4 inches	4-inch	5

1. The actual number of passes should be determined by observing whether the surface is yielding after each pass. If the surface appears to be yielding, the number of passes should be increased until a non-yielding condition is observed.
2. Occasional clasts to 12-inch are permitted, if encountered, but should not be nested.

The method specification may be established as follows:

- The contractor will place fill in loose lifts no greater than specified in Table 5-1 for whichever class of compactor is used.
- Fill will be compacted with the *minimum* number of passes specified in Table 5-1. The actual number of passes should be determined by observing compaction after each pass to determine if the surface is non-yielding. If the fill surface appears to be yielding, the number of passes should be increased until a non-yielding condition is observed.
- Once the number of passes is determined, this **method** (unique to the material type, compactor, lift thickness, and number of passes) may be continued for the rest of the project as long as fill material properties and subgrade soil conditions remain the same.

It is important to establish a method specification as early in the construction as possible and apply it consistently for the entirety of the project. JG should observe lift thickness, number of passes, and equipment used during compaction. Additional guidance on construction observations may be found in Section 5.3.9.

5.3.5 Compaction Requirements

We recommend the compaction and moisture requirements for site-derived or imported “pit-run” meet the minimum compaction requirement of a non-yielding condition and typical moisture of 6-8%. Clean stone stony soils are typically moisture insensitive and field observations are usually adequate to estimate when soils achieve the proper moisture.

We recommend compaction of fills be observed and tested during construction. If stony fill is not observed to be in a non-yielding condition, the area represented by the test should be reworked and retested as required to meet the requirements.

5.3.6 Crawlspace Ventilation and Radon

Evaluation of radon was beyond the scope of work; local codes should be followed and specialty contractors employed, if necessary. The building contractor is ultimately responsible for following local building codes. Ventilation to reduce moisture and potential accumulation of radon gas is required by



code for habited and inhabited spaces below grade. A capillary break layer, as described in Section 5.5.1, may also accommodate a radon vent pipe.

5.3.7 Reinforcing, Utilities Testing, and Concrete Considerations

Footings, slabs, and foundation walls should be reinforced to resist differential movement. Consultation with a Structural Engineer to specify adequate reinforcement is suggested. Water and sewer lines should be pressure tested before backfilling. Exterior concrete should contain 5% to 7% entrained air. **Note:** Minor cracks in the foundation walls, floor slabs, and sheetrock are normal and should not be a cause for concern.

5.3.8 Excavation and Cut Slope Stability

OSHA regulations (29CFR1926) appear to classify the fissured loess at the site as Type C soil. For planning and design purposes, simple cut slopes should be no steeper than 1.5H:1V. According to OSHA, any cut slope greater than 20 feet in height requires additional analysis. These recommendations are based on observations made at the time of the site exploration. The contractor shall be responsible for adherence to OSHA and other safety regulations by observing soil conditions at the time of construction.

5.3.9 Observation during Construction

Recommendations in this report are contingent upon our involvement. If any unexpected soils or conditions are revealed during construction, this office should be notified immediately to survey the conditions and make necessary modifications. All excavations and foundation subgrades should be observed by a representative of JG prior to fill or concrete placement, especially if questionable materials are exposed. Notice shall be provided at a minimum of 24 hours before the requested observation.

We are able to provide the most value observing site conditions at the following times:

1. Upon completion of site preparation to verify all organics and unsuitable material have been removed in accordance with Section 5.3.1,
2. Upon completion of the over-excavation (Section 5.3.2) to verify soil conditions and to confirm the use of a separation fabric, and
3. Observe placement and compaction of fill and aid in the development of a method specification, Section 5.3.5.

5.4 Lateral Earth Pressures

Lateral pressures were calculated using methods suggested by Bowles (1996) for at-rest, active, and passive conditions and are presented in Table 5-2. These values assume native coarse-grained material will be used as non-structural backfill. We have assumed an estimated internal friction angle of 35° and a unit weight of 135 pcf, based on visual classification of soils (CANMET, 1982). Calculations assume level backfill against foundation walls or retaining walls.



Table 5-2: Lateral Pressure Parameters for Compacted Coarse-grained Alluvium

Condition	Coefficient of Earth Pressures	γK (equivalent fluid pressure)
Static Conditions Level Backfill	$K_o = 0.43$ $K_a = 0.27$ $K_p = 3.69$	58 pcf 37 pcf 498 pcf
Earthquake Conditions Level Backfill	$K_{ae} = 0.43$ $K_{pe} = 3.20$	57 pcf 432 pcf

Lateral earth pressure design will be estimated based on the concept of equivalent fluid pressures, in which the soil pressure-distribution is triangular against the foundation or retaining wall. The following sections summarize each design situation.

5.4.1 Active Pressures

Application	Retaining walls, which are allowed to deflect and develop an active soil wedge
Resultant Force Calculation	$\frac{1}{2} \gamma K_a H^2$; pounds per horizontal foot of wall
Resultant Force Location	one-third the wall height ($1/3 H$) above the base
Seismic Acceleration¹	$k_h = 0.234g$ ($\frac{1}{2}$ PGA) per the SEAOC (2019)
Seismic Calculation Basis	Mononobe-Okabe equations (Bowles, 1996)
Seismic Resultant Force	$\frac{1}{2} (\gamma K_{ae} - \gamma K_a) H^2$; pounds per horizontal foot of wall
Seismic Resultant Force Location²	Applied at 60% of the wall height above the base

1. Because the maximum acceleration occurs only briefly during an earthquake, it is common practice when designing dams and other earth structures to reduce the design acceleration to $\frac{1}{2}$ of the maximum design acceleration (Hynes-Griffin and Franklin, 1984).
2. Research has indicated that lateral pressures due to earthquakes are non-hydrostatic in distribution, and the resultant acts above the lower third-point of the wall (Bakeer, et al, 1990).

5.4.2 At-Rest Pressures

Application¹	Basement walls, or other walls which are restrained and not allowed to deflect
Resultant Force Calculation	$\frac{1}{2} \gamma K_o H^2$; pounds per horizontal foot of wall
Resultant Force Location	One-third the wall height ($1/3 H$) above the base

1. Design control of such walls shall be whichever generates the higher resultant force: at-rest pressures or active seismic pressures.



5.4.3 Passive Pressures

Application¹	Toe of retaining walls where the wall is allowed to move away from retained soil
Resultant Force Calculation	$\frac{1}{2} \gamma K_p H^2$; pounds per horizontal foot of wall
Resultant Force Location	One-third the wall height ($\frac{1}{3} H$) above the base
Seismic Acceleration	$k_h = 0.234g$ ($\frac{1}{2}$ PGA) per the SEAOC (2019)
Seismic Calculation Basis	Mononobe-Okabe equations (Bowles, 1996)
Seismic Resultant Force Location²	One-third the wall height ($\frac{1}{3} H$) above the base

1. Passive pressure design should neglect loose fill and soil located within the frost zone.

5.5 Slabs-on-Grade

5.5.1 Interior Slabs-on-Grade

Interior slabs should be at least 4 inches thick, and any slabs bearing vehicles should be at least 6 inches thick, or as approved by a Structural Engineer. Minor floor cracking of slab-on-grade construction is difficult, if not impossible, to prevent. Such cracking is normal and should be expected to occur with time. Buildings are almost never free of cracks, and cracking is caused by many factors other than soil movement, such as concrete shrinkage or curling, or daily and seasonal variability in temperature and humidity.

An impermeable layer (usually plastic) is suggested beneath interior slabs, underlain by 4 inches of clean drain gravel that will act as a capillary break to reduce dampness. Two options are available to reduce the tendency for the concrete to crack or curl as it dries:

1. A blotter layer may be placed under the slab. In the past, loose sand has been used for this purpose, but is no longer recommended. A cover of 4 inches of trimmable, compactible, granular material may be placed over the impermeable layer to receive the concrete slab. This material usually consists of “crusher run material”, which varies in size from about 1.5-inch down to rock dust. Alternatively, 3 inches of compacted, fine-graded material such as crusher fines or manufactured sand may be used.
2. The blotter layer may be eliminated if the concrete is reinforced properly. The attached article entitled “Controlling Curling and Cracking in Floors to Receive Coverings” provides a discussion of proper floor slab reinforcement. If the contractor needs additional guidance on reinforcement, a Structural Engineer should provide it.

Three articles from the American Concrete Institute (ACI) that discuss these options can be found in the references section (ACI, 1997; Suprenant and Malisch, 1998 & 1999). We are able to offer additional guidance if requested.

5.5.2 Exterior Slabs-on-Grade

Exterior slabs (e.g., sidewalks, patios, driveways, etc.) typically sustain the greatest damage. Cracking is almost impossible to avoid, and freeze-thaw adds to the difficulty caused by soil movement. Performance



of exterior slabs in areas underlain by topsoil or the gravels with silt and sand will be improved by over-excavation and replacing it with “pit-run” or approved site derived material compacted per Section 5.3.5. A minimum 6-inch road mix gravel (e.g. WYDOT Grading H) is recommended be placed and compacted directly below the slab. Prior to placement and compaction of the gravel, the surface of the exposed excavation should be separated from the sandy alluvium using a non-woven separation fabric (e.g., Mirafi 140N).

Exterior slabs should be at least 4 inches thick, 6 inches if supporting vehicles, or as directed by the Structural Engineer. Exterior slabs should not be tied to foundation walls. Any movement of exterior slabs may be transmitted to the foundation walls, resulting in damage. Posts for patios or other exterior columns should not bear on exterior slabs. If the slabs settle or rise, the movement can be transmitted to the post, resulting in damage to the structure. Landscaping elements placed on topsoil and/or sandy alluvium may experience settlement.

6.0 LIMITATIONS

This report has been prepared based on a 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 under similar conditions. No other warranty is made or implied.

This report is site-specific and has been prepared in support of the proposed project. The report is for the sole use of the current property owner and their design and construction team, and shall be considered non-transferable to future property owners without the written consent of Jorgensen Geotechnical. Under no circumstances are the figures and text to be used separately.

7.0 REFERENCES

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APPENDIX A

Site Exploration Procedures and Subsurface Exploration Logs



Field Exploration: Excavated Test Pits

Test Pit Locations and Elevations

Test pit locations were determined by Jorgensen Geotechnical (JG) staff to characterize the four corners of the property. Locations of the test pits are presented on Figure 2. The accurate location and elevation of each test pit and standpipe were surveyed by Jorgensen Associates.

Subsurface Exploration Procedure

JG conducted a site exploration on May 4, 2023. The test pits were excavated to approximately 7 to 8.5-ft below the existing ground surface (bgs). Test pit locations were chosen to bracket the site. Soil type, consistency, and relative moisture content were observed and documented by JG personnel. Samples were not collected during the exploration due to the stony soil conditions encountered and out experience with similar soils. The location of the outreach center was unknown at the time the exploration was performed. Test pits were backfilled immediately after they were logged.



Photo 1: Typical Test Pit Excavation

Test Pit Logs

Field data were digitally collected in the field using the application pLog on a tablet. Draft logs were reviewed in the office, and final versions are presented below. The final logs represent JG's interpretation of the subsurface soil conditions, and, although site conditions appear consistent across the property, actual soil conditions may differ from those observed in the test pits.



Photo 2: Groundwater monitoring piezometer installation JG-2



Photo 3: Test Pit JG-4

Project Name: Central Wyoming College

Project Location: High School Road, Teton County, Wyoming

Client: CWC

Logged By: Marlie Schell

Checked By: HC

Project Number: 22070

Latitude: 43.458228

Longitude: -110.804581

Elevation: 6112.55

Date Started: May 04 2023

Completed: May 04 2023

Notes:

Contractor: Fish Creek Excavation

- Backfilled with spoils

Equipment: John Deere 310SJ

- Stopped due to test pit wall

	At time of excavation	not encountered

- stopped
- collapse

Depth	Graphic	Sampler Type	Number	Pocket Pen (tsf)	Classification	Material Description	Moisture Content (%)	Dry Unit Wt. (pcf)	Atterberg Limits			Well
									Liquid Limit	Plastic Limit	Plasticity Index	
1			HG-1	1.00		SANDY SILT (ML): slightly moist, dark brown, medium stiff, homogeneous, 25 % sand, 75 % fines, low plasticity, Worm casts and heavy roots [TOPSOIL].						
2						Well-Graded GRAVEL with Silt and Sand (GW-GM): slightly moist to moist, dark orangish brown, medium dense, clast supported, 10% cobbles, 50 % gravel, 30 % sand, 20 % fines, rounded, well graded, [ALLUVIUM].						
3						Well-Graded GRAVEL with Sand (GW): moist, orangish brown, medium dense, clast supported, 15% cobbles, 60 % gravel, 30 % sand, 10 % fines, rounded, well graded, [ALLUVIUM].						
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14												

Depth	Graphic	Sampler Type	Number	Pocket Pen (tsf)	Classification	Material Description	Moisture Content (%)	Dry Unit Wt. (pcf)	Atterberg Limits			Well
									Liquid Limit	Plastic Limit	Plasticity Index	
1						SANDY SILT with Gravel (ML): slightly moist, dark brown, medium stiff, homogeneous, 20 % gravel, 15 % sand, 65 % fines, low plasticity, Worm casts and heavy roots [TOPSOIL].						
2						Well-Graded GRAVEL with Silt and Sand (GW-GM): slightly moist to moist, dark orangish brown, medium dense, clast supported, 10% cobbles, 50 % gravel, 30 % sand, 20 % fines, rounded, well graded, [ALLUVIUM].						
3						Well-Graded GRAVEL with Sand (GW): moist, orangish brown, medium dense, clast supported, 15% cobbles, 60 % gravel, 30 % sand, 10 % fines, rounded, well graded, cobbles increase in size with depth [ALLUVIUM].						
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13												
14												

Project Name: Central Wyoming College

Project Location: High School Road, Teton County, Wyoming

Client: CWC

Logged By: Marlie Schell

Checked By: HC

Project Number: 22070

Latitude: 43.457792

Longitude: -110.805227

Elevation: 6111.44

Date Started: May 04 2023

Completed: May 04 2023

Notes:

Contractor: Fish Creek Excavation

- Backfilled with spoils

Equipment: John Deere 310SJ

- Stopped due to test pit wall collapse

At time of excavation	not encountered
1. ☒ Yes 2. ☐ No	1. ☐ Yes 2. ☒ No

Depth	Graphic	Sampler Type	Number	Pocket Pen (tsf)	Classification	Material Description	Moisture Content (%)	Dry Unit Wt. (pcf)	Atterberg Limits			Well
									Liquid Limit	Plastic Limit	Plasticity Index	
1						SANDY SILT with Gravel (ML): slightly moist, dark brown, medium stiff, homogeneous, 20 % gravel, 15 % sand, 65 % fines, low plasticity, Worm casts and heavy roots [TOPSOIL].						
2						HG- 1						Well-Graded GRAVEL with Silt and Sand (GW-GM): slightly moist to moist, dark orangish brown, medium dense, clast supported, 10% cobbles, 50 % gravel, 30 % sand, 20 % fines, rounded, well graded, [ALLUVIUM].
3												Well-Graded GRAVEL with Sand (GW): moist, orangish brown, medium dense, clast supported, 15% cobbles, 60 % gravel, 30 % sand, 10 % fines, rounded, well graded, cobbles increase in size and moisture increases with depth [ALLUVIUM].
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Project Name: Central Wyoming College

Project Location: High School Road, Teton County, Wyoming

Client: CWC

Logged By: Marlie Schell

Checked By: HC

Project Number: 22070

Latitude: 43.458152

Longitude: -110.805541

Elevation: 6113.15

Date Started: May 04 2023

Completed: May 04 2023

Notes:

Contractor: Fish Creek Excavation

- Backfilled with spoils

Equipment: John Deere 310SJ

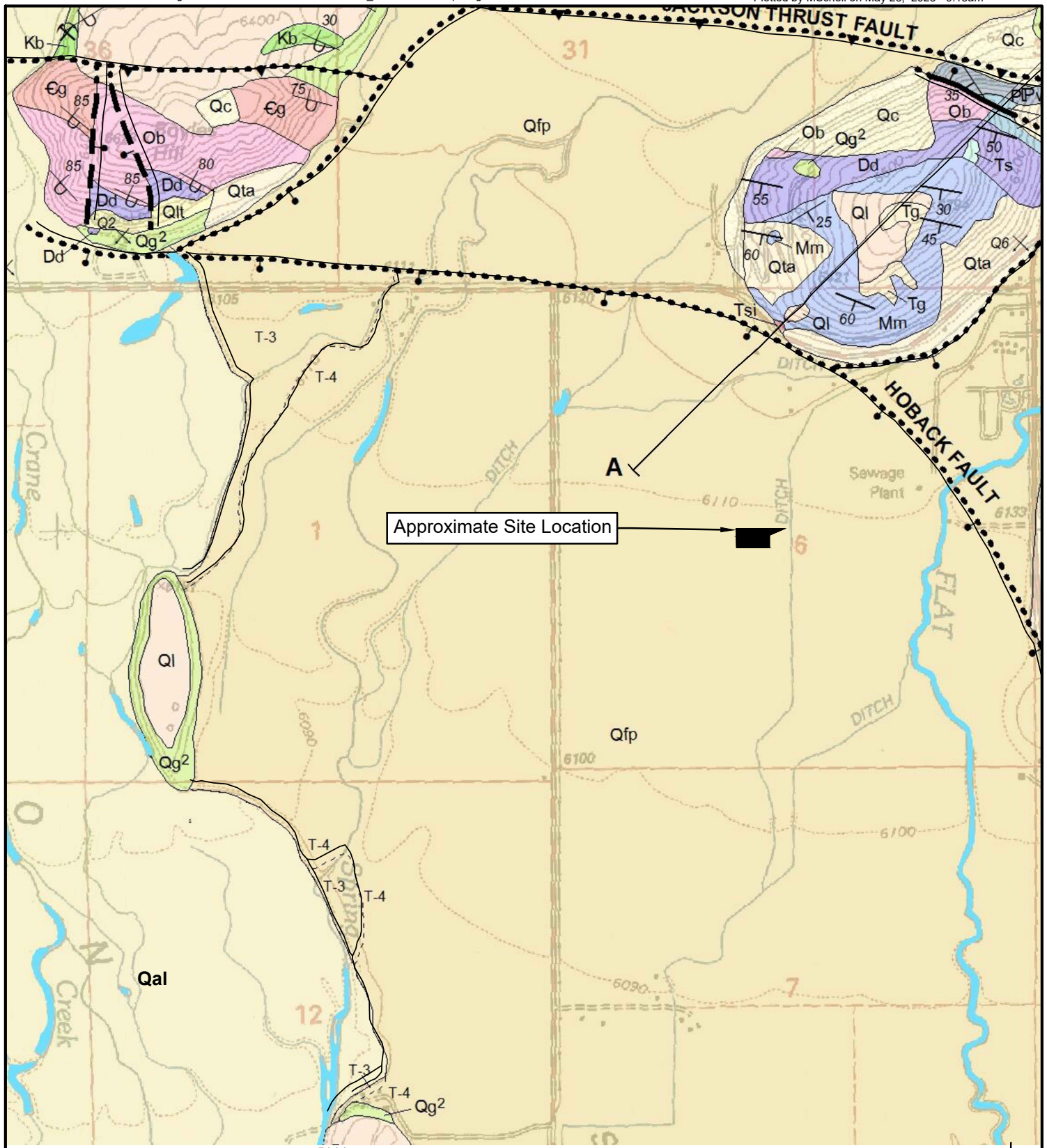
- Stopped due to test pit wall collapse

	At time of excavation	not encountered

Depth	Graphic	Sampler Type	Number	Pocket Pen (tsf)	Classification	Material Description	Moisture Content (%)	Dry Unit Wt. (pcf)	Atterberg Limits			Well
									Liquid Limit	Plastic Limit	Plasticity Index	
1						SANDY SILT (ML): slightly moist, dark brown, medium stiff, homogeneous, 20 % gravel, 15 % sand, 65 % fines, low plasticity, Worm casts and heavy roots [TOPSOIL].						
2						Well-Graded GRAVEL with Silt and Sand (GW-GM): slightly moist to moist, dark orangish brown, medium dense, clast supported, 10% cobbles, 50 % gravel, 30 % sand, 20 % fines, rounded, well graded, rough transition zone to the more sandy alluvial layer [ALLUVIUM].						
3						Well-Graded GRAVEL with Sand (GW): moist, orangish brown, medium dense, clast supported, 15% cobbles, 60 % gravel, 30 % sand, 10 % fines, rounded, well graded, cobbles increase in size and moisture increases with depth [ALLUVIUM].						
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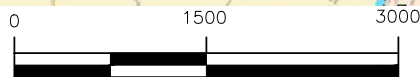
APPENDIX B

Figures



Approximate Site Location

A



SCALE: 1 INCH = 1500 FEET

THIS SCALE VALID ONLY FOR 8.5x11 PRINTS

Map symbols: Qal - Alluvium - stream and river deposits
Qfp - Flood Plain Deposits - sand, silt and clay
Ql - Loess - silt

Love and Albee, Geologic Map of the Jackson Quadrangle, 2004.

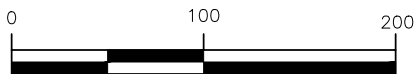
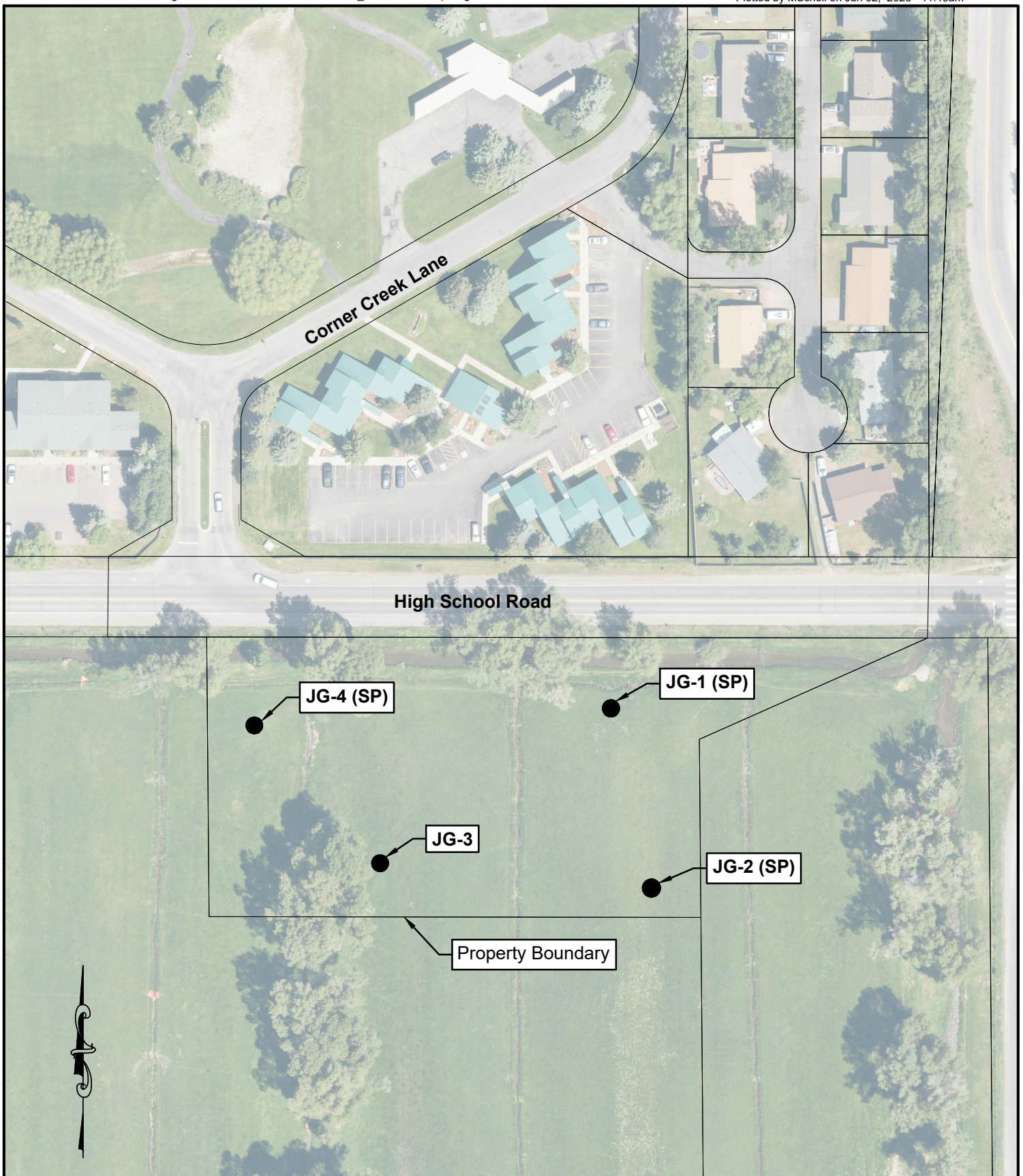
DRAFTED BY: MS
REVIEWED BY: HC
PROJECT NUMBER
22070

SHEET TITLE:
Figure 1
Site Location and
Geologic Map

PROJECT TITLE:
Geotechnical-Engineering Report
Central Wyoming College
Teton County, Wyoming



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SCALE: 1 INCH = 100 FEET

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Test pit (JG-x) and standpipe (SP) locations are accurate and were surveyed by Jorgensen Associates.

DRAFTED BY: MS
REVIEWED BY: HC
PROJECT NUMBER
22070

SHEET TITLE:
Figure 2
Test Pit and Standpipe
Location Map

PROJECT TITLE:
Geotechnical-Engineering Report
Central Wyoming College
Teton County, Wyoming



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November 15, 2023

Central Wyoming College
Attn: Willie Noseep
2660 Peck Ave. MH 106F
Riverton, WY 82501

**RE: GROUNDWATER MONITORING REPORT, JACKSON OUTREACH CENTER, CENTRAL WYOMING
COLLEGE, HIGH SCHOOL ROAD, TETON COUNTY, WYOMING
PROJECT NO: 22070**

Dear Mr. Noseep,

We are pleased to submit this report summarizing the results of the 2023 spring and summer groundwater monitoring for the proposed college outreach center of the Central Wyoming College (CWC) along High School Road in Teton County, Wyoming.

Two Heron Instrument groundwater dataloggers were installed in groundwater monitoring standpipe piezometers JG-1 and JG-4 on May 4, 2023, at depths of 7.5-ft and 6.0-ft below the existing ground surface (bgs), respectively. Approximate locations of the standpipe piezometers are shown on the attached Figure 1.

Once the dataloggers were installed, groundwater data was collected every four hours for approximately 4.5 months until the data was downloaded on October 13, 2023. A manual measurement was taken on May 4, 2023, and August 14, 2023, to supplement and verify data from the loggers. One datalogger (JG-1) stopped recording in August for unknown reasons. The dataloggers can only record groundwater levels when they are submerged, so the "flat line" on the attached groundwater plots represent dry conditions, where groundwater is deeper than the dataloggers installation depth. These readings represent conditions at the site prior to when local irrigation practices occur.

Elevations are estimated based on approximate standpipe locations and topographic data provided by Jorgensen Associates. General fluctuations in groundwater levels during the monitoring period appear consistent between JG-1 and JG-4. Peak groundwater levels were recorded on July 5, and July 4, 2023 in monitoring piezometers JG-1 and JG-4, respectively. Peak groundwater levels are summarized in Table 1 below and shown graphically on the attached plots.

Table 1: Groundwater Data Summary

	JG-1	JG-4
Instrument Depth (Feet below ground surface)	7.5	6.0
Date of Peak Groundwater	7/5/2023	7/4/2023
Peak Recorded Groundwater (Feet below ground surface)	3.13	3.21
Peak Recorded Groundwater* (Based on surveyed elevation)	6109.4	6109.9

These data consist of recordings in spring and summer 2023 only and may not be representative of all possible groundwater conditions. It is prudent to take a conservative approach to site groundwater levels as they tend to fluctuate seasonally; 2023 likely does *not* represent the highest possible groundwater levels.

If you have any questions, please contact our office. We are happy to provide additional observations and recommendations as the project progresses.

Respectfully submitted,
Jorgensen Geotechnical, LLC

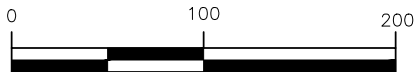
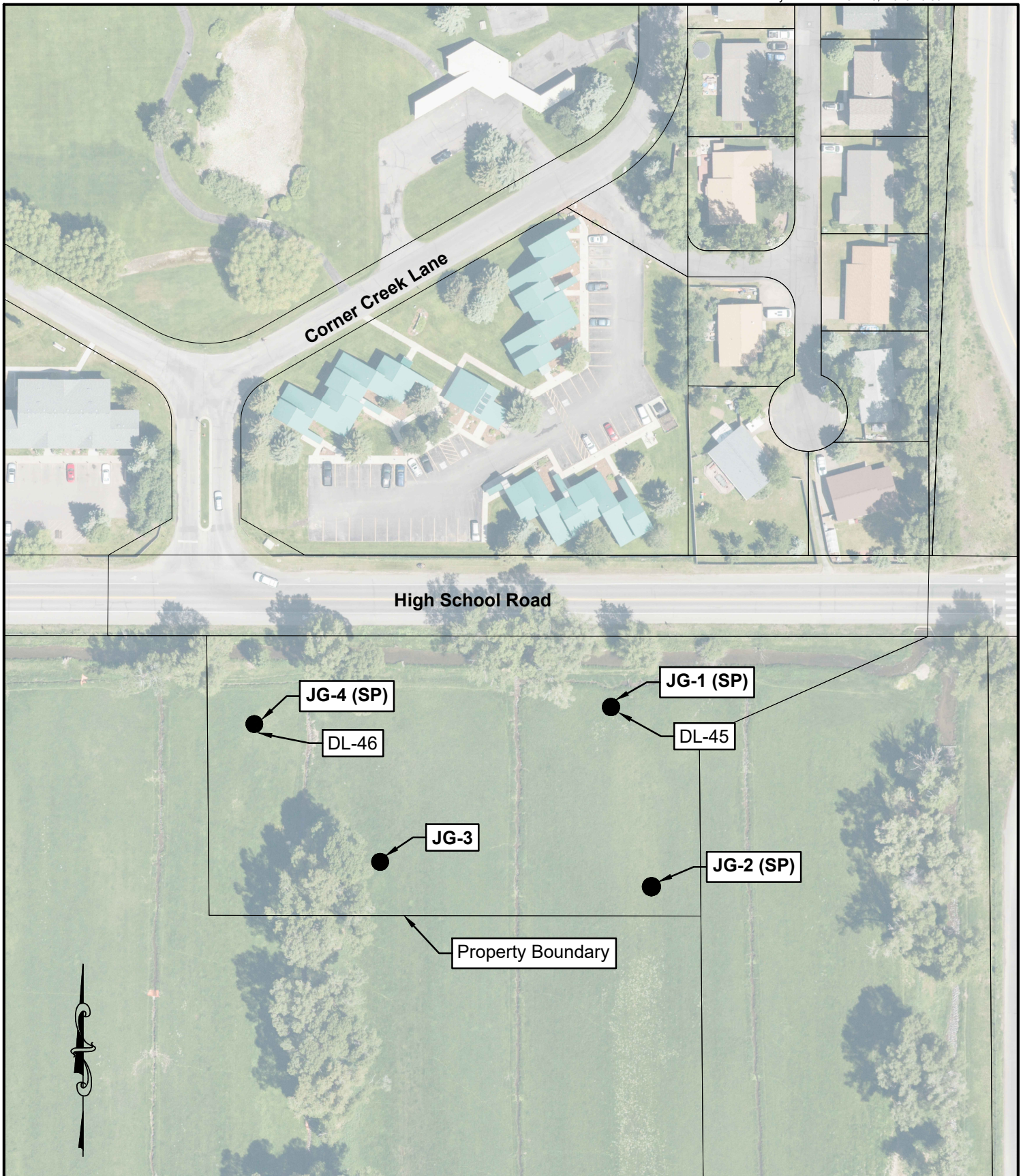


Marta Bollinger
Engineer Intern



Harrison Carter, P.E.
Geotechnical Project Manager

Attached: Figure 1 – Groundwater Monitoring Well Location Map
 Plot of Groundwater Depth Below Ground Surface
 Plot of Approximate Groundwater Elevation



SCALE: 1 INCH = 100 FEET
THIS SCALE VALID ONLY FOR 8.5x11 PRINTS

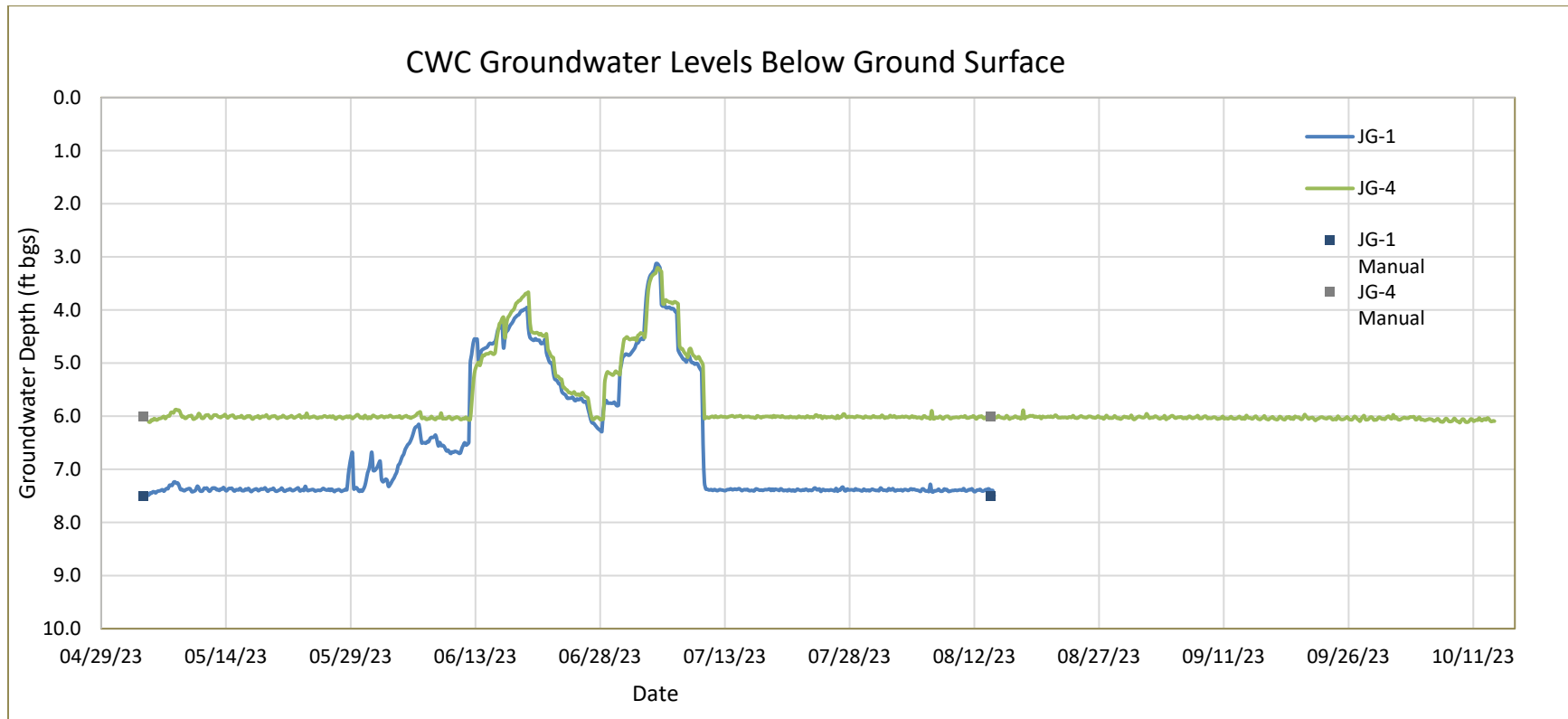
Test pit (JG-x) and standpipe (SP) locations were surveyed by Jorgensen Associates. DL-xx indicates a datalogger was installed in the standpipe.

DRAFTED BY: MS
REVIEWED BY: HC
PROJECT NUMBER
22070

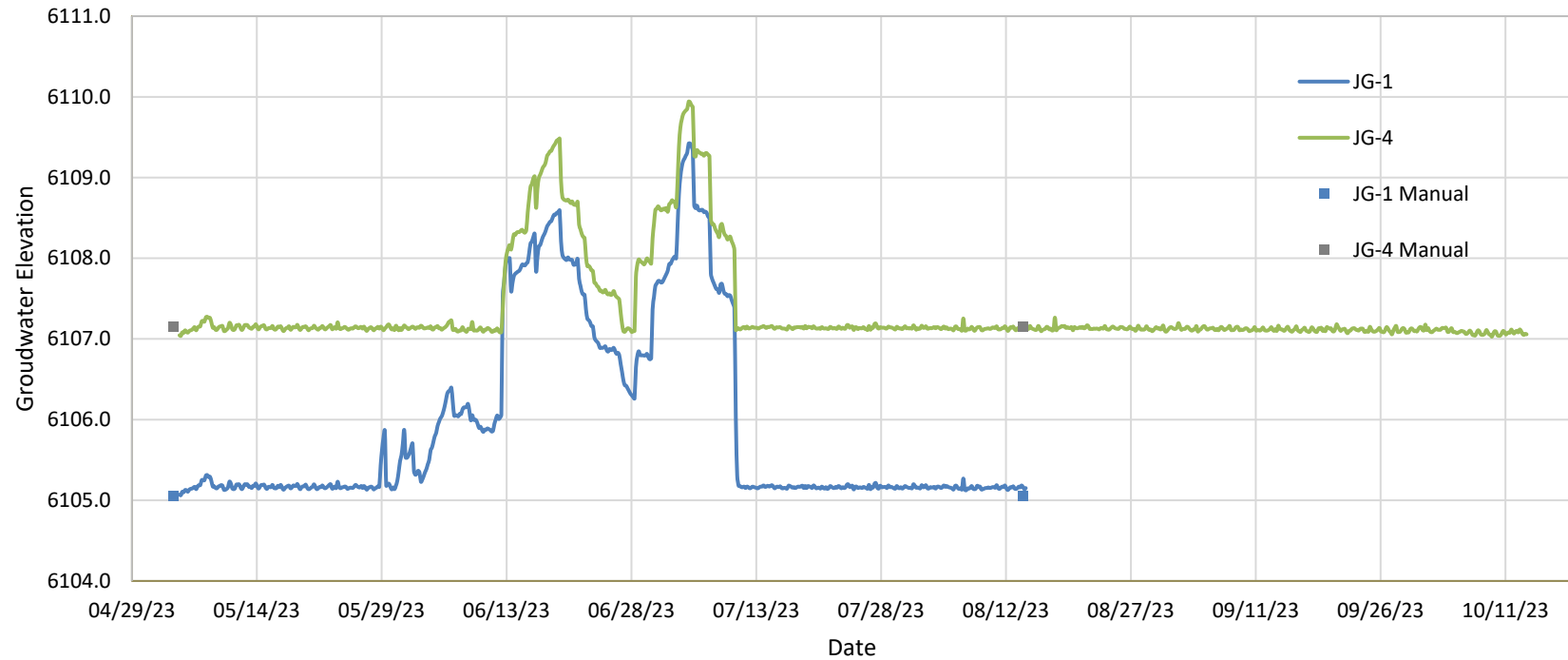
SHEET TITLE:
Figure 1
Test Pit and Standpipe
Location Map

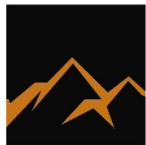
PROJECT TITLE:
Groundwater Monitoring Report
Central Wyoming College
Teton County, Wyoming

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CWC Groundwater Elevations





MEMORANDUM

TO: Erin Monroe/Teton County Planning
FROM: Reed Armijo, PE
DATE: October 10, 2022
SUBJECT: CWC Traffic – High School Road Location
PROJECT NO.: 22070.00

On December 30, 2019, Jorgensen Associates, Inc. (Jorgensen) completed a detailed Traffic Impact Study (TIS) for the Central Wyoming College (CWC) – Jackson Campus. The TIS was prepared for a location east of the revised proposed location. This study was prepared as a comprehensive TIS in accordance with Teton County LDR's and the WYDOT Traffic Studies Manual, March 2011 Edition. The TIS is attached to this memo. The purpose of this memo is to summarize how the TIS applies to the revised proposed location.

The previous location was a parcel of land approximately 1,500 feet east of the revised proposed location. Both locations would take access from High School Road with the previous location taking access from an intersection that aligns with Gregory Lane. The revised proposed location's access is proposed for an intersection that aligns with Corner Creek Lane. The discussion below follows the sections outlined in the TIS addressing the revised location.

Study Area- The study area remains the same, as the TIS analyzed the complete length of High School Road, including the new location.

Methodology – The methodology utilized for the TIS followed acceptable TIS practices and conformed with the Teton County and WYDOT regulations and requirements.

Past Studies - The past studies referenced in the TIS are applicable to the new location.

Existing Land Use and Transportation System – The existing land use of the new location is the same as the previous location. The intersection for the revised proposed location's access will now be aligned with High School Road and Corner Creek Lane.

Proposed Conditions - The proposed conditions remain unchanged as CWC's program remains the same. The building itself is identical to the building proposed for the previous location.

Trip Generation – Because the program is unchanged, the trip generation is the same. The background generation and annual growth rates remain applicable.

Trip Distribution – The TIS assumed that the 2021 and 2031 ingress/egress traffic of the CWC Campus follows the same traffic trends of the existing transportation network. The 2021 baseline and buildout trip

distribution conditions were evaluated for AM, PM and School PM peak hours. These assumptions remain valid for the new location.

Traffic Analysis – The new location will have lesser traffic impacts than the previous location. The average daily traffic volumes on the High School Road segment of the new CWC location are less than half (3,330 vehicles per day) compared with those at the previous location (7,470 vpd). In addition, the previous location intersected High School Road at the Gregory Lane intersection. This intersection has the lowest level of service of any intersection along High School Road. The traffic volumes on Corner Creek Lane are substantially less than Gregory Lane. This in conjunction with the lower traffic volume on this segment of High School Road will have lesser traffic impacts than the previous location.

Other Considerations – As with the previous location, the revised proposed location will be conducive in meeting the goals of the *Jackson/Teton Integrated Transportation Plan* adopted by the Teton County Board of County Commissioners and Jackson Town Council in 2015 for encouraging multi-modal shifts of trips (vehicle, pedestrian, bike, and transit) based upon its proximity to schools, grocery shopping, and other trips for basic and essential services.

Conclusion – The revised proposed location of the CWC - Jackson Campus, from the previous location that the TIS was based on, will have less traffic impacts on High School Road.

Please contact me if you have any comments or questions.

Kristi Malone

From: Reed Armijo <ramijo@jorgeng.com>
Sent: Friday, December 27, 2019 4:13 PM
To: Kristi Malone
Cc: Amy Ramage; Jazmine Watson; Brendan Schulte; Hayley Ruland
Subject: ZMA2019-0003 CWC Traffic Impact Study
Attachments: Response to TC Engineer Comments.pdf; Response to TCSD Comments.pdf; 12-27-2019_19037_CWC_Traffic Impact Statement (1).pdf

[**NOTICE:** This message originated outside of the Teton County's mail system -- **DO NOT CLICK** on links or open **attachments** unless you are sure the content is safe.]

Kristi –

Hope you've had a great holiday! Enclosed please find the updated TIS to address comments received. Please note that we have also included responses to TC Engineering and TCSD comments. The WYDOT responses are incorporated in the document as that is where Darin Kaufman/WYDOT included his.

Please note that I have referenced the appendices to "available upon request" to keep this in the 45 page range and not the 160 page range!

Please let me know if you have any comments or questions and have a Happy New Year.

Reed

Reed Armijo P.E.

Principal Engineer

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Jackson, WY 83002

TEL: (307) 733-5150 x314

CELL: 307.413.6501

ramijo@jorgensenassociates.com



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December 27, 2019

Ms. Amy Ramage, P.E.
Teton County Engineer
PO Box 3594
Jackson, Wyoming 83001

Via E-mail: aramage@tetoncountywy.gov

RE: ZMA2019-0003 CWC Rezone Application – Traffic Impact Study Review Comments Response

Dear Ms. Ramage,

Thank you for meeting with us regarding the CWC traffic study and for the feedback provided in your December 4th, 2019 Traffic Impact Study Review. This letter addresses those comments. Please see below for your comments and our responses, provided in red:

Comment:

POINT OF ACCESS

There are 3 identified locations for points of access to the CWC site:

- a. East to S. Hwy 89
- b. East of soccer fields (Gregory Lane/HS Road)
- c. West of the JHHS Parking Lot (MS Road/HS Road)

From our discussion it seems that the applicant's preferred access point is (b), East of soccer fields. This will be directly adjacent to the existing Teton County owned sewer dump station building. Currently there is a looped approach to this building on HS Road. I have concerns that the approach will now have to be altered to fall on the new access road and may not meet standards for separation distance from the new intersection at HS Road. This will need further review by County staff once a more detailed plan is developed.

Response:

If the Gregory Lane access is selected, we agree that the sewer dump egress will require improvements and suggest that it exits to the CWC access road instead of directly to High School Road. Because the easement has been approved and is available, and the traffic volumes generated by the sewer dump station are relatively low, we believe that with proper design the CWC access can adequately accommodate the dump station egress and CWC. This will be addressed and coordinated with Teton County in the development of the design.

Comment:

While the approach on S Hwy 89 (a) is not the applicants preferred alternative for accessing the site, the county commission may want to consider larger transportation network opportunities that requiring the approach onto Hwy 89 could provide in relation to network connectivity, redundancy, and reduction of traffic volumes on High School Road which has poor levels of service at peak hours. This deserves consideration particularly in relation to future development potential of the surrounding parcels of land in the greater South Park area.

Response:

We agree that this access deserves consideration as part of the development of the lands in the greater South Park area. This is confirmed by its inclusion in the Teton County Integrated Transportation Plan to serve an east-west connector connecting US 89 with South Park Loop Road as that area develops. Language to this effect has been added to the TIS. As discussed in the TIS, we believe developing this connector is beyond the feasibility, scope, and need for only serving the CWC campus, and is therefore not analyzed as part of the study.

Comment:

ROAD TYPICAL SECTION

It was discussed that the new road typical section would be based upon the TOJ complete streets model. County staff encourages thoughtful design on pedestrian and bicycle access and travel lane widths that discourage speeding in this area of high pedestrian and playfield usage. Fencing for ball containment may also be necessary adjacent to the fields.

Response:

We agree and have included the following in the recommendation regarding bicycle and pedestrian access:

A pathway should be developed along the access to provide continuity within the pathway network system and to comply with Town of Jackson complete streets standards that are being proposed for the improvements to Gregory Lane. The school speed limit zone should be expanded along High School Road to the east side of the Gregory Lane intersection to make the pedestrian and bicycle crossing safer at the High School Road and Gregory Lane intersection. The school zone should reduce traffic speeds down to 20 mph for a minimum distance of 400' on each side of the crosswalk. This can be accomplished through the proper signage along High School Road per the MUTCD.

Comment:

ROAD EASEMENT

In limited time available, I was not able to locate the easement documents for any of the access road approach locations. It is not clear who will eventually own and maintain the new access road or if easements may need to be modified for the current proposal.

Response:

A non-exclusive interest to the road easements is reserved by Lockhart (please see attached warranty deed for the TCSD parcel expressing this interest). We have added language in the TIS indicating that CWC will maintain the access road until future development occurs requiring shared use of the road.

Comment:

FLAT CREEK/FLOODPLAIN

If the HS Road/Gregory Lane approach is utilized, the setback from Flat Creek will need to be considered in the design.

Response:

An environmental analysis has been prepared by Alder Environmental that confirms the complete street corridor can be constructed to accommodate the required setback for this portion of Flat Creek.

Comment:

Upon further review after our meeting, the floodplain boundary encroaches on the HS Road/Gregory Lane access point road easement, therefore it appears that a floodplain permit would be necessary for road improvements that fall within the special flood hazard area. As discussed, frazil ice issues also exist in this area of Flat Creek.

Response:

We concur that the design will need to meet floodplain requirements and address the frazil ice issue.

Comment:

TRAVEL DEMAND MANAGEMENT

Finally, I strongly encourage CWC to develop a robust Travel Demand Management Program (TDM) to encourage and reward multi-modal transportation by the students, staff and faculty. In the study, currently no trips are allocated to transit due to the relative proximity of the bus stops. However, it seems that the HS Road stops are not too far to preclude use, even if a dedicated stop is not achievable.

Response:

CWC is committed to a robust TDM and as an educational institution sees this as an opportunity to educate their students and staff on the merits of and benefits of single occupant vehicle (SOV) trip reduction as it relates to road capacity and associated cross sectional widths, as well as CO2 emissions. Wellness and health benefits of biking and walking can also be messaged through the nursing program. We have also had good discussions with START Bus who believes the proposed campus can be well served by the current service along High School Road, including in 2021. As indicated in the comments, we have assigned no trips to START ridership based upon the low percentage of ridership in the community identified in the ITP. START Bus is also encouraged by its ability to serve the area when all of the road easements are built out thereby allowing for a looped service to the area. We have added language emphasizing these points to the TDM.

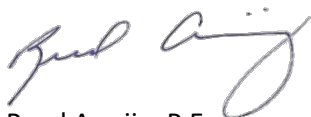
The multimodal transportation numbers were based on the *Jackson/Teton Integrated Transportation Plan*. The 2021 numbers are baseline numbers which are expected to occur if recent trends in Jackson continue into the future, combines with no change in current travel behavior. The 2031 percentage values are interpolated Plan Scenario values using the 2024 and 2035 estimates. The table below is the referenced data from the ITP. We concur that a site plan that is bike/pedestrian friendly is important to achieve these goals

Indicator		Base Year	Baseline Scenario		Plan Scenario	
		2013	2024	2035	2024	2035
Mode Share (of total annual trips)	SOV (single occupant vehicle)	54%	54%	54%	51%	48%
	MOA (multiple occupant auto)	29%	29%	29%	29%	29%
	Walk	9%	9%	9%	10%	11%
	Bicycle	7%	7%	7%	8%	9%
	Transit	1%	1%	1%	2%	3%
Annual vehicle miles traveled (VMT)		480 million	550 million	610 million	525 million	560 million
% Growth in VMT from 2013		-	14%	28%	9%	17%
Annual transit ridership		0.9 million	1.1 million	1.2 million	1.8 million	3.6 million

We appreciate the opportunity to respond to your comments and look forward to continued cooperation.

Respectfully,

JORGENSEN ASSOCIATES, INC.



Reed Armijo, P.E.
Senior Principal Engineer



December 4, 2019

TO: Angie Martell, Teton County Associate Long Range Planner

Delivery via email: armartell@tetoncountywy.gov

RE: ZMA2019-0003 CWC rezone application – Traffic Impact Study review

Dear Angie,

Thank you for meeting with me regarding the CWC traffic impact study related to the rezone application currently being considered.

Following are my primary comments on the document.

POINT OF ACCESS

There are 3 identified locations for points of access to the CWC site:

- a. East to S. Hwy 89
- b. East of soccer fields (Gregory Lane/HS Road)
- c. West of the JHHS Parking Lot (MS Road/HS Road)

From our discussion it seems that the applicant's preferred access point is (b), East of soccer fields. This will be directly adjacent to the existing Teton County owned sewer dump station building. Currently there is a looped approach to this building on HS Road. I have concerns that the approach will now have to be altered to fall on the new access road and may not meet standards for separation distance from the new intersection at HS Road. This will need further review by County staff once a more detailed plan is developed.

While the approach on S Hwy 89 (a) is not the applicants preferred alternative for accessing the site, the county commission may want to consider larger transportation network opportunities that requiring the approach onto Hwy 89 could provide in relation to network connectivity, redundancy, and reduction of traffic volumes on High School Road which has poor levels of service at peak hours. This deserves consideration particularly in relation to future development potential of the surrounding parcels of land in the greater South Park area.

ROAD TYPICAL SECTION

It was discussed that the new road typical section would be based upon the TOJ complete streets model. County staff encourages thoughtful design on pedestrian and bicycle access and travel lane widths that discourage speeding in this area of high pedestrian and playfield usage. Fencing for ball containment may also be necessary adjacent to the fields.

ROAD EASMENT

In limited time available, I was not able to locate the easement documents for any of the access road approach locations. It is not clear who will eventually own and maintain the new access road or if easements may need to be modified for the current proposal.

(Continued on next page)

FLAT CREEK/FLOODPLAIN

If the HS Road/Gregory Lane approach is utilized, the setback from Flat Creek will need to be considered in the design.

Upon further review after our meeting, the floodplain boundary encroaches on the HS Road/Gregory Lane access point road easement, therefore it appears that a floodplain permit would be necessary for road improvements that fall within the special flood hazard area. As discussed, frazil ice issues also exist in this area of Flat Creek.

TRAVEL DEMAND MANAGEMENT

Finally, I strongly encourage CWC to develop a robust Travel Demand Management Program (TDM) to encourage and reward multi-modal transportation by the students, staff and faculty. In the study, currently no trips are allocated to transit due to the relative proximity of the bus stops. However, it seems that the HS Road stops are not too far to preclude use, even if a dedicated stop is not achievable.

Related to encouraging multi-modal transportation, assure that your site plan is bike/ped friendly and provides adequate bike parking.

Thank you for the opportunity to review and provide comment.

Sincerely,

Amy Ramage, PE
Teton County Engineer



December 27, 2019

Ms. Kristi Malone
Teton County Senior Long-Range Planner
PO Box 3594
Jackson, Wyoming 83001

Via E-mail: kmalone@tetoncountywy.gov

RE: ZMA2019-0003 CWC Rezone Application
Teton County School District No. 1 - Traffic Impact Study (TIS) Review Comments Response

Dear Ms. Malone,

We are in receipt of Teton County School District No. 1's (TCSD) comments dated November 20, 2019. This letter addresses those comments that are related to transportation and traffic. Please see below for TCSD's comments and our responses, provided in red:

Access:

There are three points of access associated with the proposal (in no particular order):

1. East to 89. TCSD has no concerns with option 1. It would appear to create a needed redundancy and relieve congestion along High School Road (HSR) which often functions at an LOS D or F. It would also accommodate future growth associated with the remainder of the parcel not being utilized by CWC.

Response: We agree that this access deserves consideration as part of the development of the lands in the greater South Park area. This is confirmed by its inclusion in the Teton County Integrated Transportation Plan to serve an east-west connector connecting US 89 with South Park Loop Road as that area develops. Language to this effect has been added to the TIS. As discussed in the TIS, we believe developing this connector is beyond the feasibility, scope, and need for only serving the CWC campus, and is therefore not analyzed as part of the study.

2. East of Turf Fields to Gregory Lane: TCSD has no insurmountable concerns with this proposal. It is noted the ROW is narrow and would require special dispensation from the County Engineer and the Fire Marshall for permitting. TCSD has spoken to Jorgensen about specific safety concerns related to field use proximate to the proposed road. With proper fencing along the fields, the District believes safety concerns could be addressed. The larger issue of safety will be addressed later in these comments. Trips are routed on to HSR which may further reduce the LOS for HSR. The District would request that any construction activities associated with this route be conducted during the summer months when school is not in session.

Response: We concur that mitigation is required between the complete street corridor and the athletic fields to ensure the safety of field users. These will be incorporated in the planning and design of the corridor. As confirmed in the TIS, the LOS of High School Road is an issue and that CWC will be implementing measures to mitigate their impact including offsetting class times from peak hour traffic, a robust transportation demand management plan, and considerations in the design of the High School Road and Gregory Lane Road in concert

with the planning and design of the Town of Jackson's Gregory Lane improvement project (approved in the Teton County/Town of Jackson 2019 SPET election and tentatively slated for 2021).

3. North/South; West of JHHS Student Parking Lot It should be noted that the west part of JHHS parking lot - along which the ROW exists - is not built to roadway standards. The paved area is built as a parking lot. Thus, should CWC and the County determine this is the best point of access, the County should condition the project with an off-site requirement such that the applicant is required to bring that portion of the parking lot up to roadway standards. It is further requested that any construction activities on the parking lot be executed while students are out of school for the summer. Having unfettered access to this route during the school year is vital to the operations of JHHS. This solution would mix District traffic and CWC traffic.

Response: We concur that a conditions assessment and standards upgrades would be necessary should this road easement be selected, and that construction occur outside of the school year. The TIS concluded that while the intersection LOS for CWC would function slightly better at this intersection than the Gregory Lane intersection, this does not offset the adverse impacts of introducing CWC traffic with TCSD traffic in the JHHS access and parking lot area.

Traffic:

TCSD has worked vigorously in recent years to reduce trips along HSR. Presently this road functions at and LOS D & F at certain times of day. The District is working to implement its own TDM plan. The District provides transportation and encourages students to use it. JHHS charges a fee for students to park. This fee is imposed in the hope that it will decrease SOV trips, encourage ride sharing and increase bus ridership. The District coordinates and staggers start times at the various schools in order to reduce congestion and increase safety along HWY89, HSR and Middle School Road (MSR). The Board of Trustees may entertain the implementation of more strategies in the future.

It is the hope of TCSD that the County will ensure the LOS along HSR does not diminish as a result of this use due to the safety concerns that arise. Moreover, the District would welcome strategies that would work to improve the LOS and therefore safety. Underparking the project, transit requirements and paid parking are all examples of strategies the applicant and County could work to consider. At a minimum, the applicant should propose a TDM plan that will offset impacts.

Response: We concur with TCSD's concerns with congestion. CWC is committed to a robust TDM and as an educational institution sees this as an opportunity to educate their students and staff on the merits of and benefits of single occupant vehicle (SOV) trip reduction as it relates to road capacity and associated cross sectional widths, as well as CO2 emissions. Wellness and health benefits of biking and walking can also be messaged through the nursing program. We have also had good discussions with START Bus who believes the proposed campus can be well served by the current service along High School Road, including in 2021. We have assigned no trips to START ridership based upon the low percentage of ridership in the community identified in the ITP. We acknowledge that ridership is will occur at the CWC opening in 2021. START Bus is also encouraged by its ability to serve the area when all of the road easements are built out thereby allowing for a looped service to the area. We have added language emphasizing these points to the TDM.

The multimodal transportation numbers were based on the *Jackson/Teton Integrated Transportation Plan*. The 2021 numbers are baseline numbers which are expected to occur if recent trends in Jackson continue into the future, combines with no change in current travel behavior. The 2031 percentage values are interpolated Plan Scenario values using the 2024 and 2035 estimates. The table below is the referenced data from the ITP. We intend to develop site plan that is bike/pedestrian friendly is important to achieve these goals

Safety/Security. Much has changed concerning school operations in the last decade in the way schools and grounds are administered as a result of senseless violence that often targets schools. Historically, schools were planned as centerpieces in many communities; as gathering places. Both school and civic events often occurred on school grounds. As a result of recent increases in violence, schools are transitioning to postures which would exclude any member of the public who does not have an express educational or parental reason to be at a school or on school grounds. TCSD is making significant investments in safety and security. It is important that adjacent uses not diminish TCSD's efforts to provide for the safety and security of our students and staff. While the proposed CWC use is appropriate for the area, two of the access points could conceivably grant any member of the public access to portions of the JHHS campus. To manage toward TCSD security objectives, it is requested that Planning Staff impose fencing requirements along the route described in option two. Further, if option three is the preferred access alternative, it is requested that the applicant's agent Jorgensen Engineering work with TCSD to develop designs and mitigation that will discourage the public from entering onto JHHS property outside of the ROW.

Response: We are committed to working with TCSD to develop designs and mitigation that will discourage the public entering TCSD property outside of the road rights-of-way. CWC safety staff has engaged with TCSD to ensure concerns are identified and addressed.

Emergency Egress: As noted above, HSR operates at an unacceptable LOS at certain times of the day. During the propane fire a few years ago, HWY 89 was closed, HSR was closed, South Park Loop Road (SPLR) was clogged from HSR to the intersection of HWY 89 and SPLR. Emergency egress was diminished or not available. The County is asked to assure emergency egress is attended to - not only with this application but with future applications as well.

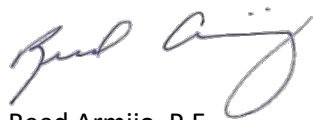
Response: We concur that emergency access is essential. To that end, the TIS is recommending an all-weather fire lane be constructed from the north/south road west of JHHS Student Parking Lot and the future east-west connector be constructed should further development occur.

Screening: The District hopes the applicant will provide a landscape plan designed to soften and partially screen the proposed use. The District understands the State often only funds a limited landscaping plan however; we know Jorgensen will provide the very best effort with the resources available from the State.

Response: We will provide screening to the greatest extent possible with the available resources from the State.

We appreciate the opportunity to respond to these comments and look forward to continued cooperation.

Respectfully,
JORGENSEN ASSOCIATES, INC.

A handwritten signature in blue ink, appearing to read 'Reed Armijo', is written over a horizontal line.

Reed Armijo, P.E.
Senior Principal Engineer

From: [Jeff Daugherty](#)
To: [Angie Martell](#)
Subject: CWC RFC Comments
Date: Wednesday, November 20, 2019 9:57:14 AM

[**NOTICE:** This message originated outside of the Teton County's mail system -- **DO NOT CLICK** on **links** or open **attachments** unless you are sure the content is safe.]

Angie,

Here are the comments you and I discussed yesterday concerning the CWC application. Thanks for your great work on this application. Jorgensen has been excellent to work with on it as well.

Let me know if you require anything further from me.

Jeff

Access:

There are three points of access associated with the proposal (in no particular order):

1: East to 89.

TCSD has no concerns with option 1. It would appear to create a needed redundancy and relieve congestion along High School Road (HSR) which often functions at an LOS D or F. It would also accommodate future growth associated with the remainder of the parcel not being utilized by CWC.

2.. East of Turf Fields to Gregory Lane: TCSD has no insurmountable concerns with this proposal. It is noted the ROW is narrow and would require special dispensation from the County Engineer and the Fire Marshall for permitting. TCSD has spoken to Jorgensen about specific safety concerns related to field use proximate to the proposed road. With proper fencing along the fields, the District believes safety concerns could be addressed. The larger issue of safety will be addressed later in these comments. Trips are routed on to HSR which may further reduce the LOS for HSR. The District would request that any construction activities associated with this route be conducted during the summer months when school is not in session.

3. North/South; West of JHHS Student Parking Lot

It should be noted that the west part of JHHS parking lot - along which the ROW exists - is not built to roadway standards. The paved area is built as a parking lot. Thus, should CWC and the County determine this is the best point of access, the County should condition the project with an off-site requirement such that the applicant is required to bring that portion of the parking lot up to roadway standards. It is further requested than any construction activities on the parking lot be executed while students are out of school for the summer. Having unfettered access to this route during the school year is vital to the operations of JHHS. This solution would mix District traffic and CWC traffic.

Traffic:

TCSD has worked vigorously in recent years to reduce trips along HSR. Presently this road functions at and LOS D & F at certain times of day. The District is working to implement its

own TDM plan. The District provides transportation and encourages students to use it. JHHS charges a fee for students to park. This fee is imposed in the hope that it will decrease SOV trips, encourage ride sharing and increase bus ridership. The District coordinates and staggers start times at the various schools in order to reduce congestion and increase safety along HWY89, HSR and Middle School Road (MSR). The Board of Trustees may entertain the implementation of more strategies in the future.

It is the hope of TCSD that the County will ensure the LOS along HSR does not diminish as a result of this use due to the safety concerns that arise. Moreover, the District would welcome strategies that would work to improve the LOS and therefore safety. Underparking the project, transit requirements and paid parking are all examples of strategies the applicant and County could work to consider. At a minimum, the applicant should propose a TDM plan that will offset impacts.

Safety/Security.

Much has changed concerning school operations in the last decade in the way schools and grounds are administered as a result of senseless violence that often targets schools. Historically, schools were planned as centerpieces in many communities; as gathering places. Both school and civic events often occurred on school grounds. As a result of recent increases in violence, schools are transitioning to postures which would exclude any member of the public who does not have an express educational or parental reason to be at a school or on school grounds. TCSD is making significant investments in safety and security. It is important that adjacent uses not diminish TCSD's efforts to provide for the safety and security of our students and staff.

While the proposed CWC use is appropriate for the area, two of the access points could conceivably grant any member of the public access to portions of the JHHS campus. To manage toward TCSD security objectives, it is requested that Planning Staff impose fencing requirements along the route described in option two. Further, if option three is the preferred access alternative, it is requested that the applicant's agent Jorgensen Engineering work with TCSD to develop designs and mitigation that will discourage the public from entering onto JHHS property outside of the ROW.

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Screening:

The District hopes the applicant will provide a landscape plan designed to soften and partially screen the proposed use. The District understands the State often only funds a limited landscaping plan however; we know Jorgensen will provide the very best effort with the resources available from the State.

*Central Wyoming College
Jackson Outreach Center*

Traffic Impact Study

December 27, 2019

Prepared For:



240 S. Glenwood St #124
P.O. Box 4795
Jackson, WY 83001

Prepared By:



JORGENSEN
It's About People, Trust and Know How

1315 Hwy 89 S Suite #201
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Prepared By:.....	1
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I. INTRODUCTION

The Central Wyoming College, Jackson Outreach Center (CWC) is proposing to construct a campus in Jackson, Wyoming south of High School Road. CWC has been serving the Jackson community for nearly four decades by providing courses for a diverse population of students within Teton County. Lacking a dedicated campus, these courses have been held at several locations throughout Jackson. The new CWC campus will provide a single location for students and reduce offsite courses to the current program at Jackson Hole High School (with the exception of night classes, which will be moved to the new campus), clinicals for the nursing classes at St. John's Medical Center, and clinicals for CNA at St. John's Medical Center.

Jorgensen Associates, Inc. (Jorgensen) has been contracted to complete a Traffic Impact Study (TIS) for the proposed project in order to assess the campus' impact on the adjacent transportation system. The site does not have a constructed access road and will require construction of a new road for adequate access. Three roadway easements serve the development, two from High School Road and one from US 89. This study provides analysis of three different access options utilizing the two easements connecting to High School Road. The roadway easement from US 89 was not evaluated in this TIS. This easement is identified as part of a regional east-west connector road corridor should this area of South Park ever develop, and therefore is beyond the scope of the CWC project. The three options analyzed include access from High School Road using the easement extending south from the Middle School Road intersection, access from the High School Road using the easement south from the Gregory Lane intersection, and access using the combination of both these easements/intersections. CWC will construct and maintain the access road until future development occurs requiring shared use of the road.

This study is prepared as a comprehensive TIS in accordance with Teton County LDR's. The WYDOT Traffic Studies Manual, March 2011 Edition, was utilized as a reference for the study.

II. STUDY AREA

The proposed site for the CWC is southeast of the existing High School located at 1910 High School Road. A schematic of the site and study area is shown in Figure 1 Study Area. The subject property is located within Teton County and will comply with Teton County Land Development Regulations (LDR's). The access road will connect to High School Road. High School Road from US 89 to Middle School Road is currently within the Town of Jackson (Town) city limits. From Middle School Road to South Park Loop Road, High School Road is in Teton County. Teton County is currently evaluating revising the Town/County boundary so that all of High School Road is in the Town. The Town currently maintains the entire length.

Proposed Site Legal Description

The property is located within the jurisdiction of Teton County (CR 22-1) and is a 2-acre portion of the parcel with the legal description of PT. NW1/4 SE1/4 & PT. NE ¼ SW ¼ Section 6, Township 40, Range 116

of the Hereford Ranch, Tract 3. The project study area public road boundaries, for purposes of this study, are generally described as follows:

1. East Boundary – U.S. Highway 26/89/189/191 (referred to as US 89 in this study)
2. West Boundary – South Park Loop Road (No easement or right-of-way presently exists for a road corridor connecting to South Park Loop Road.)
3. North Boundary – High School Road
4. South Boundary – South Park Loop Road. (No easement or right-of-way presently exists for a road corridor connecting to South Park Loop Road.)

The following primary intersections within the study area were analyzed as part of this study:

1. South Park Loop Road/High School Road
2. High School Road/Middle School Road
3. High School Road/Gregory Lane
4. High School Road/US 89

The existing roadway easements include the following, as shown in Figure 2 Roadway easements:

1. **Easement BK344P322-326.** This 80-foot easement is a southern extension of Middle School Road and located west of the High School. The use of this easement will require that the current road, of approximately 800' in length and 28-feet in width be widened to 30-feet to meet Teton County standards for a Minor Collector. A new street will need to be constructed along the south boundary of the High School to reach the CWC campus. This distance is approximately 1000-feet.
2. **Easement BK344P327-334.** This 60-foot easement is a southern extension of Gregory Lane and is located on the east side of the High School Recreation Complex. The use of this easement will require full street development in the easement of approximately 1,000' in length to reach the CWC campus. The current approach to the intersection of High School Road and Gregory Lane from the Teton County Septage Dump Station will also need to be improved and will need to be designed to properly accommodate and incorporate the dump station access. The design will also need to be coordinated with the Town of Jackson's Gregory Lane Improvements Project.
3. **Easement BK344P327-334.** The 80-foot easement east of this parcel extending to US 89. The access approach from US 89 constructed from the highway to the right-of-way line. This approach is permitted by WYDOT for agricultural use. Should new development occur, an access permit will need to be obtained from WYDOT to address the change in use, and traffic impacts will need to be addressed. The road development from US 89 to the proposed CWC site would be approximately 1,500' in length and would require a bridge over Flat Creek. This easement is the location of the future East – West Connector identified in the Teton County Integrated Transportation Plan (see discussion below), and is considered beyond the feasibility, scope, and need for only serving the CWC campus, and is therefore not analyzed as part of the study.

FIGURE 1
STUDY AREA

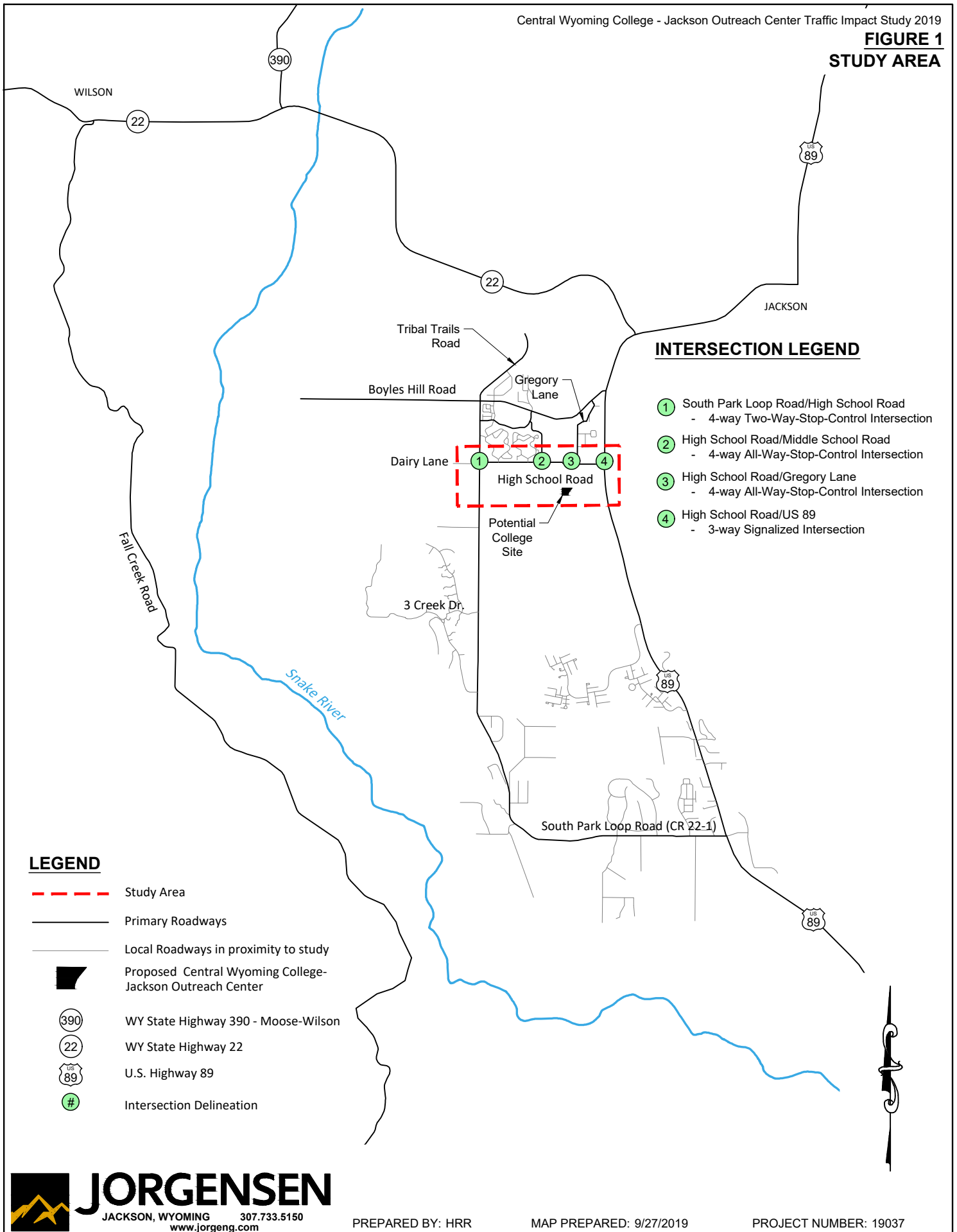
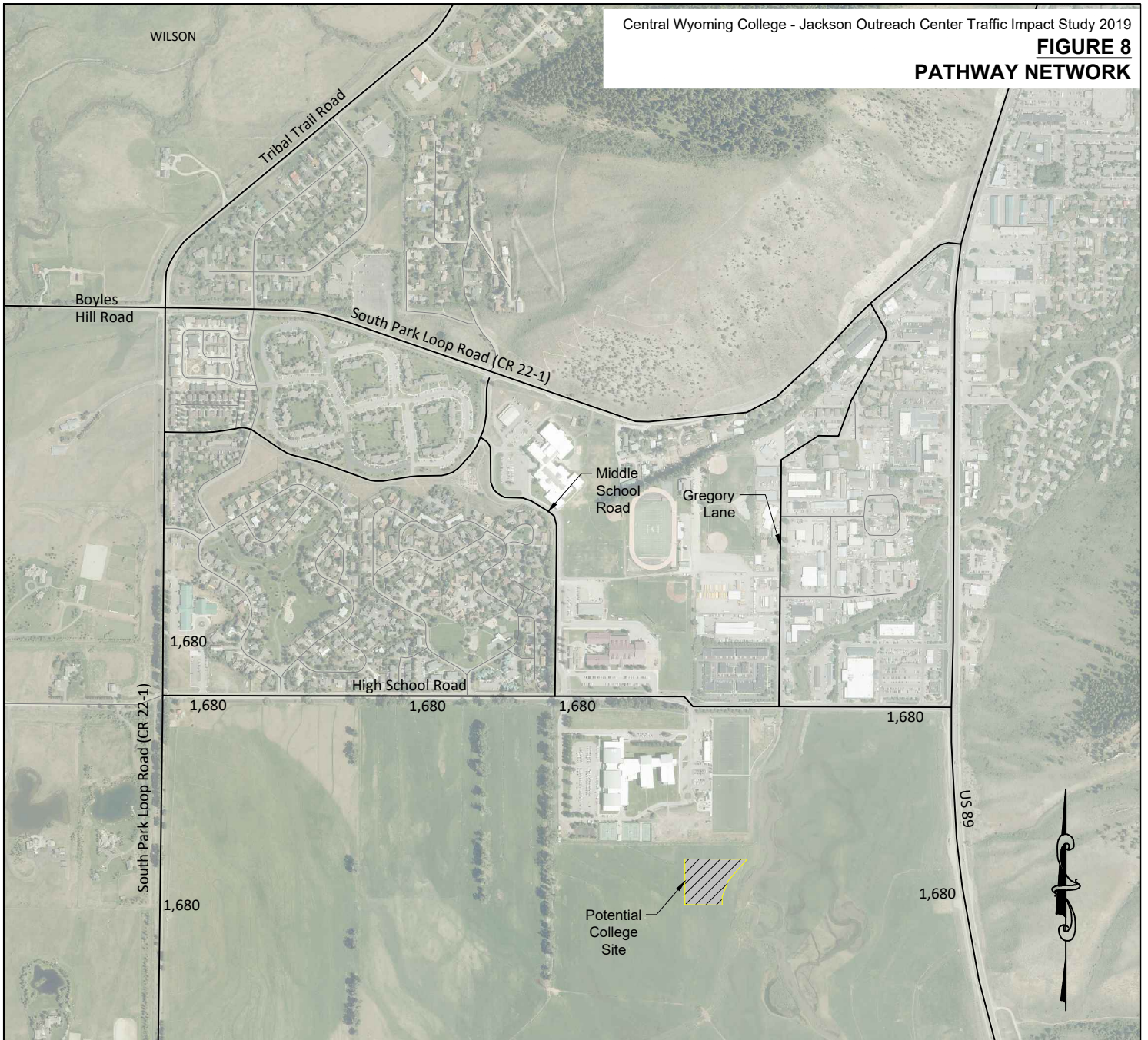
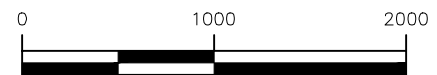


FIGURE 8
PATHWAY NETWORK



LEGEND

- ### Average Daily Traffic
- Primary Roadways
- Local Roadways in proximity to study
-  Proposed Central Wyoming College-Jackson Outreach Center



SCALE: 1 INCH = 1000 FEET
THIS SCALE VALID ONLY FOR 8x11 PRINTS



JORGENSEN
JACKSON, WYOMING 307.733.5150
www.jorgeng.com

PREPARED BY: AMP

MAP PREPARED: 9/27/2019

PROJECT NUMBER: 19037

III. METHODOLOGY

This study evaluates the impacts of CWC on current traffic levels and assesses the expected impacts assuming a 10-year buildout/occupancy of the project. Note that this 10-year horizon is consistent with WYDOT's recommended horizon duration used on other recent TIS' prepared by Jorgensen. Expected completion of CWC construction is 2021, and therefore for purposes of this analysis, the baseline year is assumed to be 2021 (completion of construction). Traffic data collected was projected to 2021 for baseline conditions. Impacts were assessed using existing traffic data sources available and additional data collected over the past two years. Build out conditions were assessed for 2031 conditions assuming enrollment goals provided by the CWC.

Data Collection

Jorgensen has corresponded with WYDOT and Teton County to acquire available traffic data within the project area. Data sources include:

1. WYDOT *Vehicle Miles Book* ML 10B Route (US 89).
Annual Average Daily Traffic estimates (AADTs) completed by WYDOT are derived from three primary sources of data: permanent traffic recorders, portable traffic recorders, and manual traffic classification counts. WYDOT documents the data in the WYDOT Vehicle Miles Book. Data is available for four segments along ML 10B (US 89) within the project area dating back to 1970. The most available data set from WYDOT is the 2017 Vehicle Miles Book. Data is limited to average daily vehicle counts and truck counts. The data is very complete and will aid in basic understandings of traffic growth and expected Average Annual Daily Traffic (AADT) within the study area.
2. WYDOT – Jackson Urban Traffic Counts
Peak Season counts collected by the WYDOT Planning Section during the summer season. While not considered AADT counts, these counts are useful in evaluating peak season performance of the transportation system. On South Park Loop Road, eight (8) counters are located within proximity to the study area while an additional five (5) counters are located along High School Road. Data is available from 2017, 2014, 2011, 2006, and 2002 for most of these counters. The 2017 counts were completed at the end of June, 2017.
3. Intersection Turn Counts
 - WYDOT provided traffic counts for the signalized intersection of U.S. Hwy 89/High School Road for three different times:
 - US Hwy 89/High School Road Signalized Intersection Dated July 17, 2013
 - US Hwy 89/High School Road Signalized Intersection Dated September 29, 2015
 - US Hwy 89/High School Road Signalized Intersection Dated February 6, 2018
 - Jorgensen completed traffic counts at the intersections of High School Road/South Park Road, High School Road/Middle School Road and High School Road/US 89 on May 23, 2017 and May 25, 2017. Traffic counts were collected at the intersection of High School Road/Gregory Lane on September 24, 2019 and September 26, 2019.

Traffic counts completed at different times resulted in small fluctuations in traffic volumes. Very similar and consistent trends and volumes were observed in the data collected.

4. Signal Timings

Signal timings for the signalized intersection of U.S. Hwy 89/High School Road were provided by WYDOT for traffic analysis. The proposed CWC will be in session annually with the majority of courses taking place between September and May. For analysis purposes, traffic timings/traffic levels for signalized intersection analysis were used for the school season.

Trip Generation

Trip generation was completed based on program and course information provided by the CWC. The Institute of Transportation Engineers (ITE) *Trip Generation Manual* was not utilized for trip generation since CWC's size is not represented within this manual and we have very specific information on how CWC will operate (i.e. staff and enrollment sizes, class times and durations, etc.). Trip generation was formulated based on this information. Once total trips were approximated, data from the *Jackson/Teton Integrated Transportation Plan* adopted by the Teton County Board of County Commissioners and Jackson Town Council in 2015 was utilized in approximating multi-modal distribution of trips (vehicle, pedestrian, bike).

Trip assignments were based on traffic count observations of existing traffic trends. An Origin-Destination Study was not conducted as part of this study. It is assumed that existing traffic trends as observed during normal school operating periods will continue as enrollment increases at the CWC.

Highway Capacity Analysis

Analysis is completed using process and analysis methods from the *Highway Capacity Manual* (TRB, 2010) and associated Highway Capacity Software (HCS7). This analysis identifies the Level of Service (LOS) of users based on assumed traffic levels and basic traffic principles. Level of Service is defined by the HCM2010 as a qualitative measure used to relate the quality of traffic service based on roadway capacity and vehicle delay. Level of Service is described for movements through a designation of A to F where LOS A represents the best operation and LOS F represents congestion/failing traffic conditions. Each type of intersection is evaluated using different methodologies. (Transportation Research Board, 2010)

This study includes four intersections, of which three are stop-controlled and the fourth is signalized. High School Road and South Park Loop Road and High School Road and Gregory Lane are both Two-Way-Stop-Controlled intersections and High School Road and Middle School Road is an All-Way-Stop-Controlled Intersection. High School Road and US 89 is a three-way signalized intersection.

Stop Controlled Intersections

For Two-Way-Stop-Controlled Intersections (TWSC), the LOS is determined by the computed or measured control delay. Control delay can be measured for each minor-street movement (or shared movement) as

well as major-street left turning vehicles. Through vehicles are assumed to experience 'zero' delay. As such, a LOS can be approximated or calculated for each minor movement, each minor approach, and left turning major approach vehicles. LOS is not computed as an intersection delay due to fact that through moving traffic is not subject to intersection delay. Reporting such a control delay or LOS would mask important quality or traffic service issues on minor approaches. Analysis is completed per Chapter 19 of HCM2010.

For All-Way-Stop-Controlled Intersections (AWSC), the LOS is determined by the computed or measured control delay. Control delay can be measured for all approaches as well as an average for the intersection as a whole. An overall intersection LOS can be assumed because all vehicles are subject to control delay, unlike in Two-Way-Stop-Controlled Intersections. Analysis is completed per Chapter 20 of HCM2010. The LOS thresholds based on control delay for both TWSC and AWSC are presented below in Table 1.

Table 1: Stop Controlled Intersection, LOS Criteria

Control Delay (s/veh)	<u>LOS by Volume-to-Capacity Ratio</u>	
	<u>≤1.0</u>	<u>>1.0</u>
≤10	A	F
>10-15	B	F
>15-25	C	F
>25-35	D	F
>35-50	E	F
>50	F	F

Note: For approach-based and intersection wide assessments, LOS is defined solely by control delay

Signalized Intersections

For signalized intersections, LOS can be determined for the entire intersection, each approach, and each lane group. Control delay is used to characterize LOS for the entire intersection or an approach. Control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. LOS for signalized intersections are analyzed per Chapter 18 of HCM2010. The criteria for LOS are located in Table 2.

Table 2: Signalized Intersection, LOS Criteria

Control Delay (s/veh)	<u>LOS by Volume-to-Capacity Ratio</u>	
	<u>≤1.0</u>	<u>>1.0</u>
≤10	A	F
>10-20	B	F
>20-35	C	F
>35-55	D	F
>55-80	E	F
>80	F	F

Note: For approach-based and intersection wide assessments, LOS is defined solely by control delay

Per Teton County Land Development Regulations, the Level of Service for rural roadways shall be designed at a Level of Service D at buildout (Section 7.6.4 Subsection G, Teton County Land Development Regulations, Adopted October 20, 2014).

The traffic scenarios studied include the following:

1. **2021 Existing Conditions.** This scenario examines traffic levels on the existing road network. Existing conditions were completed in this report for 2021.
2. **2021 CWC Opening Conditions.** This scenario examines traffic impacts at the completion of construction and initial opening of CWC.
3. **2031 Baseline Conditions.** This scenario examines traffic levels of the transportation network assuming typical background traffic growth and no development of CWC.
4. **2031 Impacted Conditions.** This scenario examines traffic impacts of CWC on the 2031 Baseline Conditions.

Conclusions and recommendations are described at the end of the report.

IV. PAST STUDIES

Teton County School District (TCSD) #1 Elementary School Traffic Study
December 14, 2016
Jorgensen Associates, P.C.

TCSD #1 recently constructed Munger Mountain Elementary School along US Highway 89, south of Jackson, WY. The traffic study analyzed the impact to the traffic conditions at the intersection of Swinging Bridge Road / Munger Mountain Elementary School and Evans Road / US 89. The school is approximately 77,000 square foot with a 584 student capacity at a 10 year build out and employ approximately 80 staff members. The elementary school is expected to generate 753 daily trips at the 10 year build out.

This study utilized a 1.8% growth rate as the growth factor to be used in the 10 year forecasting analyses. This was based on historical traffic growth from WYDOT Vehicle Miles Books and discussion with WYDOT. Since 2000, traffic growth on WYDOT Vehicle Miles Book "Route 10B" has been 1.48% while Vehicle Miles Book #000032 has experienced 1.77% growth. As discussed in the initial team meeting and through conversations with WYDOT, a 1.8% growth rate was utilized as the expected growth factor to be used in forecasting analyses.

While the proposed CWC is located approximately 7 miles north of the Munger Mountain Elementary School, the CWC location is within close proximity of US 89 and also just south of the Town of Jackson's south boundary. This growth data provides valuable insight into traffic growth factors, hourly directional distributions, seasonal changes, and traffic trends on US HWY 26/89. The 1.8% growth was adopted for this study to forecast traffic from 2021 to 2031.

South Park Sub Area and High School Road Corridor Transportation Analysis

June 23, 2010

Felsburg Holt & Ullevig

With Teton County considering a northerly extension of Tribal Trails Road (Connector) to intersect with WY 22 in the proximity of the WY22/Coyote Road Intersection, the Wyoming Department of Transportation (WYDOT) analyzed the effects of the connector at a “macro level”. The referenced study’s purpose was to analyze the impacts of the connector relative to local impacts including the effects on South Park Loop Road and High School Road. The study focuses on how the Tribal Trail Connector could impact the LOS of localized traffic in the region and divert/change existing traffic tendencies. A Future Collector road, located south and parallel to High School road, connecting South Park Loop and US 89, was also considered with the study. As part of the study, four conditions were evaluated:

1. Existing Conditions (2008)
2. Existing Volumes with Tribal Trial Connector
3. 2030 Baseline Conditions with Future Collector
4. 2030 Condition with Tribal Trail Connector and Future Collector

This study historically provided the most in-depth understanding of potential traffic levels in the area and at intersections at a forecasted 2030 year both with and without the Tribal Trail Connector and Future Collector. The study included data collection and analysis of High School Road with the intersections of South Park Loop Road, Middle School Road, and US 89.

In communications with the WYDOT District 3 Traffic Engineer and Teton County Public Works, the Tribal Trail Connector should not be viewed as an absolute. It can be considered as an alternative, but not a certainty. In addition, the *South Park Sub Area and High School Road Corridor Transportation Analysis* Tribal Trail Connector analysis is considered somewhat antiquated and yields conservatively high traffic contributions to the High School Road corridor. Based upon this information and the connector’s uncertainties, the Connector is not included in this analysis. Rather, it was deemed more appropriate to use a growth factor from the 2021 data rather than the forecasted values from this study.

The Jackson Hole Classical Academy - Traffic Impact Study

2500 South Park Loop Road

March 13, 2019

Jorgensen Associates, P.C.

The Jackson Hole Classical Academy will be constructing a campus adjacent to South Park Loop Road with expected buildout completion in 2021. The JHCA will include a K-12 school system, eight (8) onsite faculty housing units, as well as other school campus amenities such as a gymnasium, an auditorium, administrative offices, amphitheater, athletic fields, and a performance hall. The school would replace the current school operations at the Community Bible Church of Jackson Hole Campus located at 1450 South Park Loop Road, Jackson, Wyoming. The existing JHCA is K-8 and has an enrollment of approximately 100 students with 22 staff and faculty. The school anticipates initial enrollment of 208 students, with a maximum capacity of 245 students, as well as 45 projected staff and faculty.

2020 and 2030 impacted conditions were assessed and laid out in the report. The 2021 traffic values were forecasted using a 1% growth factor and the 2030 values were based on the traffic values provided in the Felsburg Holt & Ullevig, 2010 traffic study previously discussed. The traffic counts collected at the intersections of High School Road with South Park Loop and Middle School Road were utilized for this report. The trip generation data developed in this report is assumed to be included in the background traffic growth as we are assuming trips generated by the Classical Academy will avoid the congested High School Road corridor by utilizing South Park Loop Road.

The Jackson/Teton Integrated Transportation Plan

September 2015

Charlier Associations, Inc.

The Integrated Transportation Plan was developed based on the multimodal transportation vision set forth in the 2012 Update to the Town and County Comprehensive Plan, Chapter 3.

This study was utilized to estimate the number of CWC student and staff trips generated by walking, biking and use of the transit system.

Teton County Traffic Model

Ongoing

Cambridge Systematics

In July of 2019, Cambridge Systematics, Inc. published the Teton County Travel Demand Model Technical Report summarizing the Teton County Travel Demand Model (TCTDM). The model is a tool that can aid in transportation improvements by estimating the existing travel and forecasting future year scenarios. The TCTDM estimates trip generation, mode choice, and trip assignments for residents, commuters, visitors, and trucks that travel to, from, through, and within the Teton County model area. Presently, the TCDM predicts traffic volumes on identified key corridors to identify the traffic implications of new corridors such as the Tribal Trail Connector. It should be noted that the model shows a reduction in daily traffic on the east segment of High School Road. Subsequently, Teton County purchased a new program from Cambridge Systematics to allow for microsimulation, a closer analysis of intersection functionality and behavior under different test circumstances. This model is currently under development.

V. EXSTING LAND USE AND TRANSPORTATION SYSTEM

Existing Land Uses

The existing site is a 2-acre section of a 17.30-acre parcel of undeveloped lot zoned Rural 1 (R1) in Teton County. To the north-east of the full parcel, and within Teton County, is Jackson Hole High School and Recreation Complex, zoned Public/Semi-Public (P/SP). The remaining land to the south of High School Road is primarily used for agricultural purposes. The land north of High School Road is located within the Town of Jackson. Cottonwood Park subdivision is located between South Park Loop Road and Middle School Road, Colter Elementary School, the Community School, and a business complex is between Middle School Road and Gregory Lane, and additional businesses including Smiths Food and Drugs are located between Gregory Lane and US 89.

Existing Transportation System and Intersections

High School Road is an east-west collector which connects South Park Loop Road to US 89. This two-way street is a mile in length and includes a 60-foot right-of-way along its entirety. As described earlier in this study, the western portion of High School Road is within Teton County while the eastern portion is within the Town of Jackson. At this time, the Town maintains the road. Jackson High School is located midway between South Park Loop Road and US 89 along the south side of the road.

The major intersecting roads with High School Road include South Park Loop, Middle School Road, Gregory Lane and US 89. Two minor residential access streets connect from north of High School Road along the western portion of the High School Road. The High School also has an additional access located midway on High School Road between Middle School Road and Gregory Lane. Additional commercial accesses connect from north of the High School Road of the east of Middle School Road intersection.

South Park Loop Road / High School Road Intersection

This intersection includes a two-way stop control, with South Park Loop Road as the major thruway. This intersection is the starting point of High School Road, as the street entering from the west of the intersection is Dairy Lane which services the Dairy Subdivision. South Park Loop Road, within the study area, consists of two lanes with minimal shoulder area. The roadway is characterized by a narrow corridor and cottonwoods lining the road limiting site distances and site triangles for roadway approaches. The posted speed limit is 40 miles per hour (mph). South Park Loop Road is classified as a Major Collector in the Jackson/Teton County Urban Roadway Functional Classification.

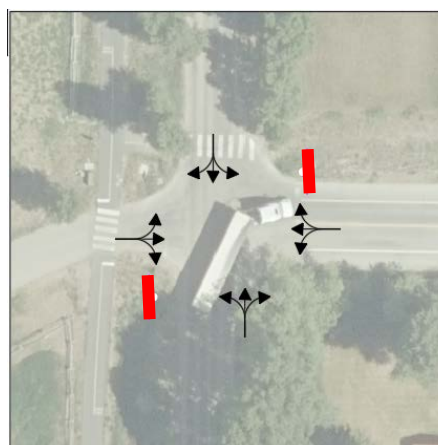


Figure 3. South Park Loop Road and High School Road

High School Road / Middle School Road Intersection

This intersection includes an all-way-stop-controlled intersection. Middle School Road is a two-lane road allowing all movements at the intersection. High School Road to the west of the intersection is two lanes with bike lanes on both sides. High School Road to the east of the intersection is three lanes, one eastbound, and two westbound, one as a left turning lane and the other for thru traffic and right turns. For this section of roadway, the pathways are detached. Middle School Road is classified as a Major Collector in the Jackson/Teton County Urban Roadway Functional Classification.

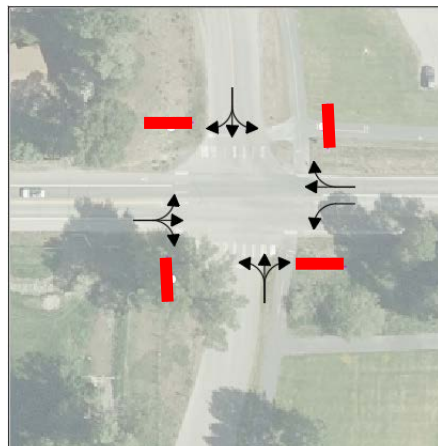


Figure 4. Middle School Road and High School Road

High School Road and Gregory Lane Intersection

This intersection includes a two-way-stop-control with High School Road as the major thruway. The approach from the south of the intersection serves minimal traffic as the exit for Teton County Septage Dump Station. Gregory Lane and High School Road are two-lane streets with all movements permitted at the intersection. Gregory Lane is classified as a Major Collector in the Jackson/Teton County Urban Roadway Functional Classification.

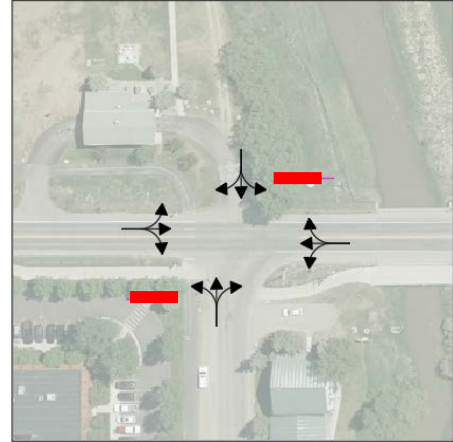


Figure 5 Gregory Lane and High School Road

High School Road and US 89 Intersection

This intersection consists of a signalized three-way intersection and is the termination point for High School Road. US 89 is a five-lane highway with right and left-hand turning lanes from the highway to High School Road. High School is a three-lane road with one lane for westbound traffic the other two eastbound lanes for turning lanes onto US 89. US 89 is classified as a Principal Arterial in the Jackson/Teton County Urban Roadway Functional Classification.



Figure 6. US 89 and High School Road

West of Middle School Road, High School Road is classified as a Major Collector, and east of Middle School Road it is classified as a Minor Arterial. It has a posted speed limit of 25 mph, aside for the 20 mph school speed limit zone. Refer to Figure 7. School Speed Limit Zones.

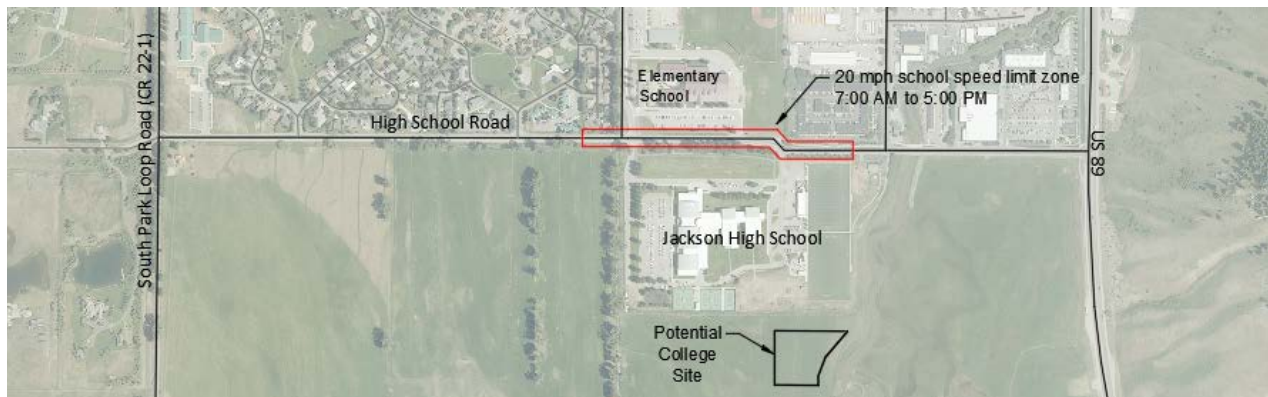


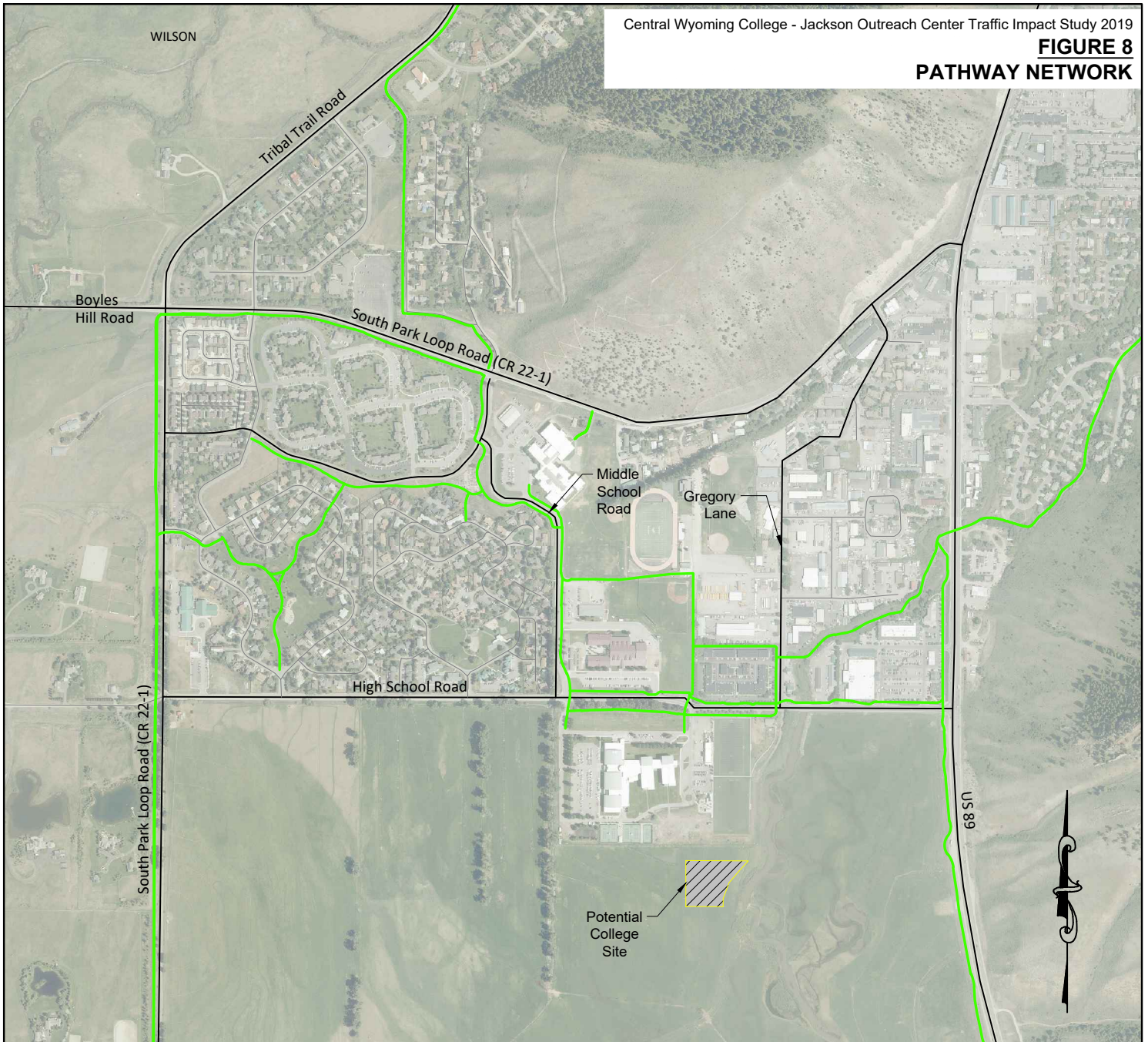
Figure 7. School Speed Limit Zones

The east section from Highway 89 to the Flat Creek Bridge has 13-foot lanes and 7.5-foot shoulders. The middle section from the Flat Creek Bridge to Middle School Road has 12-foot lanes and 6-foot shoulders. The west section from Middle School Road to South Park Loop Road and has 13-foot lanes with 8-foot shoulders.

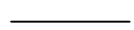
Existing Sidewalks/Pathways

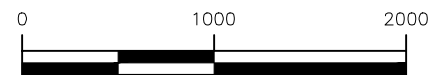
A vast network of sidewalks and pathways are available for use within the study area, refer to Figure 8 for the pathway network. High School Road has pathways along its entirety (mixed shoulder and detached pathways) as well as multiple connections to various other pathways. High School Road is heavily used by pedestrians and bicyclists to access the High School, various school campus facilities, and Cottonwood Park.

Overall, the site is located within a vast network for pedestrian and bicycle facilities allowing connection to various residential areas to the north and west and commercial areas to the north.



LEGEND

-  Pathway Network
-  Primary Roadways
-  Local Roadways in proximity to study
-  Proposed Central Wyoming College-Jackson Outreach Center



SCALE: 1 INCH = 1000 FEET
THIS SCALE VALID ONLY FOR 8x11 PRINTS



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PREPARED BY: AMP

MAP PREPARED: 9/27/2019

PROJECT NUMBER: 19037

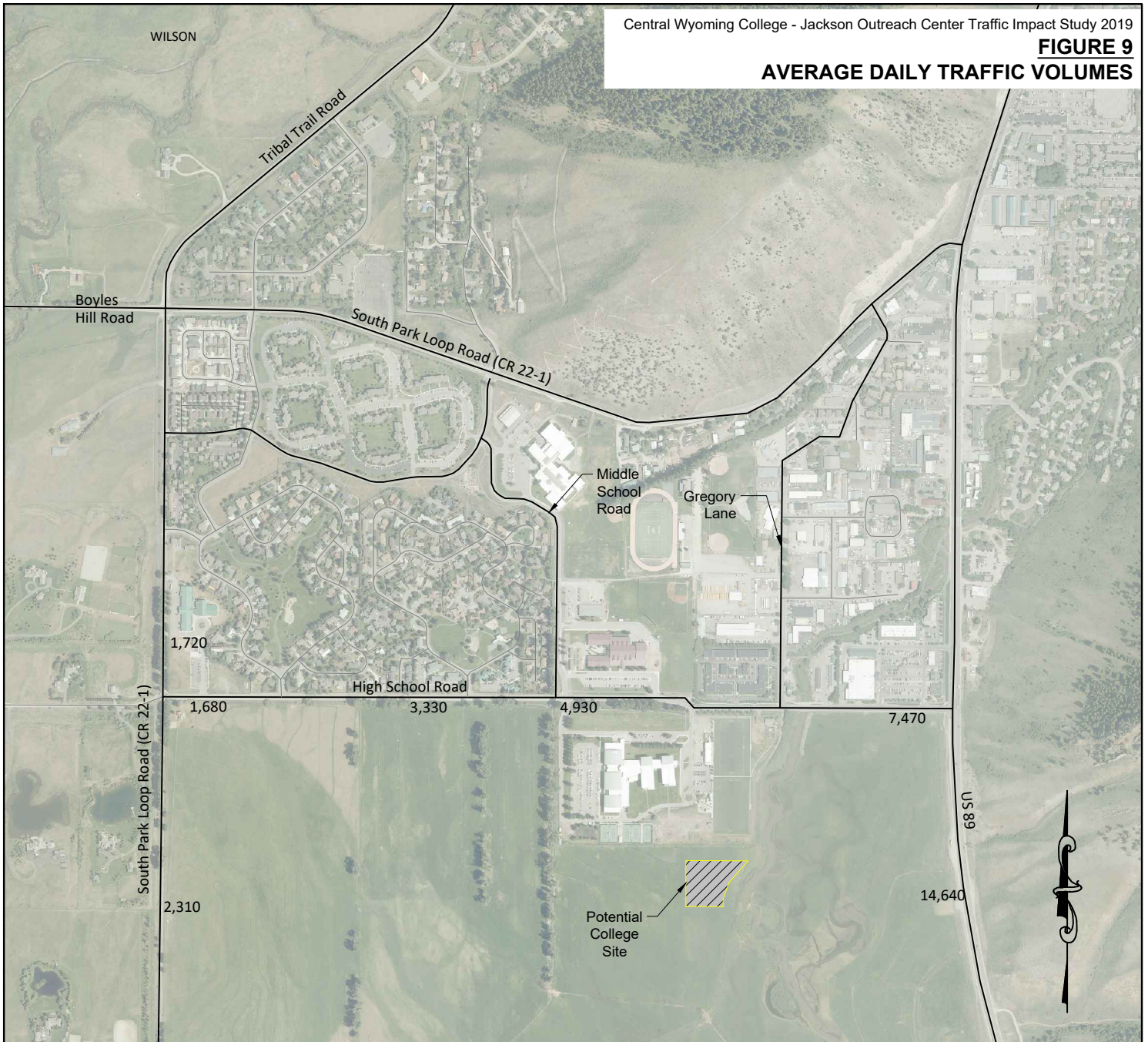
Existing Traffic

Several sources were utilized for traffic data when evaluating the current traffic levels within the study area. Reference the Part 3. Methodologies section of this study for the different sources utilized in analyzing local traffic. Community wide, seasonal peak traffic occurs in July and August when visitation to Teton County is highest. However, utilizing traffic volume data when schools are in session (September through mid-June) is most appropriate in evaluating impacts of the proposed school. For CWC, traffic counts from the previous Jackson Hole Classical study (collected in May 2017) were utilized for the intersection of South Park Loop and High School Road and Middle School Road and High School Road. Traffic counts for the intersection of High School Road and US 89 were provided by WYDOT.

Because traffic counts are necessary for the intersection of Gregory Lane and High School Road in order to analyze this CWC access alternative, and traffic counts in the previous May were not collected, counts were completed by Jorgensen at this intersection in September 2019. September and May are characterized by similar traffic trends in the area, most impacted by the school operations of the High School, Elementary School, Middle School and the school related activities, which generate traffic on High School Road. Traffic counts can be found in Appendix B – Traffic Counts. More detailed data is available upon request. These counts were completed on each of the intersections of interest located within the project area. Segment counts were not completed as part of data collection.

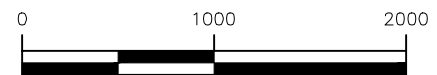
Average Daily Traffic volumes for streets and roads are shown in Figure 9. These volumes were obtained from WYDOT annual communitywide traffic counts.

AVERAGE DAILY TRAFFIC VOLUMES



LEGEND

- ### Average Daily Traffic
- Primary Roadways
- Local Roadways in proximity to study
-  Proposed Central Wyoming College-Jackson Outreach Center



SCALE: 1 INCH = 1000 FEET
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MAP PREPARED: 9/27/2019

PROJECT NUMBER: 19037

Existing Traffic Conditions

Utilizing traffic counts completed during May 2017, May-June 2018 and September 2019, Jorgensen evaluated the current traffic service of the network. Traffic associated with schools operate very differently than commercial, industrial, or residential developments. The greatest traffic generation occurs during the morning peak hour (7:45-8:45 AM), at school dismissal (3:15 - 4:15 PM), and in the evening (5:00 – 6:00 PM). Based on traffic counts, these three different peak hour time frames were analyzed along High School Road to provide a full representation of the transportation network.

1. AM Peak Hour 7:45 – 8:45 AM
2. PM Peak Hour 5:00 – 6:00 PM
3. School PM Peak Hour 3:15 – 4:15 PM

Each of these time frames were assessed as part of the Traffic Impact Study to evaluate impacts of CWC on the transportation network.

As part of the evaluation of peak hourly traffic at each intersection, the peak hour factors provided on Table 3. Intersection Peak Hour Factor were observed. The peak hour factor (PHF) is the hourly volume during the analysis hour divided by the peak 15-minute flow rate within the analysis hour and it is a measure of the traffic demand fluctuation within the analysis hour. The PHF in urban areas generally range between 0.80 and 0.98. PHF over 0.95 are often indicative of high traffic volumes, sometimes with capacity constraints on flowing during the peak hour. PHFs under 0.8 occur in locations with highly peaked demand, such as schools, factories with shift changes, and venues with scheduled events (HCM 2010, Ch. 4). The PHFs were utilized in the 2021 and 2031 analysis.

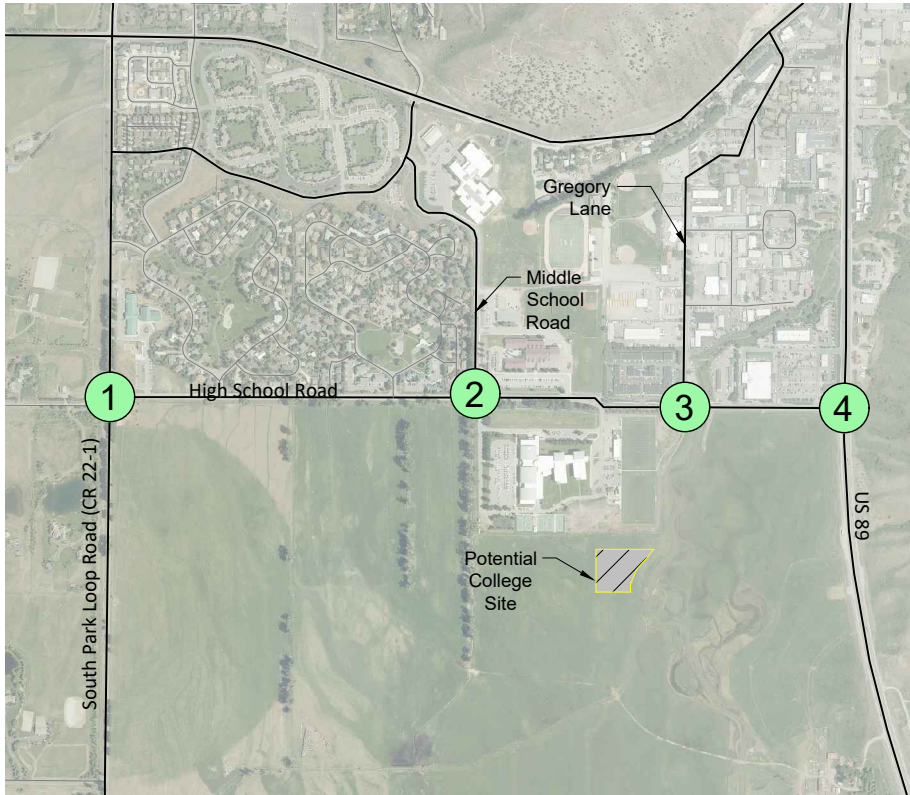
Table 3. Intersection Peak Hour Factor

	High School Road & South Park Loop	High School & Middle School Road	High School & Gregory Lane	High School & US 89
AM Peak Hour	0.71	0.85	0.94	0.91
PM Peak Hour	0.89	0.87	0.96	0.96
PM School Peak Hour	0.91	0.68	0.76	0.83

The 2021 baseline hourly traffic volumes and LOS for each intersection at the various peak hours are depicted on Figures 10 thru 12. In summary, the intersections of High School Road with South Park Loop Road and Middle School Road are operating at LOS B conditions throughout the day. The signalized intersection of High School Road and US 89 is operating at an acceptable LOS B. However, the eastbound approach at this intersection is nearing capacity, as drivers entering US 89 from High School Road are currently experiencing LOS D conditions during all three of the peak hours analyzed. Southbound traffic at the Gregory Lane and High School Road intersection is currently experiencing LOS D in the morning and evening peak hours and LOS F during school peak hours. This is due to the number of southbound vehicles turning left from Gregory Lane onto High School Road. Because the northbound traffic at Gregory Lane is very minimal, including one or two vehicles per hour at most from the Teton County Septage Dump Station, the LOS was not evaluated for the baseline.

FIGURE 10

**2021 BASELINE
TRAFFIC CONDITIONS
A.M. PEAK HOUR
(7:45-8:45 A.M.)**



LEGEND

- Primary Roadways
- Local Roadways in proximity to study
- Proposed Central Wyoming College-Jackson Outreach Center
- Intersection Delineation
- Stop Sign
- Signalized Intersection
- a Lane group LOS (if applicable)
- A Approach LOS (if applicable)
- A Intersection LOS (if applicable)

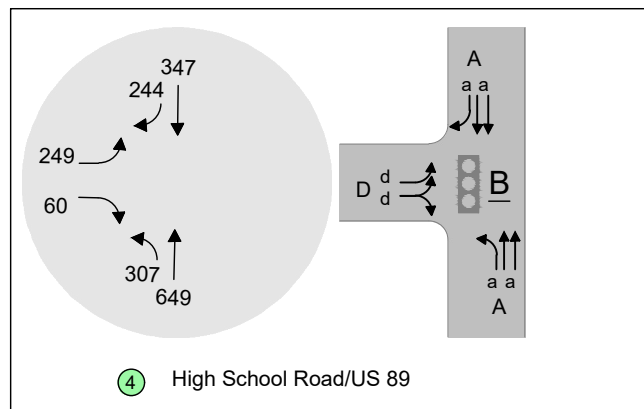
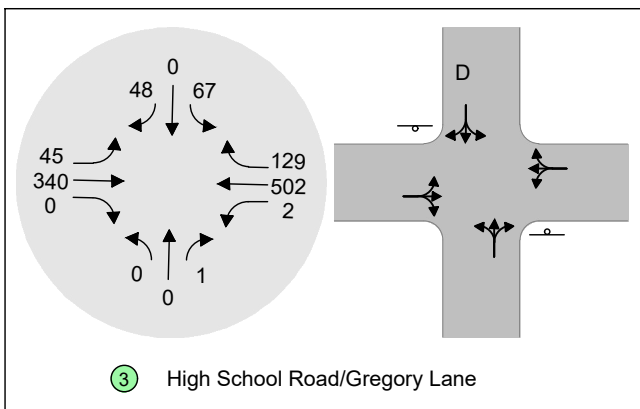
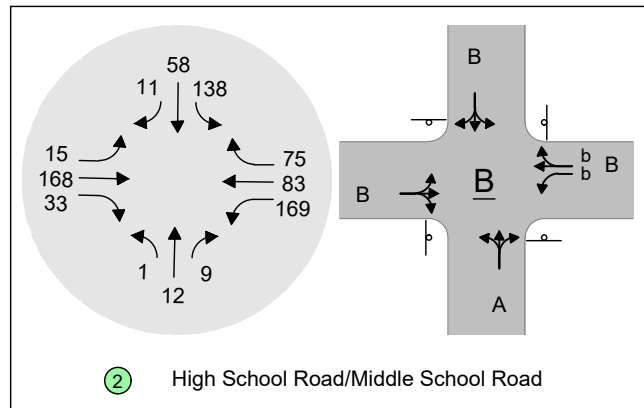
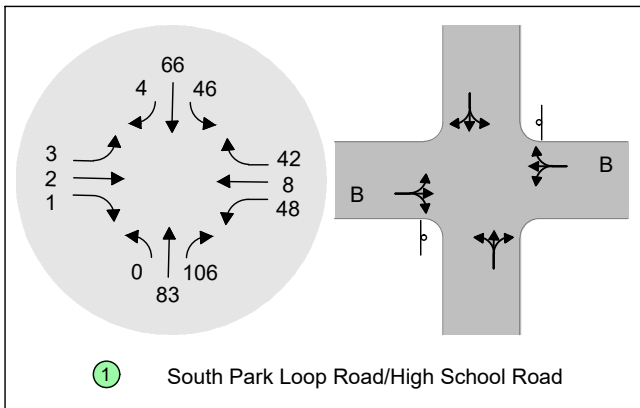


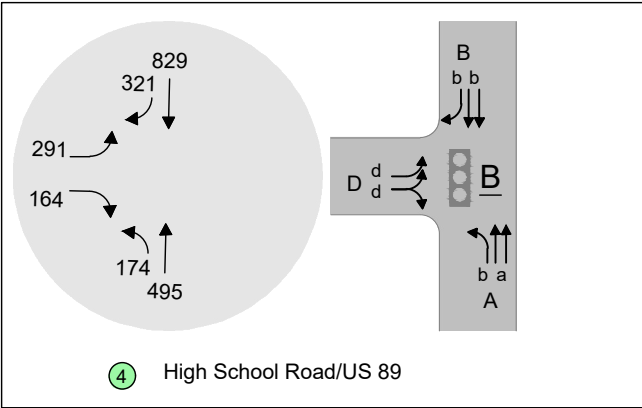
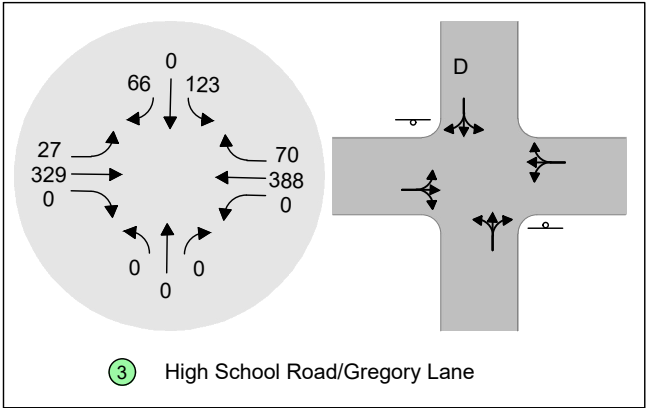
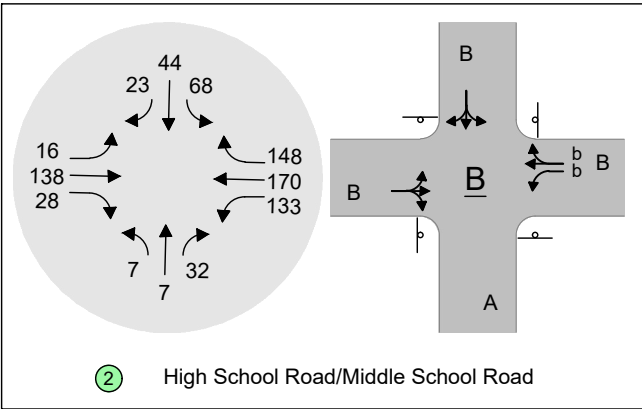
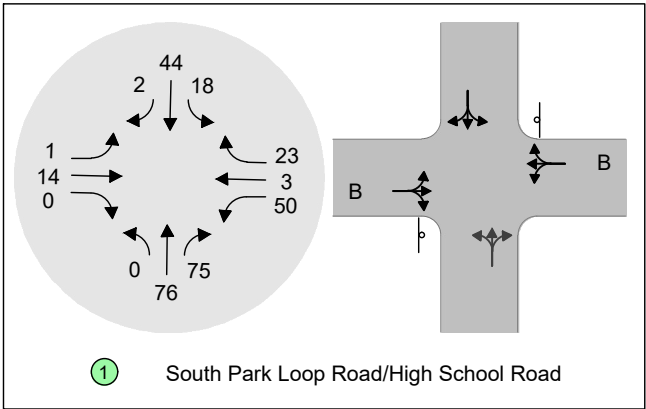
FIGURE 11

**2021 BASELINE
TRAFFIC CONDITIONS
P.M. PEAK HOUR
(5:00 - 6:00 P.M.)**



LEGEND

- Primary Roadways
- Local Roadways in proximity to study
- Proposed Central Wyoming College-Jackson Outreach Center
- Intersection Delineation
- Stop Sign
- Signalized Intersection
- a Lane group LOS (if applicable)
- A Approach LOS (if applicable)
- A Intersection LOS (if applicable)



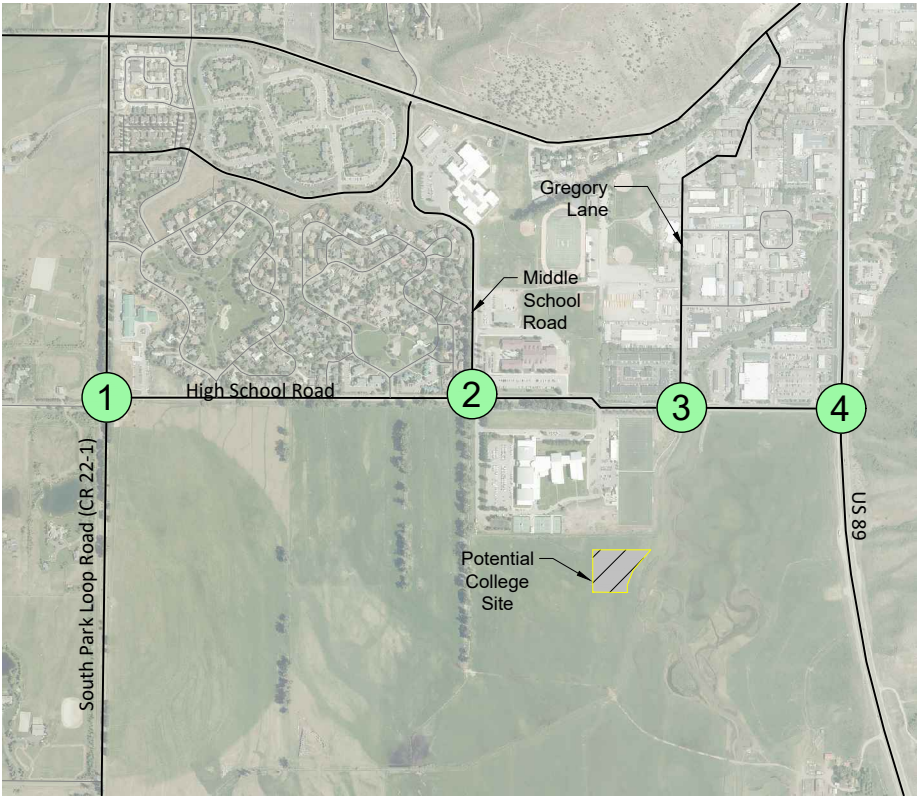
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PREPARED BY: HRR

MAP PREPARED: 10/28/2019

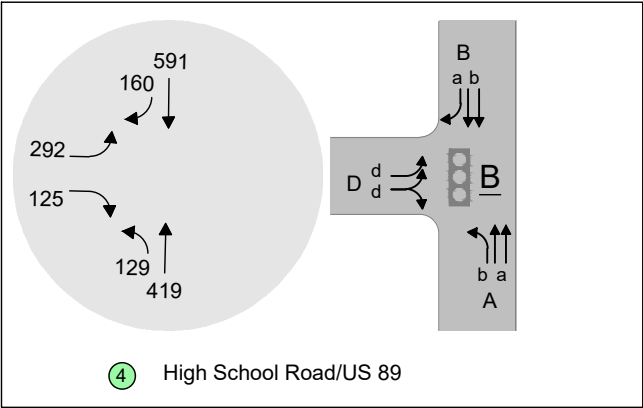
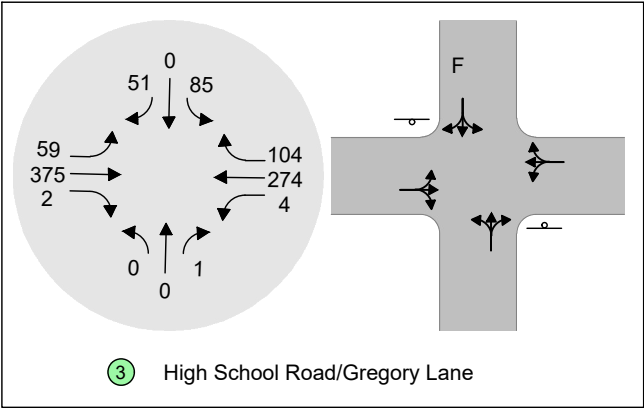
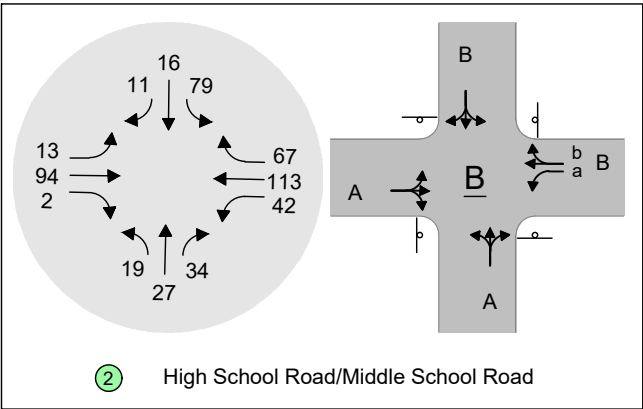
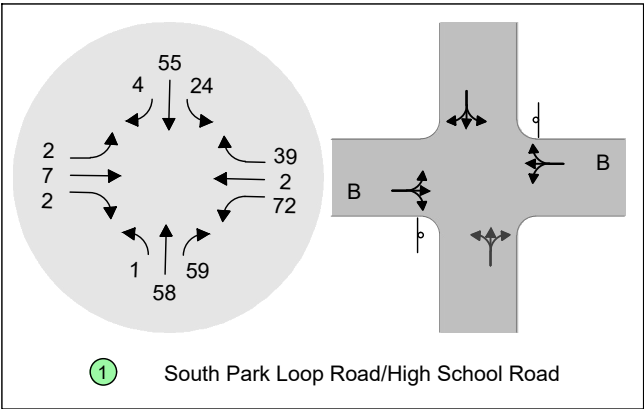
PROJECT NUMBER: 19037

FIGURE 12
2021 BASELINE
TRAFFIC CONDITIONS
SCHOOL P.M. PEAK HOUR
(3:15 - 4:15 P.M.)



LEGEND

- Primary Roadways
- Local Roadways in proximity to study
- Proposed Central Wyoming College-Jackson Outreach Center
- Intersection Delineation
- Stop Sign
- Signalized Intersection
- a Lane group LOS (if applicable)
- A Approach LOS (if applicable)
- A Intersection LOS (if applicable)



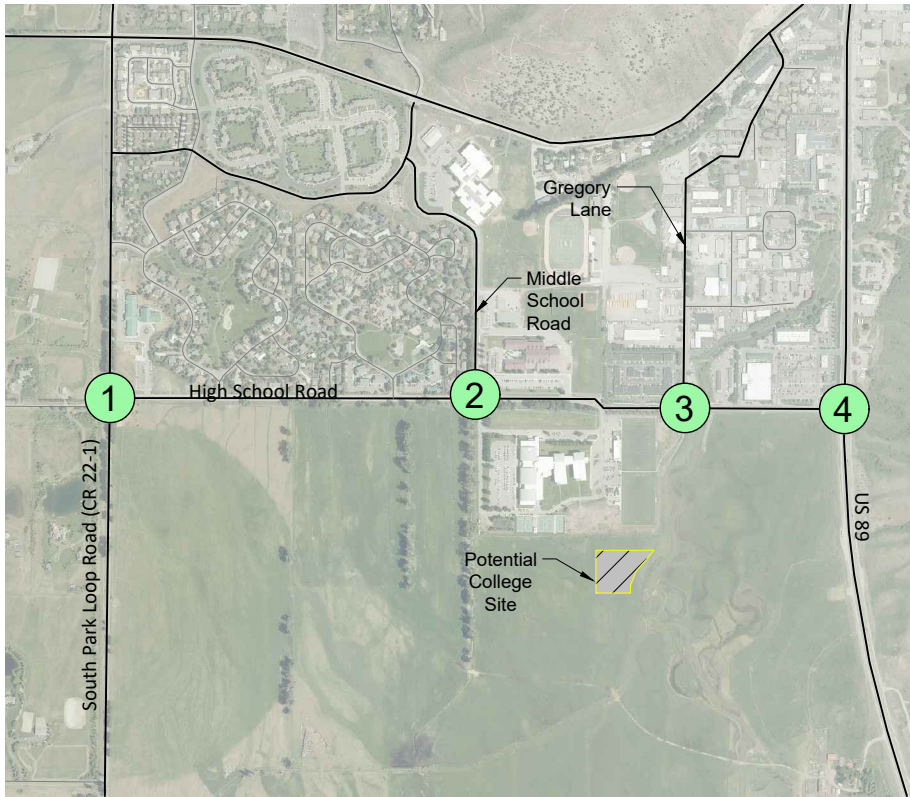
2031 Traffic Conditions

A 1.0% growth factor was used to forecast traffic 2017-2019 to 2021 (2019, *The Jackson Hole Classical Academy - Traffic Impact Study*), expanding to 1.8% for growth from 2021 to 2031 (2016, *Teton County School District #1 Elementary School Traffic Study*). The VMB 2018 shows a 2.76% increase between 2013 and 2017 and a 5.68% increase between 2017 and 2018 at the High School Road and US 89 intersection. Due to the percent increase variation of this data and the time of year the data was collected (during the peak summer months (July and August), and not during the school year (September through May) when traffic volumes are considerably lower, Jorgensen used the more annualized information available from the previous traffic study and used 1.8% growth. From discussions with the County, if the Tribal Trail connector takes place, the traffic on High School Road is expected to decrease according to modeling results from Cambridge Systematics.

Note that this study does not include the proposed Tribal Trails Connector. This project connecting Tribal Trails to WY 22 is currently under study and evaluation and is not an absolute. As discussed previously, the *South Park Sub Area and High School Road Corridor Transportation Analysis* Tribal Trails Connector analysis is considered somewhat antiquated and yields conservatively high traffic contributions to the High School Road corridor. Teton County has included the connector as an alternative in the Travel Demand Model developed by Cambridge Systematics. This model currently predicts traffic volumes on corridor segments and actually shows a decrease in daily traffic volumes on the east leg of High School Road with the addition of the Tribal Trails Connector. The model is now being refined to intersection analysis at selected intersections. This work is not yet completed. Because the timeframe and/or actual implementation of the connector are unknown, the connector is not included in this analysis. However, should the project move forward, the data included in this study is available for inclusion in the TCTDM so that the impacts of the CWC campus on Tribal Trails can be estimated.

The 2031 baseline hourly traffic volumes and LOS for each intersection at the various peak hours are depicted on Figures 13 thru 15. In summary, the intersections of High School Road with South Park Loop Road and Middle School Road are operating at LOS B conditions throughout the day,. The intersection of High School Road and U.S. 89 is at a LOS B in the morning and LOS C for the two evening peak hours. Drivers entering US 89 from High School Road are currently experiencing LOS D conditions during all three peak hours analyzed. Southbound traffic at the Gregory Lane and High School Road intersection is expected to operate at an LOS F during all three peak hours in 2031 compared with only the school peak hour in 2021. Because the northbound traffic at Gregory Lane is very minimal, including one or two vehicles per hour at most from the Teton County Septage Dump Station, the LOS was not evaluated for the baseline.

FIGURE 13
2031 BASELINE
TRAFFIC CONDITIONS
A.M. PEAK HOUR
(7:45-8:45 A.M.)



LEGEND

- Primary Roadways
- Local Roadways in proximity to study
- Proposed Central Wyoming College-Jackson Outreach Center
- Intersection Delineation
- Stop Sign
- Signalized Intersection
- a* Lane group LOS (if applicable)
- A* Approach LOS (if applicable)
- A* Intersection LOS (if applicable)

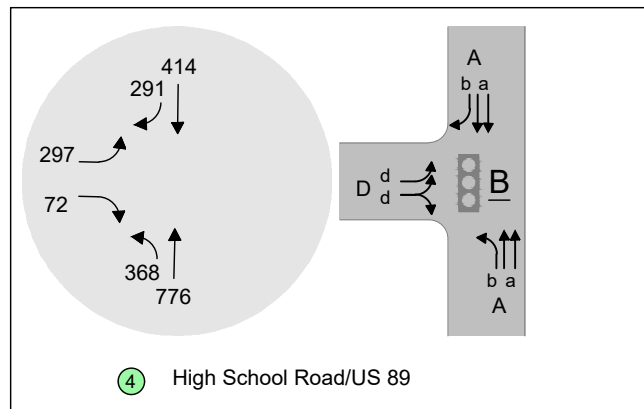
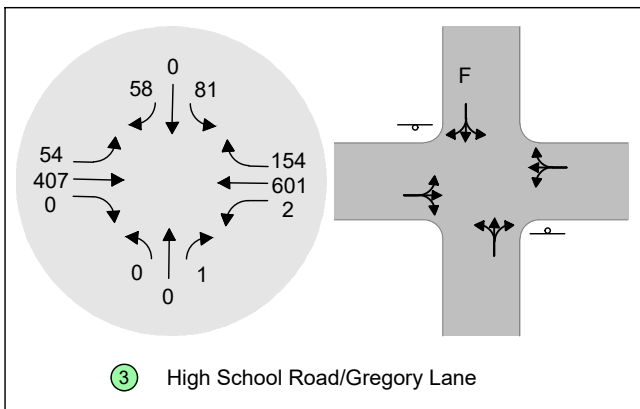
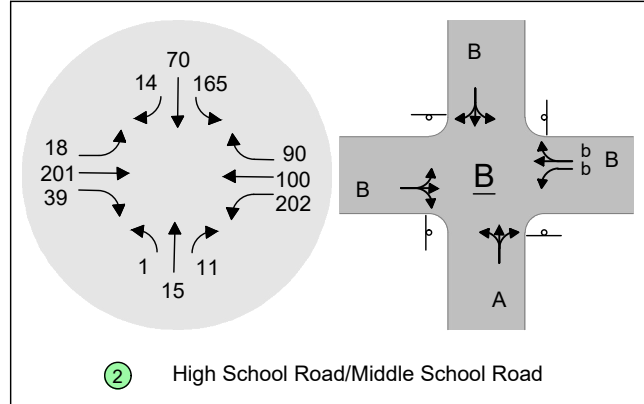
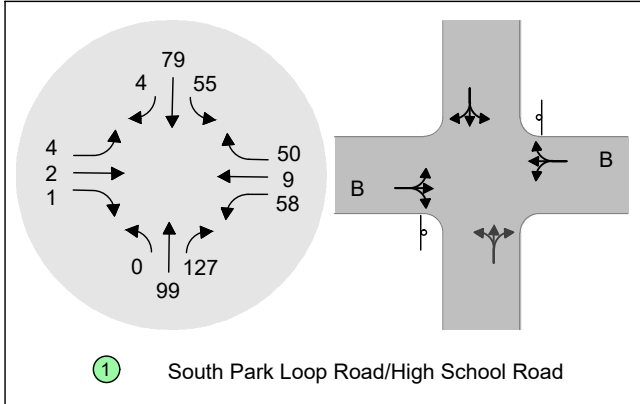


FIGURE 14

**2031 BASELINE
TRAFFIC CONDITIONS
P.M. PEAK HOUR
(5:00 - 6:00 P.M.)**



LEGEND

- Primary Roadways
- Local Roadways in proximity to study
- Proposed Central Wyoming College-Jackson Outreach Center
- Intersection Delineation
- Stop Sign
- Signalized Intersection
- a Lane group LOS (if applicable)
- A Approach LOS (if applicable)
- A Intersection LOS (if applicable)

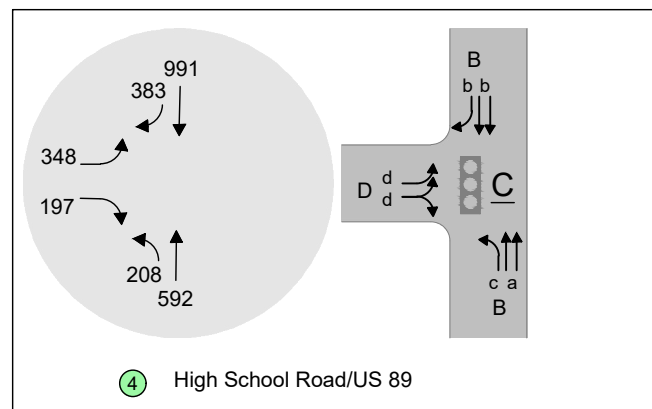
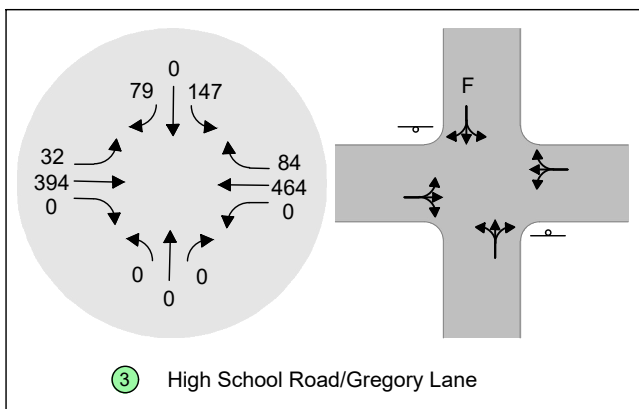
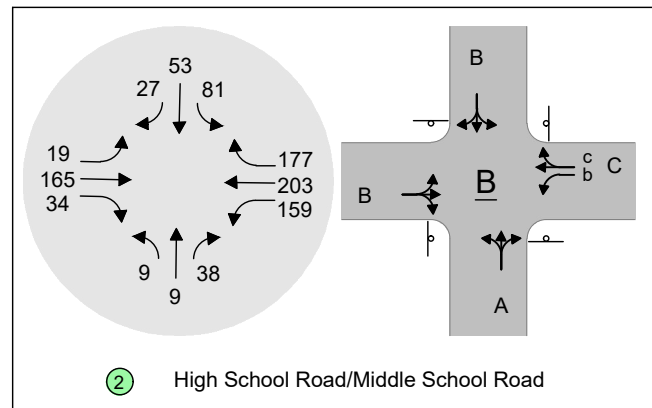
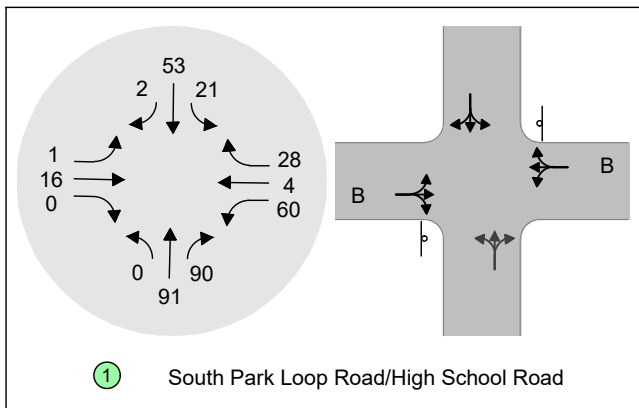
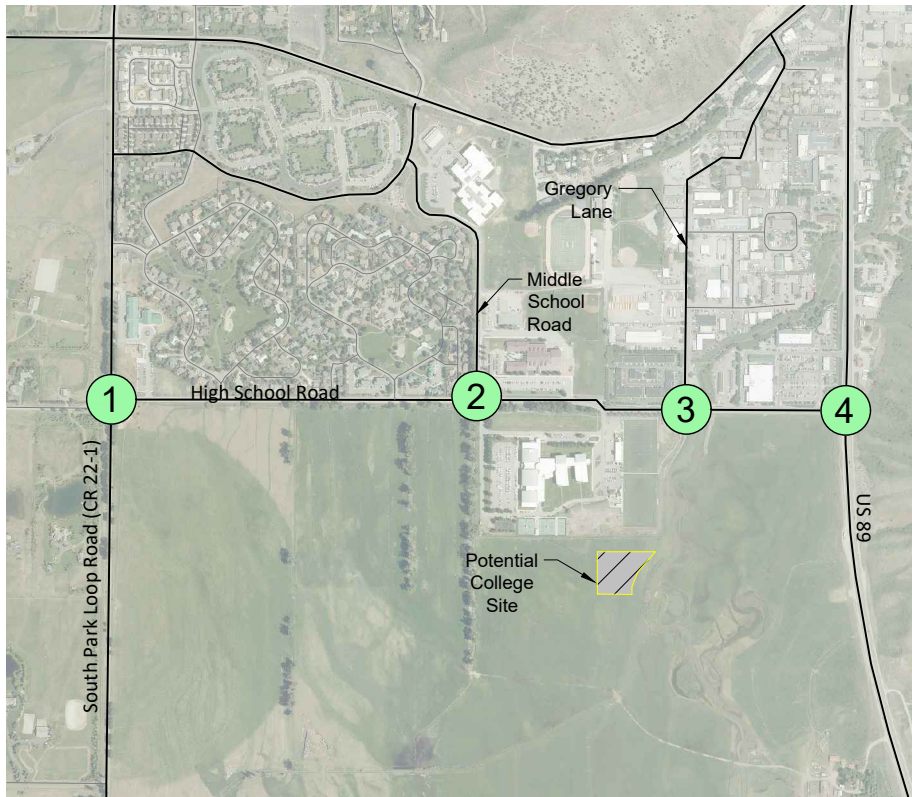


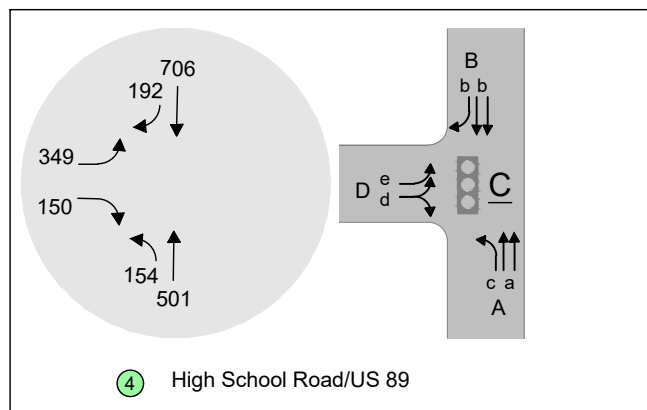
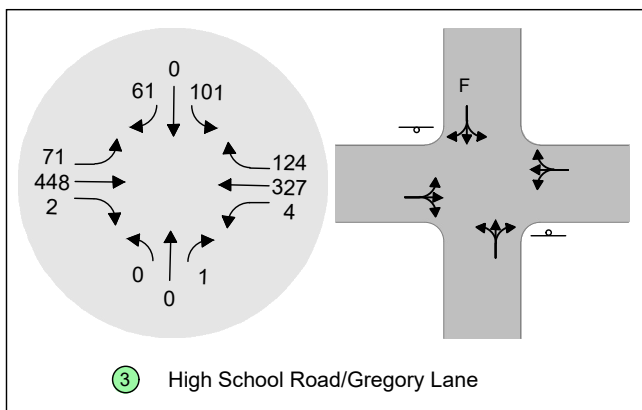
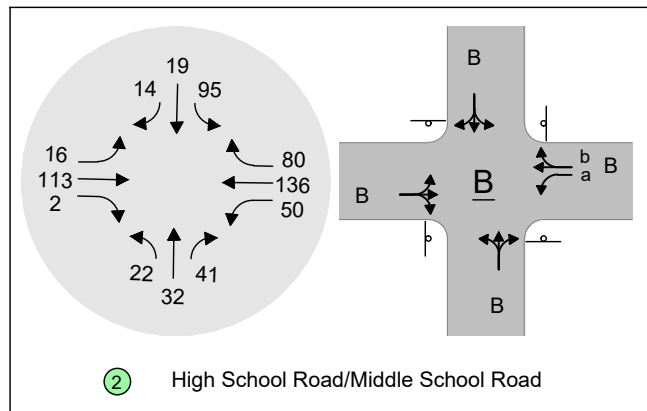
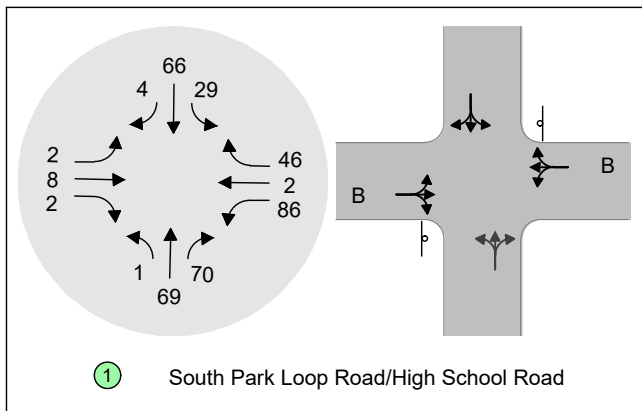
FIGURE 15

**2031 BASELINE
TRAFFIC CONDITIONS
SCHOOL P.M. PEAK HOUR
(7:45-8:45 A.M.)**



LEGEND

- Primary Roadways
- Local Roadways in proximity to study
- Proposed Central Wyoming College-Jackson Outreach Center
- Intersection Delineation
- Stop Sign
- Signalized Intersection
- a* Lane group LOS (if applicable)
- A* Approach LOS (if applicable)
- A* Intersection LOS (if applicable)



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VI. PROPOSED CONDITIONS

The subject two-acre property will include the Central Wyoming College and a parking lot for student and faculty use. There are three parcels adjacent to the 2-acre site. They total in 95.3 acres, and consist of a 15.3 acre parcel (not including the 2-acre CWC site), a 35 acre parcel, and a 45 acre parcel.

By right, 3 dwelling units are allowed on each of these parcels that are allowed a main residence and an accessory residential unit (ARU) for a total of 6 total potential residential structures.

VII. TRIP GENERATION

The CWC courses are currently hosted at various locations within Jackson and currently contribute to trip generation throughout the transportation network. The new CWC will consolidate the current trips to the one central campus. Trip generation for 2021 and 2031 was completed based on CWC program and course information. CWC provided a comprehensive weekly schedule for 2021 which included the course names, classroom information, as well as course times and estimated enrollments. As a community college serving a variety of student types (traditional and non-traditional), many of CWC classes are offered after normal working hours to best serve working students. This allows some flexibility in scheduling, and as such, Jorgensen worked with CWC staff to adjust class times to not coincide with the peak hour traffic times to a large extent.

Trip Generation Assumptions

Jorgensen worked closely with CWC staff to understand student and staff travel behavior. Based on these discussions, for the purpose of this study, the following was assumed for 2021 and 2031 trip generation:

1. Estimated enrollment for 2021 is 226 students. Estimated enrollment for 2031 is 75 students in the summer, 375 in the fall, and 320 in the spring. These numbers reflect in-person credit courses, English as a Second Language and High School Equivalency courses.
2. High school enrollment is assumed to have no impact on the baseline trip generation. CWC offers concurrent enrollment to the Jackson Hole High School, located adjacent to the proposed property. These classes are taught within the High School curriculum during school hours by High School instructors. In 2018 enrollment was 167. Concurrent enrollment will not impact the use of the new CWC building. CWC is seeking approval of dual enrollment classes, which would allow high school students to take courses at the CWC campus. Dual enrollment will most likely include certified nursing assistant, culinary and science classes. CWC estimates that High School dual enrollment will not impact traffic generation students as will be able to walk from the High School to the CWC campus. This may ultimately result in decreased traffic from the High School onto High School Road during peak hours; however, it was not accounted for.
3. Not all students will arrive right when class begins or leave right when a class ends. Based on the weekly course schedule, it was assumed that 50% of students arrive within 30 minutes before class starts and the remainder arrive at the start of class time. It is also assumed that 50% of

additional classes, to meet with teachers, and to study. One third are assumed to leave after one hour, another third after 2 hours and the remaining third after 3 hours. For evening classes, the exit stagger is reduced and 50% are assumed to leave right after class ends and the remaining after a half hour.

4. The CWC program has been developed to minimize impact on the transportation network during peak hours, by attempting to minimize start and end time of courses during the peak hours.
5. 2021 estimates 5 faculty/staff who are on campus throughout the day from 8:00 AM until 5:00 PM. By 2031 this is estimated to increase to 7 with an additional 2 faculty/staff who will be on campus from 4:30 PM to 9:00 PM. The faculty and staff are assumed to total approximately 10% of the student population with adjunct faculty following similar ingress and egress patterns as the students. The adjunct faculty were included with student numbers.
6. Alternative transportation assumed 7% bicyclists and 9% walkers for 2021 and respectively 10.3% and 8.3% for 2031 (Source: *Jackson/Teton Integrated Transportation Plan*). Refer to Table 4. Key Indicators Under the Baseline and Plan Scenario (Teton County), for the referenced data. The 2021 numbers are baseline numbers which are expected to occur if recent trends in Jackson continue into the future combined with no change in current travel behavior. The 2031 percentage values are interpolated Plan Scenario values using the 2024 and 2035 estimates. Transit transportation was not included as a mode of transportation in 2021 trip generation since the current existing START Bus stops along High School Road are over a quarter mile away. However, based upon further conversations with START, they believe the stops along High School Road are in close enough to the CWC campus that ridership will occur in 2021. This is especially the case with the access incorporating quality pedestrian facilities. 2.6% transit transportation was assumed for 2031, which would provide adequate time for a transit transportation plan to be implemented for CWC.

Table 4. Key Indicators Under the Baseline and Plan Scenario (Teton County)

Indicator		Base Year	Baseline Scenario		Plan Scenario	
		2013	2024	2035	2024	2035
Mode Share (of total annual trips)	SOV (single occupant vehicle)	54%	54%	54%	51%	48%
	MOA (multiple occupant auto)	29%	29%	29%	29%	29%
	Walk	9%	9%	9%	10%	11%
	Bicycle	7%	7%	7%	8%	9%
	Transit	1%	1%	1%	2%	3%
Annual vehicle miles traveled (VMT)		480 million	550 million	610 million	525 million	560 million
% Growth in VMT from 2013		-	14%	28%	9%	17%
Annual transit ridership		0.9 million	1.1 million	1.2 million	1.8 million	3.6 million

7. 2021 trip generation numbers assumed enrollment of 226 students and that classes would be at 60% capacity of the assigned classroom capacity. Because the course schedule provided is weekly, this assumption aids in distributing trip generation throughout the week since all courses

will not be held on a single day (i.e. some classes will follow a Monday, Wednesday, Friday schedule, while others will follow a Tuesday, Thursday schedule).

8. The 2031 trip generation accounted for an increased enrollment of 166% to 375 students based on estimated fall enrollment numbers. The number of individuals entering and exiting the facility on a daily basis was again assumed to be 60% to distribute the trip generation throughout the week.
9. The Institute of Transportation Engineers (ITE) *Trip Generation Manual* was not utilized for trip generation since the college size is not represented within this manual and CWC was able to provide very specific information on staff and student numbers and behavior as well as class schedule.

Trip generation calculations can be found in Appendix C – Trip Generation Calculations. The trip generation resulted in the following:

Table 5. 2021 Trip Generation

Number of Students: 226

		<i>Directional Distribution</i>				
<i>Analysis Period</i>		<i>Trips</i>	<i>Entering</i>	<i>Exiting</i>	<i>Entering</i>	<i>Exiting</i>
<i>DAILY</i>	Weekday	264	50%	50%	132	132
AM Peak Hour (7:15-8:15)	Weekday	27	100%	0%	27	0
PM Peak Hour (3:15-4:15)	Weekday	19	17%	83%	3	15
PM Peak Hour (5:00-6:00)	Weekday	33	63%	37%	20	13
Alternative Modes of Transportation	Weekday	110	50%	50%	55	55

Table 6. 2031 Trip Generation

Number of Students: 375

		<i>Directional Distribution</i>				
<i>Analysis Period</i>		<i>Trips</i>	<i>Entering</i>	<i>Exiting</i>	<i>Entering</i>	<i>Exiting</i>
<i>DAILY</i>	Weekday	416	50%	50%	208	208
AM Peak Hour (7:15-8:15)	Weekday	42	100%	0%	42	0
PM Peak Hour (3:15-4:15)	Weekday	29	17%	83%	5	24
PM Peak Hour (5:00-6:00)	Weekday	51	62%	38%	32	20
Alternative Modes of Transportation	Weekday	230	50%	50%	115	115

VIII. TRIP DISTRIBUTION

An Origin-Destination Study was not completed as part of the 2021 baseline study and assumptions had to be made to assign generated trips to the transportation network. It was confirmed with CWC staff that 2021 and 2031 ingress/egress traffic of the CWC Campus follows the same traffic trends of the transportation network. The 2021 baseline and buildout trip distribution conditions were evaluated for AM, PM and School PM peak hours.

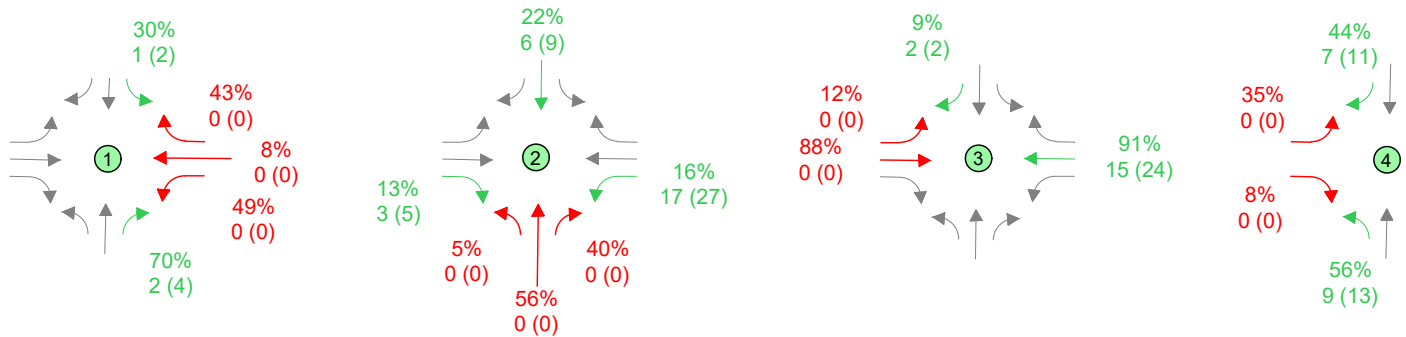
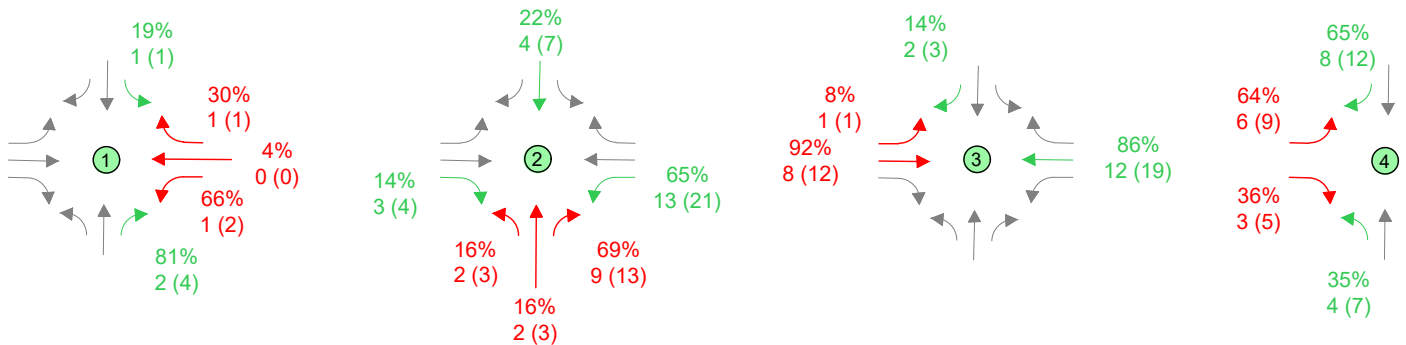
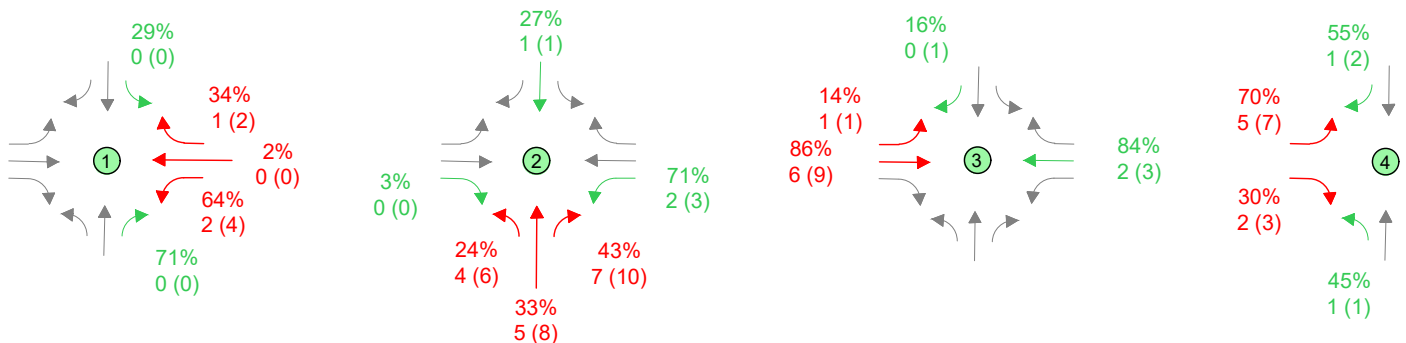
Figures 11, 12, and 13 show the assumed trip generation for three different access alternatives studied for the various time periods. The accesses studied include the use of the easement south of Middle School Road, referred to as the Middle School Road Access, the use of the easement south of Gregory Lane, referred to the Gregory Lane Access, and the use of the combination of both easements south of Middle School Road and Gregory Lane, referred to as Dual Access. Each map includes the percentage of ingress/egress traffic associated with each movement. Ingress movements are labeled in green and egress movements in red. Each map also includes the associated number of movements for the 2021 baseline condition (normal nomenclature) and the 2031 buildout condition (in parenthesis).

FIGURE 16**TRIP DISTRIBUTION
MIDDLE SCHOOL ROAD ACCESS****LEGEND**

Ingress Movement

Egress Movement

##% % vehicles in movement - 2021

Vehicles in Movement - 2021
Baseline Conditions(##) # Vehicles in Movement - 2031
Buildout Conditions**AM Peak Hour****PM Peak Hour****School Peak Hour**

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FIGURE 17

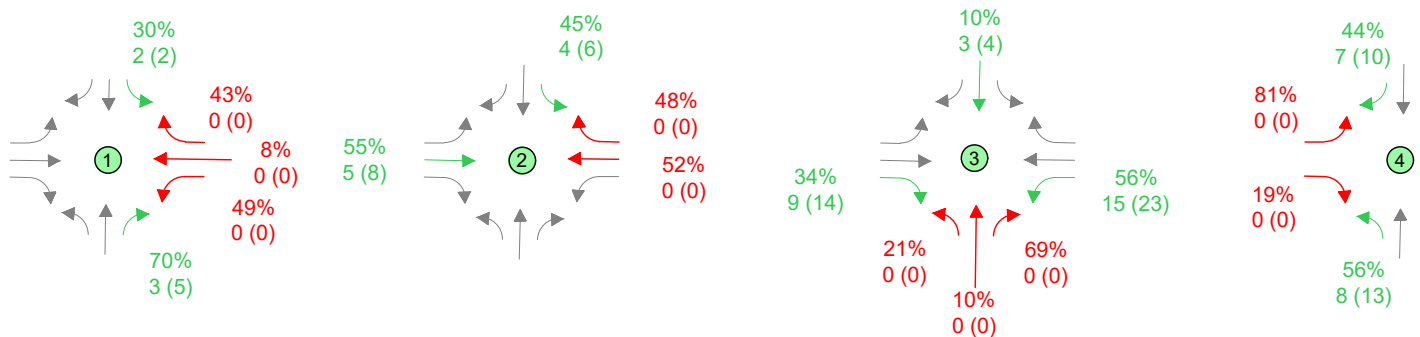
**TRIP DISTRIBUTION
GREGORY LANE ACCESS**



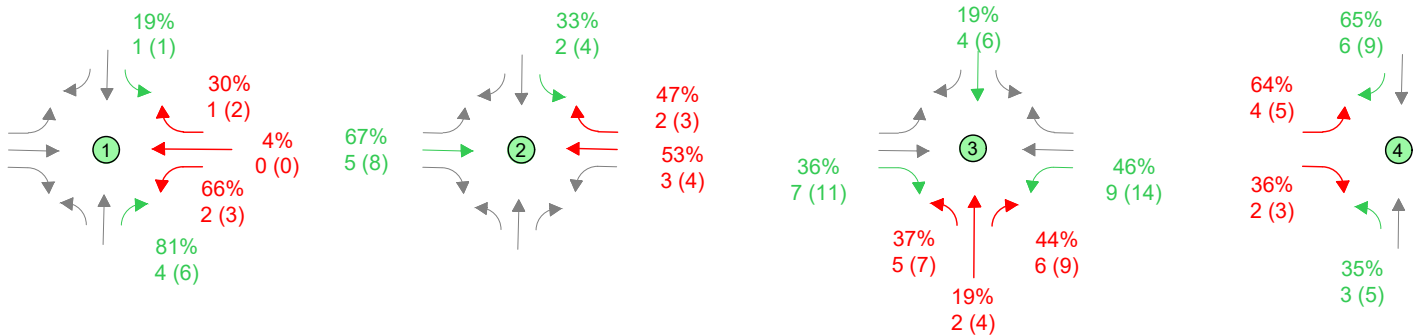
LEGEND

- ##** Ingress Movement
- ##** Egress Movement
- ##%** % vehicles in movement - 2021
- ##** # Vehicles in Movement - 2021
Baseline Conditions
- (##)** # Vehicles in Movement - 2031
Buildout Conditions

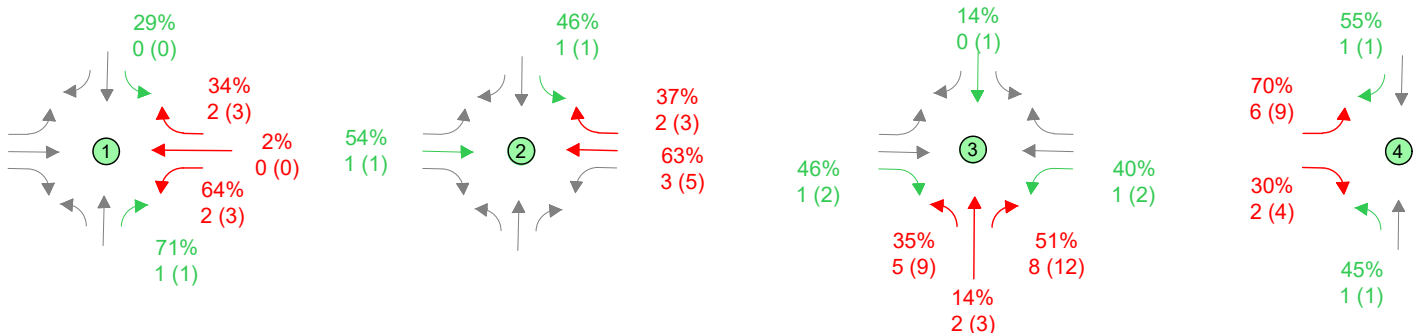
AM Peak Hour



PM Peak Hour



School Peak Hour



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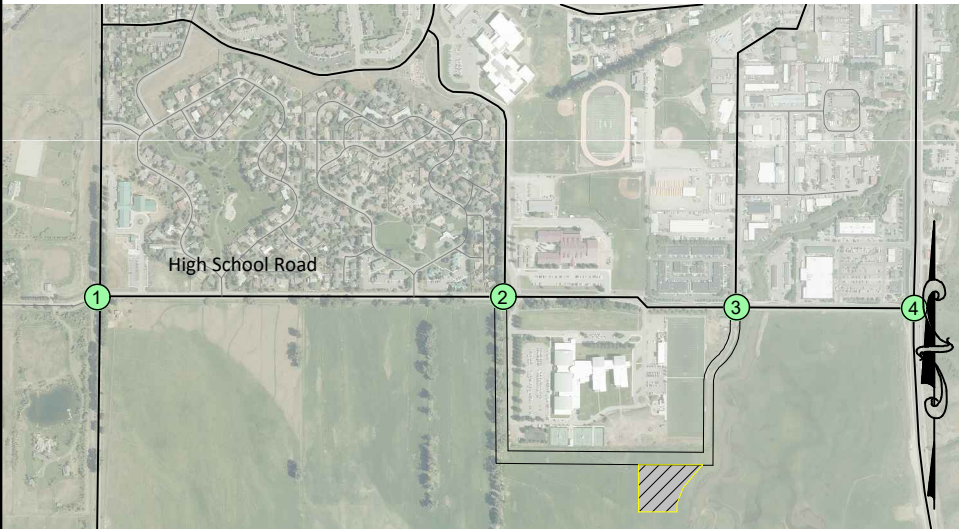
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FIGURE 18

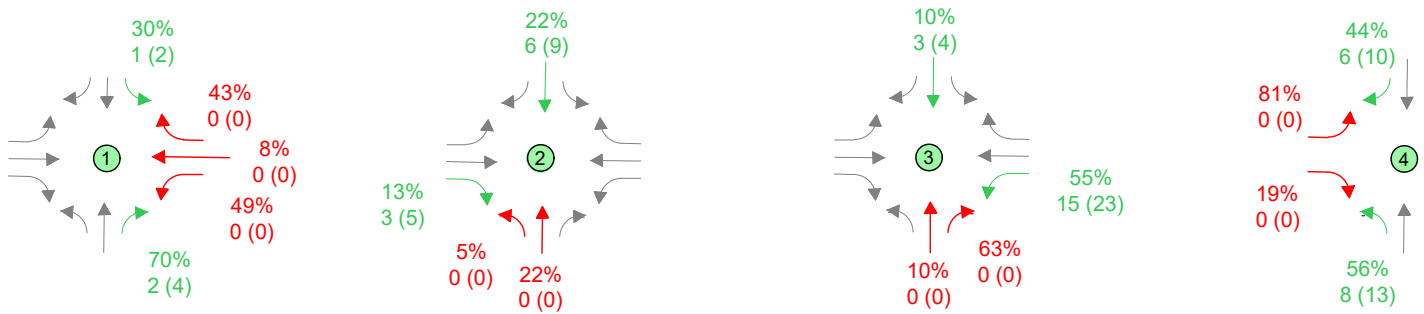
**TRIP DISTRIBUTION
DUAL ACCESS**



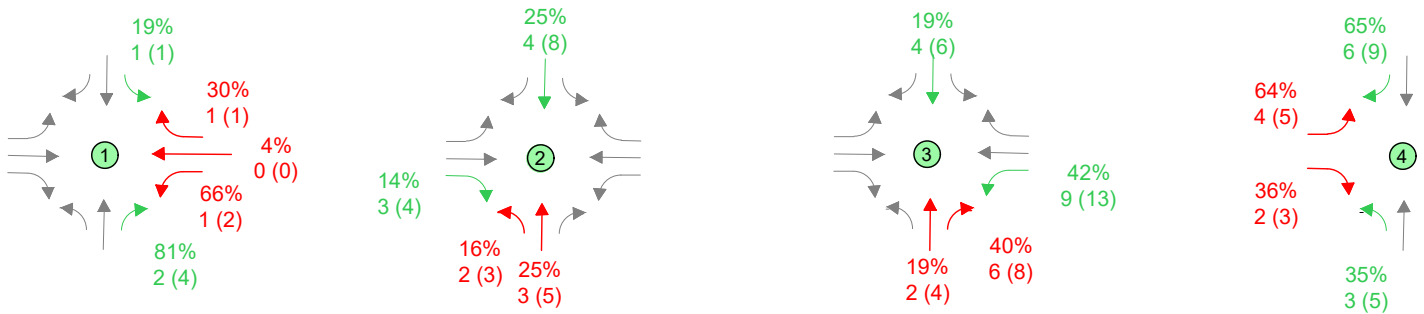
LEGEND

- ## Ingress Movement
- ## Egress Movement
- ##% % vehicles in movement - 2021
- ## # Vehicles in Movement - 2021
Baseline Conditions
- (##) # Vehicles in Movement - 2031
Buildout Conditions

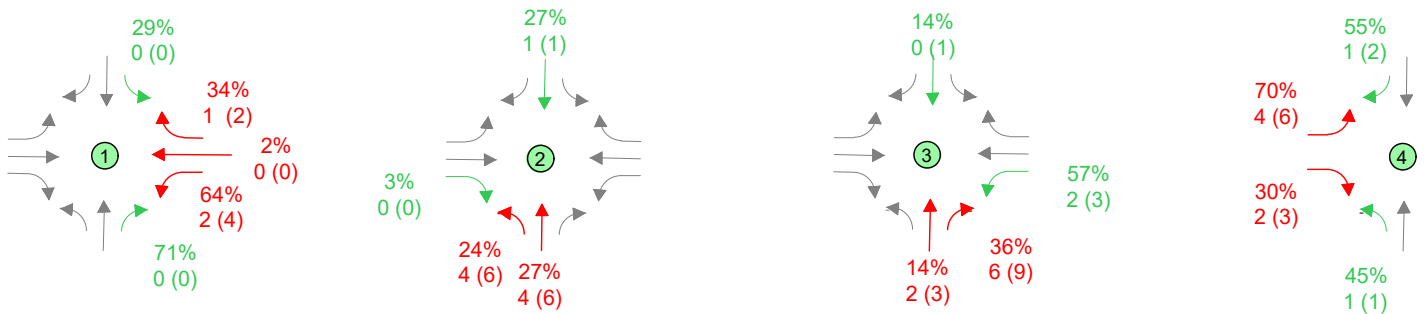
AM Peak Hour



PM Peak Hour



PM Peak Hour



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Traffic Summary

High School Road baseline conditions in 2021 and 2031 operate at a satisfactory level of service. The southbound traffic at the intersection of Gregory Lane and High School Road is currently experiencing a D to F LOS, which is not unexpected for a minor stop-controlled approach. The southbound approach at this intersection will continue to fail in 2031 with or without CWC if the transportation network and circulation remains as is. The eastbound approach at the High School Road and US 89 is currently operating at a LOS D, as are the left and right turn lanes; the left turn lane is expected to decrease to LOS E by 2031.

IX. TRAFFIC ANALYSIS

The trip generation values for CWC were added to the 2021 and 2031 baseline values and analyzed to determine the impact on the transportation system. Table 3 provides a summary of the LOS for each intersection and intersection approaches. The LOS in red text is a decrease in LOS from the baseline that is attributable to CWC traffic. Overall, the intersection of Gregory Lane and High School Road receive the largest impact from the development of the CWC in all three alternatives as this intersection currently has issues related to southbound Gregory Lane traffic.

For the analysis, the intersections will be referred to by the north/southbound intersecting roads since High School Road is the east/westbound street for all intersections.

Table 7. 2021 and 2031 Level of Service Summary

Level of Service Summary

Year	Peak Hour	Baseline / Access Evaluation	South Park Road		Middle School Road					Gregory Lane		US 89			
			Eastbound	Westbound	Overall	Eastbound Approach / L	Westbound Approach / L / T	Northbound Approach / L	Southbound Approach / L	Northbound	Southbound	Overall	Eastbound Approach/L/T	Northbound Approach/L/T	Southbound Approach/T/R
2021	AM	Baseline	B	B	B	B/b	B/b/b	A/a	B/b	-	D	B	D/d/d	A/a/a	A/a/a
		Middle School Access	B	B	B	B/b	B/b/b	A/a	B/b	-	D	B	D/d/d	A/a/a	A/a/a
		Gregory Lane Access	B	B	B	B/b	B/b/b	A/a	B/b	-	E	B	D/d/d	A/a/a	A/a/a
		Dual Access	B	B	B	B/b	B/b/b	A/a	B/b	-	D	B	D/d/d	A/a/a	A/a/a
	PM	Baseline	B	B	B	B/b	B/b/b	A/a	B/b	-	D	B	D/d/d	A/b/a	B/b/b
		Middle School Access	B	B	B	B/b	B/b/b	A/a	B/b	-	D	B	D/d/d	A/b/a	B/b/b
		Gregory Lane Access	B	B	B	B/b	B/b/b	A/a	B/b	C	D	B	D/d/d	A/b/a	B/b/b
		Dual Access	B	B	B	B/b	B/b/b	A/a	B/b	B	D	B	D/d/d	A/b/a	B/b/b
	School PM	Baseline School	B	B	B	A/a	B/a/b	A/a	B/b	-	F	B	D/d/d	A/b/a	B/b/a
		Middle School Access	B	B	B	B/b	B/a/b	A/a	B/b	-	F	B	D/d/d	A/b/a	B/b/b
		Gregory Lane Access	B	B	B	A/a	B/a/b	A/a	B/b	C	F	B	D/d/d	A/b/a	B/b/b
		Dual Access	B	B	B	A/a	B/a/b	A/a	B/b	B	F	B	D/d/d	A/b/a	B/b/b
2031	AM	Baseline	B	B	B	B/b	B/b/b	A/a	B/b	-	F	B	D/d/d	A/b/a	A/a/b
		Middle School Access	B	B	B	B/b	B/c/b	A/a	C/c	-	F	B	D/d/d	A/b/a	A/a/b
		Gregory Lane Access	B	B	B	B/b	B/b/b	A/a	C/c	-	F	B	D/d/d	A/b/a	A/a/b
		Dual Access	B	B	B	B/b	B/b/b	A/a	C/c	-	F	B	D/d/d	A/b/a	A/a/b
	PM	Baseline	B	B	B	B/b	C/b/c	A/a	B/b	-	F	C	D/d/d	B/c/a	B/b/b
		Middle School Access	B	B	B	B/b	C/b/c	B/b	B/b	-	F	C	D/d/d	B/c/a	B/b/b
		Gregory Lane Access	B	B	B	B/b	C/b/c	A/a	B/b	C	F	C	D/d/d	B/c/a	B/b/b
		Dual Access	B	B	B	B/b	C/b/c	B/b	B/b	B	F	C	D/d/d	B/c/a	B/b/b
	School PM	Baseline School	B	B	B	B/b	B/a/b	B/b	B/b	-	F	C	D/e/d	A/c/a	B/b/b
		Middle School Access	B	B	B	B/b	B/b/b	B/b	B/b	-	F	C	E/e/d	A/c/a	B/b/b
		Gregory Lane Access	B	B	B	B/b	B/a/b	B/b	B/b	D	F	C	E/e/d	A/c/a	B/b/b
		Dual Access	B	B	B	B/b	B/b/b	B/b	B/b	C	F	C	D/e/d	A/c/a	B/b/b
A/B/C = approach level of service			a/b/c = lane level of service												

A/B/C = approach level of service

a/b/c = lane level of service

* The LOS for northbound traffic was not analyzed when the hourly volume included 1 or less vehicles.

2021 Baseline Conditions

In 2021, the intersection of High School Road with South Park Loop Road, Middle School Road and US 89 will operate with a LOS B throughout the day. The US 89 eastbound approach will operate at a LOS D throughout the day. The Gregory Lane southbound approach will operate at a LOS D during the AM and PM peak hours and will function at a LOS F during the School PM peak hour. The northbound approach on Gregory Lane currently receives minimal traffic and the LOS was not analyzed for a baseline.

2021 Traffic Conditions with CWC

The addition of the CWC results in minimal impact to the transportation network for the three different access scenarios. The South Park Road and US 89 intersections will not be impacted. The Gregory Lane and Middle School Road intersections receive impact by the CWC addition, which are described as followed for each access scenario:

1. **Middle School Road Access:** The eastbound approach at the Middle School Road intersection is expected to decreased from a LOS A to a LOS B during the School PM peak hour. The Gregory Lane intersection will not be impacted with additional CWC traffic.
2. **Gregory Lane Access:** The Gregory Lane southbound approach is expected to decrease from a LOS D to E in the AM peak hour with the CWC. With the added northbound traffic at Gregory Lane intersection in the PM and School PM hours, a LOS C is established for the evening peak hours. The Middle School Road intersection is not impacted with additional CWC traffic.
3. **Dual Access:** The Gregory Lane southbound approach remains consistent with the baseline throughout the day, the Gregory Lane northbound approach is expected to operate at a LOS B in the PM and School PM peak hours with the CWC. The difference in LOS from the Gregory Lane Access is a result in decreased left-hand turn movements generated by CWC, which are anticipated to take place at Middle School Road during this scenario. The Middle School Road intersection will not be impacted with additional CWC traffic.

2031 Baseline Conditions

The LOS for the 2031 baseline conditions are similar to that of the 2021 baseline conditions, with the following differences in service for 2031:

1. Gregory Lane southbound traffic is expected to experience a LOS F during all periods of the day.
2. Middle school westbound traffic is expected to decrease from a LOS B to a LOS C for the westbound approach during the PM peak hour.
3. The overall LOS for the intersection of US 89 and High School Road is expected to decrease from a LOS B to C in the PM and School PM peak hours. The northbound approach is expected to decrease from a LOS A to B in the PM and the northbound left-hand turn is expected to decrease from a LOS B to a LOS C in the evening hours.

2031 Traffic Conditions with CWC

The addition of the CWC is expected to have an impact to the transportation network in 2031 for all three access scenarios. The South Park Loop Road intersection is expected remain at a LOS B for all scenarios. The Middle School southbound approach, for all three access scenarios, will experience a decrease in LOS from a B to a C during the AM peak hours. The Gregory Lane southbound approach will continue to operate with a LOS F throughout the day. The three access scenarios will result in the following unique impacts to the transportation network:

1. **Middle School Road Access:** The Middle School Road southbound left turning movement will decrease from a LOS B to C during the AM Peak hour and decrease from a LOS A to B in the school

PM peak hour. The Middle School Road northbound approach and left turning movement will decrease from a LOS A to a B in the PM peak hours. Gregory Lane and High School Road is not impacted with the CWC addition. The eastbound approach at the US 89 intersection is forecasted to decrease from a LOS D to an LOS E.

2. **Gregory Lane Access:** The Gregory Lane northbound approach is expected to operate with LOS C during the PM peak hour and LOS D during the School PM peak hour. The eastbound approach at the US 89 intersection is forecasted to decrease from a LOS D to a LOS E.
3. **Dual Access:** The Gregory Lane northbound approach receives a LOS B and C during the PM and School PM peak hours, respectively. The Middle School Road northbound approach and left turning movement will decrease from a LOS A to B during the PM peak hour.

X. OTHER CONSIDERATIONS

High School Traffic

Refer to Figure 19. High School Traffic, for an image showing the traffic circulation network for the High School campus. While this traffic impact study gained a better understanding of the four major intersections along High School Road, it did not account for the three-way stop-controlled intersection located between Middle School Road and Gregory Lane. As previously discussed, the High School contributes a surge of additional traffic to the transportation network during the School PM peak hour, 3:15 to 4:15 PM. During the School PM peak hour, specifically from 4:00-4:15 PM, traffic between Middle School Road and this three-way intersection is highly congested. Vehicles heading eastbound are queued on High School Road and within the High School parent pick up area during this high impact time period. With two stop-controlled intersections, this section of road operates poorly during this peak 15-minutes. TCSD is taking measures to mitigate traffic generated by parents and students. This school year (2019-2020), Jackson Hole has implemented paid parking for students, and have two teams in the engineering class working on the parking lot/traffic issues at JHHS and High School Road. The High School Project Lead the Way class has identified this traffic as an ongoing issue for the school and is studying the traffic patterns to see if improvements can be made. Jorgensen is providing technical assistance to help with the final recommendation by the class.

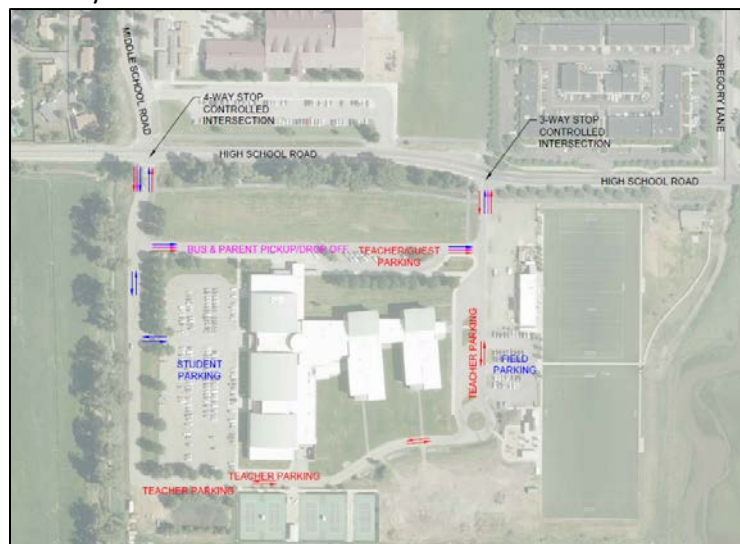


Figure 19. High School Traffic

Gregory Lane Improvements

Gregory Lane is identified as a roadway corridor in need of multiple improvements. The improvements include street, stormwater and sewer infrastructure, and a safe route to school for pedestrians and bicyclists. The Gregory Lane improvements initiative was approved as part of the Teton County and Town of Jackson SPET election on November 5, 2019. These improvements will include improvements to the intersection of Gregory Lane and High School Road. Presently, the Town of Jackson's Gregory Lane Improvements Project includes a dedicated Gregory Lane southbound left turn lane and a combined through/right turn lane. Addressing current capacity and circulation issues at this intersection will be a part of this project. While the timing of this project is still to be determined, the Town has communicated they would like to implement this project in 2021.

Tribal Trail Connector & East-West Connector

The Integrated Transportation Plan identifies major capital projects designed to address existing (or future) traffic congestion and multimodal connectivity. The Tribal Trails Connector and East-West Connector are identified as key local connections. WYDOT and Teton County are in the planning stages to develop the Tribal Trails Connector Road, which would include a new segment of the Tribal Trails Road, approximately 0.5 miles, extending from Cherokee Lane north to Wyoming Highway 22. An East-West connector was also identified in the ITP and was also recommended, which would provide a connector between South Park Loop Road and US 89, to the south of High School Road. This connector will also serve as an additional access to CWC. As previously mentioned, in communications with the WYDOT District 3 Traffic Engineer and Teton County Public Works, these connectors were not to be viewed as an absolute. The development of both of these connectors could have an impact to the transportation network and the origin and destination of the CWC trips. The East-West Connector will directly impact the CWC since its proposed location could provide an access to the side of the CWC from the east and west. A portion of this easement has been created.

Parking

All parking is anticipated to be contained on-site. Parking will be analyzed to meet the demand and incorporated in the site plan. This is in the preliminary planning stages and will be adjusted as the CWC project proceeds.

Traffic Circulation

The traffic circulation is dependent on the access location. If Middle School Road or Gregory Lane is used for the access, ingress and egress will take place at the same intersection. If the dual access is selected, ingress and egress will take place from both intersections.

Upon final design, the school site shall contain consistent signage and markings consistent with the Manual on Uniform Traffic Control Devices (MUTCD) latest edition. An additional resource for site signage and markings is the WYDOT Pedestrian and School Traffic Control Manual.

START Bus Service

START Bus presently provides service along High School Road with stops at Smiths, the intersection of the east access to the High School, west of the Corner Creek Lane intersection, and the Rangeview Drive

intersection. CWC has been in conversations with START to identify the best way for START to serve CWC and these discussions will be furthered once the access location to CWC has been determined.

Pedestrian/Bicycle Connectivity

Currently, pedestrian/bicycle access is not directly available to the site, but should be incorporated in the selected access alternative. The surrounding pedestrian/bicycle network on High School Road, South Park Loop Road and US 89 is developed and will provide good connectivity to CWC when the connection is developed in conjunction with the new access.

XI. CONCLUSIONS

Study Assumption Review

1. CWC construction is expected to be complete in 2021 with enrollment of 262 students, 5 full time staff and faculty and approximately 21 additional adjunct faculty.
2. Estimated enrollment for 2031 is 75 students in the summer, 375 in the fall and 320 in the spring. Staff/faculty is expected to increase to 7 full time during business hours, 2 faculty/staff who will be consistent during evening hours and approximately 30 adjunct faculty.
3. A 1.0% growth factor was used to forecast traffic 2017-2019 to 2021 (2019, The Jackson Hole Classical Academy – Traffic Impact Study), expanding to 1.8% for growth from 2021 to 2031 (2016, Teton County School District #1 Elementary School Traffic Study).

CWC Campus Traffic Impacts

1. The CWC currently holds classes throughout the Jackson community. The development of the CWC will relocate these trips to a centralized campus. The site is expected to generate 264 daily trips in 2021 and 416 trips in 2031.
2. The CWC program has been developed to minimize impact on the transportation network during peak hours.
3. Southbound traffic on Gregory Lane and High School road is currently failing without the addition of the CWC. Eastbound traffic at the intersection of High School Road and US 89 is operating at a LOS D. The addition of the CWC will increase traffic at these intersections, but will have minimal impact on the operation level.

Recommendation

The proposed CWC is expected to increase trips on the adjacent transportation network at full buildout in 2021 and in 2031. Based on the intersection analysis, the High School transportation network, potential improvements to Gregory Lane and uncertainties of the development of the Tribal Trails connector and East-West Connector, Jorgensen recommends the development of the Gregory Lane access with an emergency access available from the High School.

The Middle School access is not recommended for sole ingress and egress to the CWC based on the intersection analysis and the existing High School traffic circulation. This access would be shared by CWC and High School traffic. While the major transportation network will not be largely impacted by the development of the Middle School access, the internal network of the High School and CWC will be impacted with the shared access during the PM High School release due to the large queueing of vehicles picking students up in the afternoon and the portion of High School Road between the stop controlled intersection at Middle School Road and the east access to the High School. Based upon visual observations

of traffic operations, keeping CWC traffic separated from TCSD traffic and east of the High School Road segment adjacent to Jackson Hole High School and Colter Elementary School is recommended.

The scenario analysis for 2021 and 2031 indicate that the dual access is not necessary since the use of two access points will not greatly benefit the transportation network. The dual access is beneficial for emergency purposes, but cannot be justified based on the results.

At this time, the Gregory Lane access is recommended for the access to the CWC. The southbound approach of Gregory Lane and High School Road is currently operating poorly because of the number of left-hand turns onto High School Road. The addition of the CWC, will result in additional southbound thru traffic and northbound traffic, which will decrease the LOS for the intersection. To improve the Gregory Lane LOS with the additional CWC access, the following options should be considered, which will improve the current level of service for the High School Road and Gregory Lane intersection:

1. Gregory Lane / High School Road northbound traffic movement: To improve the northbound LOS at the intersection, a right-hand turn only for the CWC egress could be implemented during peak hours.
2. Gregory Lane / High School Road southbound traffic movement:
 - a. An auxiliary right-hand turn lane could be added to the southbound approach at the intersection of High School Road and Gregory Lane. This addition would improve the level of service for southbound traffic and decrease the delay seconds/vehicle. Refer to Table 8 Gregory Lane LOS Comparison with Turning Lane for the anticipated improvements to the intersection with the additional southbound turning lane. A roundabout was not analyzed as a recommendation due to the right-of-way limited size of 60-feet and student pedestrian concerns.
 - b. Gregory Lane could be modified from a two-way to one-way street, with traffic traveling northbound. This would eliminate all southbound left-hand turns which is the movement that adversely impacts this intersection the most. The Town of Jackson has discussed this potential, and may analyze this option during the Gregory Lane Improvement Project.
 - c. These suggestions could be considered by the Town when evaluating the Gregory Lane improvement project in the future.
 - d. The development of a robust Travel Demand Management Program (TDM) is recommended to encourage and reward multi-modal transportation by students, staff and faculty. As an educational institution, CWC sees this as an opportunity to educate their students and staff on the merits of and benefits of single occupant vehicle (SOV) trip reduction as it relates to road capacity and associated cross sectional widths, as well as CO2 emissions. Wellness and health benefits of biking and walking can also be messaged through the nursing program. We have also had good discussions with START Bus who believes the proposed campus can be well served by the current service along High School Road, including in 2021. As indicated in the comments, we have assigned no trips to START ridership based upon the low percentage of ridership in the community identified in the ITP. START Bus is also encouraged by its ability to serve the area when all of the road easements are built out thereby allowing for a looped service to the area. We have added language emphasizing these points to the TDM.
3. A gravel emergency access from the CWC to the High School transportation network should be developed.
4. A pathway should be developed along the access to provide continuity within the pathway network system and to comply with Town of Jackson complete streets standards. The school

speed limit zone should be expanded along High School Road to the east side of the Gregory Lane intersection to make the pedestrian and bicycle crossing safer at the High School Road and Gregory Lane intersection. The school zone should reduce traffic speeds down to 20 mph for a minimum distance of 400' on each side of the crosswalk. This can be accomplished through the proper signage along High School Road per the MUTCD.

5. This analysis assumes no changes in the signal timing at the US 89 and High School Road intersection. The opportunity to make timing adjustments will be coordinated with WYDOT.

The Gregory Lane access, with adoption of the included recommendations, should be adequate for the CWC. This access should be reevaluated in the future to determine the adequacy of the access and evaluated if a secondary access will be required. The reevaluation is suggested if the Gregory Lane improvements, Tribal Trail connector and/or High School Road corridor take place in the future and impact the transportation network.

Table 8 Gregory Lane LOS Comparison with Turning Lane

Gregory Lane Level of Service and Delay second/vehicle Summary with Existing Conditions and With Addition of Southbound Turnlane

Year	Peak Hour	Baseline / Access Evaluation	Gregory Lane		Gregory Lane Including Left Turn Lane		
			Northbound	Southbound	Northbound	Southbound	Southbound Left/Right
2021	AM	Baseline	-	D _{31.3}	-	D _{25.8}	D/B
		Middle School Access	-	D _{32.6}	-	D _{26.5}	E/B
		Gregory Lane Access	-	E _{35.2}	-	D _{28.7}	E/B
		Dual Access	-	D _{34.9}	-	D _{28.4}	E/B
	PM	Baseline	-	D _{29.0}	-	C _{22.6}	D/B
		Middle School Access	-	D _{30.5}	-	C _{23.6}	D/B
		Gregory Lane Access	C	D _{32.4}	C	C _{22.5}	D/B
		Dual Access	B	D _{32.1}	B	C _{25.0}	D/B
	School PM	Baseline School	-	F _{53.1}	-	E _{38.9}	F/B
		Middle School Access	-	F _{55.8}	-	E _{40.5}	F/B
		Gregory Lane Access	C	F _{58.7}	C	E _{42.3}	F/B
		Dual Access	B	F _{57.7}	B	E _{41.7}	F/B
2031	AM	Baseline	-	F _{72.4}	-	E _{47.9}	F/B
		Middle School Access	-	F _{78.8}	-	F _{50.3}	F/C
		Gregory Lane Access	-	F _{99.3}	-	F _{63.2}	F/B
		Dual Access	-	F _{96.3}	-	F _{61.6}	F/B
	PM	Baseline	-	F _{66.4}	-	E _{40.8}	F/B
		Middle School Access	-	F _{78.5}	-	E _{45.6}	F/B
		Gregory Lane Access	C	F _{95.7}	C	F _{56.3}	F/B
		Dual Access	B	F _{91.5}	B	F _{54.0}	F/B
	School PM	Baseline School	-	F _{197.6}	-	F _{114.9}	F/B
		Middle School Access	-	F _{213.9}	-	F _{123.4}	F/B
		Gregory Lane Access	D	F _{245.3}	D	F _{144.3}	F/B
		Dual Access	C	F _{239.3}	C	F _{140.6}	F/B

A/B/C = approach level of service subscript = delay second/vehicle for overall approach

* The LOS for northbound traffic was not analyzed when the hourly volume included 1 or less vehicles.

XII. REFERENCES

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XIII. LIST OF APPENDICES

Due to significant number of pages, the appendices are available upon request.

Appendix B – Traffic Counts

Appendix C – Trip Generation Calculations

Appendix D – 2021 Intersection Traffic Analysis

- D.1 – 2021 Baseline
- D.2 – 2021 with CWC and Middle School Road Access
- D.3 – 2021 with CWC and Gregory Lane Access
- D.4 – 2021 with CWC and Dual Access

Appendix E – 2031 Intersection Traffic Analysis

- E.1 – 2031 Baseline
- E.2 – 2031 with CWC and Middle School Road Access
- E.3 – 2031 with CWC and Gregory Lane Access
- E.4 – 2031 with CWC and Dual Access

Appendix F – Agency Comments

XIV. CERTIFICATION

I hereby certify that this Traffic Impact Study (TIS) was prepared by an engineer under my direct responsible charge, and that both the engineer and I have experience and training in the field of traffic and transportation engineering and that I am a registered professional engineer in the State of Wyoming.

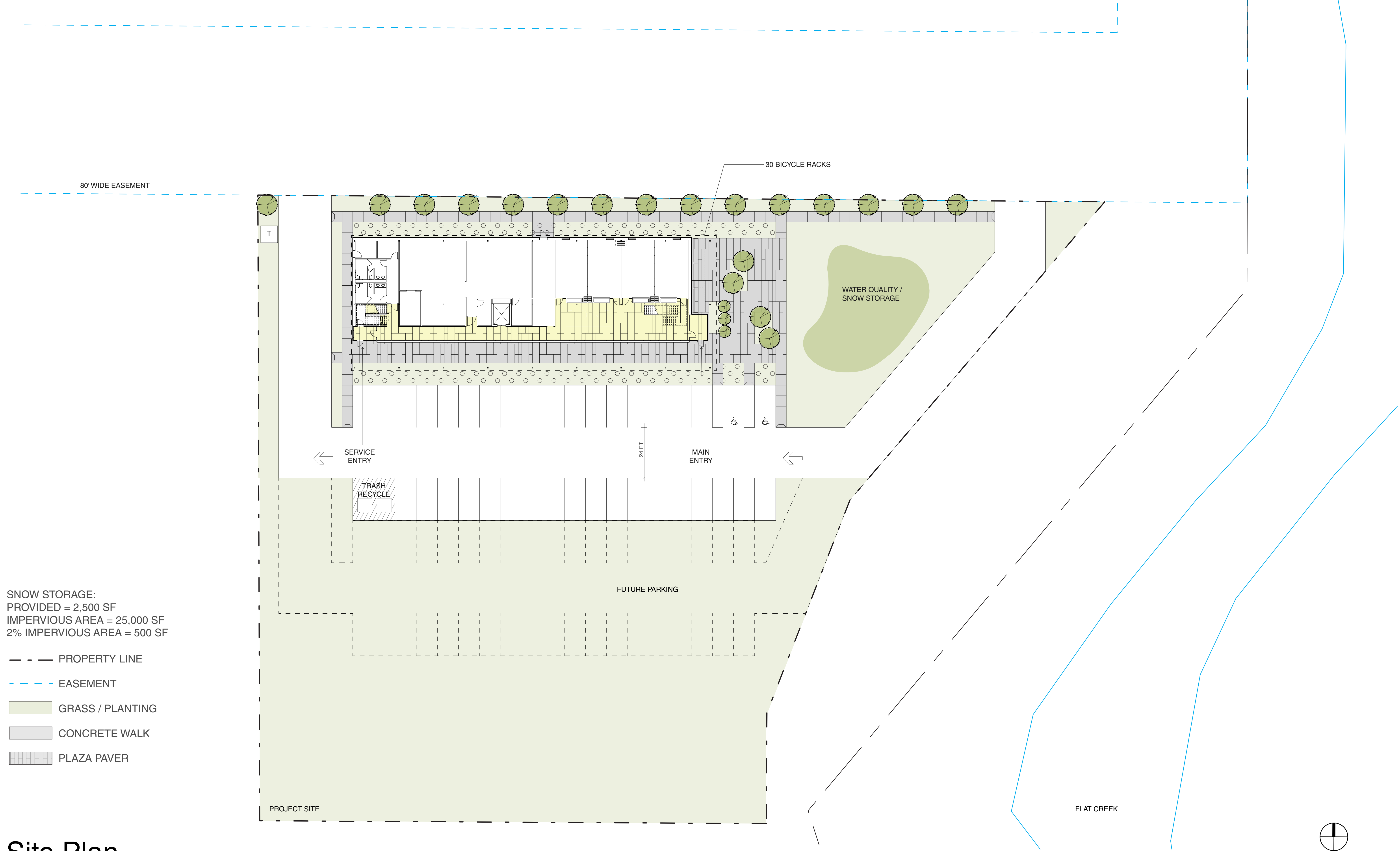
Joseph R. Armijo, P.E.
Wyoming P.E. 8309

Appendix A

Site Plan



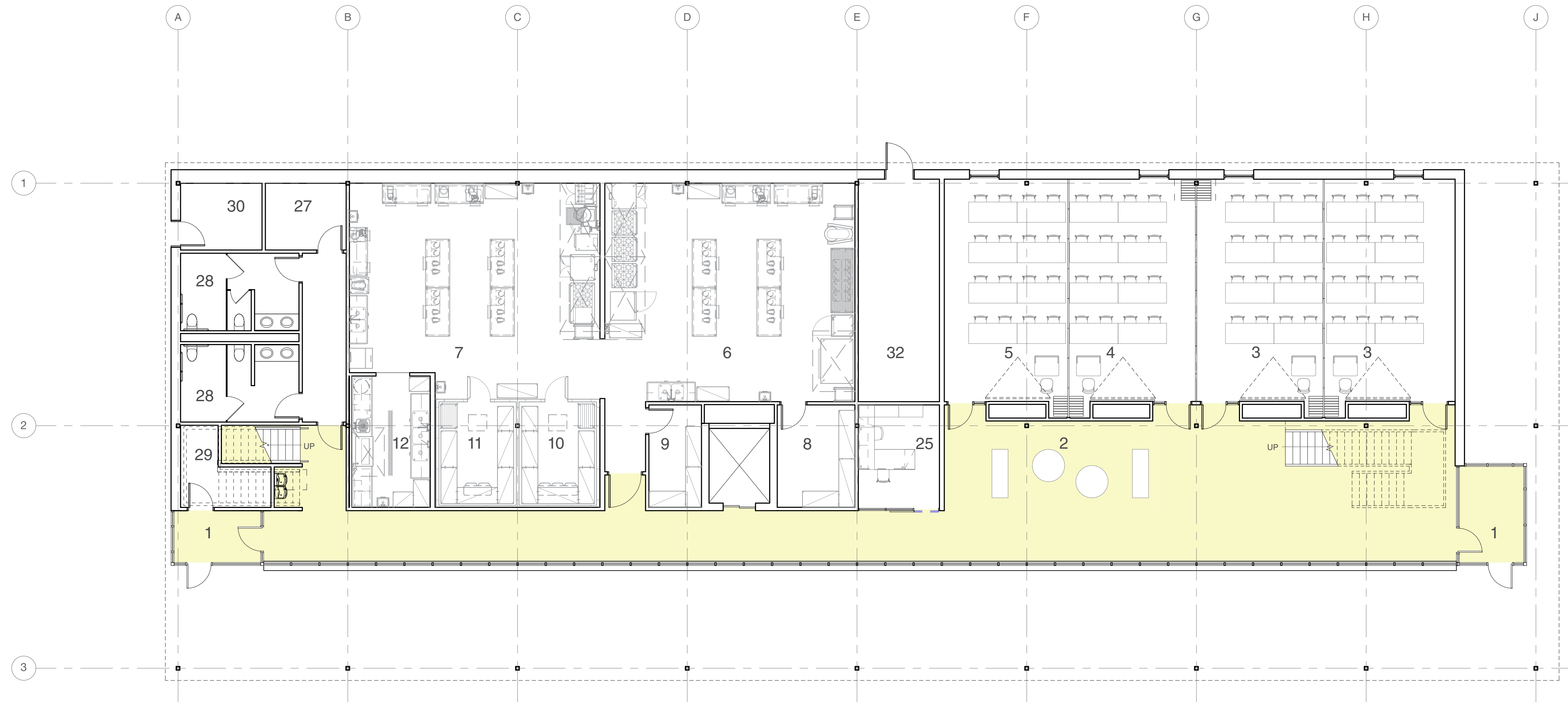
JORGENSEN



Site Plan

Potential New Site
September 2019

Jackson Outreach Center
Central Wyoming College



- | | | |
|------------------------|-----------------------------------|---------------------|
| 1 Entry | 13 Bio/Anatomy/Physics/Physiology | 25 Admin. Office |
| 2 Student Study Lounge | 14 Micro/Chem Lab | 26 Office |
| 3 General Classroom | 15 Skills Lab RN | 27 Storage |
| 4 General Computer | 16 Skills Lab CNA | 28 Restroom |
| 5 Computer Classroom | 17 Lab Storage | 29 Custodial Closet |
| 6 Teaching Kitchen | 18 Simulation Lab | 30 Electrical |
| 7 Commercial Kitchen | 19 Med Prep | 31 IT |
| 8 Pantry | 20 Surgery | 32 Mechanical |
| 9 Culinary Storage | 21 Control | |
| 10 Walk-in Freezer | 22 Nursing Classroom | |
| 11 Walk-in Cooler | 23 Tutoring | |
| 12 Scullery | 24 Staff Breakroom | |

Level One Floor Plan

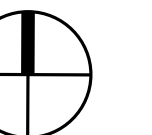
Potential New Site
September 2019

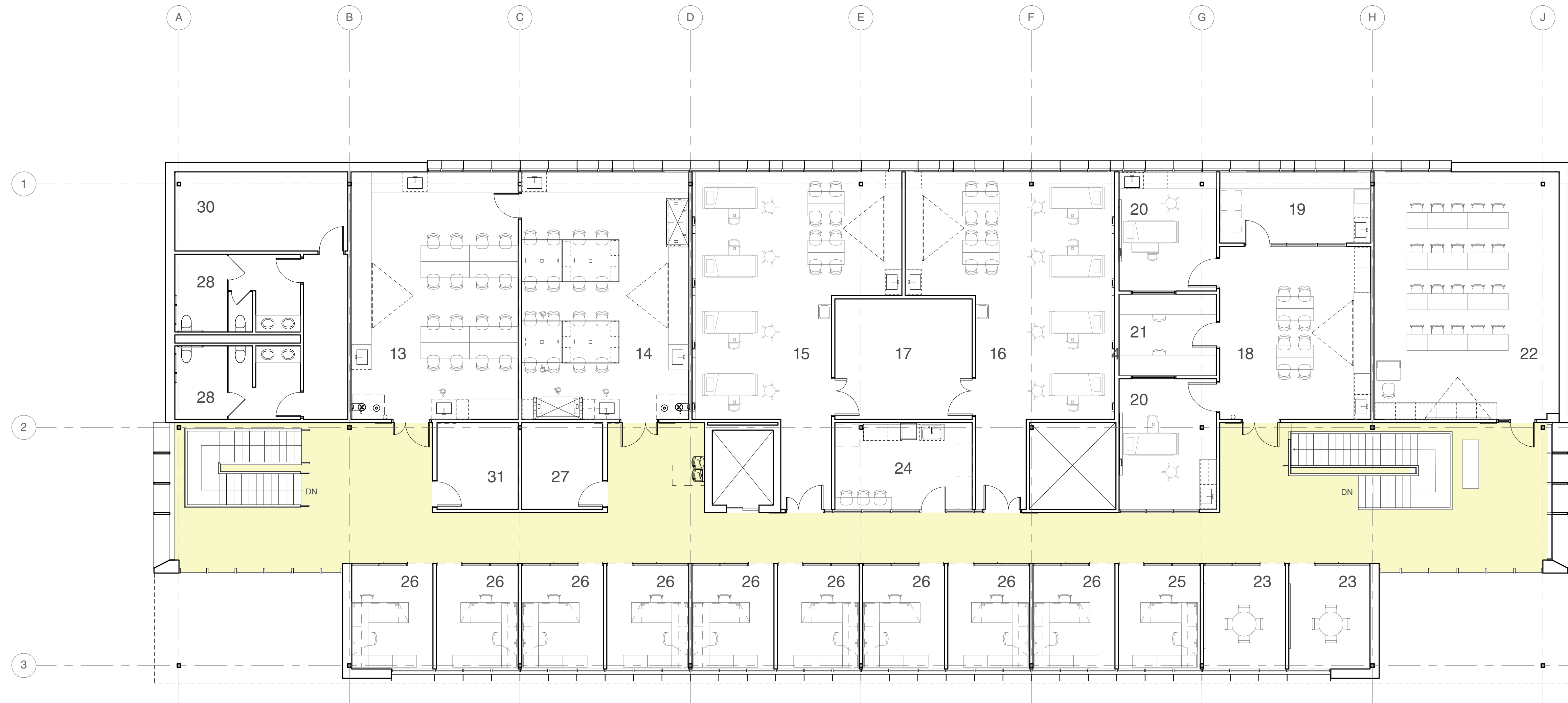
Jackson Outreach Center
Central Wyoming College

0' 8' 16' 32'

AndersonMasonDale Architects

CARNEY
LOGAN
BURKE
ARCHITECTS





- | | | |
|------------------------|-----------------------------------|---------------------|
| 1 Entry | 13 Bio/Anatomy/Physics/Physiology | 25 Admin. Office |
| 2 Student Study Lounge | 14 Micro/Chem Lab | 26 Office |
| 3 General Classroom | 15 Skills Lab RN | 27 Storage |
| 4 General Computer | 16 Skills Lab CNA | 28 Restroom |
| 5 Computer Classroom | 17 Lab Storage | 29 Custodial Closet |
| 6 Teaching Kitchen | 18 Simulation Lab | 30 Electrical |
| 7 Commercial Kitchen | 19 Med Prep | 31 IT |
| 8 Pantry | 20 Surgery | 32 Mechanical |
| 9 Culinary Storage | 21 Control | |
| 10 Walk-in Freezer | 22 Nursing Classroom | |
| 11 Walk-in Cooler | 23 Tutoring | |
| 12 Scullery | 24 Staff Breakroom | |

Level Two Floor Plan

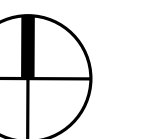
Potential New Site
September 2019

Jackson Outreach Center
Central Wyoming College

0' 8' 16' 32'

AndersonMasonDale
Architects

CARNEY
LOGAN
BURKE
ARCHITECTS



Appendix B

Traffic Counts



JORGENSEN

South Park Loop and High School Road

A.M. Peak Hour for transportation network is 7:45-8:45 AM. PM Peak Hours for network is 5:00-6:00 PM, School PM Peak Hour is 3:15-4:15 PM Values from traffic counts completed on May 23 and May 25th utilized in determining A.M. Peak Hour traffic volumes on network during normal off-peak season in the area.

A.M. PEAK HOUR (transportation network)

Tuesday May 23, 2017

Time Period	Dairy Lane EB				Highschool Road WB				South Southpark NB				North South Park SB				Total			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds	
7:45 AM	0	0	0	0	0	0	5	1	8	0	0	18	18	0	7	21	0	78	389	0
8:00 AM	0	1	0	0	0	14	0	19	0	0	23	41	0	22	16	2	138	385	0	
8:15 AM	0	0	0	1	0	14	5	11	0	0	21	17	0	3	8	0	80	247	0	
8:30 AM	0	0	0	0	0	8	1	3	0	0	22	29	0	13	17	0	93	167	0	
	0	1	0	1	0	41	7	41	0	0	84	105	0	45	62	2	389		0	

Thursday May 25, 2017

Time Period	Dairy Lane EB				Highschool Road WB				South Southpark NB				North South Park SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
7:45 AM	0	3	0	0	0	10	4	3	0	0	21	23	0	11	17	2	94	396	0
8:00 AM	0	0	1	0	0	19	2	21	0	0	21	34	0	20	19	0	137	391	0
8:15 AM	0	0	1	1	0	13	0	14	0	0	13	16	0	6	14	2	80	254	0
8:30 AM	0	2	1	0	0	10	2	1	0	0	20	26	0	7	15	1	85	174	0
	0	5	3	1	0	52	8	39	0	0	75	99	0	44	65	5	396		0

Average

Time Period	Dairy Lane EB				Highschool Road WB				South Southpark NB				North South Park SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
7:45 AM	0	2	0	0	0	8	3	6	0	0	20	21	0	9	19	1	86		
8:00 AM	0	1	1	0	0	17	1	20	0	0	22	38	0	21	18	1	138		
8:15 AM	0	0	1	1	0	14	3	13	0	0	17	17	0	5	11	1	80		
8:30 AM	0	1	1	0	0	9	2	2	0	0	21	28	0	10	16	1	89		
	0	3	2	1	0	47	8	40	0	0	80	102	0	45	64	4	393		

P.M. PEAK HOUR (transportation network)

Tuesday May 23, 2017

Time Period	Dairy Lane EB				Highschool Road WB				South Southpark NB				North South Park SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
5:00 PM	0	1	5	0	0	17	0	7	0	0	19	15	0	0	0	0	64	305	0
5:15 PM	0	0	4	0	0	16	1	1	0	0	24	18	0	7	8	0	79	241	0
5:30 PM	0	0	6	0	0	13	1	7	0	0	18	21	0	7	13	0	86	162	0
5:45 PM	0	0	3	0	0	7	2	5	0	0	14	19	0	4	20	2	76	76	0
	0	1	18	0	0	53	4	20	0	0	75	73	0	18	41	2	305		0

Thursday May 25, 2017

Time Period	Dairy Lane EB				Highschool Road WB				South Southpark NB				North South Park SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
5:00 PM	0	0	2	0	0	18	0	8	0	0	15	6	0	3	13	0	65	283	0
5:15 PM	0	0	2	0	0	6	2	8	0	0	22	17	0	7	9	0	73	218	0
5:30 PM	0	0	1	0	0	9	0	5	0	0	23	25	0	3	13	1	80	145	0
5:45 PM	0	0	3	0	0	11	0	4	0	0	12	23	0	3	9	0	65	65	0
	0	0	8	0	0	44	2	25	0	0	72	71	0	16	44	1	283		0

Average

Time Period	Dairy Lane EB				Highschool Road WB				South Southpark NB				North South Park SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
7:45 AM	0	1	4	0	0	18	0	8	0	0	17	11	0	2	7	0	65		
8:00 AM	0	0	3	0	0	11	2	5	0	0	23	18	0	7	9	0	76		
8:15 AM	0	0	4	0	0	11	1	6	0	0	21	23	0	5	13	1	83		
8:30 AM	0	0	3	0	0	9	1	5	0	0	13	21	0	4	15	1	71		
	0	1	13	0	0	49	3	23	0	0	74	72	0	17	43	2	294		

P.M. PEAK HOUR (Generator)

Tuesday May 23, 2017

Time Period	0				0				0				0				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
3:15 PM	0	0	2	0	0	11	1	8	0	0	19	10	0	4	12	0	67	299	0
3:30 PM	0	0	0	0	0	10	1	4	0	0	10	21	0	6	11	0	63	298	0
3:45 PM	0	3	2	0	0	19	0	14	0	1	13	13	0	12	14	1	92	292	0
4:00 PM	0	0	0	0	0	25	0	12	0	0	12	8	0	2	17	1	77	258	0
	0	3	4	0	0	65	2	38	0	1	54	52	0	24	54	2	299		0

Thursday May 25, 2017

Time Period	0				0				0				0				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
3:15 PM	0	1	3	2	0	17	0	8	0	0	11	15	0	10	10	2	79	321	0
3:30 PM	0	0	4	0	0	14	1	5	0	0	11	13	0	6	14	3	71	303	0
3:45 PM	0	0	2	1	0	14	0	8	0	0	20	15	0	4	14	0	78	296	0
4:00 PM	0	0	0	0	0	28	1	15	0	0	15	18	0	2	14	0	93	268	0
	0	1	9	3	0	73	2	36	0	0	57	61	0	22	52	5	321		0

Average

Time Period	0				0				0				0				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
7:45 AM	0	1	3	1	0	14	1	8	0	0	15	13	0	7	11	1	73		
8:00 AM	0	0	2	0	0	12	1	5	0	0	11	17	0	6	13	2	67		
8:15 AM	0	2	2	1	0	17	0	11	0	1	17	14	0	8	14	1	85		
8:30 AM	0	0	0	0	0	27	1	14	0	0	14	13	0	2	16	1	85		
	0	2	7	2	0	69	2	37	0	1	56	57	0	23	53	4	310		

Middle School and High School Road

A.M. Peak Hour for transportation network is 7:45-8:45 AM. PM Peak Hours for network is 5:00-6:00 PM, School PM Peak Hour is 3:15-4:15 PM Values from traffic counts completed on May 23 and May 25th utilized in determining A.M. Peak Hour traffic volumes on network during normal off-peak season in the area.

A.M. PEAK HOUR (transportation network)

Tuesday May 23, 2017

Time Period	W Highschool Rd EB				E Highschool Rd WB				S Middle school RD NB				N Middle school RD SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
7:45 AM	0	2	43	1	0	20	17	19	0	0	1	2	0	37	6	1	149	742	0
8:00 AM	0	10	56	8	0	19	18	12	0	0	1	3	0	65	10	3	205	769	0
8:15 AM	0	1	31	6	0	38	32	18	0	0	0	0	0	16	6	5	153	564	0
8:30 AM	0	2	27	23	0	93	13	18	0	1	10	5	0	13	28	2	235	411	0
	0	15	157	38	0	170	80	67	0	1	12	10	0	131	50	11	742		0

Thursday May 25, 2017

Time Period	W Highschool Rd EB				E Highschool Rd WB				S Middle school RD NB				N Middle school RD SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
7:45 am	0	2	62	3	0	22	21	19	0	0	3	4	0	43	6	0	185	745	0
8:00 am	0	10	51	3	0	25	22	19	0	1	1	1	0	63	10	7	213	766	0
8:15 am	0	1	30	7	0	37	21	17	0	0	0	1	0	19	9	2	144	553	0
8:30 am	0	1	23	12	0	70	16	23	0	0	8	1	0	10	37	2	203	409	0
	0	14	166	25	0	154	80	78	0	1	12	7	0	135	62	11	745		0

Average

Time Period	W Highschool Rd EB				E Highschool Rd WB				S Middle school RD NB				N Middle school RD SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
7:45 AM	0	2	53	2	0	21	19	19	0	0	2	3	0	40	6	1	167		
8:00 AM	0	10	54	6	0	22	20	16	0	1	1	2	0	64	10	5	209		
8:15 AM	0	1	31	7	0	38	27	18	0	0	0	1	0	18	8	4	149		
8:30 AM	0	2	25	18	0	82	15	21	0	1	9	3	0	12	33	2	219		
	0	15	162	32	0	162	80	73	0	1	12	9	0	133	56	11	744		
PHF																			

P.M. PEAK HOUR (transportation network)

Tuesday May 23, 2017

Time Period	W Highschool Rd EB				E Highschool Rd WB				S Middle school RD NB				N Middle school RD SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
5:00 PM	0	4	37	0	0	16	46	32	0	0	3	8	0	15	2	3	166	864	0
5:15 PM	0	8	33	6	0	19	45	53	0	0	2	13	0	15	4	5	203	698	0
5:30 PM	0	5	34	14	0	55	34	46	0	3	2	8	0	14	24	11	250	495	0
5:45 PM	0	2	31	13	0	52	40	34	0	2	1	18	0	10	28	14	245	245	0
	0	19	135	33	0	142	165	165	0	5	8	47	0	54	58	33	864		0

Thursday May 25, 2017

Time Period	W Highschool Rd EB				E Highschool Rd WB				S Middle school RD NB				N Middle school RD SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
5:00 PM	0	2	19	3	0	5	45	28	0	4	4	4	0	24	0	3	141	700	0
5:15 PM	0	3	36	4	0	26	31	41	0	3	1	4	0	18	5	2	174	559	0
5:30 PM	0	4	37	4	0	35	46	30	0	2	1	6	0	18	12	3	198	385	0
5:45 PM	0	2	39	10	0	47	39	21	0	0	0	0	0	16	10	3	187	187	0
	0	11	131	21	0	113	161	120	0	9	6	14	0	76	27	11	700		0

Average

Time Period	W Highschool Rd EB				E Highschool Rd WB				S Middle school RD NB				N Middle school RD SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
7:45 AM	0	3	28	2	0	11	46	30	0	2	4	6	0	20	1	3	154		
8:00 AM	0	6	35	5	0	23	38	47	0	2	2	9	0	17	5	4	189		
8:15 AM	0	5	36	9	0	45	40	38	0	3	2	7	0	16	18	7	224		
8:30 AM	0	2	35	12	0	50	40	28	0	1	1	9	0	13	19	9	216		
	0	15	133	27	0	128	163	143	0	7	7	31	0	65	43	22	782		

P.M. PEAK HOUR (Generator)

Tuesday May 23, 2017

Time Period	W Highschool Rd EB				E Highschool Rd WB				S Middle school RD NB				N Middle school RD SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
3:15 PM	0	2	24	0	0	4	26	11	0	0	1	4	0	17	1	1	91	527	0
3:30 PM	0	3	24	1	0	12	31	15	0	1	0	3	0	3	6	1	100	528	0
3:45 PM	0	5	23	2	0	20	20	23	0	5	5	11	0	31	7	7	159	544	0
4:00 PM	0	4	22	0	0	13	37	14	0	13	22	14	0	31	4	3	177	493	0
	0	14	93	3	0	49	114	63	0	19	28	32	0	82	18	12	527		0

Thursday May 25, 2017

Time Period	W Highschool Rd EB				E Highschool Rd WB				S Middle school RD NB				N Middle school RD SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
3:15 PM	0	2	30	0	0	2	28	12	0	1	0	1	0	8	1	2	87	465	0
3:30 PM	0	2	25	0	0	11	23	16	0	0	1	7	0	16	3	1	105	470	0
3:45 PM	0	5	13	0	0	4	15	15	0	1	6	3	0	19	4	1	86	450	0
4:00 PM	0	2	20	0	0	14	38	22	0	15	16	23	0	27	4	6	187	457	0
	0	11	88	0	0	31	104	65	0	17	23	34	0	70	12	10	465		0

Average

Time Period	W Highschool Rd EB				E Highschool Rd WB				S Middle school RD NB				N Middle school RD SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
7:45 AM	0	2	27	0	0	3	27	12	0	1	1	3	0	13	1	2	89		
8:00 AM	0	3	25	1	0	12	27	16	0	1	1	5	0	10	5	1	103		
8:15 AM	0	5	18	1	0	12	18	19	0	3	6	7	0	25	6	4	123		
8:30 AM	0	3	21	0	0	14	38	18	0	14	19	19	0	29	4	5	182		
	0	13	91	2	0	40	109	64	0	18	26	33	0	76	15	11	496		

US 89 and High School Road

A.M. Peak Hour for transportation network is 7:45-8:45 AM. PM Peak Hours for network is 5:00-6:00 PM, School PM Peak Hour is 3:15-4:15 PM Values from traffic counts completed on May 23 and May 25th utilized in determining A.M. Peak Hour traffic volumes on network during normal off-peak season in the area.

A.M. PEAK HOUR (transportation network)

Tuesday May 23, 2017

Time Period	W Highschool RD EB				N/A				S US 89 NB				N US 89 SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
7:45 AM	0	52	0	16	0	0	0	0	0	105	206	0	0	0	80	51	510	1906	0
8:00 AM	0	57	0	24	0	0	0	0	0	69	207	0	0	0	62	46	465	1839	0
8:15 AM	0	56	0	11	0	0	0	0	0	62	190	0	0	0	90	82	491	1374	0
8:30 AM	0	61	0	11	0	0	0	0	0	86	151	0	0	0	66	65	440	883	0
	0	226	0	62	0	0	0	0	0	322	754	0	0	0	298	244	1906		0

Thursday May 25, 2017

Time Period	W Highschool RD EB				N/A				S US 89 NB				N US 89 SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
7:45 AM	0	71	0	20	0	0	0	0	0	101	111	0	0	0	91	74	468	1664	0
8:00 AM	0	75	0	15	0	0	0	0	0	46	160	0	0	0	90	60	446	1596	0
8:15 AM	0	75	0	13	0	0	0	0	0	62	99	0	0	0	44	40	333	1150	0
8:30 AM	0	31	0	5	0	0	0	0	0	60	123	0	0	0	143	50	417	817	0
	0	252	0	53	0	0	0	0	0	269	493	0	0	0	368	224	1664		0

Average

Time Period	W Highschool RD EB				N/A				S US 89 NB				N US 89 SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
7:45 AM	0	62	0	18	0	0	0	0	0	103	159	0	0	0	86	63	489		0
8:00 AM	0	66	0	20	0	0	0	0	0	58	184	0	0	0	76	53	456		0
8:15 AM	0	66	0	12	0	0	0	0	0	62	145	0	0	0	67	61	412		0
8:30 AM	0	46	0	8	0	0	0	0	0	73	137	0	0	0	105	58	426		0
	0	239	0	58	0	0	0	0	0	296	624	0	0	0	333	234	1783		0

P.M. PEAK HOUR (transportation network)

Tuesday May 23, 2017

Time Period	W Highschool RD EB				N/A				S US 89 NB				N US 89 SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
5:00 PM	0	90	0	40	0	0	0	0	0	37	116	0	0	0	197	56	536	2205	0
5:15 PM	0	81	0	39	0	0	0	0	0	57	118	0	0	0	240	70	605	1669	0
5:30 PM	0	70	0	34	0	0	0	0	0	53	102	0	0	0	181	84	524	1064	0
5:45 PM	0	63	0	27	0	0	0	0	0	23	118	0	0	0	187	122	540	540	0
	0	304	0	140	0	0	0	0	0	170	454	0	0	0	805	332	2205		0

Thursday May 25, 2017

Time Period	W Highschool RD EB				N/A				S US 89 NB				N US 89 SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
5:00 PM	0	59	0	39	0	0	0	0	0	39	143	0	0	0	229	48	557	2167	0
5:15 PM	0	65	0	39	0	0	0	0	0	37	115	0	0	0	213	64	533	1610	0
5:30 PM	0	59	0	44	0	0	0	0	0	50	119	0	0	0	188	95	555	1077	0
5:45 PM	0	73	0	54	0	0	0	0	0	39	121	0	0	0	158	77	522	522	0
	0	256	0	176	0	0	0	0	0	165	498	0	0	0	788	284	2167		0

Average

Time Period	W Highschool RD EB				N/A				S US 89 NB				N US 89 SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
7:45 AM	0	75	0	40	0	0	0	0	0	38	130	0	0	0	213	52	547		0
8:00 AM	0	73	0	39	0	0	0	0	0	47	117	0	0	0	227	67	569		0
8:15 AM	0	65	0	39	0	0	0	0	0	52	111	0	0	0	185	90	540		0
8:30 AM	0	68	0	41	0	0	0	0	0	31	120	0	0	0	173	100	531		0
	0	280	0	158	0	0	0	0	0	168	476	0	0	0	797	308	2186		0

P.M. PEAK HOUR

Tuesday May 23, 2017

Time Period	W Highschool RD EB				N/A				S US 89 NB				N US 89 SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
3:15 PM	0	48	0	30	0	0	0	0	0	17	107	0	0	0	130	4	336	1599	0
3:30 PM	0	39	0	20	0	0	0	0	0	28	87	0	0	0	119	47	340	1665	0
3:45 PM	0	91	0	20	0	0	0	0	0	20	95	0	0	0	153	50	429	1729	0
4:00 PM	0	87	0	39	0	0	0	0	0	37	133	0	0	0	163	35	494	1744	0
	0	265	0	109	0	0	0	0	0	102	422	0	0	0	565	136	1599		0

Thursday May 25, 2017

Time Period	W Highschool RD EB				N/A				S US 89 NB				N US 89 SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
3:15 PM	0	52	0	34	0	0	0	0	0	30	72	0	0	0	145	19	352	1699	0
3:30 PM	0	59	0	28	0	0	0	0	0	36	105	0	0	0	148	41	417	1810	0
3:45 PM	0	81	0	30	0	0	0	0	0	36	86	0	0	0	146	48	427	1872	0
4:00 PM	0	104	0	40	0	0	0	0	0	44	120	0	0	0	131	64	503	1932	0
	0	296	0	132	0	0	0	0	0	146	383	0	0	0	570	172	1699		0

Average

Time Period	W Highschool RD EB				N/A				S US 89 NB				N US 89 SB				Total		
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	Vehicles	Running Hourly	Peds
7:45 AM	0	50	0	32	0	0	0	0	0	24	90	0	0	0	138	12	344		0
8:00 AM	0	49	0	24	0	0	0	0	0	32	96	0	0	0	134	44	379		0
8:15 AM	0	86	0	25	0	0	0	0	0	28	91	0	0	0	150	49	428		0
8:30 AM	0	96	0	40	0	0	0	0	0	41	127	0	0	0	147	50	499		0
	0	281	0	121	0	0	0	0	0	124	403	0	0	0	568	154	1649		0

Turn Count Summary

Location: at ,
GPS Coordinates: Lat=43.458397, Lon=-110.797361
Date: 2019-09-24
Day of week: Tuesday
Weather:
Analyst:

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00	10	0	2	0	25	14	0	0	0	2	13	0	66
07:15	6	0	2	0	39	22	0	0	0	1	23	0	93
07:30	8	0	5	0	64	31	0	0	0	8	40	0	156
07:45	11	0	10	1	141	32	0	0	0	9	85	0	289
08:00	21	0	16	1	104	43	0	0	0	15	96	0	296
08:15	22	0	9	1	122	23	0	0	0	5	58	0	240
08:30	17	0	15	0	125	23	0	0	1	15	86	0	282
08:45	23	0	13	0	77	23	0	0	0	24	90	0	250
09:00	28	0	11	0	35	34	0	0	0	2	47	0	157
09:15	9	0	5	0	33	13	0	0	0	6	31	0	97
09:30	5	0	6	0	27	10	0	0	0	2	30	0	80
09:45	14	0	4	0	42	21	0	0	0	10	23	0	114
10:00	0	0	1	0	3	0	0	0	0	0	2	0	6

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00	10	0	2	0	25	14	0	0	0	2	13	0	66
07:15	6	0	2	0	39	22	0	0	0	1	23	0	93
07:30	8	0	5	0	64	31	0	0	0	8	40	0	156
07:45	11	0	10	1	141	32	0	0	0	9	85	0	289
08:00	21	0	16	1	104	43	0	0	0	15	96	0	296
08:15	22	0	9	1	122	23	0	0	0	5	57	0	239
08:30	17	0	15	0	125	23	0	0	1	15	86	0	282
08:45	23	0	13	0	77	23	0	0	0	24	90	0	250
09:00	28	0	11	0	35	34	0	0	0	2	47	0	157
09:15	9	0	5	0	33	13	0	0	0	6	31	0	97
09:30	5	0	6	0	27	10	0	0	0	2	30	0	80
09:45	14	0	4	0	42	21	0	0	0	10	23	0	114
10:00	0	0	1	0	3	0	0	0	0	0	2	0	6

Truck traffic

[illegible]

Pedestrian volumes

[illegible]

Intersection Peak Hour

07:45 - 08:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	71	0	50	3	492	121	0	0	1	44	325	0	1107
Factor	0.81	0.00	0.78	0.75	0.87	0.70	0.00	0.00	0.25	0.73	0.85	0.00	0.93
Approach Factor	0.82			0.89			0.25			0.83			

Peak Hour Vehicle Summary

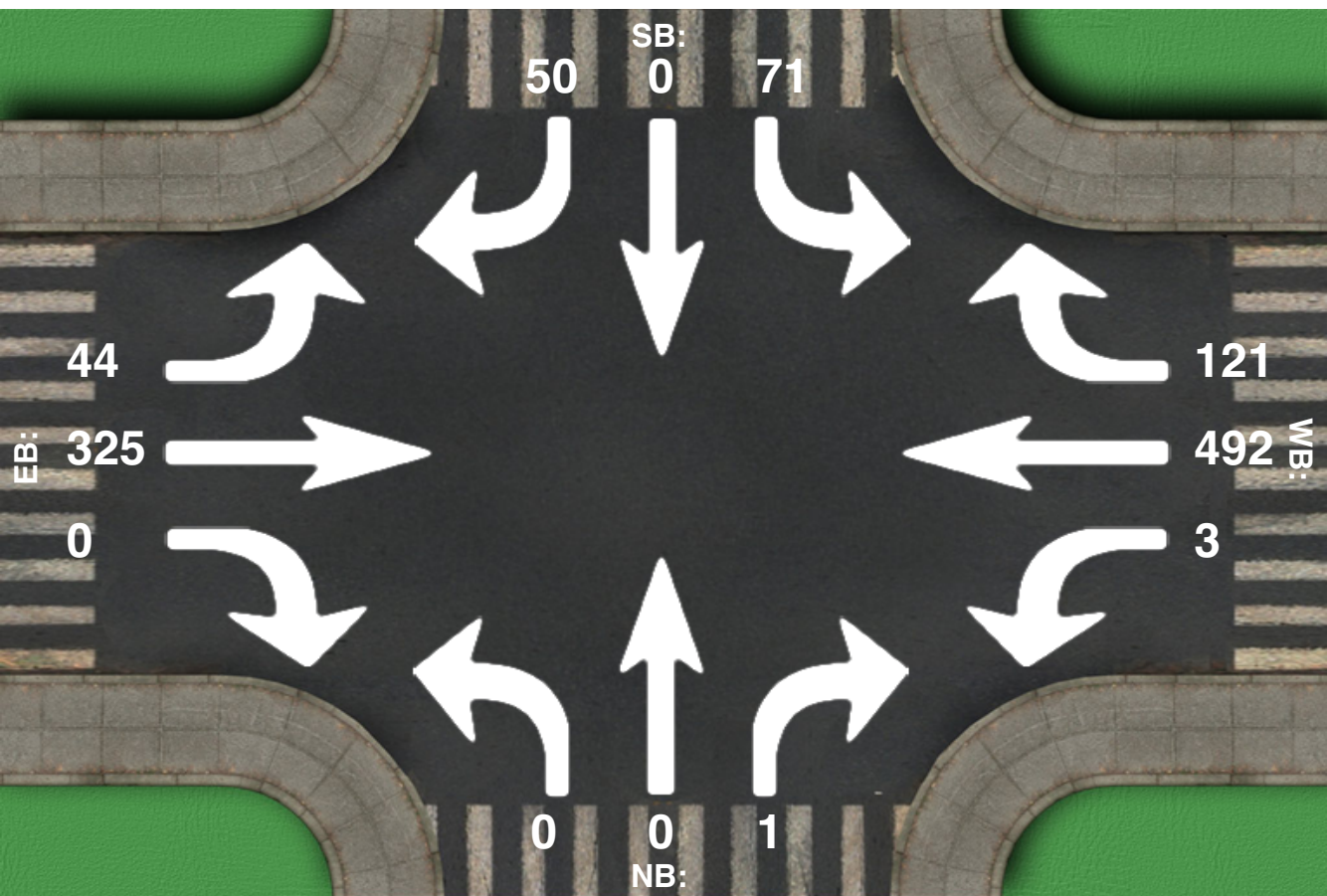
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	71	0	50	3	492	121	0	0	1	44	324	0	1106
Truck	0	0	0	0	0	0	0	0	0	0	1	0	1

Peak Hour Pedestrians

[illegible]

Intersection Peak Hour

Location: at ,
GPS Coordinates: Lat=43.458397, Lon=-110.797361
Date: 2019-09-24
Day of week: Tuesday
Weather:
Analyst:



Intersection Peak Hour

07:45 - 08:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	71	0	50	3	492	121	0	0	1	44	325	0	1107
Factor	0.81	0.00	0.78	0.75	0.87	0.70	0.00	0.00	0.25	0.73	0.85	0.00	0.93
Approach Factor	0.82			0.89			0.25			0.83			

Turn Count Summary

Location: at ,
GPS Coordinates: Lat=43.458397, Lon=-110.797361
Date: 2019-09-24
Day of week: Tuesday
Weather:
Analyst:

Total vehicle traffic

[illegible]

Car traffic

[illegible]

Truck traffic

[illegible]

Pedestrian volumes

[illegible]

Intersection Peak Hour

17:00 - 18:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	128	0	63	0	374	80	0	0	0	27	342	0	1014
Factor	0.89	0.00	0.83	0.00	0.77	0.87	0.00	0.00	0.00	0.68	0.83	0.00	0.90
Approach Factor	0.90			0.78			0.00			0.84			

Peak Hour Vehicle Summary

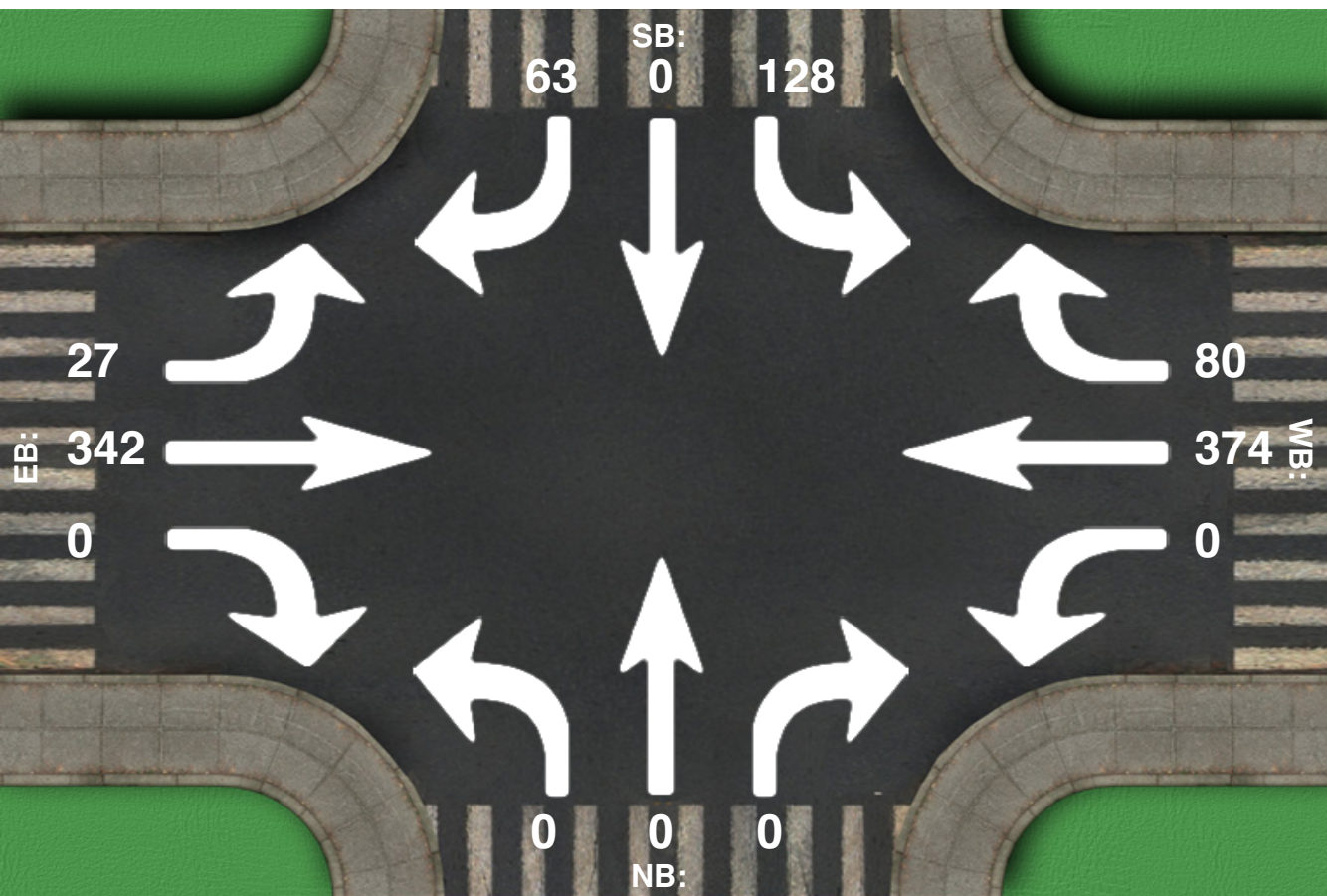
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	128	0	63	0	373	80	0	0	0	26	342	0	1012
Truck	0	0	0	0	1	0	0	0	0	1	0	0	2

Peak Hour Pedestrians

[illegible]

Intersection Peak Hour

Location: at ,
GPS Coordinates: Lat=43.458397, Lon=-110.797361
Date: 2019-09-24
Day of week: Tuesday
Weather:
Analyst:



Intersection Peak Hour

17:00 - 18:00

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	128	0	63	0	374	80	0	0	0	27	342	0	1014
Factor	0.89	0.00	0.83	0.00	0.77	0.87	0.00	0.00	0.00	0.68	0.83	0.00	0.90
Approach Factor	0.90			0.78			0.00			0.84			

Turn Count Summary

Location: at ,
GPS Coordinates:
Date: 2019-09-26
Day of week: Thursday
Weather:
Analyst:

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00	7	0	3	0	10	14	0	0	0	4	16	0	54
07:15	13	0	2	0	46	33	0	0	0	4	26	0	124
07:30	15	0	5	0	70	31	0	0	1	7	47	1	177
07:45	12	0	11	0	128	45	0	0	0	10	80	0	286
08:00	16	0	11	0	113	36	0	0	0	11	109	0	296
08:15	16	0	9	0	113	23	0	0	0	8	80	0	249
08:30	17	0	14	0	139	27	0	0	0	15	73	0	285
08:45	10	0	8	0	80	29	0	0	0	25	88	0	240
09:00	24	0	5	1	39	27	0	0	1	4	43	0	144
09:15	17	0	2	1	23	20	0	0	1	3	33	0	100
09:30	21	0	5	0	24	19	0	0	0	7	35	0	111
09:45	15	0	8	1	38	28	0	0	0	5	31	0	126

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00	7	0	3	0	10	14	0	0	0	4	16	0	54
07:15	13	0	2	0	46	33	0	0	0	4	26	0	124
07:30	15	0	5	0	70	31	0	0	1	7	47	1	177
07:45	12	0	11	0	128	45	0	0	0	10	80	0	286
08:00	16	0	11	0	113	36	0	0	0	11	109	0	296
08:15	16	0	9	0	113	23	0	0	0	8	80	0	249
08:30	17	0	14	0	139	27	0	0	0	15	73	0	285
08:45	10	0	8	0	80	29	0	0	0	25	88	0	240
09:00	24	0	5	1	39	27	0	0	1	4	43	0	144
09:15	17	0	2	1	23	20	0	0	1	3	33	0	100
09:30	21	0	5	0	24	19	0	0	0	7	35	0	111
09:45	15	0	8	1	38	28	0	0	0	5	31	0	126

Truck traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0

Pedestrian volumes

Interval starts	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
07:00	0	1	1	0	0	0	0	0	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	1	1	0	0	0	0	0	0	0	0	0	1
07:45	0	3	3	2	0	2	0	0	0	0	0	0	5
08:00	0	3	3	0	1	1	0	0	0	0	0	0	4
08:15	0	12	12	0	3	3	0	0	0	0	0	0	15
08:30	0	13	13	0	0	0	0	0	0	0	0	0	13
08:45	0	3	3	0	1	1	0	0	0	0	0	0	4
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	1	1	3	1	4	0	0	0	0	0	0	5
09:30	0	1	1	0	0	0	0	0	0	0	0	0	1
09:45	0	3	3	2	0	2	2	0	2	0	0	0	7

Intersection Peak Hour

07:45 - 08:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	61	0	45	0	493	131	0	0	0	44	342	0	1116
Factor	0.90	0.00	0.80	0.00	0.89	0.73	0.00	0.00	0.00	0.73	0.78	0.00	0.94
Approach Factor	0.85			0.90			0.00			0.80			

Peak Hour Vehicle Summary

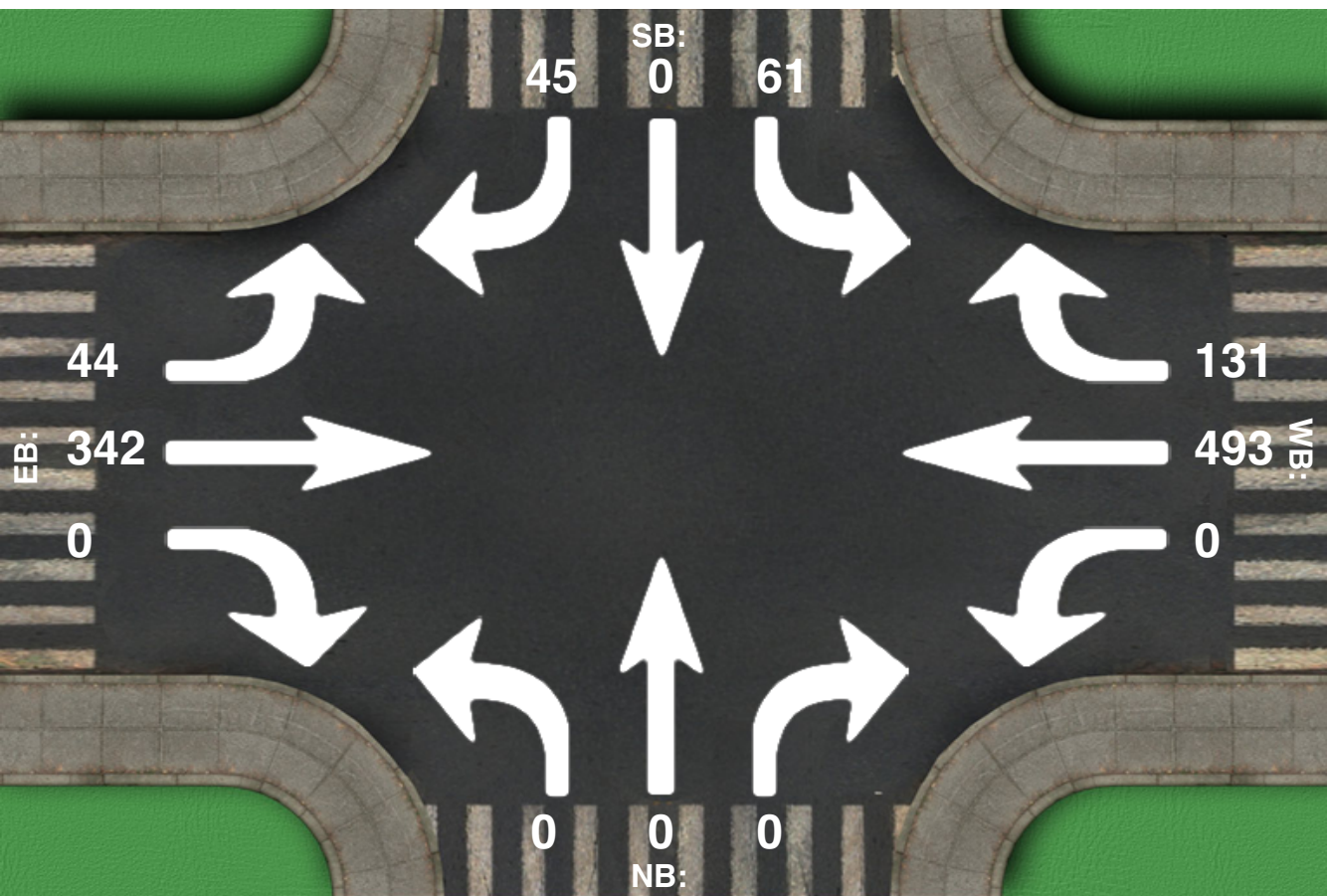
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	61	0	45	0	493	131	0	0	0	44	342	0	1116
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	0	31	31	2	4	6	0	0	0	0	0	0	37

Intersection Peak Hour

Location: at ,
GPS Coordinates:
Date: 2019-09-26
Day of week: Thursday
Weather:
Analyst:



Intersection Peak Hour

07:45 - 08:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	61	0	45	0	493	131	0	0	0	44	342	0	1116
Factor	0.90	0.00	0.80	0.00	0.89	0.73	0.00	0.00	0.00	0.73	0.78	0.00	0.94
Approach Factor	0.85			0.90			0.00			0.80			

Turn Count Summary

Location: at ,
GPS Coordinates: Lat=43.422384, Lon=-110.773804
Date: 2019-09-26
Day of week: Thursday
Weather:
Analyst:

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:00	13	0	4	0	44	15	0	0	0	8	49	0	133
15:15	12	0	9	0	81	19	0	0	0	10	37	0	168
15:30	31	0	16	0	58	19	0	0	0	4	36	0	164
15:45	16	0	11	1	85	33	0	0	0	20	108	0	274
16:00	20	0	8	2	56	18	0	0	0	23	151	0	278
16:15	27	0	15	2	67	24	0	0	0	16	74	0	225
16:30	35	0	9	0	63	24	0	0	0	10	80	0	221
16:45	24	0	11	1	90	26	0	1	1	10	66	0	230
17:00	40	0	18	0	89	17	0	0	0	5	78	0	247
17:15	29	0	21	0	118	10	0	0	0	10	64	0	252
17:30	26	0	19	0	99	16	0	0	0	5	98	0	263
17:45	18	0	8	0	81	15	0	0	0	6	64	0	192
18:00	3	0	0	0	1	1	0	0	0	1	0	0	6

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:00	13	0	4	0	44	15	0	0	0	8	49	0	133
15:15	12	0	9	0	81	19	0	0	0	10	37	0	168
15:30	31	0	16	0	58	19	0	0	0	4	36	0	164
15:45	16	0	11	1	85	33	0	0	0	20	108	0	274
16:00	20	0	8	2	56	18	0	0	0	23	151	0	278
16:15	27	0	15	2	67	24	0	0	0	16	74	0	225
16:30	35	0	9	0	63	24	0	0	0	10	80	0	221
16:45	24	0	11	1	90	26	0	1	1	10	66	0	230
17:00	40	0	18	0	89	17	0	0	0	5	78	0	247
17:15	29	0	21	0	118	10	0	0	0	10	64	0	252
17:30	26	0	19	0	99	16	0	0	0	5	98	0	263
17:45	18	0	8	0	81	15	0	0	0	6	64	0	192
18:00	3	0	0	0	1	1	0	0	0	1	0	0	6

Truck traffic

[illegible]

Pedestrian volumes

[illegible]

Intersection Peak Hour

15:45 - 16:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	98	0	43	5	271	99	0	0	0	69	413	0	998
Factor	0.70	0.00	0.72	0.62	0.80	0.75	0.00	0.00	0.00	0.75	0.68	0.00	0.90
Approach Factor	0.80			0.79			0.00			0.69			

Peak Hour Vehicle Summary

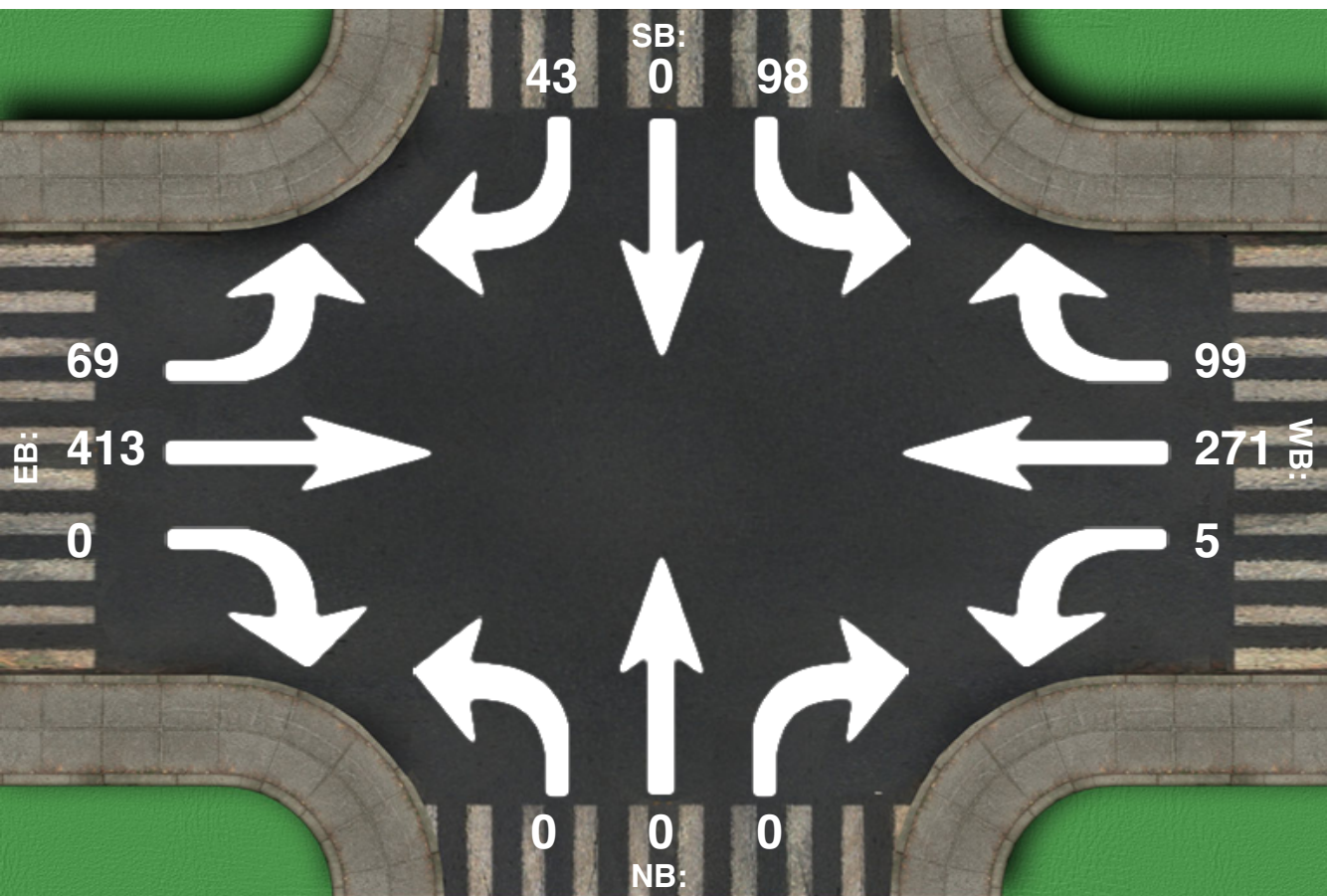
Vehicle	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Car	98	0	43	5	271	99	0	0	0	69	413	0	998
Truck	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Pedestrians

	NE			NW			SW			SE			Total
	Left	Right	Total	Left	Right	Total	Left	Right	Total	Left	Right	Total	
Pedestrians	1	25	26	91	11	102	9	0	9	0	0	0	137

Intersection Peak Hour

Location: at ,
GPS Coordinates: Lat=43.422384, Lon=-110.773804
Date: 2019-09-26
Day of week: Thursday
Weather:
Analyst:



Intersection Peak Hour

15:45 - 16:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	98	0	43	5	271	99	0	0	0	69	413	0	998
Factor	0.70	0.00	0.72	0.62	0.80	0.75	0.00	0.00	0.00	0.75	0.68	0.00	0.90
Approach Factor	0.80			0.79			0.00			0.69			

Appendix C

2021 Intersection Analysis



JORGENSEN

Appendix C-1

2021 Baseline Analysis



HCS7 Two-Way Stop-Control Report

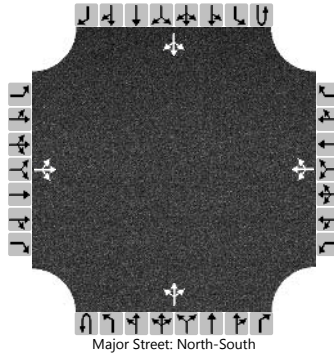
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2021 Baseline AM Peak Hour

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	2	1		48	8	42		0	83	106		46	66	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

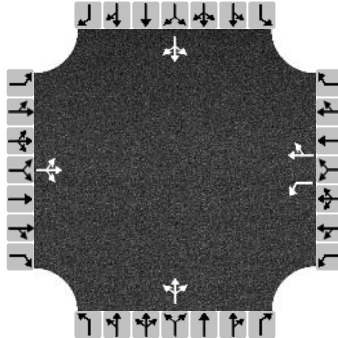
Flow Rate, v (veh/h)			8				138			0				65		
Capacity, c (veh/h)			497				620			1494				1298		
v/c Ratio			0.02				0.22			0.00				0.05		
95% Queue Length, Q ₉₅ (veh)			0.1				0.8			0.0				0.2		
Control Delay (s/veh)			12.4				12.5			7.4				7.9		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	12.4				12.5				0.0				3.4			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.85
Time Analyzed	A.M. Peak Hour		
Project Description	2021 Traffic Conditions		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	168	33	169	83	75	1	12	9	138	58	11
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	254			199	186		26			244		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.226			0.177	0.165		0.023			0.216		
Final Departure Headway, hd (s)	5.30			6.17	5.33		5.81			5.66		
Final Degree of Utilization, x	0.374			0.341	0.275		0.042			0.383		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.30			3.87	3.03		3.81			3.66		

Capacity, Delay and Level of Service

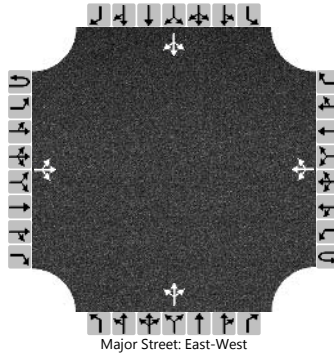
Flow Rate, v (veh/h)	254			199	186		26			244		
Capacity	679			583	676		620			636		
95% Queue Length, Q ₉₅ (veh)	1.7			1.5	1.1		0.1			1.8		
Control Delay (s/veh)	11.4			12.0	10.0		9.1			12.1		
Level of Service, LOS	B			B	B		A			B		
Approach Delay (s/veh)	11.4			11.1			9.1			12.1		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh LOS	11.4						B					

HCS7 Two-Way Stop-Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / Gregory Lane
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Gregory Lane
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2021 Baseline AM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		45	340	0		2	502	129		0	0	1		67	0	48
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

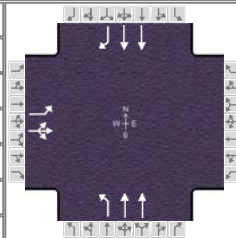
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48				2					1				122	
Capacity, c (veh/h)		919				1197					683				256	
v/c Ratio		0.05				0.00					0.00				0.48	
95% Queue Length, Q ₉₅ (veh)		0.2				0.0					0.0				2.4	
Control Delay (s/veh)		9.1				8.0					10.3				31.3	
Level of Service (LOS)		A				A					B				D	
Approach Delay (s/veh)	1.6				0.0				10.3				31.3			
Approach LOS									B				D			

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/25/2018	Area Type	Other
Jurisdiction		Time Period		PHF	0.91
Urban Street	US 89	Analysis Year	2018	Analysis Period	1> 7:45
Intersection	US 89/High School Road	File Name	US89_High School Road_A.M. Peak Hour_2021....		
Project Description	2021 A.M. Peak Hr cord. plan 2				





Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	249	0	60				307	649			347	244

Signal Information												
Cycle, s	85.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	52.8	4.3	13.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		17.6			9.3	67.4		58.1
Change Period, (Y+R c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g s), s		11.9			2.0			
Green Extension Time (g e), s		1.5			0.7	0.0		0.0
Phase Call Probability		1.00			1.00			
Max Out Probability		0.27			1.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	192	148					337	713		381		268
Adjusted Saturation Flow Rate (s), veh/h/ln	1581	1504					1556	1606		1581		1407
Queue Service Time (g s), s	9.9	8.1					0.0	6.5		4.4		7.6
Cycle Queue Clearance Time (g c), s	9.9	8.1					0.0	6.5		4.4		7.6
Green Ratio (g/C)	0.16	0.16					0.67	0.73		0.62		0.62
Capacity (c), veh/h	249	237					714	2346		1963		874
Volume-to-Capacity Ratio (X)	0.768	0.624					0.472	0.304		0.194		0.307
Back of Queue (Q), ft/ln (95 th percentile)	192.2	153.5					140.3	67.9		58.9		95.6
Back of Queue (Q), veh/ln (95 th percentile)	7.5	6.0					5.4	2.7		2.3		3.7
Queue Storage Ratio (RQ) (95 th percentile)	0.48	0.38					0.28	0.14		0.12		0.60
Uniform Delay (d 1), s/veh	34.3	37.1					9.6	4.0		6.9		7.5
Incremental Delay (d 2), s/veh	8.2	4.5					0.2	0.3		0.2		0.9
Initial Queue Delay (d 3), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	42.5	41.6					9.7	4.3		7.2		8.4
Level of Service (LOS)	D	D					A	A		A		A
Approach Delay, s/veh / LOS	42.1	D		0.0			6.1	A		7.7		A
Intersection Delay, s/veh / LOS	12.6						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.62	B	1.94	B
Bicycle LOS Score / LOS	1.05	A			1.35	A	1.02	A

HCS7 Two-Way Stop-Control Report

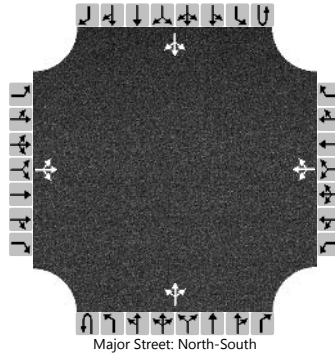
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2021 Baseline PM Peak Hour

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	14	0		50	3	23		0	76	75		18	44	2
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

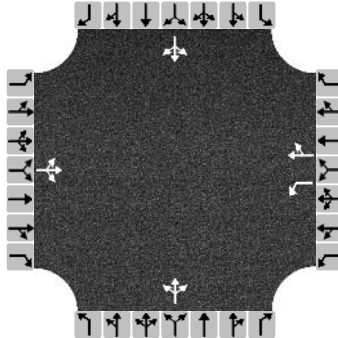
Flow Rate, v (veh/h)			17				85			0				20		
Capacity, c (veh/h)			638				759			1554				1408		
v/c Ratio			0.03				0.11			0.00				0.01		
95% Queue Length, Q ₉₅ (veh)			0.1				0.4			0.0				0.0		
Control Delay (s/veh)			10.8				10.3			7.3				7.6		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	10.8				10.3				0.0				2.2			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.87
Time Analyzed	P.M. Peak Hour 5-6		
Project Description	2021 Traffic Conditions		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	16	138	28	133	170	148	7	7	32	68	44	23
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	209			153	366		53			155		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.186			0.136	0.325		0.047			0.138		
Final Departure Headway, hd (s)	5.18			5.88	5.05		5.51			5.67		
Final Degree of Utilization, x	0.301			0.250	0.512		0.081			0.244		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.18			3.58	2.75		3.51			3.67		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	209			153	366		53			155		
Capacity	695			612	713		653			635		
95% Queue Length, Q ₉₅ (veh)	1.3			1.0	3.0		0.3			1.0		
Control Delay (s/veh)	10.4			10.5	12.9		9.0			10.5		
Level of Service, LOS	B			B	B		A			B		
Approach Delay (s/veh)	10.4			12.2			9.0			10.5		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh LOS	11.3						B					

HCS7 Two-Way Stop-Control Report

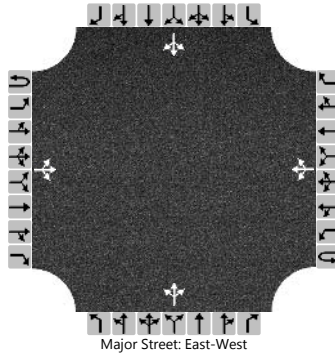
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2021 PM Peak Hour

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		27	336	0		0	388	70		0	0	0		123	0	66
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

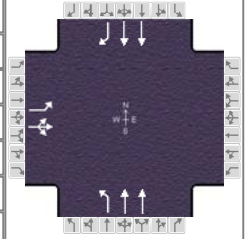
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		28				0					0					197
Capacity, c (veh/h)		1085				1209										341
v/c Ratio		0.03				0.00										0.58
95% Queue Length, Q ₉₅ (veh)		0.1				0.0										3.4
Control Delay (s/veh)		8.4				8.0										29.0
Level of Service (LOS)		A				A										D
Approach Delay (s/veh)	0.9				0.0								29.0			
Approach LOS													D			

HCS7 Signalized Intersection Results Summary

General Information

Agency				Duration, h	0.250
Analyst		Analysis Date	5/25/2018	Area Type	Other
Jurisdiction		Time Period		PHF	0.96
Urban Street	US 89	Analysis Year	2018	Analysis Period	1> 17:00
Intersection	US 89/High School Road	File Name	US89_High School Road_P.M. Peak Hour_Baseli...		
Project Description	2021 Existing P.M. Peak Hr-				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	291	0	164				174	495			829	321

Signal Information

Cycle, s	84.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	49.1	4.2	16.2	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		20.4			9.2	63.6		54.4
Change Period, (Y+R c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g s), s		14.8			2.0			
Green Extension Time (g e), s		1.4			0.5	0.0		0.0
Phase Call Probability		1.00			0.99			
Max Out Probability		1.00			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6	16	
Adjusted Flow Rate (v), veh/h	255	219					181	516		864	334	
Adjusted Saturation Flow Rate (s), veh/h/ln	1606	1477					1606	1593		1581	1418	
Queue Service Time (g s), s	12.8	12.0					0.0	5.0		13.1	10.8	
Cycle Queue Clearance Time (g c), s	12.8	12.0					0.0	5.0		13.1	10.8	
Green Ratio (g/C)	0.19	0.19					0.63	0.69		0.58	0.58	
Capacity (c), veh/h	309	285					437	2212		1847	829	
Volume-to-Capacity Ratio (X)	0.823	0.771					0.414	0.233		0.468	0.404	
Back of Queue (Q), ft/ln (95 th percentile)	247.8	218.7					103.1	56.5		184.7	142.4	
Back of Queue (Q), veh/ln (95 th percentile)	9.8	8.7					4.1	2.2		7.2	5.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.62	0.55					0.21	0.11		0.37	0.89	
Uniform Delay (d 1), s/veh	32.5	33.9					16.1	4.7		10.0	9.5	
Incremental Delay (d 2), s/veh	13.6	10.3					0.2	0.2		0.9	1.5	
Initial Queue Delay (d 3), s/veh	0.0	0.0					0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	46.1	44.2					16.3	4.9		10.8	11.0	
Level of Service (LOS)	D	D					B	A		B	B	
Approach Delay, s/veh / LOS	45.2	D		0.0			7.9	A		10.9	B	
Intersection Delay, s/veh / LOS	16.9						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.63	B		1.94	B	
Bicycle LOS Score / LOS	1.27	A					1.06	A		1.48	A	

HCS7 Two-Way Stop-Control Report

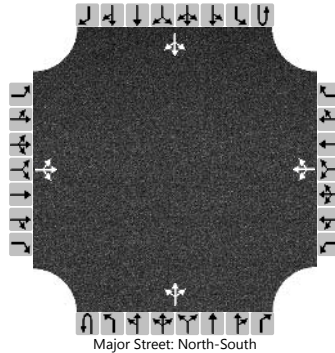
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	PM School Peak Hour
Intersection Orientation	North-South
Project Description	2021 baseline

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	7	2		72	2	39		1	58	59		24	55	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

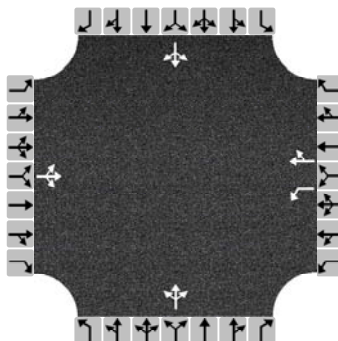
Flow Rate, v (veh/h)			12				124			1				26		
Capacity, c (veh/h)			694				786			1537				1457		
v/c Ratio			0.02				0.16			0.00				0.02		
95% Queue Length, Q ₉₅ (veh)			0.1				0.6			0.0				0.1		
Control Delay (s/veh)			10.3				10.4			7.3				7.5		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	10.3				10.4				0.1				2.3			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.68
Time Analyzed	P.M. Peak Hour 3:15-4:15		
Project Description	2021 Traffic Conditions		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	13	94	2	42	113	67	19	27	34	79	16	11
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	160			62	265		118			156		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.142			0.055	0.235		0.105			0.139		
Final Departure Headway, hd (s)	5.25			5.98	5.21		5.21			5.43		
Final Degree of Utilization, x	0.234			0.103	0.383		0.170			0.235		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.25			3.68	2.91		3.21			3.43		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	160			62	265		118			156		
Capacity	686			602	691		691			663		
95% Queue Length, Q ₉₅ (veh)	0.9			0.3	1.8		0.6			0.9		
Control Delay (s/veh)	9.8			9.4	11.1		9.3			10.1		
Level of Service, LOS	A			A	B		A			B		
Approach Delay (s/veh)	9.8			10.8			9.3			10.1		
Approach LOS	A			B			A			B		
Intersection Delay, s/veh LOS	10.2						B					

HCS7 Two-Way Stop-Control Report

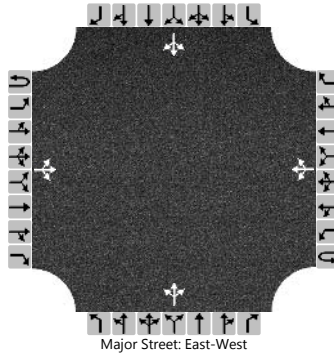
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	School Peak Hour
Intersection Orientation	East-West
Project Description	2021 Baseline School Peak Hour

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		59	375	2		4	274	104		0	0	1		85	0	51
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

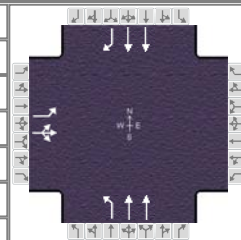
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		78				5					1					179
Capacity, c (veh/h)		1067				1068					575					241
v/c Ratio		0.07				0.00					0.00					0.74
95% Queue Length, Q ₉₅ (veh)		0.2				0.0					0.0					5.2
Control Delay (s/veh)		8.6				8.4					11.3					53.1
Level of Service (LOS)		A				A					B					F
Approach Delay (s/veh)	1.9				0.1				11.3				53.1			
Approach LOS									B				F			

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency				Duration, h	0.250
Analyst		Analysis Date	5/25/2018	Area Type	Other
Jurisdiction		Time Period		PHF	0.83
Urban Street	US 89	Analysis Year	2018	Analysis Period	1> 17:00
Intersection	US 89/High School Road	File Name	US89_High School Road_School P.M. Peak Hour...		
Project Description	2021 Existing School P.M. Peak Hr				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	292	0	125				129	419			591	160

Signal Information														
Cycle, s	84.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin											
Uncoordinated	No	Simult. Gap E/W	On	Green	47.5	4.2	17.9	0.0	0.0	0.0				
				Yellow	4.3	4.0	3.2	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		22.1			9.2	61.9		52.8
Change Period, (Y+R c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g s), s		16.9			2.0			
Green Extension Time (g e), s		0.9			0.4	0.0		0.0
Phase Call Probability		1.00			0.97			
Max Out Probability		1.00			1.00			

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	296	207					155	505		712		193
Adjusted Saturation Flow Rate (s), veh/h/ln	1606	1486					1606	1593		1581		1418
Queue Service Time (g s), s	14.9	11.0					0.0	5.2		10.6		5.7
Cycle Queue Clearance Time (g c), s	14.9	11.0					0.0	5.2		10.6		5.7
Green Ratio (g/C)	0.21	0.21					0.61	0.67		0.56		0.56
Capacity (c), veh/h	341	316					486	2149		1786		801
Volume-to-Capacity Ratio (X)	0.865	0.655					0.320	0.235		0.399		0.241
Back of Queue (Q), ft/ln (95 th percentile)	293.2	195.1					78	61.5		152.1		76.8
Back of Queue (Q), veh/ln (95 th percentile)	11.6	7.8					3.1	2.4		5.9		3.0
Queue Storage Ratio (RQ) (95 th percentile)	0.73	0.49					0.16	0.12		0.30		0.48
Uniform Delay (d 1), s/veh	31.9	32.6					14.1	5.3		10.3		9.2
Incremental Delay (d 2), s/veh	18.7	5.1					0.1	0.3		0.7		0.7
Initial Queue Delay (d 3), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	50.6	37.7					14.2	5.6		10.9		9.9
Level of Service (LOS)	D	D					B	A		B		A
Approach Delay, s/veh / LOS	45.3	D		0.0			7.6	A		10.7		B
Intersection Delay, s/veh / LOS	18.1						B					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.31	B	2.31	B	1.63	B	1.94	B
Bicycle LOS Score / LOS	1.32	A			1.03	A	1.23	A

Appendix C-2

2021 Analysis
With Middle School Road as Access



HCS7 Two-Way Stop-Control Report

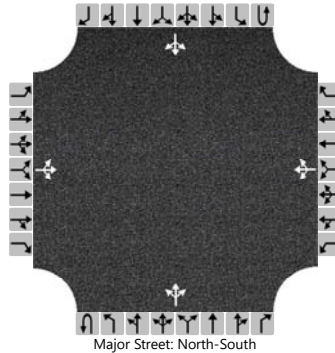
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2021 AM Peak Hour- Middle School Road as Access

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	2	1		48	8	42		0	83	109		48	66	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

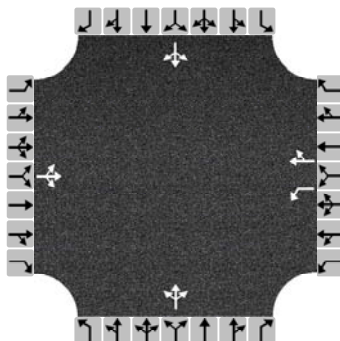
Flow Rate, v (veh/h)			8				138			0				68		
Capacity, c (veh/h)			491				614			1494				1293		
v/c Ratio			0.02				0.22			0.00				0.05		
95% Queue Length, Q ₉₅ (veh)			0.1				0.9			0.0				0.2		
Control Delay (s/veh)			12.5				12.6			7.4				7.9		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	12.5				12.6				0.0				3.5			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/23/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.85
Time Analyzed	A.M. Peak Hour		
Project Description	2021 with CWC Middle School Access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	168	36	186	83	75	1	12	9	138	64	11
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	258			219	186		26			251		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.229			0.195	0.165		0.023			0.223		
Final Departure Headway, hd (s)	5.35			6.21	5.37		5.90			5.72		
Final Degree of Utilization, x	0.383			0.377	0.277		0.042			0.398		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.35			3.91	3.07		3.90			3.72		

Capacity, Delay and Level of Service

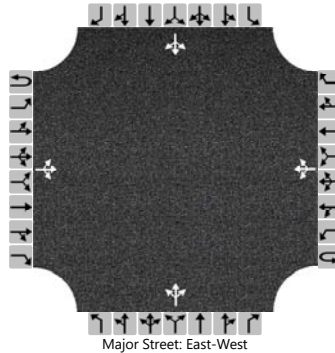
Flow Rate, v (veh/h)	258			219	186		26			251		
Capacity	672			580	671		610			629		
95% Queue Length, Q ₉₅ (veh)	1.8			1.8	1.1		0.1			1.9		
Control Delay (s/veh)	11.6			12.6	10.1		9.2			12.5		
Level of Service, LOS	B			B	B		A			B		
Approach Delay (s/veh)	11.6			11.5			9.2			12.5		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh LOS	11.7						B					

HCS7 Two-Way Stop-Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / Gregory Lane
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/24/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Gregory Lane
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2021 w CWC Middle School Road Access AM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		45	340	0		2	518	129		0	0	1		67	0	50
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

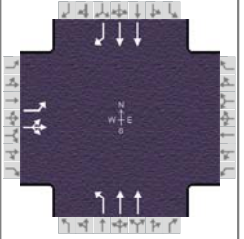
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48				2					1					124
Capacity, c (veh/h)		906				1197					683					251
v/c Ratio		0.05				0.00					0.00					0.50
95% Queue Length, Q ₉₅ (veh)		0.2				0.0					0.0					2.5
Control Delay (s/veh)		9.2				8.0					10.3					32.6
Level of Service (LOS)		A				A					B					D
Approach Delay (s/veh)	1.6				0.0				10.3				32.6			
Approach LOS									B				D			

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/25/2018	Duration, h	0.250
Analyst		Area Type	Other	PHF	0.91
Jurisdiction		Analysis Year	2018	Analysis Period	1> 7:45
Urban Street	US 89	File Name	US89_High School Road_w CWC_A.M. Peak Ho...		
Intersection	US 89/High School Road				
Project Description	2021 A.M. Peak Hr plan 2- MS Road Access				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	249	0	60				317	649			347	251

Signal Information

Cycle, s	85.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	52.8	4.3	13.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		17.6			9.3	67.4		58.1
Change Period, ($Y+R_c$), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g_s), s		11.9			2.0			
Green Extension Time (g_e), s		1.5			0.7	0.0		0.0
Phase Call Probability		1.00			1.00			
Max Out Probability		0.27			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	192	148					348	713		381		276
Adjusted Saturation Flow Rate (s), veh/h/ln	1581	1504					1556	1606		1581		1407
Queue Service Time (g_s), s	9.9	8.1					0.0	6.5		4.4		7.9
Cycle Queue Clearance Time (g_c), s	9.9	8.1					0.0	6.5		4.4		7.9
Green Ratio (g/C)	0.16	0.16					0.67	0.73		0.62		0.62
Capacity (c), veh/h	249	237					714	2346		1963		874
Volume-to-Capacity Ratio (X)	0.768	0.624					0.488	0.304		0.194		0.316
Back of Queue (Q), ft/ln (95 th percentile)	192.2	153.5					147.2	67.9		58.9		99.6
Back of Queue (Q), veh/ln (95 th percentile)	7.5	6.0					5.7	2.7		2.3		3.9
Queue Storage Ratio (RQ) (95 th percentile)	0.48	0.38					0.29	0.14		0.12		0.62
Uniform Delay (d_1), s/veh	34.3	37.1					9.7	4.0		6.9		7.6
Incremental Delay (d_2), s/veh	8.2	4.5					0.2	0.3		0.2		0.9
Initial Queue Delay (d_3), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	42.5	41.6					9.9	4.3		7.2		8.5
Level of Service (LOS)	D	D					A	A		A		A
Approach Delay, s/veh / LOS	42.1	D		0.0			6.1	A		7.7		A
Intersection Delay, s/veh / LOS	12.6						B					

Multimodal Results

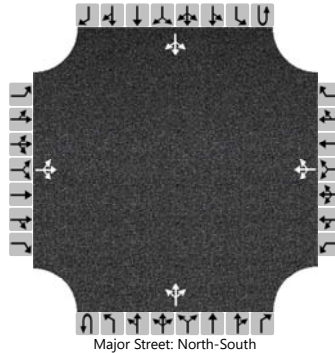
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.62	B		1.94	B	
Bicycle LOS Score / LOS	1.05	A					1.36	A		1.03	A	

HCS7 Two-Way Stop-Control Report

General Information

Analyst	Hayley Ruland	Intersection	South Park Lp/HS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/24/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	South Park Loop Road
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2021 with CWC PM Peak Hour Middles School Rd Acces		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	14	0		52	3	24		0	76	77		18	44	2
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

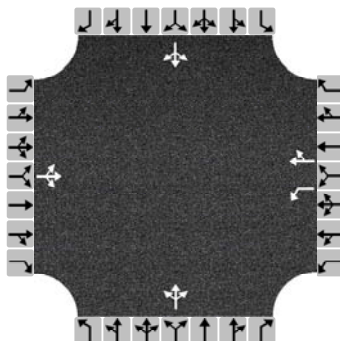
Flow Rate, v (veh/h)			17			89				0				20		
Capacity, c (veh/h)			636			758				1554				1405		
v/c Ratio			0.03			0.12				0.00				0.01		
95% Queue Length, Q ₉₅ (veh)			0.1			0.4				0.0				0.0		
Control Delay (s/veh)			10.8			10.4				7.3				7.6		
Level of Service (LOS)			B			B				A				A		
Approach Delay (s/veh)	10.8				10.4				0.0				2.2			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/24/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.87
Time Analyzed	P.M. Peak Hour 5-6		
Project Description	2021 with CWC Middle School Access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	16	138	31	148	170	146	9	9	41	68	49	23
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	213			170	363		68			161		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.189			0.151	0.323		0.060			0.143		
Final Departure Headway, hd (s)	5.29			5.98	5.15		5.62			5.79		
Final Degree of Utilization, x	0.313			0.282	0.519		0.106			0.259		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.29			3.68	2.85		3.62			3.79		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	213			170	363		68			161		
Capacity	680			602	699		641			622		
95% Queue Length, Q ₉₅ (veh)	1.3			1.2	3.0		0.4			1.0		
Control Delay (s/veh)	10.7			11.0	13.3		9.3			10.8		
Level of Service, LOS	B			B	B		A			B		
Approach Delay (s/veh)	10.7			12.6			9.3			10.8		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh LOS	11.6						B					

HCS7 Two-Way Stop-Control Report

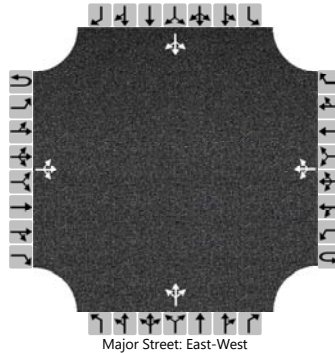
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		28	338	0		0	400	70		0	0	0		123	0	68
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

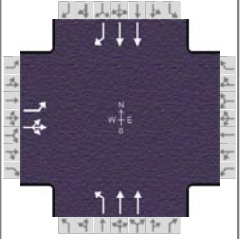
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		29				0					0				199	
Capacity, c (veh/h)		1074				1207									334	
v/c Ratio		0.03				0.00									0.60	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0									3.6	
Control Delay (s/veh)		8.4				8.0									30.5	
Level of Service (LOS)		A				A									D	
Approach Delay (s/veh)	0.9				0.0								30.5			
Approach LOS													D			

HCS7 Signalized Intersection Results Summary

General Information

Agency				Duration, h	0.250
Analyst		Analysis Date	5/25/2018	Area Type	Other
Jurisdiction		Time Period		PHF	0.96
Urban Street	US 89	Analysis Year	2018	Analysis Period	1> 17:00
Intersection	US 89/High School Road	File Name	US89_High School Road_w CWC_P.M. Peak Ho...		
Project Description	2021 Existing P.M. Peak Hr- MS Access				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	297	0	168				179	495			829	328

Signal Information

Cycle, s	84.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	48.8	4.2	16.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		20.6			9.2	63.4		54.1
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		15.0			2.0			
Green Extension Time (g _e), s		1.4			0.5	0.0		0.0
Phase Call Probability		1.00			0.99			
Max Out Probability		1.00			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6	16	
Adjusted Flow Rate (v), veh/h	260	225					186	516		864	342	
Adjusted Saturation Flow Rate (s), veh/h/ln	1606	1477					1606	1593		1581	1418	
Queue Service Time (g _s), s	13.0	12.3					0.0	5.0		13.2	11.2	
Cycle Queue Clearance Time (g _c), s	13.0	12.3					0.0	5.0		13.2	11.2	
Green Ratio (g/C)	0.20	0.20					0.63	0.69		0.58	0.58	
Capacity (c), veh/h	314	289					435	2203		1837	824	
Volume-to-Capacity Ratio (X)	0.827	0.777					0.429	0.234		0.470	0.414	
Back of Queue (Q), ft/ln (95 th percentile)	252.7	224.2					108.7	57.8		186.5	148	
Back of Queue (Q), veh/ln (95 th percentile)	10.0	9.0					4.3	2.3		7.3	5.8	
Queue Storage Ratio (RQ) (95 th percentile)	0.63	0.56					0.22	0.12		0.37	0.92	
Uniform Delay (d ₁), s/veh	32.4	33.8					16.5	4.8		10.1	9.7	
Incremental Delay (d ₂), s/veh	14.1	10.8					0.2	0.2		0.9	1.5	
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	46.5	44.7					16.8	5.0		11.0	11.2	
Level of Service (LOS)	D	D					B	A		B	B	
Approach Delay, s/veh / LOS	45.7	D		0.0			8.1	A		11.1	B	
Intersection Delay, s/veh / LOS	17.2						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.63	B		1.94	B	
Bicycle LOS Score / LOS	1.29	A					1.07	A		1.48	A	

HCS7 Two-Way Stop-Control Report

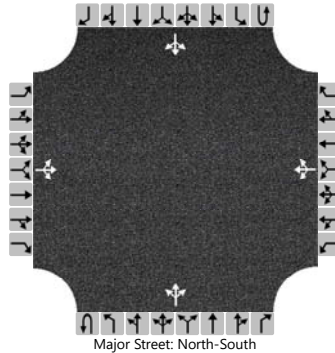
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	PM School Peak Hour
Intersection Orientation	North-South
Project Description	2021 with CWC and Middle School Access

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	7	2		74	2	40		1	58	59		24	55	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

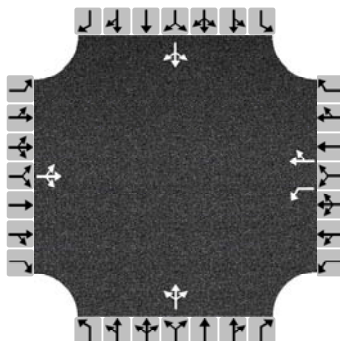
Flow Rate, v (veh/h)			12				127			1				26		
Capacity, c (veh/h)			694				786			1537				1457		
v/c Ratio			0.02				0.16			0.00				0.02		
95% Queue Length, Q ₉₅ (veh)			0.1				0.6			0.0				0.1		
Control Delay (s/veh)			10.3				10.5			7.3				7.5		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	10.3				10.5				0.1				2.3			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.68
Time Analyzed	P.M. Peak Hour 3:15-4:15		
Project Description	2021 with Middle School Access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	13	94	2	44	113	67	25	32	41	79	16	11
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	160			65	265		144			156		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.142			0.058	0.235		0.128			0.139		
Final Departure Headway, hd (s)	5.35			6.06	5.30		5.24			5.50		
Final Degree of Utilization, x	0.238			0.109	0.390		0.210			0.238		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.35			3.76	3.00		3.24			3.50		

Capacity, Delay and Level of Service

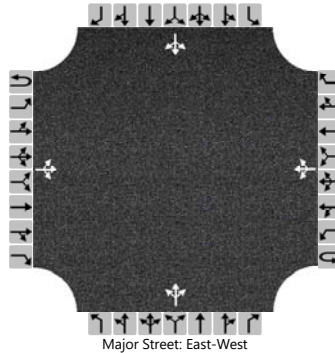
Flow Rate, v (veh/h)	160			65	265		144			156		
Capacity	673			594	680		687			655		
95% Queue Length, Q ₉₅ (veh)	0.9			0.4	1.8		0.8			0.9		
Control Delay (s/veh)	10.0			9.5	11.3		9.6			10.2		
Level of Service, LOS	B			A	B		A			B		
Approach Delay (s/veh)	10.0			11.0			9.6			10.2		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh LOS	10.4						B					

HCS7 Two-Way Stop-Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / Gregory Lane
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/24/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Gregory Lane
Time Analyzed	School Peak Hour	Peak Hour Factor	0.76
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2021 with CWC Middle School School Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		60	381	2		4	276	104		0	0	1		85	0	51
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

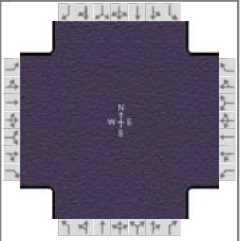
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		79				5					1					179
Capacity, c (veh/h)		1064				1061					569					237
v/c Ratio		0.07				0.00					0.00					0.76
95% Queue Length, Q ₉₅ (veh)		0.2				0.0					0.0					5.3
Control Delay (s/veh)		8.7				8.4					11.3					55.8
Level of Service (LOS)		A				A					B					F
Approach Delay (s/veh)	1.9				0.1				11.3				55.8			
Approach LOS									B				F			

HCS7 Signalized Intersection Results Summary

General Information

Agency		Duration, h	0.250
Analyst		Analysis Date	5/25/2018
Jurisdiction		Area Type	Other
Urban Street	US 89	Time Period	PHF
Intersection	US 89/High School Road	Analysis Year	2018
Project Description	2021 Existing School PM Peak Middle School Access	Analysis Period	1> 17:00
		File Name	US89_High School Road_School P.M. Peak Hour...



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	297	0	127				130	419			591	161

Signal Information

Cycle, s	84.0	Reference Phase	2											
Offset, s	0	Reference Point	Begin	Green	47.2	4.2	18.1	0.0	0.0	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	On	Red	1.0	1.0	1.0	0.0	0.0	0.0				

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		22.3			9.2	61.7		52.5
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		17.2			2.0			
Green Extension Time (g _e), s		0.9			0.4	0.0		0.0
Phase Call Probability		1.00			0.97			
Max Out Probability		1.00			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	301	210					157	505		712		194
Adjusted Saturation Flow Rate (s), veh/h/ln	1606	1486					1606	1593		1581		1418
Queue Service Time (g _s), s	15.2	11.2					0.0	5.2		10.7		5.8
Cycle Queue Clearance Time (g _c), s	15.2	11.2					0.0	5.2		10.7		5.8
Green Ratio (g/C)	0.22	0.22					0.61	0.67		0.56		0.56
Capacity (c), veh/h	345	319					484	2141		1778		798
Volume-to-Capacity Ratio (X)	0.870	0.658					0.324	0.236		0.401		0.243
Back of Queue (Q), ft/ln (95 th percentile)	299.1	197.9					79.8	62.5		153.5		78
Back of Queue (Q), veh/ln (95 th percentile)	11.9	7.9					3.2	2.5		6.0		3.1
Queue Storage Ratio (RQ) (95 th percentile)	0.75	0.49					0.16	0.13		0.31		0.49
Uniform Delay (d ₁), s/veh	31.8	32.5					14.3	5.4		10.4		9.3
Incremental Delay (d ₂), s/veh	19.4	5.2					0.1	0.3		0.7		0.7
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	51.3	37.7					14.4	5.6		11.1		10.0
Level of Service (LOS)	D	D					B	A		B		B
Approach Delay, s/veh / LOS	45.7	D		0.0			7.7	A		10.8		B
Intersection Delay, s/veh / LOS	18.4						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.63	B		1.94	B	
Bicycle LOS Score / LOS	1.33	A					1.03	A		1.24	A	

Appendix C-3

2021 Analysis
With Gregory Lane as Access

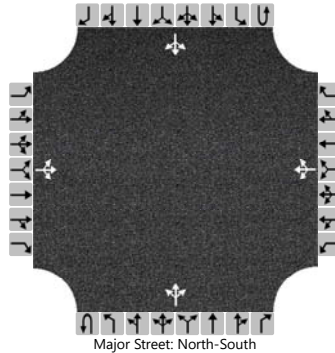


HCS7 Two-Way Stop-Control Report

General Information

Analyst	Hayley Ruland	Intersection	South Park Lp/HS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/24/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	South Park Loop Road
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.71
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2021 AM Peak Hour with CWC and Gregory Lane Access		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	2	1		48	8	42		0	83	110		48	66	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

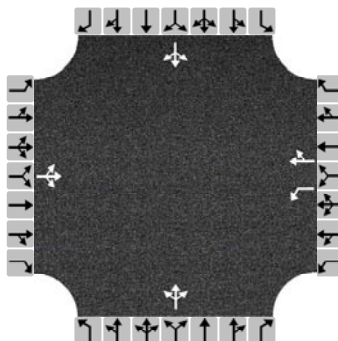
Flow Rate, v (veh/h)			8				138			0				68		
Capacity, c (veh/h)			490				614			1494				1291		
v/c Ratio			0.02				0.22			0.00				0.05		
95% Queue Length, Q ₉₅ (veh)			0.1				0.9			0.0				0.2		
Control Delay (s/veh)			12.5				12.6			7.4				7.9		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	12.5				12.6				0.0				3.5			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/24/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.85
Time Analyzed	A.M. Peak Hour		
Project Description	2021 with CWC Gregory Lane as Access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	173	33	169	83	75	1	12	9	143	58	11
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	260			199	186		26			249		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.231			0.177	0.165		0.023			0.222		
Final Departure Headway, hd (s)	5.33			6.20	5.36		5.84			5.68		
Final Degree of Utilization, x	0.385			0.342	0.277		0.042			0.394		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.33			3.90	3.06		3.84			3.68		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	260			199	186		26			249		
Capacity	676			581	672		616			633		
95% Queue Length, Q ₉₅ (veh)	1.8			1.5	1.1		0.1			1.9		
Control Delay (s/veh)	11.6			12.1	10.1		9.1			12.3		
Level of Service, LOS	B			B	B		A			B		
Approach Delay (s/veh)	11.6			11.1			9.1			12.3		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh LOS	11.5						B					

HCS7 Two-Way Stop-Control Report

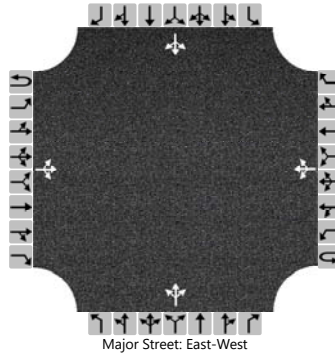
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2021 with CWC AM Peak Hour

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		45	340	9		16	502	129		0	0	1		67	3	48
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

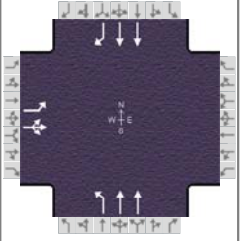
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48				17					1					126
Capacity, c (veh/h)		919				1187					679					240
v/c Ratio		0.05				0.01					0.00					0.52
95% Queue Length, Q ₉₅ (veh)		0.2				0.0					0.0					2.8
Control Delay (s/veh)		9.1				8.1					10.3					35.2
Level of Service (LOS)		A				A					B					E
Approach Delay (s/veh)	1.6				0.4				10.3				35.2			
Approach LOS									B				E			

HCS7 Signalized Intersection Results Summary

General Information

Agency				Duration, h	0.250
Analyst		Analysis Date	5/25/2018	Area Type	Other
Jurisdiction		Time Period		PHF	0.91
Urban Street	US 89	Analysis Year	2018	Analysis Period	1> 7:45
Intersection	US 89/High School Road	File Name	US89_High School Road_w CWC_A.M. Peak Ho...		
Project Description	2021 A.M. Peak Hr plan 2- Gregory Ln Access				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	249	0	60				316	649			347	250

Signal Information

Cycle, s	85.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	52.8	4.3	13.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		17.6			9.3	67.4		58.1
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		11.9			2.0			
Green Extension Time (g _e), s		1.5			0.7	0.0		0.0
Phase Call Probability		1.00			1.00			
Max Out Probability		0.27			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	192	148					347	713		381		275
Adjusted Saturation Flow Rate (s), veh/h/ln	1581	1504					1556	1606		1581		1407
Queue Service Time (g _s), s	9.9	8.1					0.0	6.5		4.4		7.8
Cycle Queue Clearance Time (g _c), s	9.9	8.1					0.0	6.5		4.4		7.8
Green Ratio (g/C)	0.16	0.16					0.67	0.73		0.62		0.62
Capacity (c), veh/h	249	237					714	2346		1963		874
Volume-to-Capacity Ratio (X)	0.768	0.624					0.486	0.304		0.194		0.314
Back of Queue (Q), ft/ln (95 th percentile)	192.2	153.5					145.8	67.9		58.9		98.8
Back of Queue (Q), veh/ln (95 th percentile)	7.5	6.0					5.6	2.7		2.3		3.9
Queue Storage Ratio (RQ) (95 th percentile)	0.48	0.38					0.29	0.14		0.12		0.62
Uniform Delay (d ₁), s/veh	34.3	37.1					9.7	4.0		6.9		7.6
Incremental Delay (d ₂), s/veh	8.2	4.5					0.2	0.3		0.2		0.9
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	42.5	41.6					9.9	4.3		7.2		8.5
Level of Service (LOS)	D	D					A	A		A		A
Approach Delay, s/veh / LOS	42.1	D		0.0			6.1	A		7.7		A
Intersection Delay, s/veh / LOS	12.6						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.62	B		1.94	B	
Bicycle LOS Score / LOS	1.05	A					1.36	A		1.03	A	

HCS7 Two-Way Stop-Control Report

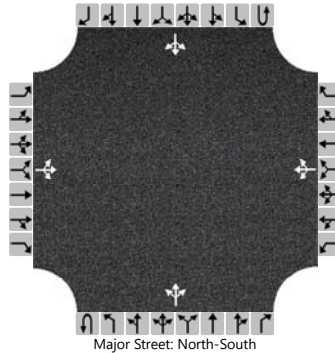
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2021 with CWC PM Peak Hour Gregory Lane

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	14	0		52	3	25		0	76	79		19	44	2
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

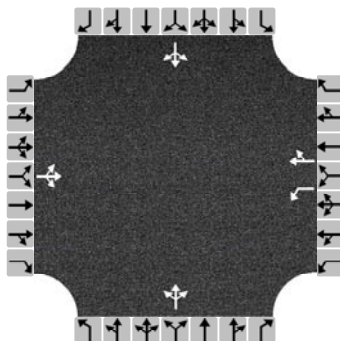
Flow Rate, v (veh/h)			17				90			0				21		
Capacity, c (veh/h)			632				756			1554				1402		
v/c Ratio			0.03				0.12			0.00				0.02		
95% Queue Length, Q ₉₅ (veh)			0.1				0.4			0.0				0.0		
Control Delay (s/veh)			10.9				10.4			7.3				7.6		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	10.9				10.4				0.0				2.3			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/24/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.87
Time Analyzed	P.M. Peak Hour 5-6		
Project Description	2021 with CWC Gregory Lane Access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	16	143	28	133	172	150	7	7	32	70	44	23
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	215			153	370		53			157		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.191			0.136	0.329		0.047			0.140		
Final Departure Headway, hd (s)	5.20			5.90	5.06		5.55			5.70		
Final Degree of Utilization, x	0.310			0.250	0.521		0.081			0.249		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.20			3.60	2.76		3.55			3.70		

Capacity, Delay and Level of Service

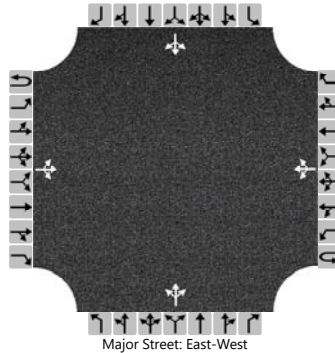
Flow Rate, v (veh/h)	215			153	370		53			157		
Capacity	693			610	711		649			631		
95% Queue Length, Q ₉₅ (veh)	1.3			1.0	3.0		0.3			1.0		
Control Delay (s/veh)	10.5			10.6	13.1		9.0			10.6		
Level of Service, LOS	B			B	B		A			B		
Approach Delay (s/veh)	10.5			12.4			9.0			10.6		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh LOS	11.5						B					

HCS7 Two-Way Stop-Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / Gregory Lane
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/24/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Gregory Lane
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2021 with CWC PM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		27	329	7		9	388	70		5	2	6		123	4	66
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

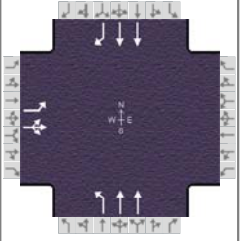
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		28				9					14				201	
Capacity, c (veh/h)		1085				1209					336				325	
v/c Ratio		0.03				0.01					0.04				0.62	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.1				3.9	
Control Delay (s/veh)		8.4				8.0					16.2				32.4	
Level of Service (LOS)		A				A					C				D	
Approach Delay (s/veh)	0.9				0.2				16.2				32.4			
Approach LOS									C				D			

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/25/2018	Duration, h	0.250
Analyst		Area Type	Other	PHF	0.96
Jurisdiction		Analysis Year	2018	Analysis Period	1> 17:00
Urban Street	US 89	File Name	US89_High School Road_w CWC_P.M. Peak Ho...		
Intersection	US 89/High School Road				
Project Description	2021 with CWC P.M. Peak Hr- Gregory Lane				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	295	0	166				178	495			829	326

Signal Information

Cycle, s	84.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	48.9	4.2	16.3	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		20.5			9.2	63.5		54.2
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		15.0			2.0			
Green Extension Time (g _e), s		1.4			0.5	0.0		0.0
Phase Call Probability		1.00			0.99			
Max Out Probability		1.00			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	258	222					185	516		864		340
Adjusted Saturation Flow Rate (s), veh/h/ln	1606	1477					1606	1593		1581		1418
Queue Service Time (g _s), s	13.0	12.1					0.0	5.0		13.2		11.0
Cycle Queue Clearance Time (g _c), s	13.0	12.1					0.0	5.0		13.2		11.0
Green Ratio (g/C)	0.19	0.19					0.63	0.69		0.58		0.58
Capacity (c), veh/h	313	287					436	2206		1841		826
Volume-to-Capacity Ratio (X)	0.826	0.773					0.426	0.234		0.469		0.411
Back of Queue (Q), ft/ln (95 th percentile)	251.1	221.2					107.4	57.2		185.3		146.6
Back of Queue (Q), veh/ln (95 th percentile)	10.0	8.8					4.3	2.3		7.2		5.8
Queue Storage Ratio (RQ) (95 th percentile)	0.63	0.55					0.21	0.11		0.37		0.92
Uniform Delay (d ₁), s/veh	32.5	33.9					16.4	4.7		10.1		9.6
Incremental Delay (d ₂), s/veh	13.9	10.5					0.2	0.2		0.9		1.5
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	46.4	44.4					16.7	5.0		10.9		11.2
Level of Service (LOS)	D	D					B	A		B		B
Approach Delay, s/veh / LOS	45.4	D		0.0			8.1	A		11.0		B
Intersection Delay, s/veh / LOS	17.1						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.63	B		1.94	B	
Bicycle LOS Score / LOS	1.28	A					1.07	A		1.48	A	

HCS7 Two-Way Stop-Control Report

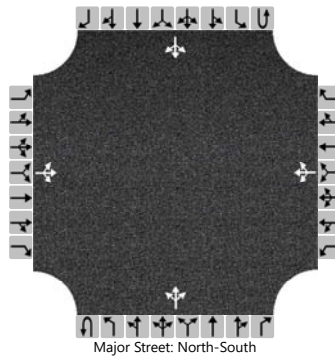
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	PM School Peak Hour
Intersection Orientation	North-South
Project Description	2021 with CWC and Gregory Lane Access

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	7	2		74	2	40		1	58	59		24	55	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

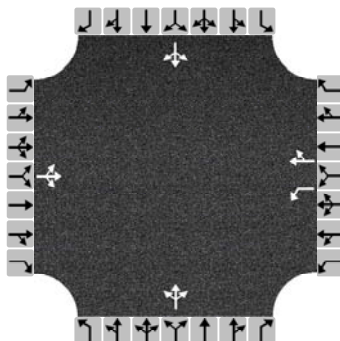
Flow Rate, v (veh/h)			12				127			1				26		
Capacity, c (veh/h)			694				786			1537				1457		
v/c Ratio			0.02				0.16			0.00				0.02		
95% Queue Length, Q ₉₅ (veh)			0.1				0.6			0.0				0.1		
Control Delay (s/veh)			10.3				10.5			7.3				7.5		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	10.3				10.5				0.1				2.3			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.68
Time Analyzed	P.M. Peak Hour 3:15-4:15		
Project Description	2021 with Gregory Lane Access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	13	95	2	42	117	69	19	27	34	80	16	11
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	162			62	274		118			157		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.144			0.055	0.243		0.105			0.140		
Final Departure Headway, hd (s)	5.27			5.99	5.22		5.24			5.46		
Final Degree of Utilization, x	0.237			0.103	0.397		0.171			0.239		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.27			3.69	2.92		3.24			3.46		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	162			62	274		118			157		
Capacity	683			601	689		687			660		
95% Queue Length, Q ₉₅ (veh)	0.9			0.3	1.9		0.6			0.9		
Control Delay (s/veh)	9.9			9.4	11.3		9.3			10.2		
Level of Service, LOS	A			A	B		A			B		
Approach Delay (s/veh)	9.9			11.0			9.3			10.2		
Approach LOS	A			B			A			B		
Intersection Delay, s/veh LOS	10.3						B					

HCS7 Two-Way Stop-Control Report

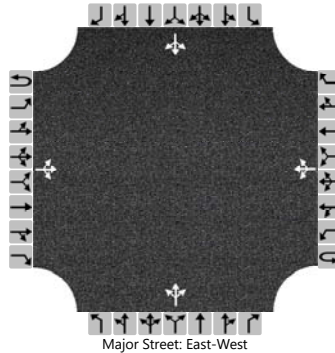
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	School Peak Hour
Intersection Orientation	East-West
Project Description	2021 with CWC Gregory Lane School Peak Hour

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		59	375	3		5	274	104		5	2	9		85	0	51
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

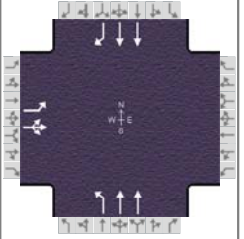
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		78				7					21					179
Capacity, c (veh/h)		1067				1067					263					232
v/c Ratio		0.07				0.01					0.08					0.77
95% Queue Length, Q ₉₅ (veh)		0.2				0.0					0.3					5.5
Control Delay (s/veh)		8.6				8.4					19.9					58.7
Level of Service (LOS)		A				A					C					F
Approach Delay (s/veh)	1.9				0.2				19.9				58.7			
Approach LOS									C				F			

HCS7 Signalized Intersection Results Summary

General Information

Agency		Intersection Information	
Analyst		Duration, h	0.250
Jurisdiction		Area Type	Other
Urban Street	US 89	PHF	0.83
Intersection	US 89/High School Road	Analysis Year	2018
Project Description	2021 Existing School PM PeakGregory Access	Analysis Period	1> 17:00
		File Name	US89_High School Road_School P.M. Peak Hour...



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	297	0	128				130	419			591	161

Signal Information

Cycle, s	84.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	47.2	4.2	18.1	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		22.3			9.2	61.7		52.5
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		17.2			2.0			
Green Extension Time (g _e), s		0.9			0.4	0.0		0.0
Phase Call Probability		1.00			0.97			
Max Out Probability		1.00			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	301	211					157	505		712		194
Adjusted Saturation Flow Rate (s), veh/h/ln	1606	1486					1606	1593		1581		1418
Queue Service Time (g _s), s	15.2	11.3					0.0	5.2		10.7		5.8
Cycle Queue Clearance Time (g _c), s	15.2	11.3					0.0	5.2		10.7		5.8
Green Ratio (g/C)	0.22	0.22					0.61	0.67		0.56		0.56
Capacity (c), veh/h	345	319					484	2141		1778		798
Volume-to-Capacity Ratio (X)	0.870	0.662					0.324	0.236		0.401		0.243
Back of Queue (Q), ft/ln (95 th percentile)	299.1	199.2					79.8	62.5		153.5		78
Back of Queue (Q), veh/ln (95 th percentile)	11.9	8.0					3.2	2.5		6.0		3.1
Queue Storage Ratio (RQ) (95 th percentile)	0.75	0.50					0.16	0.13		0.31		0.49
Uniform Delay (d ₁), s/veh	31.8	32.5					14.3	5.4		10.4		9.3
Incremental Delay (d ₂), s/veh	19.4	5.3					0.1	0.3		0.7		0.7
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	51.2	37.9					14.4	5.6		11.1		10.0
Level of Service (LOS)	D	D					B	A		B		B
Approach Delay, s/veh / LOS	45.7	D		0.0			7.7	A		10.8		B
Intersection Delay, s/veh / LOS	18.4						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.63	B		1.94	B	
Bicycle LOS Score / LOS	1.33	A					1.03	A		1.24	A	

Appendix C-4

2021 Analysis
With Dual Access



JORGENSEN

HCS7 Two-Way Stop-Control Report

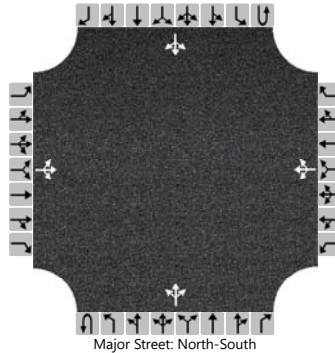
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2021 AM Peak Hour with CWC and Dual Access

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	2	1		48	8	42		0	83	108		47	66	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

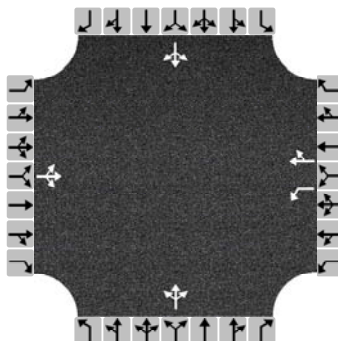
Flow Rate, v (veh/h)			8				138			0				66		
Capacity, c (veh/h)			494				617			1494				1295		
v/c Ratio			0.02				0.22			0.00				0.05		
95% Queue Length, Q ₉₅ (veh)			0.1				0.9			0.0				0.2		
Control Delay (s/veh)			12.4				12.5			7.4				7.9		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	12.4				12.5				0.0				3.4			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/24/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.85
Time Analyzed	A.M. Peak Hour		
Project Description	2021 Traffic Conditions with CWC dual access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	15	168	36	169	83	75	1	12	9	138	65	11
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	258			199	186		26			252		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.229			0.177	0.165		0.023			0.224		
Final Departure Headway, hd (s)	5.32			6.20	5.36		5.84			5.67		
Final Degree of Utilization, x	0.381			0.343	0.277		0.042			0.397		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.32			3.90	3.06		3.84			3.67		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	258			199	186		26			252		
Capacity	676			580	671		616			635		
95% Queue Length, Q ₉₅ (veh)	1.8			1.5	1.1		0.1			1.9		
Control Delay (s/veh)	11.6			12.1	10.1		9.1			12.4		
Level of Service, LOS	B			B	B		A			B		
Approach Delay (s/veh)	11.6			11.1			9.1			12.4		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh LOS	11.5						B					

HCS7 Two-Way Stop-Control Report

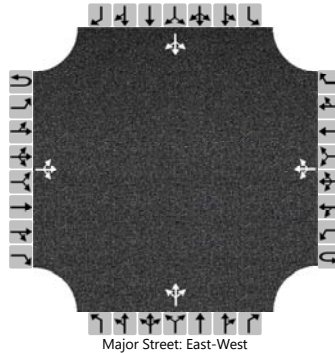
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2021 with CWC AM Peak Hour Dual Access

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		45	340	0		16	502	129		0	0	1		67	3	48
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

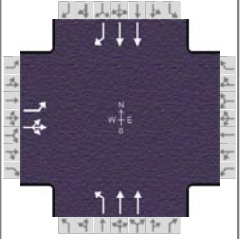
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		48				17					1					126
Capacity, c (veh/h)		919				1197					683					242
v/c Ratio		0.05				0.01					0.00					0.52
95% Queue Length, Q ₉₅ (veh)		0.2				0.0					0.0					2.7
Control Delay (s/veh)		9.1				8.1					10.3					34.9
Level of Service (LOS)		A				A					B					D
Approach Delay (s/veh)	1.6				0.4				10.3				34.9			
Approach LOS									B				D			

HCS7 Signalized Intersection Results Summary

General Information

Agency				Duration, h	0.250
Analyst		Analysis Date	5/25/2018	Area Type	Other
Jurisdiction		Time Period		PHF	0.91
Urban Street	US 89	Analysis Year	2018	Analysis Period	1> 7:45
Intersection	US 89/High School Road	File Name	US89_High School Road_w CWC_A.M. Peak Ho...		
Project Description	2021 A.M. Peak Hr plan 2- Dual Access				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	249	0	60				316	649			347	250

Signal Information

Cycle, s	85.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	52.8	4.3	13.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		17.6			9.3	67.4		58.1
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		11.9			2.0			
Green Extension Time (g _e), s		1.5			0.7	0.0		0.0
Phase Call Probability		1.00			1.00			
Max Out Probability		0.27			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	192	148					347	713		381		275
Adjusted Saturation Flow Rate (s), veh/h/ln	1581	1504					1556	1606		1581		1407
Queue Service Time (g _s), s	9.9	8.1					0.0	6.5		4.4		7.8
Cycle Queue Clearance Time (g _c), s	9.9	8.1					0.0	6.5		4.4		7.8
Green Ratio (g/C)	0.16	0.16					0.67	0.73		0.62		0.62
Capacity (c), veh/h	249	237					714	2346		1963		874
Volume-to-Capacity Ratio (X)	0.768	0.624					0.486	0.304		0.194		0.314
Back of Queue (Q), ft/ln (95 th percentile)	192.2	153.5					145.8	67.9		58.9		98.8
Back of Queue (Q), veh/ln (95 th percentile)	7.5	6.0					5.6	2.7		2.3		3.9
Queue Storage Ratio (RQ) (95 th percentile)	0.48	0.38					0.29	0.14		0.12		0.62
Uniform Delay (d ₁), s/veh	34.3	37.1					9.7	4.0		6.9		7.6
Incremental Delay (d ₂), s/veh	8.2	4.5					0.2	0.3		0.2		0.9
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	42.5	41.6					9.9	4.3		7.2		8.5
Level of Service (LOS)	D	D					A	A		A		A
Approach Delay, s/veh / LOS	42.1	D		0.0			6.1	A		7.7		A
Intersection Delay, s/veh / LOS	12.6						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.62	B		1.94	B	
Bicycle LOS Score / LOS	1.05	A					1.36	A		1.03	A	

HCS7 Two-Way Stop-Control Report

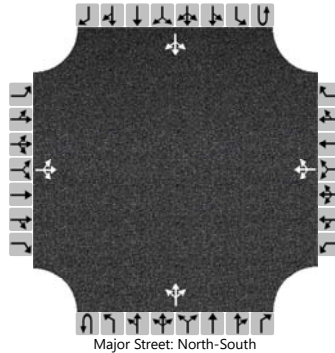
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2021 with CWC PM Peak Hour Dual Access

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	14	0		52	3	24		0	76	77		18	44	2
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

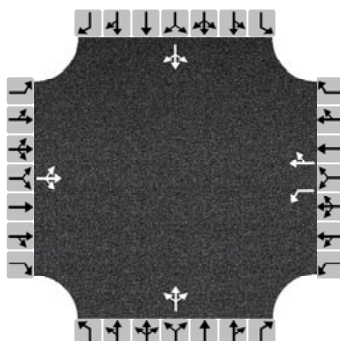
Flow Rate, v (veh/h)			17				89			0				20		
Capacity, c (veh/h)			636				758			1554				1405		
v/c Ratio			0.03				0.12			0.00				0.01		
95% Queue Length, Q ₉₅ (veh)			0.1				0.4			0.0				0.0		
Control Delay (s/veh)			10.8				10.4			7.3				7.6		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	10.8				10.4				0.0				2.2			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/24/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.87
Time Analyzed	P.M. Peak Hour 5-6		
Project Description	2021 with CWC dual access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	16	138	31	133	170	148	9	10	32	68	49	23
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	213			153	366		59			161		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.189			0.136	0.325		0.052			0.143		
Final Departure Headway, hd (s)	5.22			5.93	5.09		5.59			5.70		
Final Degree of Utilization, x	0.308			0.252	0.517		0.091			0.255		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.22			3.63	2.79		3.59			3.70		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	213			153	366		59			161		
Capacity	690			607	707		644			631		
95% Queue Length, Q ₉₅ (veh)	1.3			1.0	3.0		0.3			1.0		
Control Delay (s/veh)	10.5			10.6	13.1		9.1			10.6		
Level of Service, LOS	B			B	B		A			B		
Approach Delay (s/veh)	10.5			12.4			9.1			10.6		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh LOS	11.5						B					

HCS7 Two-Way Stop-Control Report

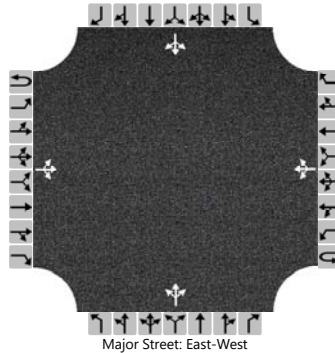
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2021 PM Peak Hour Dual Access

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		27	329	0		9	388	70		0	2	6		123	4	66
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

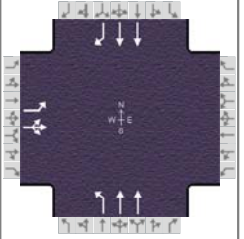
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		28				9					8				201	
Capacity, c (veh/h)		1085				1216					499				327	
v/c Ratio		0.03				0.01					0.02				0.61	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.1				3.8	
Control Delay (s/veh)		8.4				8.0					12.3				32.1	
Level of Service (LOS)		A				A					B				D	
Approach Delay (s/veh)	0.9				0.2				12.3				32.1			
Approach LOS									B				D			

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/25/2018	Duration, h	0.250
Analyst		Area Type	Other	PHF	0.96
Jurisdiction		Time Period		Analysis Period	1> 17:00
Urban Street	US 89	Analysis Year	2018	File Name	US89_High School Road_w CWC_P.M. Peak Ho...
Intersection	US 89/High School Road				
Project Description	2021 with CWC P.M. Peak Hr- Dual Access				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	295	0	166				178	495			829	327

Signal Information

Cycle, s	84.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	48.9	4.2	16.3	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		20.5			9.2	63.5		54.2
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		15.0			2.0			
Green Extension Time (g _e), s		1.4			0.5	0.0		0.0
Phase Call Probability		1.00			0.99			
Max Out Probability		1.00			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	258	222					185	516		864		341
Adjusted Saturation Flow Rate (s), veh/h/ln	1606	1477					1606	1593		1581		1418
Queue Service Time (g _s), s	13.0	12.1					0.0	5.0		13.2		11.1
Cycle Queue Clearance Time (g _c), s	13.0	12.1					0.0	5.0		13.2		11.1
Green Ratio (g/C)	0.19	0.19					0.63	0.69		0.58		0.58
Capacity (c), veh/h	313	287					436	2206		1841		826
Volume-to-Capacity Ratio (X)	0.826	0.773					0.426	0.234		0.469		0.412
Back of Queue (Q), ft/ln (95 th percentile)	251.1	221.2					107.4	57.2		185.3		147
Back of Queue (Q), veh/ln (95 th percentile)	10.0	8.8					4.3	2.3		7.2		5.8
Queue Storage Ratio (RQ) (95 th percentile)	0.63	0.55					0.21	0.11		0.37		0.92
Uniform Delay (d ₁), s/veh	32.5	33.9					16.4	4.7		10.1		9.6
Incremental Delay (d ₂), s/veh	13.9	10.5					0.2	0.2		0.9		1.5
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	46.4	44.4					16.7	5.0		10.9		11.2
Level of Service (LOS)	D	D					B	A		B		B
Approach Delay, s/veh / LOS	45.4	D		0.0			8.1	A		11.0		B
Intersection Delay, s/veh / LOS	17.1						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.63	B		1.94	B	
Bicycle LOS Score / LOS	1.28	A					1.07	A		1.48	A	

HCS7 Two-Way Stop-Control Report

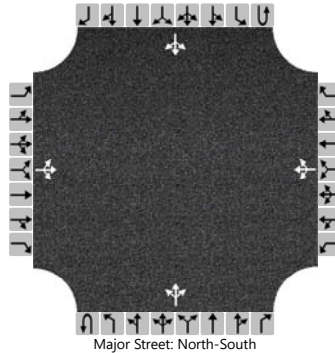
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	PM School Peak Hour
Intersection Orientation	North-South
Project Description	2021 with CWC and Dual Access

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	7	2		74	2	40		1	58	59		24	55	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

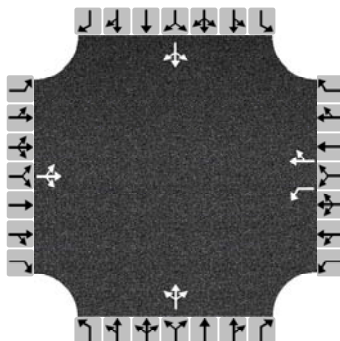
Flow Rate, v (veh/h)			12				127			1				26		
Capacity, c (veh/h)			694				786			1537				1457		
v/c Ratio			0.02				0.16			0.00				0.02		
95% Queue Length, Q ₉₅ (veh)			0.1				0.6			0.0				0.1		
Control Delay (s/veh)			10.3				10.5			7.3				7.5		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	10.3				10.5				0.1				2.3			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.68
Time Analyzed	School P.M. Peak Hour		
Project Description	2021 with CWC dual access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	13	94	2	42	113	67	24	31	34	79	16	11
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	160			62	265		131			156		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.142			0.055	0.235		0.116			0.139		
Final Departure Headway, hd (s)	5.30			6.02	5.26		5.25			5.46		
Final Degree of Utilization, x	0.236			0.103	0.387		0.191			0.236		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.30			3.72	2.96		3.25			3.46		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	160			62	265		131			156		
Capacity	679			598	685		685			659		
95% Queue Length, Q ₉₅ (veh)	0.9			0.3	1.8		0.7			0.9		
Control Delay (s/veh)	9.9			9.4	11.2		9.5			10.1		
Level of Service, LOS	A			A	B		A			B		
Approach Delay (s/veh)	9.9			10.9			9.5			10.1		
Approach LOS	A			B			A			B		
Intersection Delay, s/veh LOS	10.3						B					

HCS7 Two-Way Stop-Control Report

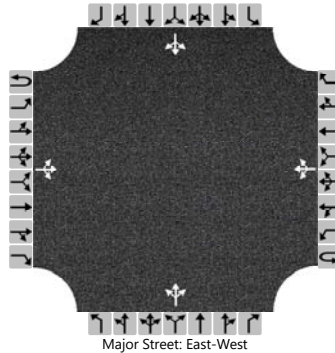
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	School Peak Hour
Intersection Orientation	East-West
Project Description	2021 with CWC Dual Access School Peak Hour

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		59	375	2		5	274	104		0	2	7		85	0	51
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

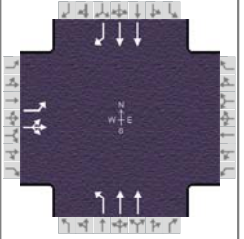
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		78				7					12					179
Capacity, c (veh/h)		1067				1068					380					234
v/c Ratio		0.07				0.01					0.03					0.77
95% Queue Length, Q ₉₅ (veh)		0.2				0.0					0.1					5.5
Control Delay (s/veh)		8.6				8.4					14.8					57.7
Level of Service (LOS)		A				A					B					F
Approach Delay (s/veh)	1.9				0.2				14.8				57.7			
Approach LOS									B				F			

HCS7 Signalized Intersection Results Summary

General Information

Agency				Duration, h	0.250
Analyst		Analysis Date	5/25/2018	Area Type	Other
Jurisdiction		Time Period		PHF	0.83
Urban Street	US 89	Analysis Year	2018	Analysis Period	1> 17:00
Intersection	US 89/High School Road	File Name	US89_High School Road_School P.M. Peak Hour...		
Project Description	2021 Existing School PM PeakDual Access				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	296	0	127				130	419			591	161

Signal Information

Cycle, s	84.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	47.3	4.2	18.0	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		22.2			9.2	61.8		52.6
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		17.1			2.0			
Green Extension Time (g _e), s		0.9			0.4	0.0		0.0
Phase Call Probability		1.00			0.97			
Max Out Probability		1.00			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	300	210					157	505		712		194
Adjusted Saturation Flow Rate (s), veh/h/ln	1606	1486					1606	1593		1581		1418
Queue Service Time (g _s), s	15.1	11.2					0.0	5.2		10.7		5.8
Cycle Queue Clearance Time (g _c), s	15.1	11.2					0.0	5.2		10.7		5.8
Green Ratio (g/C)	0.21	0.21					0.61	0.67		0.56		0.56
Capacity (c), veh/h	345	319					484	2142		1779		798
Volume-to-Capacity Ratio (X)	0.869	0.659					0.323	0.236		0.400		0.243
Back of Queue (Q), ft/ln (95 th percentile)	297.7	197.7					79.8	62.5		153.5		78
Back of Queue (Q), veh/ln (95 th percentile)	11.8	7.9					3.2	2.5		6.0		3.1
Queue Storage Ratio (RQ) (95 th percentile)	0.74	0.49					0.16	0.13		0.31		0.49
Uniform Delay (d ₁), s/veh	31.9	32.5					14.3	5.4		10.4		9.3
Incremental Delay (d ₂), s/veh	19.3	5.2					0.1	0.3		0.7		0.7
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	51.1	37.8					14.4	5.6		11.0		10.0
Level of Service (LOS)	D	D					B	A		B		B
Approach Delay, s/veh / LOS	45.6	D		0.0			7.7	A		10.8		B
Intersection Delay, s/veh / LOS	18.4						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.63	B		1.94	B	
Bicycle LOS Score / LOS	1.33	A					1.03	A		1.24	A	

Appendix D

2031 Intersection Analysis



Appendix D-1

2031 Baseline Analysis



JORGENSEN

HCS7 Two-Way Stop-Control Report

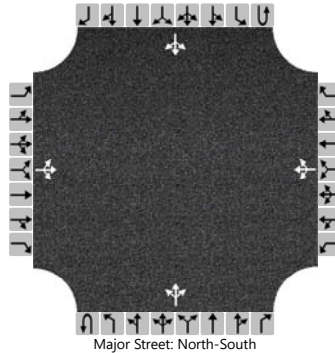
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2031 Baseline AM Peak Hour

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	2	1		58	9	50		0	99	127		55	79	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

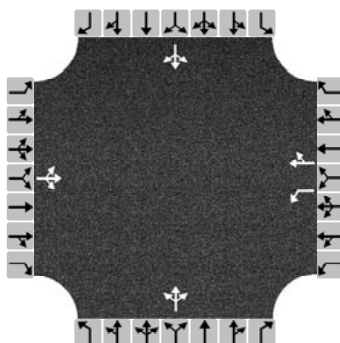
Flow Rate, v (veh/h)			10			165				0				77		
Capacity, c (veh/h)			423			557				1472				1242		
v/c Ratio			0.02			0.30				0.00				0.06		
95% Queue Length, Q ₉₅ (veh)			0.1			1.2				0.0				0.2		
Control Delay (s/veh)			13.7			14.2				7.4				8.1		
Level of Service (LOS)			B			B				A				A		
Approach Delay (s/veh)	13.7				14.2				0.0				3.6			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.85
Time Analyzed	A.M. Peak Hour		
Project Description	2031 Traffic Conditions		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	18	201	39	202	100	90	1	15	11	165	70	14
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	304			238	224		32			293		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.270			0.211	0.199		0.028			0.260		
Final Departure Headway, hd (s)	5.68			6.53	5.68		6.38			6.02		
Final Degree of Utilization, x	0.479			0.431	0.353		0.056			0.490		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.68			4.23	3.38		4.38			4.02		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	304			238	224		32			293		
Capacity	634			552	633		564			598		
95% Queue Length, Q ₉₅ (veh)	2.6			2.2	1.6		0.2			2.7		
Control Delay (s/veh)	13.8			14.1	11.4		9.8			14.7		
Level of Service, LOS	B			B	B		A			B		
Approach Delay (s/veh)	13.8			12.8			9.8			14.7		
Approach LOS	B			B			A			B		
Intersection Delay, s/veh LOS	13.5						B					

HCS7 Two-Way Stop-Control Report

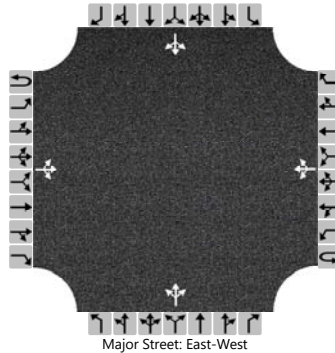
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2031 Baseline AM Peak Hour

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		54	407	0		2	601	2		0	0	1		81	0	58
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

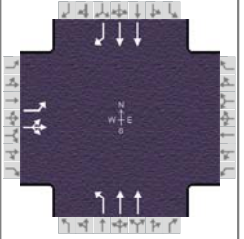
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		57				2					1				148	
Capacity, c (veh/h)		943				1127					623				213	
v/c Ratio		0.06				0.00					0.00				0.69	
95% Queue Length, Q ₉₅ (veh)		0.2				0.0					0.0				4.4	
Control Delay (s/veh)		9.1				8.2					10.8				52.9	
Level of Service (LOS)		A				A					B				F	
Approach Delay (s/veh)	1.7				0.1				10.8				52.9			
Approach LOS									B				F			

HCS7 Signalized Intersection Results Summary

General Information

Agency				Duration, h	0.250
Analyst		Analysis Date	5/25/2018	Area Type	Other
Jurisdiction		Time Period		PHF	0.91
Urban Street	US 89	Analysis Year	2018	Analysis Period	1> 7:45
Intersection	US 89/High School Road	File Name	2031_US89_High School Road_A.M. Peak Hour....		
Project Description	2031 A.M. Peak Hr cord. plan 2				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	297	0	72				368	776			414	291

Signal Information

Cycle, s	85.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	50.8	4.3	15.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		19.6			9.3	65.4		56.1
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		13.8			2.0			
Green Extension Time (g _e), s		1.7			0.9	0.0		0.0
Phase Call Probability		1.00			1.00			
Max Out Probability		0.53			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6	16	
Adjusted Flow Rate (v), veh/h	228	177					404	853		455	320	
Adjusted Saturation Flow Rate (s), veh/h/ln	1581	1503					1556	1606		1581	1407	
Queue Service Time (g _s), s	11.8	9.7					0.0	9.0		5.8	10.1	
Cycle Queue Clearance Time (g _c), s	11.8	9.7					0.0	9.0		5.8	10.1	
Green Ratio (g/C)	0.18	0.18					0.64	0.71		0.60	0.60	
Capacity (c), veh/h	287	273					642	2270		1889	841	
Volume-to-Capacity Ratio (X)	0.797	0.649					0.630	0.376		0.241	0.380	
Back of Queue (Q), ft/ln (95 th percentile)	224.2	184					228.5	101.4		79.4	132	
Back of Queue (Q), veh/ln (95 th percentile)	8.8	7.2					8.8	4.0		3.1	5.2	
Queue Storage Ratio (RQ) (95 th percentile)	0.56	0.46					0.46	0.20		0.16	0.82	
Uniform Delay (d ₁), s/veh	33.3	36.4					13.7	5.0		8.0	8.9	
Incremental Delay (d ₂), s/veh	10.0	4.4					1.5	0.5		0.3	1.3	
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	43.3	40.8					15.2	5.4		8.3	10.2	
Level of Service (LOS)	D	D					B	A		A	B	
Approach Delay, s/veh / LOS	42.2	D		0.0			8.6	A		9.1	A	
Intersection Delay, s/veh / LOS	14.3						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.62	B		1.94	B	
Bicycle LOS Score / LOS	1.16	A					1.52	B		1.13	A	

HCS7 Two-Way Stop-Control Report

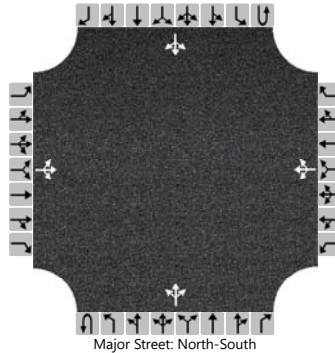
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2031 Baseline PM Peak Hour

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	16	0		60	4	28		0	91	90		21	53	2
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

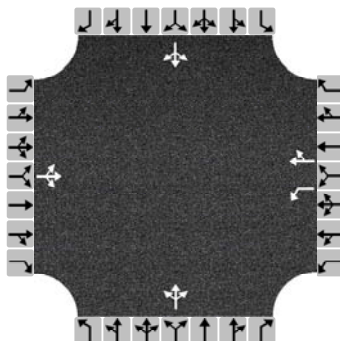
Flow Rate, v (veh/h)			19			103				0				24		
Capacity, c (veh/h)			595			714				1541				1368		
v/c Ratio			0.03			0.14				0.00				0.02		
95% Queue Length, Q ₉₅ (veh)			0.1			0.5				0.0				0.1		
Control Delay (s/veh)			11.2			10.9				7.3				7.7		
Level of Service (LOS)			B			B				A				A		
Approach Delay (s/veh)	11.2				10.9				0.0				2.2			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.87
Time Analyzed	P.M. Peak Hour 5-6		
Project Description	2021 Traffic Conditions		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	19	165	34	159	203	177	9	9	38	81	53	27
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	251			183	437		64			185		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.223			0.162	0.388		0.057			0.164		
Final Departure Headway, hd (s)	5.52			6.15	5.32		6.02			6.07		
Final Degree of Utilization, x	0.384			0.312	0.645		0.108			0.312		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.52			3.85	3.02		4.02			4.07		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	251			183	437		64			185		
Capacity	652			585	677		598			593		
95% Queue Length, Q ₉₅ (veh)	1.8			1.3	4.7		0.4			1.3		
Control Delay (s/veh)	11.9			11.6	17.2		9.7			11.8		
Level of Service, LOS	B			B	C		A			B		
Approach Delay (s/veh)	11.9			15.5			9.7			11.8		
Approach LOS	B			C			A			B		
Intersection Delay, s/veh LOS	13.8						B					

HCS7 Two-Way Stop-Control Report

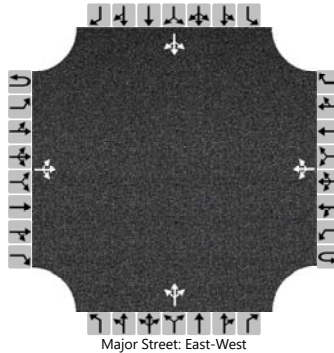
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2031 PM Peak Hour

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		32	394	0		0	464	84		0	0	0		147	0	79
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

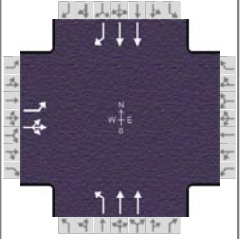
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		33				0					0				235	
Capacity, c (veh/h)		1002				1148									271	
v/c Ratio		0.03				0.00									0.87	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0									7.4	
Control Delay (s/veh)		8.7				8.1									66.4	
Level of Service (LOS)		A				A									F	
Approach Delay (s/veh)	1.0				0.0								66.4			
Approach LOS													F			

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/25/2018	Duration, h	0.250
Analyst		Area Type	Other	PHF	0.96
Jurisdiction		Time Period		Analysis Period	1> 17:00
Urban Street	US 89	Analysis Year	2018	File Name	2031_US89_High School Road_P.M. Peak Hour_...
Intersection	US 89/High School Road				
Project Description	2031 Baseline P.M. Peak Hr-				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	348	0	197				208	592			991	383

Signal Information

Cycle, s	84.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	46.9	4.3	18.3	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		22.5			9.3	61.5		52.2
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		17.4			2.0			
Green Extension Time (g _e), s		0.9			0.6	0.0		0.0
Phase Call Probability		1.00			0.99			
Max Out Probability		1.00			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	305	263					217	617		1032		399
Adjusted Saturation Flow Rate (s), veh/h/ln	1606	1477					1606	1593		1581		1418
Queue Service Time (g _s), s	15.4	14.4					0.0	6.7		18.0		14.5
Cycle Queue Clearance Time (g _c), s	15.4	14.4					0.0	6.7		18.0		14.5
Green Ratio (g/C)	0.22	0.22					0.61	0.67		0.56		0.56
Capacity (c), veh/h	350	322					352	2132		1766		792
Volume-to-Capacity Ratio (X)	0.870	0.818					0.616	0.289		0.585		0.504
Back of Queue (Q), ft/ln (95 th percentile)	302.3	265.4					186.3	80.6		245.1		198.1
Back of Queue (Q), veh/ln (95 th percentile)	12.0	10.6					7.4	3.2		9.6		7.8
Queue Storage Ratio (RQ) (95 th percentile)	0.76	0.66					0.37	0.16		0.49		1.24
Uniform Delay (d ₁), s/veh	31.7	33.3					25.4	5.7		12.1		11.4
Incremental Delay (d ₂), s/veh	19.5	14.8					2.4	0.3		1.4		2.3
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	51.2	48.0					27.8	6.0		13.6		13.7
Level of Service (LOS)	D	D					C	A		B		B
Approach Delay, s/veh / LOS	49.7	D		0.0			11.7	B		13.6		B
Intersection Delay, s/veh / LOS	20.3						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.63	B		1.94	B	
Bicycle LOS Score / LOS	1.42	A					1.18	A		1.67	B	

HCS7 Two-Way Stop-Control Report

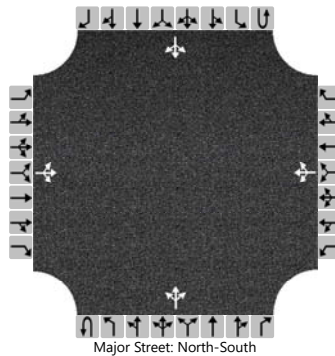
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	PM School Peak Hour
Intersection Orientation	North-South
Project Description	2031 baseline

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	8	2		86	2	46		1	69	70		29	66	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

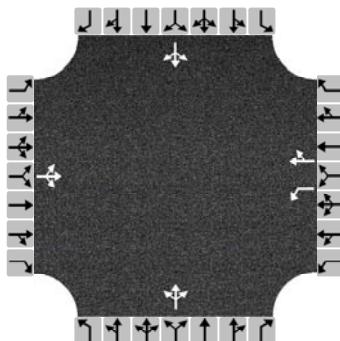
Flow Rate, v (veh/h)			13				147			1				32		
Capacity, c (veh/h)			648				743			1522				1428		
v/c Ratio			0.02				0.20			0.00				0.02		
95% Queue Length, Q ₉₅ (veh)			0.1				0.7			0.0				0.1		
Control Delay (s/veh)			10.7				11.0			7.4				7.6		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	10.7				11.0				0.1				2.3			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.68
Time Analyzed	P.M. Peak Hour 3:15-4:15		
Project Description	2031 Traffic Conditions		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	16	113	2	50	136	80	22	32	41	95	19	14
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	193			74	318		140			188		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.171			0.065	0.282		0.124			0.167		
Final Departure Headway, hd (s)	5.63			6.28	5.52		5.63			5.82		
Final Degree of Utilization, x	0.301			0.128	0.487		0.219			0.304		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.63			3.98	3.22		3.63			3.82		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	193			74	318		140			188		
Capacity	640			573	653		639			619		
95% Queue Length, Q ₉₅ (veh)	1.3			0.4	2.7		0.8			1.3		
Control Delay (s/veh)	11.0			9.9	13.3		10.2			11.3		
Level of Service, LOS	B			A	B		B			B		
Approach Delay (s/veh)	11.0			12.7			10.2			11.3		
Approach LOS	B			B			B			B		
Intersection Delay, s/veh LOS	11.7						B					

HCS7 Two-Way Stop-Control Report

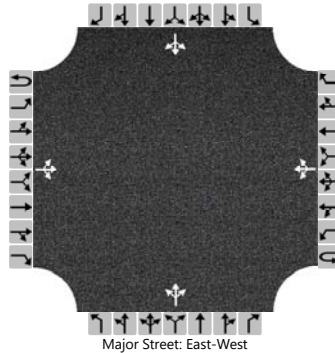
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	School Peak Hour
Intersection Orientation	East-West
Project Description	2031 Baseline School Peak Hour

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		71	448	2		4	327	124		0	0	1		101	0	61
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

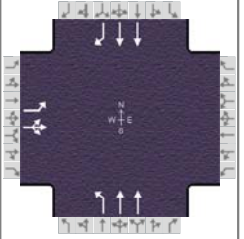
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		93				5					1				213	
Capacity, c (veh/h)		983				984					507				173	
v/c Ratio		0.10				0.01					0.00				1.23	
95% Queue Length, Q ₉₅ (veh)		0.3				0.0					0.0				11.8	
Control Delay (s/veh)		9.0				8.7					12.1				197.6	
Level of Service (LOS)		A				A					B				F	
Approach Delay (s/veh)	2.3				0.1				12.1				197.6			
Approach LOS									B				F			

HCS7 Signalized Intersection Results Summary

General Information

Agency		Intersection Information	
Analyst		Duration, h	0.250
Jurisdiction		Area Type	Other
Urban Street	US 89	PHF	0.83
Intersection	US 89/High School Road	Analysis Year	2018
Project Description	2031 baseline	Analysis Period	1> 17:00
		File Name	US89_High School Road_School P.M. Peak Hour...



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	349	0	150				154	501			706	192

Signal Information

Cycle, s	84.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	45.5	4.2	19.8	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		24.0			9.2	60.0		50.8
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		20.1			2.0			
Green Extension Time (g _e), s		0.0			0.5	0.0		0.0
Phase Call Probability		1.00			0.99			
Max Out Probability		1.00			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	353	248					186	604		851	231	
Adjusted Saturation Flow Rate (s), veh/h/ln	1606	1486					1606	1593		1581	1418	
Queue Service Time (g _s), s	18.1	13.2					0.0	6.8		14.2	7.5	
Cycle Queue Clearance Time (g _c), s	18.1	13.2					0.0	6.8		14.2	7.5	
Green Ratio (g/C)	0.24	0.24					0.59	0.65		0.54	0.54	
Capacity (c), veh/h	379	350					404	2075		1710	767	
Volume-to-Capacity Ratio (X)	0.933	0.708					0.459	0.291		0.497	0.301	
Back of Queue (Q), ft/ln (95 th percentile)	374.8	233.2					121.5	86.3		205.1	102.7	
Back of Queue (Q), veh/ln (95 th percentile)	14.9	9.3					4.8	3.4		8.0	4.0	
Queue Storage Ratio (RQ) (95 th percentile)	0.94	0.58					0.24	0.17		0.41	0.64	
Uniform Delay (d ₁), s/veh	31.4	32.1					19.8	6.3		12.1	10.6	
Incremental Delay (d ₂), s/veh	30.2	7.5					0.3	0.4		1.0	1.0	
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	61.7	39.5					20.1	6.7		13.1	11.6	
Level of Service (LOS)	E	D					C	A		B	B	
Approach Delay, s/veh / LOS	52.5	D		0.0			9.8	A		12.8	B	
Intersection Delay, s/veh / LOS	21.5						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.64	B		1.94	B	
Bicycle LOS Score / LOS	1.48	A					1.14	A		1.38	A	

Appendix D-2

2031 Analysis With Middle School Road as Access



HCS7 Two-Way Stop-Control Report

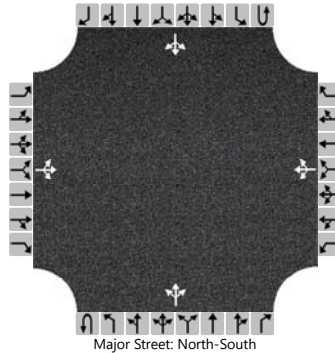
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2031 with CWC and Middle School Access

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	2	1		58	9	50		0	99	131		57	79	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

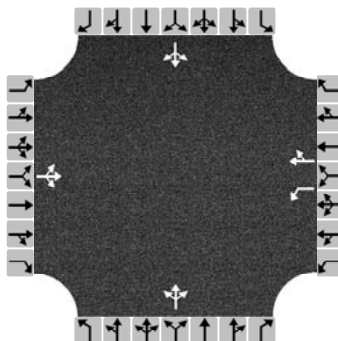
Flow Rate, v (veh/h)			10				165			0				80		
Capacity, c (veh/h)			416				551			1472				1236		
v/c Ratio			0.02				0.30			0.00				0.06		
95% Queue Length, Q ₉₅ (veh)			0.1				1.2			0.0				0.2		
Control Delay (s/veh)			13.9				14.3			7.4				8.1		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	13.9				14.3				0.0				3.6			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.85
Time Analyzed	A.M. Peak Hour		
Project Description	2031 Middle School with CWC		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	18	201	44	229	100	90	1	15	11	165	79	14
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	309			269	224		32			304		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

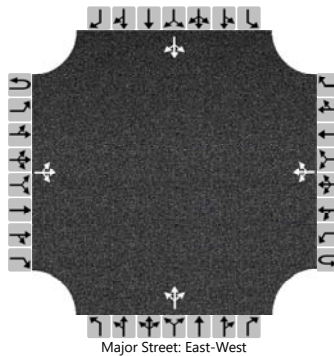
Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.275			0.239	0.199		0.028			0.270		
Final Departure Headway, hd (s)	5.77			6.60	5.76		6.55			6.12		
Final Degree of Utilization, x	0.496			0.494	0.358		0.058			0.516		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.77			4.30	3.46		4.55			4.12		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	309			269	224		32			304		
Capacity	624			545	625		550			588		
95% Queue Length, Q ₉₅ (veh)	2.8			2.7	1.6		0.2			3.0		
Control Delay (s/veh)	14.3			15.6	11.6		9.9			15.5		
Level of Service, LOS	B			C	B		A			C		
Approach Delay (s/veh)	14.3			13.8			9.9			15.5		
Approach LOS	B			B			A			C		
Intersection Delay, s/veh LOS	14.3						B					

General Information		Site Information	
Analyst	Hayley Ruland	Intersection	HS Rd / Gregory Lane
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Gregory Lane
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.94
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2021 w CWC Middle School Road Access AM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		54	407	0		2	624	154		0	0	1		80	0	60
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

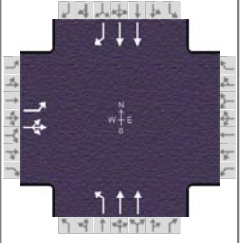
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		57				2					1				149	
Capacity, c (veh/h)		804				1127					623				182	
v/c Ratio		0.07				0.00					0.00				0.82	
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.0				5.7	
Control Delay (s/veh)		9.8				8.2					10.8				78.8	
Level of Service (LOS)		A				A					B				F	
Approach Delay (s/veh)	2.0					0.1				10.8				78.8		
Approach LOS										B				F		

HCS7 Signalized Intersection Results Summary

General Information

Agency				Duration, h	0.250
Analyst		Analysis Date	5/25/2018	Area Type	Other
Jurisdiction		Time Period		PHF	0.91
Urban Street	US 89	Analysis Year	2018	Analysis Period	1> 7:45
Intersection	US 89/High School Road	File Name	US89_High School Road_w CWC_A.M. Peak Ho...		
Project Description	2021 A.M. Peak Hr plan 2- MS Road Access				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	297	0	72				381	776			414	302

Signal Information

Cycle, s	85.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	50.8	4.3	15.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		19.6			9.3	65.4		56.1
Change Period, ($Y+R_c$), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g_s), s		13.8			2.0			
Green Extension Time (g_e), s		1.7			0.9	0.0		0.0
Phase Call Probability		1.00			1.00			
Max Out Probability		0.53			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	228	177					419	853		455	332	
Adjusted Saturation Flow Rate (s), veh/h/ln	1581	1503					1556	1606		1581	1407	
Queue Service Time (g_s), s	11.8	9.7					0.0	9.0		5.8	10.6	
Cycle Queue Clearance Time (g_c), s	11.8	9.7					0.0	9.0		5.8	10.6	
Green Ratio (g/C)	0.18	0.18					0.64	0.71		0.60	0.60	
Capacity (c), veh/h	287	273					642	2270		1889	841	
Volume-to-Capacity Ratio (X)	0.797	0.649					0.652	0.376		0.241	0.395	
Back of Queue (Q), ft/ln (95 th percentile)	224.2	184					242.1	101.4		79.4	138.1	
Back of Queue (Q), veh/ln (95 th percentile)	8.8	7.2					9.3	4.0		3.1	5.4	
Queue Storage Ratio (RQ) (95 th percentile)	0.56	0.46					0.48	0.20		0.16	0.86	
Uniform Delay (d_1), s/veh	33.3	36.4					14.0	5.0		8.0	9.0	
Incremental Delay (d_2), s/veh	10.0	4.4					1.9	0.5		0.3	1.4	
Initial Queue Delay (d_3), s/veh	0.0	0.0					0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	43.3	40.8					15.9	5.4		8.3	10.4	
Level of Service (LOS)	D	D					B	A		A	B	
Approach Delay, s/veh / LOS	42.2	D		0.0			8.9	A		9.2	A	
Intersection Delay, s/veh / LOS	14.5						B					

Multimodal Results

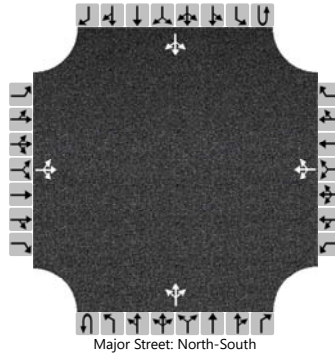
	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.62	B		1.94	B	
Bicycle LOS Score / LOS	1.16	A					1.54	B		1.14	A	

HCS7 Two-Way Stop-Control Report

General Information

Analyst	Hayley Ruland	Intersection	South Park Lp/HS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	South Park Loop Road
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.89
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2031 with CWC PM Peak Hour Middles School Rd Acces		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	16	0		62	4	29		0	91	93		22	53	2
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

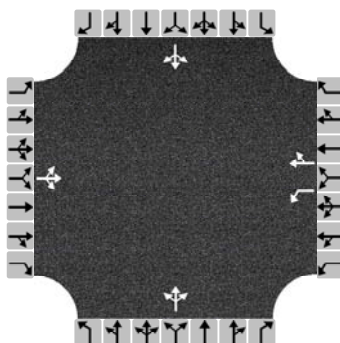
Flow Rate, v (veh/h)			19				107			0				25		
Capacity, c (veh/h)			590				710			1541				1364		
v/c Ratio			0.03				0.15			0.00				0.02		
95% Queue Length, Q ₉₅ (veh)			0.1				0.5			0.0				0.1		
Control Delay (s/veh)			11.3				11.0			7.3				7.7		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	11.3				11.0				0.0				2.3			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.87
Time Analyzed	P.M. Peak Hour 5-6		
Project Description	2031 with CWC Middle School Access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	19	165	38	179	203	177	12	12	51	81	60	27
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	255			206	437		86			193		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.227			0.183	0.388		0.077			0.172		
Final Departure Headway, hd (s)	5.68			6.29	5.46		6.14			6.21		
Final Degree of Utilization, x	0.402			0.360	0.662		0.147			0.333		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.68			3.99	3.16		4.14			4.21		

Capacity, Delay and Level of Service

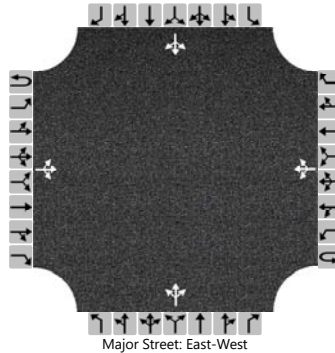
Flow Rate, v (veh/h)	255			206	437		86			193		
Capacity	634			572	660		586			580		
95% Queue Length, Q ₉₅ (veh)	1.9			1.6	5.0		0.5			1.5		
Control Delay (s/veh)	12.4			12.5	18.2		10.2			12.3		
Level of Service, LOS	B			B	C		B			B		
Approach Delay (s/veh)	12.4			16.4			10.2			12.3		
Approach LOS	B			C			B			B		
Intersection Delay, s/veh LOS	14.4						B					

HCS7 Two-Way Stop-Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / Gregory Lane
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Gregory Lane
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.96
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2031 with CWC Middle School Road AccesPM Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		33	406	0		0	483	84		0	0	0		147	0	82
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

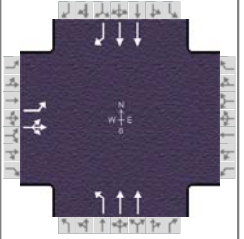
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		34				0					0					239
Capacity, c (veh/h)		985				1136										260
v/c Ratio		0.03				0.00										0.92
95% Queue Length, Q ₉₅ (veh)		0.1				0.0										8.2
Control Delay (s/veh)		8.8				8.2										78.5
Level of Service (LOS)		A				A										F
Approach Delay (s/veh)	1.0				0.0								78.5			
Approach LOS													F			

HCS7 Signalized Intersection Results Summary

General Information

Agency				Duration, h	0.250
Analyst		Analysis Date	5/25/2018	Area Type	Other
Jurisdiction		Time Period		PHF	0.96
Urban Street	US 89	Analysis Year	2018	Analysis Period	1> 17:00
Intersection	US 89/High School Road	File Name	US89_High School Road_w CWC_P.M. Peak Ho...		
Project Description	2031 P.M. Peak Hr- CWC with MS Access				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	357	0	201				215	592			991	395

Signal Information

Cycle, s	84.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	46.6	4.3	18.6	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		22.8			9.3	61.2		51.9
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		17.8			2.0			
Green Extension Time (g _e), s		0.8			0.6	0.0		0.0
Phase Call Probability		1.00			0.99			
Max Out Probability		1.00			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	312	269					224	617		1032		411
Adjusted Saturation Flow Rate (s), veh/h/ln	1606	1477					1606	1593		1581		1418
Queue Service Time (g _s), s	15.8	14.7					0.0	6.7		18.1		15.3
Cycle Queue Clearance Time (g _c), s	15.8	14.7					0.0	6.7		18.1		15.3
Green Ratio (g/C)	0.22	0.22					0.60	0.67		0.56		0.56
Capacity (c), veh/h	356	327					349	2121		1755		787
Volume-to-Capacity Ratio (X)	0.879	0.822					0.642	0.291		0.588		0.523
Back of Queue (Q), ft/ln (95 th percentile)	312.2	271.1					199.3	82.2		247.7		206.9
Back of Queue (Q), veh/ln (95 th percentile)	12.4	10.8					7.9	3.2		9.7		8.1
Queue Storage Ratio (RQ) (95 th percentile)	0.78	0.68					0.40	0.16		0.50		1.29
Uniform Delay (d ₁), s/veh	31.6	33.2					26.2	5.8		12.3		11.7
Incremental Delay (d ₂), s/veh	20.7	15.3					3.1	0.3		1.5		2.5
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	52.3	48.4					29.3	6.2		13.8		14.2
Level of Service (LOS)	D	D					C	A		B		B
Approach Delay, s/veh / LOS	50.5	D		0.0			12.3	B		13.9		B
Intersection Delay, s/veh / LOS	20.9						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.63	B		1.94	B	
Bicycle LOS Score / LOS	1.45	A					1.18	A		1.68	B	

HCS7 Two-Way Stop-Control Report

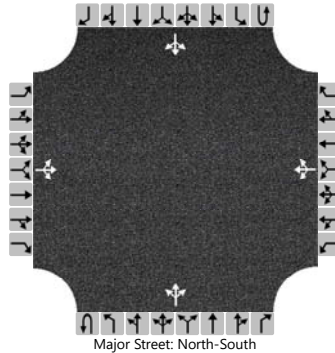
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	PM School Peak Hour
Intersection Orientation	North-South
Project Description	2031 with CWC and Middle School Access

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	8	2		90	2	48		1	69	70		29	66	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

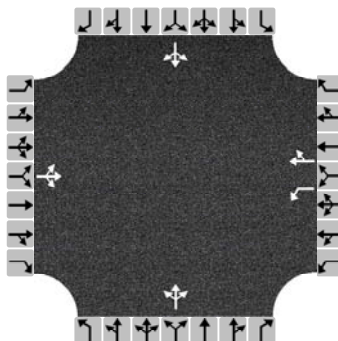
Flow Rate, v (veh/h)			14				154			1				32		
Capacity, c (veh/h)			645				743			1522				1428		
v/c Ratio			0.02				0.21			0.00				0.02		
95% Queue Length, Q ₉₅ (veh)			0.1				0.8			0.0				0.1		
Control Delay (s/veh)			10.7				11.1			7.4				7.6		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	10.7				11.1				0.1				2.3			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.68
Time Analyzed	P.M. Peak Hour 3:15-4:15		
Project Description	2031 with Middle School Access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	16	113	2	53	136	80	28	40	52	95	20	14
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	193			78	318		176			190		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.171			0.069	0.282		0.157			0.169		
Final Departure Headway, hd (s)	5.79			6.43	5.66		5.69			5.94		
Final Degree of Utilization, x	0.310			0.139	0.499		0.279			0.313		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.79			4.13	3.36		3.69			3.94		

Capacity, Delay and Level of Service

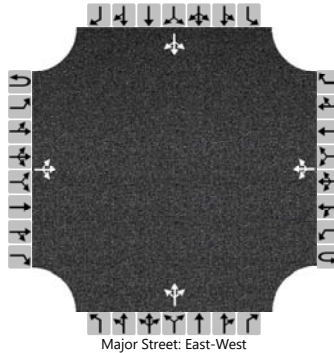
Flow Rate, v (veh/h)	193			78	318		176			190		
Capacity	621			560	636		633			606		
95% Queue Length, Q ₉₅ (veh)	1.3			0.5	2.8		1.1			1.3		
Control Delay (s/veh)	11.4			10.2	13.9		10.9			11.6		
Level of Service, LOS	B			B	B		B			B		
Approach Delay (s/veh)	11.4			13.1			10.9			11.6		
Approach LOS	B			B			B			B		
Intersection Delay, s/veh LOS	12.1						B					

HCS7 Two-Way Stop-Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / Gregory Lane
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/24/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Gregory Lane
Time Analyzed	School Peak Hour	Peak Hour Factor	0.76
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	2031 with CWC Middle School AccessSchool Peak Hour		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		72	457	2		4	330	124		0	0	1		101	0	62
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

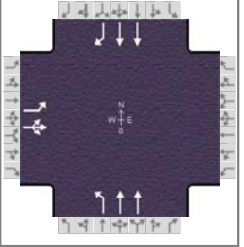
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		95				5					1					214
Capacity, c (veh/h)		979				974					499					169
v/c Ratio		0.10				0.01					0.00					1.27
95% Queue Length, Q ₉₅ (veh)		0.3				0.0					0.0					12.3
Control Delay (s/veh)		9.1				8.7					12.2					213.9
Level of Service (LOS)		A				A					B					F
Approach Delay (s/veh)	2.4				0.1				12.2				213.9			
Approach LOS									B				F			

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/25/2018	Duration, h	0.250
Analyst		Area Type	Other	PHF	0.83
Jurisdiction		Time Period		Analysis Period	1> 17:00
Urban Street	US 89	Analysis Year	2018	File Name	US89_High School Road_School P.M. Peak Hour...
Intersection	US 89/High School Road				
Project Description	2031 School PM PeakMiddle School Access				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	356	0	153				156	501			706	193

Signal Information

Cycle, s	84.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	45.4	4.3	19.8	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		24.0			9.3	60.0		50.7
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		20.6			2.0			
Green Extension Time (g _e), s		0.0			0.5	0.0		0.0
Phase Call Probability		1.00			0.99			
Max Out Probability		1.00			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	360	253					188	604		851		233
Adjusted Saturation Flow Rate (s), veh/h/ln	1606	1486					1606	1593		1581		1418
Queue Service Time (g _s), s	18.6	13.5					0.0	6.8		14.2		7.6
Cycle Queue Clearance Time (g _c), s	18.6	13.5					0.0	6.8		14.2		7.6
Green Ratio (g/C)	0.24	0.24					0.59	0.65		0.54		0.54
Capacity (c), veh/h	379	350					404	2075		1710		767
Volume-to-Capacity Ratio (X)	0.951	0.722					0.465	0.291		0.497		0.303
Back of Queue (Q), ft/ln (95 th percentile)	393.4	239.5					123.8	86.3		205.1		103.8
Back of Queue (Q), veh/ln (95 th percentile)	15.6	9.6					4.9	3.4		8.0		4.1
Queue Storage Ratio (RQ) (95 th percentile)	0.98	0.60					0.25	0.17		0.41		0.65
Uniform Delay (d ₁), s/veh	31.6	32.2					19.9	6.3		12.1		10.6
Incremental Delay (d ₂), s/veh	34.1	8.2					0.3	0.4		1.0		1.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	65.8	40.4					20.2	6.7		13.1		11.6
Level of Service (LOS)	E	D					C	A		B		B
Approach Delay, s/veh / LOS	55.3	E		0.0			9.9	A		12.8		B
Intersection Delay, s/veh / LOS	22.3						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.64	B		1.94	B	
Bicycle LOS Score / LOS	1.50	A					1.14	A		1.38	A	

Appendix D-3

2031 Analysis
With Gregory Lane as Access

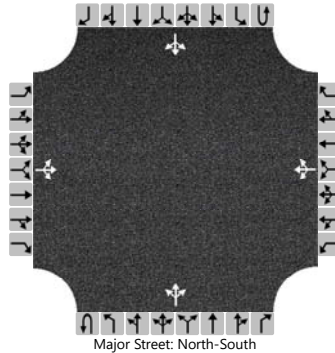


HCS7 Two-Way Stop-Control Report

General Information

Analyst	Hayley Ruland	Intersection	South Park Lp/HS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	South Park Loop Road
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.71
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	2031 AM Peak Hour with CWC and Gregory Lane Access		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	2	1		58	9	50		0	99	132		58	79	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

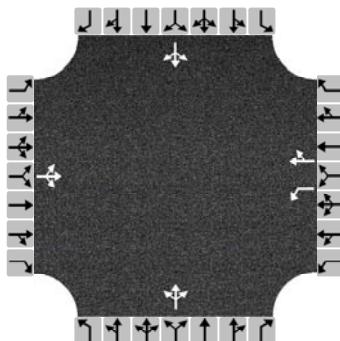
Flow Rate, v (veh/h)			10			165				0				82		
Capacity, c (veh/h)			413			548				1472				1234		
v/c Ratio			0.02			0.30				0.00				0.07		
95% Queue Length, Q ₉₅ (veh)			0.1			1.3				0.0				0.2		
Control Delay (s/veh)			13.9			14.4				7.4				8.1		
Level of Service (LOS)			B			B				A				A		
Approach Delay (s/veh)	13.9				14.4				0.0				3.7			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.85
Time Analyzed	A.M. Peak Hour		
Project Description	2031 with CWC Gregory Lane as Access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	18	209	39	202	100	90	1	15	11	172	70	14
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	313			238	224		32			301		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.278			0.211	0.199		0.028			0.268		
Final Departure Headway, hd (s)	5.72			6.58	5.74		6.46			6.06		
Final Degree of Utilization, x	0.497			0.435	0.356		0.057			0.507		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.72			4.28	3.44		4.46			4.06		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	313			238	224		32			301		
Capacity	629			547	627		558			594		
95% Queue Length, Q ₉₅ (veh)	2.8			2.2	1.6		0.2			2.9		
Control Delay (s/veh)	14.2			14.2	11.6		9.8			15.1		
Level of Service, LOS	B			B	B		A			C		
Approach Delay (s/veh)	14.2			13.0			9.8			15.1		
Approach LOS	B			B			A			C		
Intersection Delay, s/veh LOS	13.8						B					

HCS7 Two-Way Stop-Control Report

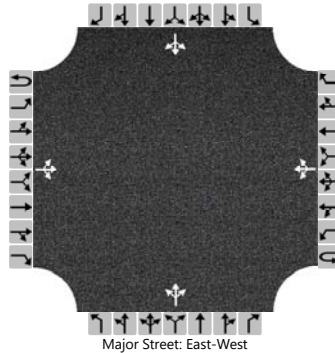
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2031 with CWC AM Peak Hour Gregory Access

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		54	407	14		25	601	154		0	0	1		80	4	58
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

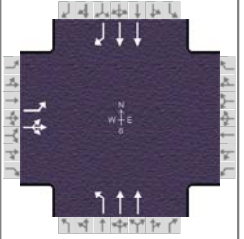
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		57				27					1				151	
Capacity, c (veh/h)		821				1112					617				168	
v/c Ratio		0.07				0.02					0.00				0.90	
95% Queue Length, Q ₉₅ (veh)		0.2				0.1					0.0				6.5	
Control Delay (s/veh)		9.7				8.3					10.8				99.3	
Level of Service (LOS)		A				A					B				F	
Approach Delay (s/veh)	1.9				0.6				10.8				99.3			
Approach LOS									B				F			

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/25/2018	Duration, h	0.250
Analyst		Area Type	Other	PHF	0.91
Jurisdiction		Time Period		Analysis Period	1 > 7:45
Urban Street	US 89	Analysis Year	2018	File Name	US89_High School Road_w CWC_A.M. Peak Ho...
Intersection	US 89/High School Road	Project Description	2031 A.M. Peak Hr plan 2- Gregory Ln Access		



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	297	0	72				381	776			414	301

Signal Information

Cycle, s	85.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	50.8	4.3	15.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		19.6			9.3	65.4		56.1
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		13.8			2.0			
Green Extension Time (g _e), s		1.7			0.9	0.0		0.0
Phase Call Probability		1.00			1.00			
Max Out Probability		0.53			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	228	177					419	853		455	331	
Adjusted Saturation Flow Rate (s), veh/h/ln	1581	1503					1556	1606		1581	1407	
Queue Service Time (g _s), s	11.8	9.7					0.0	9.0		5.8	10.5	
Cycle Queue Clearance Time (g _c), s	11.8	9.7					0.0	9.0		5.8	10.5	
Green Ratio (g/C)	0.18	0.18					0.64	0.71		0.60	0.60	
Capacity (c), veh/h	287	273					642	2270		1889	841	
Volume-to-Capacity Ratio (X)	0.797	0.649					0.652	0.376		0.241	0.393	
Back of Queue (Q), ft/ln (95 th percentile)	224.2	184					242.1	101.4		79.4	138.1	
Back of Queue (Q), veh/ln (95 th percentile)	8.8	7.2					9.3	4.0		3.1	5.4	
Queue Storage Ratio (RQ) (95 th percentile)	0.56	0.46					0.48	0.20		0.16	0.86	
Uniform Delay (d ₁), s/veh	33.3	36.4					14.0	5.0		8.0	9.0	
Incremental Delay (d ₂), s/veh	10.0	4.4					1.9	0.5		0.3	1.4	
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	43.3	40.8					15.9	5.4		8.3	10.4	
Level of Service (LOS)	D	D					B	A		A	B	
Approach Delay, s/veh / LOS	42.2	D		0.0			8.9	A		9.2	A	
Intersection Delay, s/veh / LOS	14.5						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.62	B		1.94	B	
Bicycle LOS Score / LOS	1.16	A					1.54	B		1.14	A	

HCS7 Two-Way Stop-Control Report

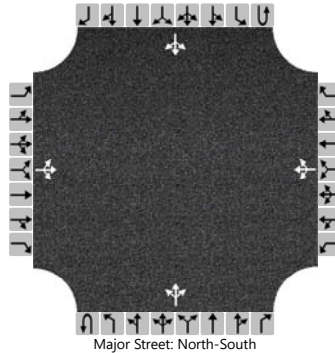
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2031 with CWC PM Peak Hour Gregory Lane

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	16	0		63	4	30		0	91	96		23	53	2
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

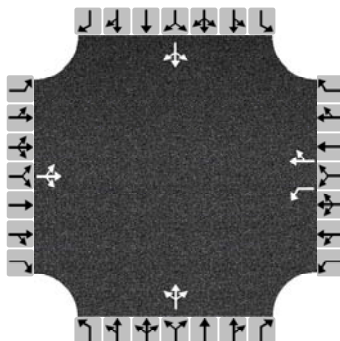
Flow Rate, v (veh/h)			19			109				0				26		
Capacity, c (veh/h)			586			707				1541				1361		
v/c Ratio			0.03			0.15				0.00				0.02		
95% Queue Length, Q ₉₅ (veh)			0.1			0.5				0.0				0.1		
Control Delay (s/veh)			11.4			11.0				7.3				7.7		
Level of Service (LOS)			B			B				A				A		
Approach Delay (s/veh)	11.4				11.0				0.0				2.4			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.87
Time Analyzed	P.M. Peak Hour 5-6		
Project Description	2031 with CWC Gregory Lane Access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	19	173	34	159	207	181	9	9	38	85	53	27
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	260			183	446		64			190		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.231			0.162	0.396		0.057			0.169		
Final Departure Headway, hd (s)	5.56			6.19	5.36		6.10			6.13		
Final Degree of Utilization, x	0.402			0.314	0.664		0.109			0.323		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.56			3.89	3.06		4.10			4.13		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	260			183	446		64			190		
Capacity	647			581	672		590			587		
95% Queue Length, Q ₉₅ (veh)	1.9			1.3	5.0		0.4			1.4		
Control Delay (s/veh)	12.2			11.7	18.0		9.8			12.0		
Level of Service, LOS	B			B	C		A			B		
Approach Delay (s/veh)	12.2			16.2			9.8			12.0		
Approach LOS	B			C			A			B		
Intersection Delay, s/veh LOS	14.2						B					

HCS7 Two-Way Stop-Control Report

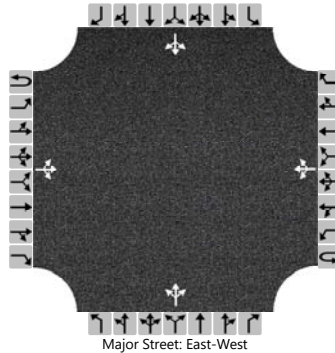
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2031 with CWC PM Peak Hour Gregory Lane Access

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		32	394	11		14	464	84		7	4	9		147	6	79
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

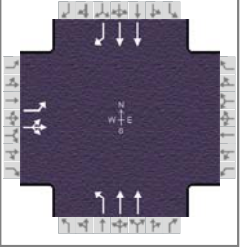
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		33				15					21					242
Capacity, c (veh/h)		1002				1137					253					246
v/c Ratio		0.03				0.01					0.08					0.98
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.3					9.2
Control Delay (s/veh)		8.7				8.2					20.5					95.7
Level of Service (LOS)		A				A					C					F
Approach Delay (s/veh)	1.0				0.4				20.5				95.7			
Approach LOS									C				F			

HCS7 Signalized Intersection Results Summary

General Information

Agency				Duration, h	0.250
Analyst		Analysis Date	5/25/2018	Area Type	Other
Jurisdiction		Time Period		PHF	0.96
Urban Street	US 89	Analysis Year	2018	Analysis Period	1> 17:00
Intersection	US 89/High School Road	File Name	US89_High School Road_w CWC_P.M. Peak Ho...		
Project Description	2031 with CWC P.M. Peak Hr- Gregory Lane				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	354	0	200				213	592			991	392

Signal Information

Cycle, s	84.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	46.7	4.3	18.5	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		22.7			9.3	61.3		52.0
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		17.6			2.0			
Green Extension Time (g _e), s		0.8			0.6	0.0		0.0
Phase Call Probability		1.00			0.99			
Max Out Probability		1.00			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	310	267					222	617		1032		408
Adjusted Saturation Flow Rate (s), veh/h/ln	1606	1477					1606	1593		1581		1418
Queue Service Time (g _s), s	15.6	14.7					0.0	6.7		18.1		15.1
Cycle Queue Clearance Time (g _c), s	15.6	14.7					0.0	6.7		18.1		15.1
Green Ratio (g/C)	0.22	0.22					0.60	0.67		0.56		0.56
Capacity (c), veh/h	354	325					350	2124		1758		789
Volume-to-Capacity Ratio (X)	0.876	0.822					0.635	0.290		0.587		0.518
Back of Queue (Q), ft/ln (95 th percentile)	308.7	269.9					195.5	81.8		246.7		204.7
Back of Queue (Q), veh/ln (95 th percentile)	12.2	10.8					7.8	3.2		9.6		8.1
Queue Storage Ratio (RQ) (95 th percentile)	0.77	0.67					0.39	0.16		0.49		1.28
Uniform Delay (d ₁), s/veh	31.6	33.2					26.0	5.8		12.3		11.6
Incremental Delay (d ₂), s/veh	20.3	15.2					2.9	0.3		1.4		2.4
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	51.9	48.4					28.9	6.1		13.7		14.0
Level of Service (LOS)	D	D					C	A		B		B
Approach Delay, s/veh / LOS	50.3	D		0.0			12.1	B		13.8		B
Intersection Delay, s/veh / LOS	20.7						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.63	B		1.94	B	
Bicycle LOS Score / LOS	1.44	A					1.18	A		1.68	B	

HCS7 Two-Way Stop-Control Report

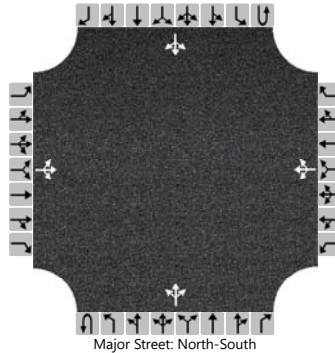
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	PM School Peak Hour
Intersection Orientation	North-South
Project Description	2031 with CWC and Gregory Access

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		3	8	2		89	3	49		1	69	71		29	66	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

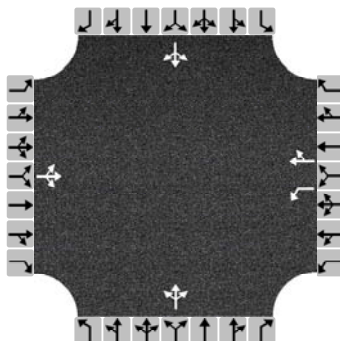
Flow Rate, v (veh/h)			14			155				1				32		
Capacity, c (veh/h)			644			743				1522				1427		
v/c Ratio			0.02			0.21				0.00				0.02		
95% Queue Length, Q ₉₅ (veh)			0.1			0.8				0.0				0.1		
Control Delay (s/veh)			10.7			11.1				7.4				7.6		
Level of Service (LOS)			B			B				A				A		
Approach Delay (s/veh)	10.7				11.1				0.1				2.3			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.68
Time Analyzed	P.M. Peak Hour 3:15-4:15		
Project Description	2031 with Gregory Lane Access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	16	114	2	50	141	83	22	32	41	96	19	14
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	194			74	329		140			190		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.173			0.065	0.293		0.124			0.169		
Final Departure Headway, hd (s)	5.66			6.30	5.53		5.68			5.86		
Final Degree of Utilization, x	0.305			0.129	0.506		0.220			0.309		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.66			4.00	3.23		3.68			3.86		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	194			74	329		140			190		
Capacity	636			571	651		634			615		
95% Queue Length, Q ₉₅ (veh)	1.3			0.4	2.9		0.8			1.3		
Control Delay (s/veh)	11.1			9.9	13.8		10.3			11.5		
Level of Service, LOS	B			A	B		B			B		
Approach Delay (s/veh)	11.1			13.1			10.3			11.5		
Approach LOS	B			B			B			B		
Intersection Delay, s/veh LOS	11.9						B					

HCS7 Two-Way Stop-Control Report

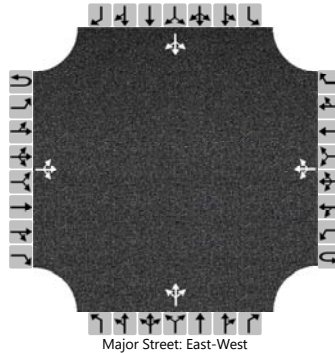
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	School Peak Hour
Intersection Orientation	East-West
Project Description	2031 with CWC Gregory Lane AccessSchool Peak Hour

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		71	448	4		6	327	124		9	3	14		101	1	61
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

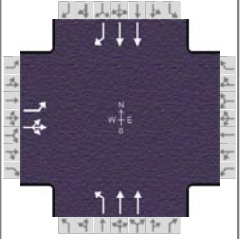
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		93				8					34				214	
Capacity, c (veh/h)		983				981					178				160	
v/c Ratio		0.10				0.01					0.19				1.34	
95% Queue Length, Q ₉₅ (veh)		0.3				0.0					0.7				13.0	
Control Delay (s/veh)		9.0				8.7					30.0				245.3	
Level of Service (LOS)		A				A					D				F	
Approach Delay (s/veh)	2.3				0.2				30.0				245.3			
Approach LOS									D				F			

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/25/2018	Duration, h	0.250
Analyst		Area Type	Other	PHF	0.83
Jurisdiction		Time Period		Analysis Period	1> 17:00
Urban Street	US 89	Analysis Year	2018	File Name	US89_High School Road_School P.M. Peak Hour...
Intersection	US 89/High School Road				
Project Description	2031 School PM PeakGregory Access				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	358	0	154				155	501			706	193

Signal Information

Cycle, s	84.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	45.5	4.2	19.8	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		24.0			9.2	60.0		50.8
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		20.7			2.0			
Green Extension Time (g _e), s		0.0			0.5	0.0		0.0
Phase Call Probability		1.00			0.99			
Max Out Probability		1.00			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	362	255					187	604		851		233
Adjusted Saturation Flow Rate (s), veh/h/ln	1606	1486					1606	1593		1581		1418
Queue Service Time (g _s), s	18.7	13.6					0.0	6.8		14.2		7.6
Cycle Queue Clearance Time (g _c), s	18.7	13.6					0.0	6.8		14.2		7.6
Green Ratio (g/C)	0.24	0.24					0.59	0.65		0.54		0.54
Capacity (c), veh/h	379	350					404	2075		1710		767
Volume-to-Capacity Ratio (X)	0.957	0.727					0.462	0.291		0.497		0.303
Back of Queue (Q), ft/ln (95 th percentile)	398.5	241.5					122.5	86.3		205.1		103.8
Back of Queue (Q), veh/ln (95 th percentile)	15.8	9.7					4.9	3.4		8.0		4.1
Queue Storage Ratio (RQ) (95 th percentile)	1.00	0.60					0.25	0.17		0.41		0.65
Uniform Delay (d ₁), s/veh	31.7	32.2					19.8	6.3		12.1		10.6
Incremental Delay (d ₂), s/veh	35.3	8.4					0.3	0.4		1.0		1.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	67.0	40.6					20.2	6.7		13.1		11.6
Level of Service (LOS)	E	D					C	A		B		B
Approach Delay, s/veh / LOS	56.1	E		0.0			9.8	A		12.8		B
Intersection Delay, s/veh / LOS	22.6						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.64	B		1.94	B	
Bicycle LOS Score / LOS	1.51	B					1.14	A		1.38	A	

Appendix D-4

2031 Analysis
With Dual Access



HCS7 Two-Way Stop-Control Report

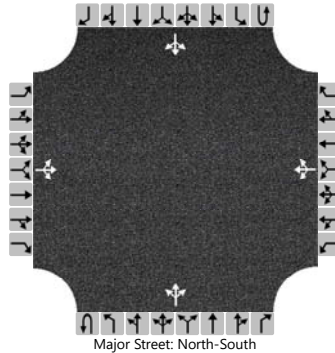
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	2031 AM Peak Hour with CWC and Dual Access

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.71
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	2	1		58	9	50		0	99	131		57	79	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

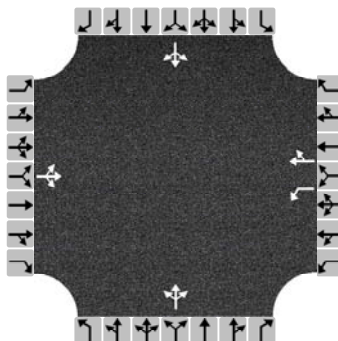
Flow Rate, v (veh/h)			10				165			0				80		
Capacity, c (veh/h)			416				551			1472				1236		
v/c Ratio			0.02				0.30			0.00				0.06		
95% Queue Length, Q ₉₅ (veh)			0.1				1.2			0.0				0.2		
Control Delay (s/veh)			13.9				14.3			7.4				8.1		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	13.9				14.3				0.0				3.6			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.85
Time Analyzed	A.M. Peak Hour		
Project Description	2031 Traffic Conditions with CWC dual access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	18	201	44	202	100	90	1	15	11	165	79	14
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	309			238	224		32			304		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.275			0.211	0.199		0.028			0.270		
Final Departure Headway, hd (s)	5.72			6.58	5.74		6.45			6.05		
Final Degree of Utilization, x	0.491			0.435	0.356		0.057			0.510		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.72			4.28	3.44		4.45			4.05		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	309			238	224		32			304		
Capacity	630			547	627		558			595		
95% Queue Length, Q ₉₅ (veh)	2.7			2.2	1.6		0.2			2.9		
Control Delay (s/veh)	14.1			14.2	11.6		9.8			15.2		
Level of Service, LOS	B			B	B		A			C		
Approach Delay (s/veh)	14.1			13.0			9.8			15.2		
Approach LOS	B			B			A			C		
Intersection Delay, s/veh LOS	13.8						B					

HCS7 Two-Way Stop-Control Report

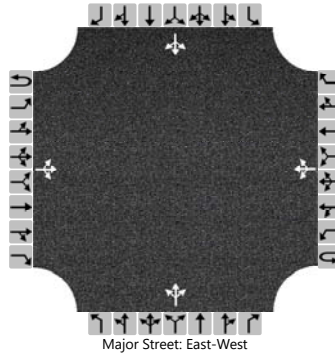
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	2031 with CWC AM Peak Hour Dual Access

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		54	407	0		25	601	154		0	0	1		80	4	58
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

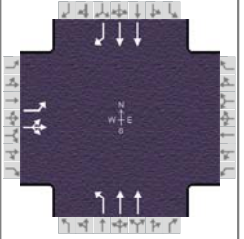
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		57				27					1				151	
Capacity, c (veh/h)		821				1127					623				170	
v/c Ratio		0.07				0.02					0.00				0.89	
95% Queue Length, Q ₉₅ (veh)		0.2				0.1					0.0				6.4	
Control Delay (s/veh)		9.7				8.3					10.8				96.3	
Level of Service (LOS)		A				A					B				F	
Approach Delay (s/veh)	1.9				0.6				10.8				96.3			
Approach LOS									B				F			

HCS7 Signalized Intersection Results Summary

General Information

Agency		Intersection Information	
Analyst		Duration, h	0.250
Jurisdiction		Area Type	Other
Urban Street	US 89	PHF	0.91
Intersection	US 89/High School Road	Analysis Year	2018
Project Description	2031 A.M. Peak Hr plan 2- Dual Access	Analysis Period	1> 7:45
		File Name	US89_High School Road_w CWC_A.M. Peak Ho...



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	297	0	72				380	776			414	301

Signal Information

Cycle, s	85.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	50.8	4.3	15.4	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		19.6			9.3	65.4		56.1
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		13.8			2.0			
Green Extension Time (g _e), s		1.7			0.9	0.0		0.0
Phase Call Probability		1.00			1.00			
Max Out Probability		0.53			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	228	177					418	853		455	331	
Adjusted Saturation Flow Rate (s), veh/h/ln	1581	1503					1556	1606		1581	1407	
Queue Service Time (g _s), s	11.8	9.7					0.0	9.0		5.8	10.5	
Cycle Queue Clearance Time (g _c), s	11.8	9.7					0.0	9.0		5.8	10.5	
Green Ratio (g/C)	0.18	0.18					0.64	0.71		0.60	0.60	
Capacity (c), veh/h	287	273					642	2270		1889	841	
Volume-to-Capacity Ratio (X)	0.797	0.649					0.650	0.376		0.241	0.393	
Back of Queue (Q), ft/ln (95 th percentile)	224.2	184					240.6	101.4		79.4	138.1	
Back of Queue (Q), veh/ln (95 th percentile)	8.8	7.2					9.3	4.0		3.1	5.4	
Queue Storage Ratio (RQ) (95 th percentile)	0.56	0.46					0.48	0.20		0.16	0.86	
Uniform Delay (d ₁), s/veh	33.3	36.4					14.0	5.0		8.0	9.0	
Incremental Delay (d ₂), s/veh	10.0	4.4					1.8	0.5		0.3	1.4	
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	43.3	40.8					15.9	5.4		8.3	10.4	
Level of Service (LOS)	D	D					B	A		A	B	
Approach Delay, s/veh / LOS	42.2	D		0.0			8.9	A		9.2	A	
Intersection Delay, s/veh / LOS	14.5						B					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.62	B		1.94	B	
Bicycle LOS Score / LOS	1.16	A					1.54	B		1.14	A	

HCS7 Two-Way Stop-Control Report

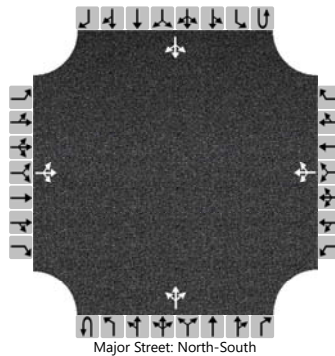
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	2031 with CWC PM Peak Hour Dual Access

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		1	16	0		62	4	29		0	91	93		22	53	2
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

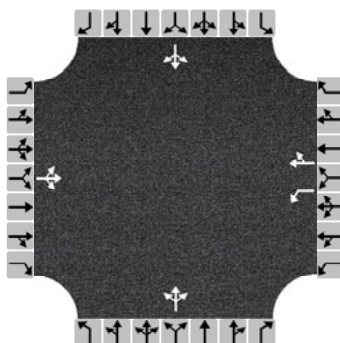
Flow Rate, v (veh/h)			19				107			0				25		
Capacity, c (veh/h)			590				710			1541				1364		
v/c Ratio			0.03				0.15			0.00				0.02		
95% Queue Length, Q ₉₅ (veh)			0.1				0.5			0.0				0.1		
Control Delay (s/veh)			11.3				11.0			7.3				7.7		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	11.3				11.0				0.0				2.3			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.87
Time Analyzed	P.M. Peak Hour 5-6		
Project Description	2031 with CWC dual access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	19	165	38	159	203	177	12	14	38	81	61	27
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	255			183	437		74			194		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.227			0.162	0.388		0.065			0.173		
Final Departure Headway, hd (s)	5.60			6.24	5.41		6.15			6.14		
Final Degree of Utilization, x	0.397			0.317	0.656		0.126			0.331		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.60			3.94	3.11		4.15			4.14		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	255			183	437		74			194		
Capacity	642			577	666		585			587		
95% Queue Length, Q ₉₅ (veh)	1.9			1.4	4.9		0.4			1.4		
Control Delay (s/veh)	12.2			11.8	17.8		10.0			12.1		
Level of Service, LOS	B			B	C		B			B		
Approach Delay (s/veh)	12.2			16.0			10.0			12.1		
Approach LOS	B			C			B			B		
Intersection Delay, s/veh LOS	14.1						B					

HCS7 Two-Way Stop-Control Report

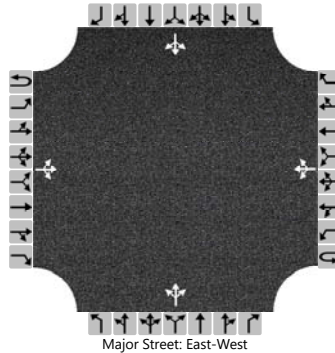
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/3/2019
Analysis Year	2019
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	2031 PM Peak Hour Dual Access

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.96
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		32	394	0		13	464	84		0	4	8		147	6	79
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

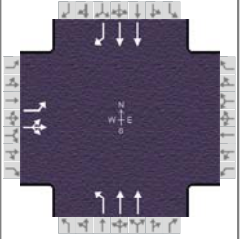
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		33				14					13				242	
Capacity, c (veh/h)		1002				1148					377				250	
v/c Ratio		0.03				0.01					0.03				0.97	
95% Queue Length, Q ₉₅ (veh)		0.1				0.0					0.1				9.0	
Control Delay (s/veh)		8.7				8.2					14.9				91.5	
Level of Service (LOS)		A				A					B				F	
Approach Delay (s/veh)	1.0				0.3				14.9				91.5			
Approach LOS									B				F			

HCS7 Signalized Intersection Results Summary

General Information

Agency				Duration, h	0.250
Analyst		Analysis Date	5/25/2018	Area Type	Other
Jurisdiction		Time Period		PHF	0.96
Urban Street	US 89	Analysis Year	2018	Analysis Period	1> 17:00
Intersection	US 89/High School Road	File Name	US89_High School Road_w CWC_P.M. Peak Ho...		
Project Description	2031 with CWC P.M. Peak Hr- Dual Access				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	353	0	199				213	592			991	392

Signal Information

Cycle, s	84.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	46.8	4.3	18.5	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		22.7			9.3	61.3		52.1
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		17.6			2.0			
Green Extension Time (g _e), s		0.9			0.6	0.0		0.0
Phase Call Probability		1.00			0.99			
Max Out Probability		1.00			1.00			

Movement Group Results

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	309	266					222	617		1032		408
Adjusted Saturation Flow Rate (s), veh/h/ln	1606	1477					1606	1593		1581		1418
Queue Service Time (g _s), s	15.6	14.6					0.0	6.7		18.1		15.1
Cycle Queue Clearance Time (g _c), s	15.6	14.6					0.0	6.7		18.1		15.1
Green Ratio (g/C)	0.22	0.22					0.60	0.67		0.56		0.56
Capacity (c), veh/h	353	325					350	2126		1760		790
Volume-to-Capacity Ratio (X)	0.875	0.820					0.634	0.290		0.587		0.517
Back of Queue (Q), ft/ln (95 th percentile)	307.6	268.2					195.4	81.8		246.6		204.6
Back of Queue (Q), veh/ln (95 th percentile)	12.2	10.7					7.8	3.2		9.6		8.1
Queue Storage Ratio (RQ) (95 th percentile)	0.77	0.67					0.39	0.16		0.49		1.28
Uniform Delay (d ₁), s/veh	31.7	33.2					25.9	5.8		12.3		11.6
Incremental Delay (d ₂), s/veh	20.2	15.0					2.8	0.3		1.4		2.4
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	51.8	48.2					28.8	6.1		13.7		14.0
Level of Service (LOS)	D	D					C	A		B		B
Approach Delay, s/veh / LOS	50.1	D		0.0			12.1	B		13.8		B
Intersection Delay, s/veh / LOS	20.6						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.63	B		1.94	B	
Bicycle LOS Score / LOS	1.44	A					1.18	A		1.68	B	

HCS7 Two-Way Stop-Control Report

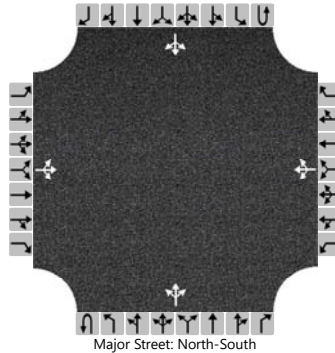
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	PM School Peak Hour
Intersection Orientation	North-South
Project Description	2031 with CWC and Dual Access

Site Information

Intersection	South Park Lp/HS Rd
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	South Park Loop Road
Peak Hour Factor	0.91
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	8	2		89	3	48		1	69	70		29	66	4
Percent Heavy Vehicles (%)		2	2	2		2	2	2		2				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.12	6.52	6.22		7.12	6.52	6.22		4.12				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.52	4.02	3.32		3.52	4.02	3.32		2.22				2.22		

Delay, Queue Length, and Level of Service

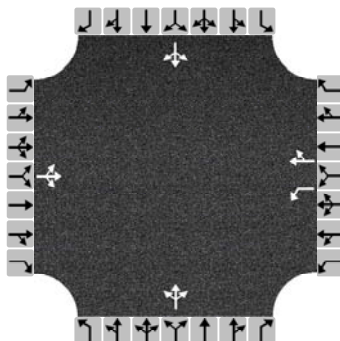
Flow Rate, v (veh/h)			13				154			1				32		
Capacity, c (veh/h)			647				742			1522				1428		
v/c Ratio			0.02				0.21			0.00				0.02		
95% Queue Length, Q ₉₅ (veh)			0.1				0.8			0.0				0.1		
Control Delay (s/veh)			10.7				11.1			7.4				7.6		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	10.7				11.1				0.1				2.3			
Approach LOS	B				B											

HCS7 All-Way Stop Control Report

General Information

Analyst	Hayley Ruland	Intersection	HS Rd / MS Rd
Agency/Co.	Jorgensen	Jurisdiction	Teton County
Date Performed	10/3/2019	East/West Street	High School Road
Analysis Year	2019	North/South Street	Middle School Road
Analysis Time Period (hrs)	0.25	Peak Hour Factor	0.68
Time Analyzed	P.M. Peak Hour 3:15-4:15		
Project Description	2031 with Dual Access		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	16	113	2	50	136	80	28	38	41	95	20	14
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			L	TR		LTR			LTR		
Flow Rate, v (veh/h)	193			74	318		157			190		
Percent Heavy Vehicles	2			2	2		2			2		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20	3.20		3.20			3.20		
Initial Degree of Utilization, x	0.171			0.065	0.282		0.140			0.169		
Final Departure Headway, hd (s)	5.71			6.36	5.59		5.70			5.88		
Final Degree of Utilization, x	0.306			0.130	0.493		0.249			0.310		
Move-Up Time, m (s)	2.0			2.3	2.3		2.0			2.0		
Service Time, ts (s)	3.71			4.06	3.29		3.70			3.88		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	193			74	318		157			190		
Capacity	630			566	644		632			613		
95% Queue Length, Q ₉₅ (veh)	1.3			0.4	2.7		1.0			1.3		
Control Delay (s/veh)	11.2			10.0	13.6		10.6			11.5		
Level of Service, LOS	B			B	B		B			B		
Approach Delay (s/veh)	11.2			12.9			10.6			11.5		
Approach LOS	B			B			B			B		
Intersection Delay, s/veh LOS	11.9						B					

HCS7 Two-Way Stop-Control Report

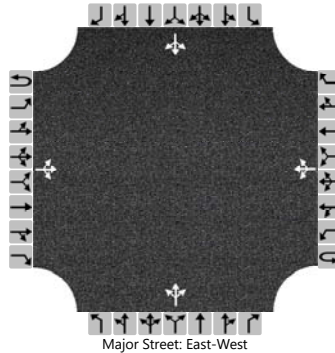
General Information

Analyst	Hayley Ruland
Agency/Co.	Jorgensen
Date Performed	10/24/2019
Analysis Year	2019
Time Analyzed	School Peak Hour
Intersection Orientation	East-West
Project Description	2031 with CWC Dual Access School Peak Hour

Site Information

Intersection	HS Rd / Gregory Lane
Jurisdiction	Teton County
East/West Street	High School Road
North/South Street	Gregory Lane
Peak Hour Factor	0.76
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		71	448	2		7	327	124		0	3	10		101	1	61
Percent Heavy Vehicles (%)		2				2				2	2	2		2	2	2
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.12	6.52	6.22		7.12	6.52	6.22
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.52	4.02	3.32		3.52	4.02	3.32

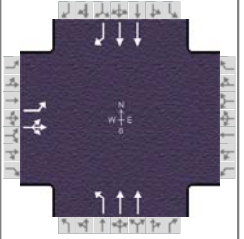
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		93				9					17					214
Capacity, c (veh/h)		983				984					291					161
v/c Ratio		0.10				0.01					0.06					1.33
95% Queue Length, Q ₉₅ (veh)		0.3				0.0					0.2					12.9
Control Delay (s/veh)		9.0				8.7					18.1					239.3
Level of Service (LOS)		A				A					C					F
Approach Delay (s/veh)	2.3				0.3				18.1				239.3			
Approach LOS									C				F			

HCS7 Signalized Intersection Results Summary

General Information

Agency		Analysis Date	5/25/2018	Duration, h	0.250
Analyst		Area Type	Other	PHF	0.83
Jurisdiction		Time Period		Analysis Period	1> 17:00
Urban Street	US 89	Analysis Year	2018	File Name	US89_High School Road_School P.M. Peak Hour...
Intersection	US 89/High School Road				
Project Description	2031 School PM Peak Dual Access				



Demand Information

	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	355	0	152				155	501			706	193

Signal Information

Cycle, s	84.0	Reference Phase	2									
Offset, s	0	Reference Point	Begin									
Uncoordinated	No	Simult. Gap E/W	On	Green	45.5	4.2	19.8	0.0	0.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	On	Yellow	4.3	4.0	3.2	0.0	0.0	0.0		
				Red	1.0	1.0	1.0	0.0	0.0	0.0		

Timer Results

	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		10.0			1.0	4.0		7.4
Phase Duration, s		24.0			9.2	60.0		50.8
Change Period, (Y+R _c), s		4.2			5.3	5.3		5.3
Max Allow Headway (MAH), s		5.7			3.1	0.0		0.0
Queue Clearance Time (g _s), s		20.5			2.0			
Green Extension Time (g _e), s		0.0			0.5	0.0		0.0
Phase Call Probability		1.00			0.99			
Max Out Probability		1.00			1.00			

Movement Group Results

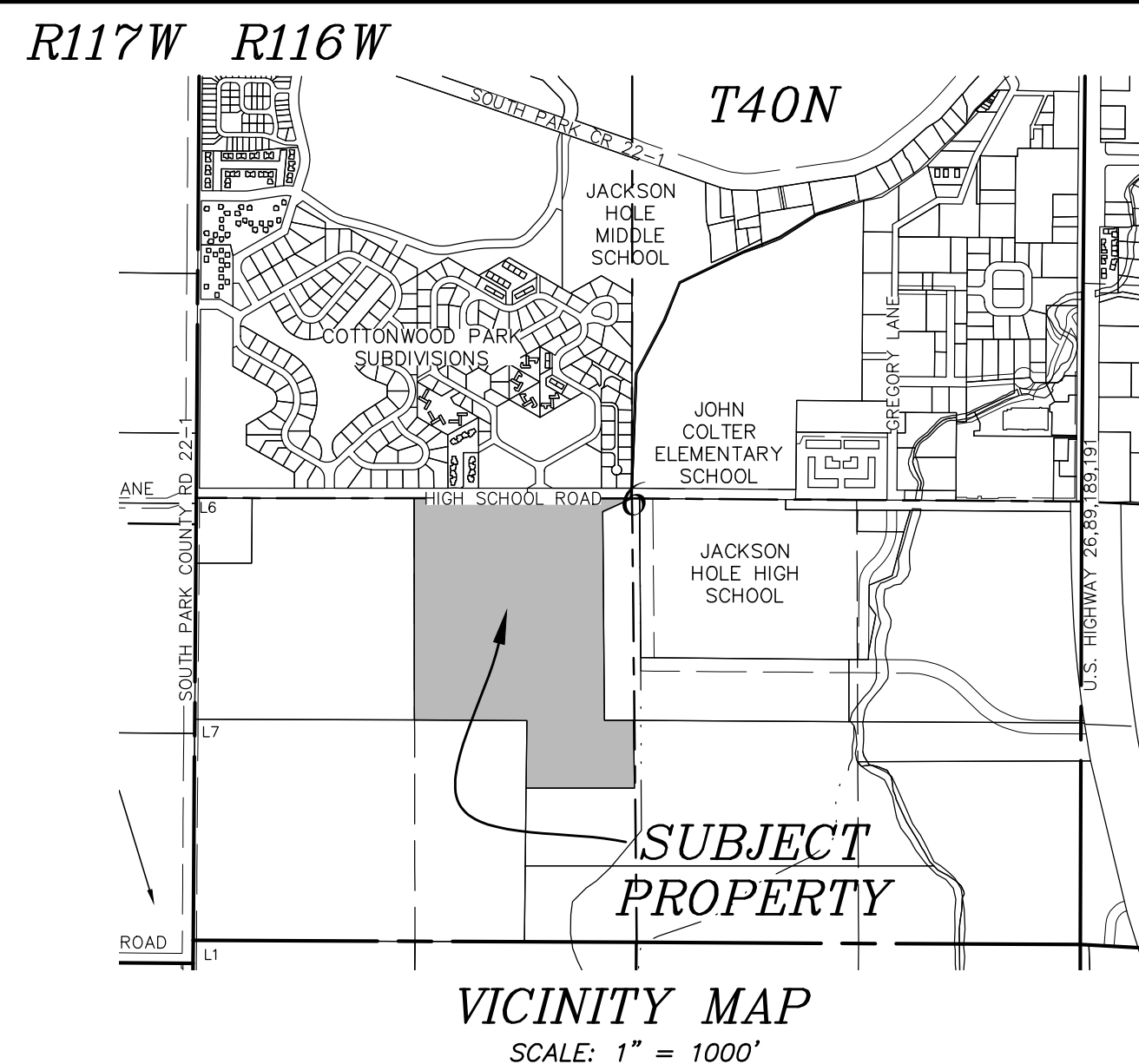
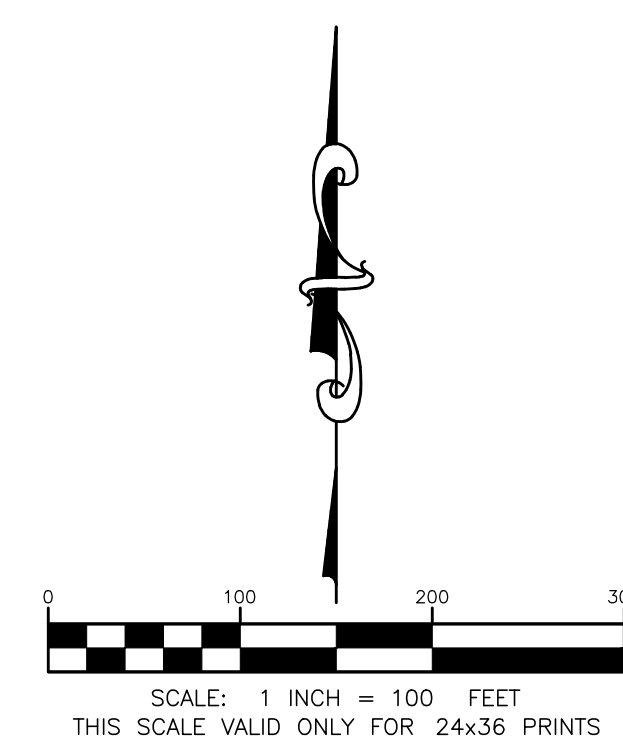
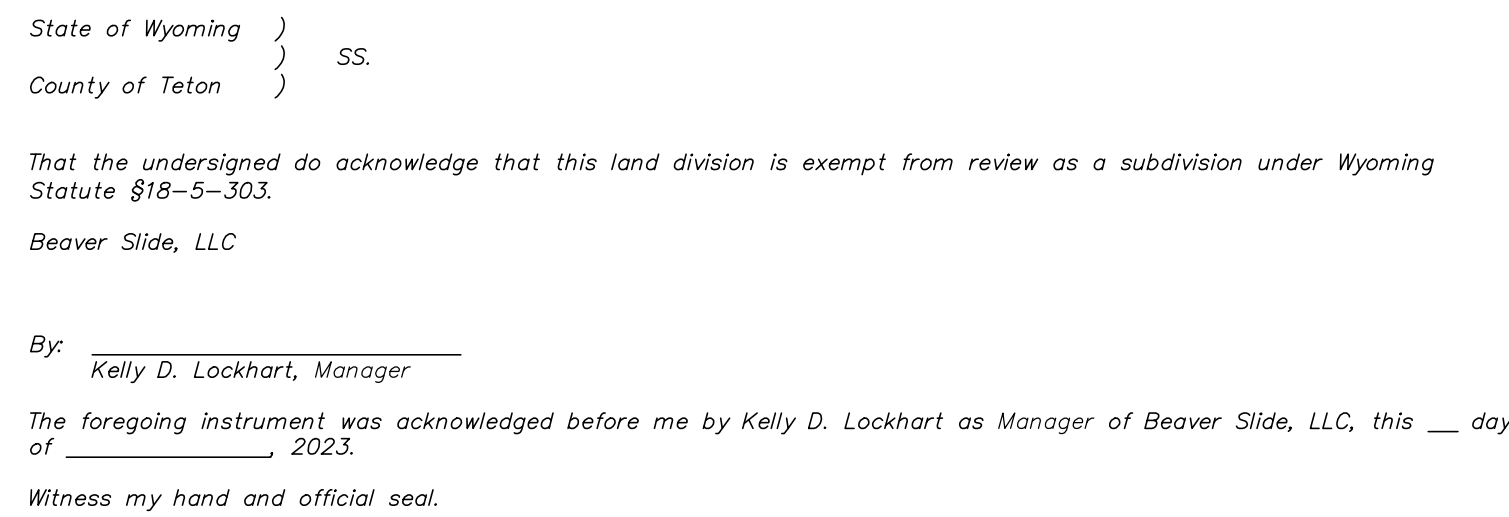
	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14				5	2		6		16
Adjusted Flow Rate (v), veh/h	359	252					187	604		851		233
Adjusted Saturation Flow Rate (s), veh/h/ln	1606	1486					1606	1593		1581		1418
Queue Service Time (g _s), s	18.5	13.4					0.0	6.8		14.2		7.6
Cycle Queue Clearance Time (g _c), s	18.5	13.4					0.0	6.8		14.2		7.6
Green Ratio (g/C)	0.24	0.24					0.59	0.65		0.54		0.54
Capacity (c), veh/h	379	350					404	2075		1710		767
Volume-to-Capacity Ratio (X)	0.949	0.718					0.462	0.291		0.497		0.303
Back of Queue (Q), ft/ln (95 th percentile)	390.5	237.7					122.5	86.3		205.1		103.8
Back of Queue (Q), veh/ln (95 th percentile)	15.5	9.5					4.9	3.4		8.0		4.1
Queue Storage Ratio (RQ) (95 th percentile)	0.98	0.59					0.25	0.17		0.41		0.65
Uniform Delay (d ₁), s/veh	31.6	32.2					19.8	6.3		12.1		10.6
Incremental Delay (d ₂), s/veh	33.6	8.0					0.3	0.4		1.0		1.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0					0.0	0.0		0.0		0.0
Control Delay (d), s/veh	65.2	40.1					20.2	6.7		13.1		11.6
Level of Service (LOS)	E	D					C	A		B		B
Approach Delay, s/veh / LOS	54.8	D		0.0			9.8	A		12.8		B
Intersection Delay, s/veh / LOS	22.2						C					

Multimodal Results

	EB			WB			NB			SB		
Pedestrian LOS Score / LOS	2.31	B		2.31	B		1.64	B		1.94	B	
Bicycle LOS Score / LOS	1.50	A					1.14	A		1.38	A	

SECTION 5 – TITLE DOCUMENTS

- **EXD MAP OF SURVEY**
- **COVENANTS, CONDITIONS & RESTRICTIONS**



NOTES

The basis of bearings for this survey is $N00^{\circ}04'18''W$ along the west line of Section 6 between the SW and NW section corners.

LEGEND

- | | |
|---|--|
|  | indicates a monument with Land Corner Location Certificate of record in the Office of the Clerk of Teton County, Wyoming |
|  | aluminum pipe with 3" diameter aluminum cap inscribed "PLS 3831" with other appropriate markings |
|  | reinforcing steel bar with 3" diameter aluminum cap inscribed "JORGENSEN ASSOCIATES PLS 13002" with other appropriate markings |
|  | reinforcing steel bar with 2" diameter aluminum cap inscribed "JORGENSEN ASSOCIATES INC. PLS 13002" |
|  | reinforcing steel bar without cap |
|  | reinforcing steel bar with 1-1/2" diameter aluminum cap inscribed "NELSON ENGR LS" |
|  | reinforcing steel bar with 1-1/2" diameter aluminum cap inscribed "NELSON ENGR PLS 6193" |
|  | iron pipe with 3" diameter brass cap inscribed "NELSON ENGINEERING PLS 6193 2008" with other appropriate markings |
|  | reinforcing steel bar with 2" diameter aluminum cap inscribed "JORGENSEN ASSOCIATES INC. PLS 13002" set this survey |
|  | no monument found or set, depicted for drawing clarity only |
|  | section line |
|  | sectional subdivision line |
|  | boundary, subject properties |
|  | boundary, adjoining property |
|  | boundary, road right-of-way |
|  | boundary, record easement, as noted |

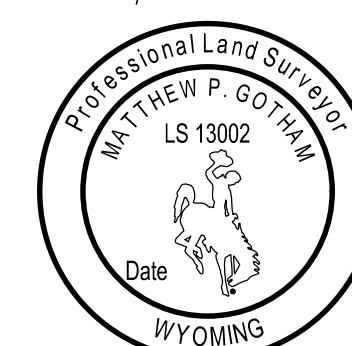
CERTIFICATE OF SURVEYOR

I, Matthew P. Gotham, Wyoming Professional Land Surveyor No. 13002 do hereby certify:

that this map was prepared from data collected during field surveys performed under my direction in November & December, 2022; from previous surveys performed by Jorgensen Associates, P.C. and Jorgensen Associates, Inc., and from information of record in the Office of the Clerk of Teton County, Wyoming;

that all corners will be monumented as depicted hereon by March 31, 2023.

that to the best of my belief and knowledge, it correctly represents the that parcel of record described in Document 1004169 in said Office and the exempt land division thereof.



Matthew P. Gotham, Wyoming PLS 13002

MAP OF SURVEY
Central Wyoming College
Exempt Land Division

LOCATED WITHIN
NE1/4SW1/4, PT. GLO Lot 5, Section 6
T.40N., R.116W., 6th P.M.
Teton County, Wyoming



**RESTRICTIVE COVENANTS
FOR
CWC PROPERTY**

These Restrictive Covenants for CWC Property (the "**Covenants**") are made by Kelly Lockhart and Elizabeth Lockhart (collectively, and subject to the provisions of Section 25, the "**Declarant**") and Beaver Slide LLC, a Wyoming close limited liability company ("**Fee Owner**"), as the owner of the "**Property**" defined below, and shall be effective as of the date of recordation in the land records of Teton County, Wyoming (the "**Effective Date**").

Preamble

Fee Owner owns the real property legally described in the attached Exhibit "A" (the "**Property**"). Fee Owner is owned by the Declarant. Other entities owned by Declarant own the real property described herein at Exhibit "B" (the "**Benefitted Parcels**"). Declarant and Fee Owner are contemplating the sale of the Property for use as a community college campus and desire to impose certain restrictive covenants on the Property governing the use and development of the Property. Each owner of the Property (other than Fee Owner or Declarant), or any portion thereof (the "**Owner**"), shall, by acceptance of a deed or other conveyance of any portion of the Property, be deemed to have consented and agreed to all of the terms and conditions of these Covenants.

USE AND CONDUCT

1. Development and Use Restriction. The Property shall only be used as the Jackson Campus for Central Wyoming College or other early childhood, primary, secondary or tertiary education. The term "**Jackson Campus for Central Wyoming College**" means (i) a use that is authorized, empowered or required to be performed under or pursuant to the Wyoming Community College System Code, W.S. § 21-18-101 or any successor statute, or regulations adopted thereunder and any post-secondary, community-college, graduate, college, vocational or long-distance education use, which may include the education of high school students and other students at classes for such education or other early childhood, primary, secondary or tertiary education that is conducted by a public entity or private entity, (ii) joint, collective, collaborative or partnership efforts and ventures with public and private parties to perform any of the uses in (i) above, (iii) Owner-authorized public or private parties that perform any of the above, (iv) student services, student recreational activities, outdoor recreation, wilderness skills outdoor education, and leadership training, (v) faculty and staff housing uses, (vi) practicum, clinical classes, laboratories and experimental activities that are accretive to the foregoing, whether or not provided by a public or a private entity, (vii) uses that are ancillary to the foregoing, (viii) community meetings in the buildings on the Property, occasional outdoor fundraising and social events on the Property which outdoor events shall be limited to 5 events per year and capped at 50 people, though one additional event not to exceed 300 people may occur each calendar year (any outdoor events may use amplified sound and shall end by 10:30 pm) and (ix) the use of the Property for any of the foregoing by the Owner's invitees, guests, students, staff, customers, employees and agents (collectively "**Permitted Uses**"). The allowance of a Permitted Use shall not be construed to be an allowance for floor area above the 21,000 square feet of floor area permitted under Section 2.

- a. The following is a non-exclusive list of uses which are strictly prohibited on the Property:
 - (i) uses of temporary structures such as trailers, tents, shacks and bully barns, (ii) the use of the Property in a manner that presents a material risk that Hazardous Substances could be spilled onto, leach into or otherwise damage the Property or any adjacent real property, (iii) outdoor sports fields for football, soccer, lacrosse or similar outdoor team sports other than purely intramural competitions among students who take classes that are allowed as part of the Permitted Use, provided, however, that any intramural competitions shall not be lighted or involve amplified sound, (iv) any other use outside of a Building or Mobile Instruction Unit (as defined below) that could constitute a nuisance to neighboring property owners, including without limitation, the Benefited parcels, and (v) the presence of all animals, except for service animals qualified as such under the Americans With Disabilities Act and the periodic (up to 4 times per calendar year) butchering of cattle, provided that cattle are present on the Property for no more than 2 days prior to being butchered and all butchering takes place either within an enclosed structure or Building or within a mobile butchering trailer placed on the Property for no more than 5 days. **"Hazardous Substances"** shall mean all hazardous or toxic materials, substances, pollutants, contaminants, or wastes currently identified as a hazardous substance or waste in the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (commonly known as "CERCLA"), as amended, the Superfund Amendments and Reauthorization Act (commonly known as "SARA"), the Resource Conservation and Recovery Act (commonly known as "RCRA"), or any other similar federal, state or local legislation or ordinances applicable to the Property.
 - b. It is the intent of the parties to these Covenants that the Permitted Uses shall be conducted within permanent Buildings to the maximum extent practical. To the extent that any Permitted Uses are conducted outside of permanent Buildings meeting the then-applicable building code for commercial or residential structures, as applicable, such activities shall (i) not cause any nuisance or disturbance to neighboring properties, including the Benefited Parcels, by virtue of noise produced, smell or unsightliness, and (ii) be screened or maintained and conducted in a slightly manner, provided, however, that as to "occasional outdoor fundraising and social events on the Property" that are part of the Permitted Use and such events may be conducted within a tent or similar structure which shall not remain on the Property for more than an aggregate of 6 days surrounding an event as necessary to coordinate setup and takedown of the tent or similar structure. All activities conducted within a given Building shall not produce noise that is audible beyond the boundary of the Property.
 - c. Notwithstanding that any State of Wyoming agency requires or proposes a requirement that the Owner provide any good or service that is authorized, empowered or required to be performed under or pursuant to the Wyoming Community College System Code, W.S. § 21-18-101 or any successor statute, any such use not expressly allowed in these Covenants is prohibited.
2. Site Restrictions. The minimum distance (i.e., setback) between the boundary property line of the Property and any structure or mobile instruction units shall be 15 feet. Construction trailers are permitted during the time period when an active building permit has been approved. Owner shall locate any construction trailers on the northern half of the Property. The maximum floor

area of all Buildings, mobile instructional units, "pole-barns" or other structures that may only have one or two walls and are not fully enclosed, on the Property shall be 21,000 square feet, provided, however, that a temporary construction trailer shall not count towards the 21,000 square foot cap.

The term "floor area" shall mean the area of all floors interior to an enclosed Building that have at least 5 feet of clearance between floor and ceiling. Floor area shall be measured to the exterior face of the structural members of the wall. Roofed architectural recesses and open covered porches are not considered interior to the building. Floor area shall not include any basements. A basement is any story for which the finish floor of the story above is less than 4 feet above finished grade for at least 50% of the perimeter of the story and at no point greater than 10 feet above finished grade. Finished grade means the final elevation of the ground surface after physical development of a Building or other development. The term "finished grade" may also mean natural grade when no terrain alteration is proposed, or where otherwise applicable. Fill which is not necessary to achieve positive drainage or slope stabilization, or which is otherwise proposed clearly to manipulate the measurement of another standard of these Covenants, shall not be considered finished grade

The maximum height of any Building on the Property shall be 38' feet, except for the following, which may exceed that limit: (i) architectural projections such as chimneys, vents and roof-top mechanical equipment, such as HVAC systems, which shall not exceed the maximum height by more than 4 feet, or (ii) antenna used for the reception or broadcast of communication systems. Any third story of a Building must be stepped back 10' from the façade, except that encroachments in the step-back are allowed up to 20% of each overall façade width. The external materials of all physical development shall be non-reflective and the exterior colors of all physical development on the Property shall either be of "earth tone" materials or "traditional ranch colors," which shall include, but not be limited to, shades of grey, red or brown, or simulated barn wood, except for any fencing required under these Covenants, where (i) the colors and general types of materials described on Exhibit "C" are deemed approved, and (ii) to the extent colors or types of materials other than are described on Exhibit "C" are to be used, such colors and materials shall be subject to the prior written approval of Declarant in accordance with the foregoing standards, not to be unreasonably denied; provided, however, that to the extent that any other colors are mandated by any State of Wyoming agency for physical development of the Property, then such other colors shall be permitted. The term "**Building**" means any structure having a roof supported by columns or walls, including any enclosed structure. There shall not be any unshielded light trespass directly projecting from the Property onto adjacent parcels or the Benefitted Parcels, where the parties acknowledge that shielded and properly directed lighting shall be required for parking and exterior areas on the Property, such lighting shall be compliant with best management practices of the International Dark-Sky Association or a similar organization as to such lighting. Erosion on the site shall be controlled at all times. No development of the Property shall cause any increase in peak flow rate or flow velocity across the Property's boundary lines. The design of the Buildings and other improvements on the Property shall be subject to the reasonable approval of the Declarant, not to be unreasonably withheld, provided, however, that the general Building designs described on Exhibit "C" or additional Buildings with similar design characteristics are deemed approved by the Declarant.

Owner, at its expense, shall also install a vegetative buffer on the Property along the south property line, along the inside of the access and utility easements that runs along the west property line, and along the inside of the eastern property line. The vegetative buffer shall be installed prior to issuance of any final certificate of occupancy for any structure on the Property. The vegetative buffer shall consist of tapering age native spruce stands to provide an effective visual screen between the CWC property and adjacent properties. The buffer must provide 90% screening up to a height of 10' and 80% screening above 10' at the time of installation, or a similar species and diameter as approved by Declarant in its sole discretion. Prior to installation of the vegetative buffer, Owner shall provide Declarant with a landscape plan prepared by a licensed landscape architect showing the vegetative buffer for Declarant's approval, which approval shall not be unreasonably withheld so long as the landscape plan satisfies the conditions herein.

Owner shall be solely responsible for installing and maintaining the vegetative buffer in good condition. If any trees or other approved vegetation within the vegetative buffer are deemed dead, diseased, or hazardous, Owner shall timely remove and replace said trees or vegetation at its sole expense. Owner shall also be responsible for all damage and repair to the Required Fencing (as defined below) caused by the vegetative buffer.

3. Fencing. The Owner shall be responsible for the construction and perpetual maintenance and replacement of Required Fencing along the entire Property boundary, with exits along the easements described in the Western Easement referenced in Section 4 below. The term "Required Fencing" means, to the extent permitted by Teton County, (i) so long as livestock are grazed or penned on or along the relevant eastern, western or southern Property boundary or the land surrounding the Property is zoned "suburban" "rural" or a similar category as "Rural-1" "Rural-2" or "Rural-3" as exist under Teton County zoning, 6' tall fencing with woven wire (chain link), wooden posts and three strands of barb wire above the woven wire fence for a total height of 9' along such southern and eastern Property boundaries and along the outside boundary of the access and utility easement running along the western property line (within the Benefitted Parcels and wholly outside of the Property) pursuant to the Western Easement, which fences shall be tied to any existing fencing on such boundaries or in such areas, where such fence shall be of sufficient quality to exclude livestock stock from the Property, and (ii) when livestock are grazed or penned on or along the relevant eastern, western or southern Property, then a fence of at least 6' of materials approved pursuant to the following provision. To the extent that residential development has been constructed adjacent to either the eastern, western or southern Property boundary, then fencing shall be consistent with such residential development. Design and construction of such fence, and any substitute materials, shall be coordinated with, and subject to, Declarant's written approval which shall not be unreasonably withheld. Fencing shall be installed prior to removal of the existing fencing on the CWC Property and prior to any construction or site grading taking place on the Property. Until such time as the fencing contemplated in this section is installed, Owner accepts that Declarant's agricultural operations will continue on the Property (including but not limited to, grazing, irrigating and cultivation of pastures). For the avoidance of doubt, there should be no fencing along the northern boundary line of the Property and Benefitted Parcels abutting the public right-of-way that restricts access to the Property via a multimodal network trail.

4. Easements. Contemporaneously with the recording of these Covenants, an Access and Utility Easement will be recorded in the Teton County, Wyoming real property records encumbering the Property and other portions of land constituting the Benefitted Parcels (the "**Western Easement**").
5. Irrigation Ditches. The Owner, prior to submitting any request for development of the Property to any governmental authority, shall abandon all surface water rights for irrigation of land on the Property. The Owner shall be responsible for the relocation of irrigation ditches on the Property if required for the Owner's development of the Property. Such relocation of the irrigation ditches shall be at the Owner's sole expense and to the Declarant's reasonable satisfaction, with the exclusive criteria for satisfaction being uninterrupted and unaffected historical irrigation flows off the Property for downstream ditch users' water rights to irrigate such downstream areas at the same flow rate and quantity as existed prior to any such relocation with all ditches being piped in concrete pipes on the Property. Prior to any ditch relocation, the Owner shall provide Declarant with an engineer's report as to the relocation design for such irrigation ditches. Until such relocation of irrigation ditches occurs, the Declarant maintains the right to enter the Property to maintain, repair and improve irrigation ditches. Upon the foregoing criteria, the Owner may relocate the irrigation ditches, where such relocation may be to areas within the Benefitted Parcels and wholly outside of the Property, subject to the ability to maintain uninterrupted and unaffected historical irrigation flows.
6. Maintenance. Prior to the construction of improvements, the Owner shall maintain the Property in a garbage, weed and nuisance-free condition. If the Owner fails to maintain the Property as required herein, the Declarant, after 30 days' advance written notice, shall have the right to perform such maintenance on the Owner's behalf without liability, and the costs of such maintenance shall be paid by Owner within 30 days of request by Declarant.
7. Vehicle Parking, Storage, Operation and Repair. No boats, trailers, buses, motorhomes, campers (off-road vehicles), snow mobiles, recreational vehicles, golf carts, industrial or commercial vehicles (both cabs or trailers), abandoned or inoperable vehicles (not displaying a current motor vehicle license plate or which has not been driven on its own power for up to 3 weeks or longer), or other similar vehicles may be parked or stored outside of Buildings, and no repair or maintenance of any of the foregoing may be conducted outside of Buildings. Notwithstanding the foregoing, (i) cars, motorcycles, truck, bicycles and similar vehicles used for the transport of faculty, staff and other users to and from the Property may park on a temporary parking basis on paved parking lots outside of an existing Buildings so long as such parking is related to the provision of Permitted Uses on the Property, and where the Owner can park its owned vehicles for use as permitted herein, which parking may include overnight parking.
8. Mobile Instruction Units. Mobile Instruction Units are defined as structures or vehicles attached to a chassis which are connected to power and may be connected to water and sewer whose primary purpose is to provide space for instruction of Permitted Uses. Mobile Instruction Units must be semi-permanent and are permissible until the earlier to occur of the following: (i) 5 years following the recordation of this Declaration; or (ii) 60 days following the issuance of a certificate of occupancy for the primary educational instruction Building on the Property. The Mobile instruction Units are permitted to allow the Owner the benefit of the Permitted Uses prior to the

completion of permanent structures on the Property, but no longer. Mobile Instruction Units shall count towards the 21,000 sf cap.

9. Garbage & Storage. The Property shall be kept in a clean and orderly fashion. Garbage shall be stored in wildlife-proof containers and screened from view from the adjacent properties. No outdoor storage of any materials (including, but not limited to, debris, trash, building materials, or abandoned vehicles) is permitted provided, however, that (i) temporary construction storage in conjunction with building or remodeling improvements on the Property is permitted during the time period when an building permit from the relevant governmental authority with jurisdiction over the Property is active, (ii) the uses described in Section 7 are permitted in relation to the Jackson Campus for Central Wyoming College, and (iii) a fully enclosed in a structure no larger than 650 sq. ft is permitted for dumpster and similar outdoor maintenance or trash uses. Such trash structure need not be airtight, but must be set back 30' from any Property Line.
10. Nuisance. No noxious or offensive activity shall be carried on upon the Property, nor shall anything be done or placed on the Property which may be or become a nuisance to the Benefitted Parcels. Without limiting the foregoing, no horns, whistles, bells or other sound devices, except security devices used exclusively to protect the security of the Property and persons thereon and such items as are routinely included as safety elements in vehicles, bicycles and similar modes of travel, shall be placed on the Property.
11. Adjacent Uses. The Owner acknowledges that at the time of the recordation of these Covenants, portions of the adjacent property are being used as an active agricultural operation which includes breeding, raising, and feeding livestock and hay production. Inherent in the agricultural operation are noises, odors, lights, and work which can occur at all times of the day or night. The Owner, by taking title to the Property, explicitly acknowledges such uses may constitute a nuisance and waives all rights at law or equity to claim the agricultural uses as nuisance and release and hold the adjacent landowners harmless from any and all claims related in any way to the adjacent agricultural operation.
12. No Mining, Excavating or Drilling. The Property shall not be used for mining, quarrying, drilling, or exploring for or removing geothermal resources, oil, gas, or other hydrocarbons, minerals, rocks, stones, gravel and, topsoil or earth. This section shall not be construed to limit earth disturbing activities for the uses permitted by these Covenants.

RIGHT OF ENTRY REVERSIONARY INTEREST

13. Right of Entry Reversionary Interest. The Declarant reserves a right of entry reversionary interest in the Property, on the following terms and conditions: (a) in the event the Property ceases to be used as the Jackson Campus for Central Wyoming College and its Permitted Uses for a period of 1 year, and (b) subsequent to such 1 year period Declarant sends written notice to the Owner and the Owner does not cause the property to be used (on a substantial and material basis) for the Jackson Campus for Central Wyoming College within 120 days of delivery of such written notice, then upon (i) a written election recorded by Declarant within 12 months of the Owner failing to cure during such 120 day period, and (ii) the Declarant's payment to Owner of the fair market value of the Property at the time of the reversionary interest conveyance, the Owner shall execute

all necessary documentation to re-convey the Property, and all improvements thereon, to the Declarant. The fair market value shall be the sum of:

- a. \$3,200,000 increased by the percentage increase (rounded to two (2) decimal places), if any, in (A) the Cost of Living Index (hereinafter defined) published for the month of the Effective Date, over (B) the Cost of Living Index published for the month that is two (2) months prior to the date the fair market value is paid;
- b. the value (positive or negative) of any improvements on the Property, as to a reasonable use, given all relevant circumstances or cost to be removed, as a may be determined by an independent appraiser; and
- c. Less the diminution in value due to (i) encumbrances placed on the Property by CWC after the date the Property is conveyed to CWC or (ii) any conveyance of any portion of the Property by CWC which limits the developable square footage of the Property, as such diminution in value may be determined by an independent appraiser.

The term “**Cost of Living Index**” shall mean the U.S. Department of Labor, Bureau of Labor Statistics, Consumer Price Index for Urban Wage Earners and Clerical Workers, West Urban, All Items, 1982-84 = 100, published by the Bureau of Labor Statistics, U.S. Department of Labor or any successor thereto, or a reasonable successor index. In the event that Declarant does not record such written election within 12 months of the Owner failing to cure within such 120 day period, then Owner shall be deemed to have waived the specific default that gave rise to the right of entry reversionary interest, but the right of entry reversionary interest shall be deemed to continue to exist as to all other aspects of the Property and the use of it as the Jackson Campus for Central Wyoming College. In the event that the Property is vacant, such vacancy shall be deemed to be Permitted Use of the Jackson Campus for Central Wyoming College and an absence of activities on the Property shall not cause Declarant to have any rights in relation to the right of entry reversionary interest.

14. No Subdivision. The Property shall not be subdivided or its dimensions reconfigured in any manner without the prior approval of Declarant.
15. Governmental Exactions; Mitigation Fees. The Owner shall pay, at its sole expense, all monetary exactions and mitigation fees imposed by Teton County or the Town of Jackson (should the Property be annexed) on the Property, and the development thereon.

LANDSCAPING AND CONSTRUCTION

16. Noxious Weeds. The Owner shall be responsible for controlling all noxious weeds on the Property. In the event the Owner fails to do so, Declarant may, after 30 days’ advance written notice to the Owner, enter onto the Property to abate any weed issues and shall be entitled to charge the costs of such abatement. In such event, the Owner shall pay, within 30 calendar days of receipt of such written notice, such sums to the Declarant.
17. Landscaping. All plantings shall be plant species native to Teton County, other than gardens or horticultural activities that are part of the Jackson Campus for Central Wyoming College.
18. Construction. Once Owner commences the construction of any Building or other improvement, Owner shall diligently pursue the completion of such structure.

GENERAL

19. Enforcement. Any structure, non-structural improvement, grading, clearing or landscaping placed on the Property in violation of these Covenants shall be deemed nonconforming. Upon written request from the Declarant, the Owner shall, at its own cost and expense, remove such nonconformity and restore the Property to substantially the same condition as existed prior to the nonconforming work. Should an Owner fail to remove and restore the Property as required where the Owner does not commence and reasonably pursue to completion within 60 days of written request by Declarant, the Declarant shall have the right to, at Declarant's sole election: (i) commence an action to cause Owner to comply with its obligations under these Covenants or (ii) enter the Property, remove the violation, and restore the Property to substantially the same condition as previously existed without liability to the Declarant. All costs, together with interest at a rate of 12% per year from the date that is 30 days after demand from payment, shall be paid by Owner to the Declarant within 30 days of receipt of an invoice along with reasonable attorney's fees incurred by Declarant in obtaining such compliance.

DISPUTE RESOLUTION

20. Exclusive Methods of Resolving Disputes; Venue. All parties bound by these Covenants agree that any dispute, claim, cause of action arising out of or relating to the interpretation, application or enforcement of these Covenants shall be resolved using alternative dispute resolution in lieu of filing suit in any court through the processes set forth in Sections 22 and 23, subject however, to those specific rights of enforcement provided in Section 21 below. The sole venue for the mediation and arbitration pursuant to Sections 22 and 23 shall be a mediator or arbitrator practicing in Teton County, and any court action pursuant to Section 21 shall be in Teton County.
21. Items Not Subject to Mandatory Mediation or Arbitration. Temporary restraining orders or equivalent emergency equitable relief, and suits in which an indispensable party is not a party to mediation or arbitration and cannot be joined or made a party to such mediation or arbitration, are not subject to Sections 22 and 23 of these Covenants.
22. Mediation. Parties to these covenants are encouraged to engage in direct negotiations to resolve disputes. Any matter not resolved by such direct negotiations shall be submitted to mediation through a mutually agreeable independent mediation agency providing (or willing to provide) dispute resolution services in Teton County, Wyoming. The timing and format of such mediation shall be determined by the mediator. Any settlement of a claim through mediation shall be documented in writing by the mediator and signed by the parties. If a claim is not settled within 30 days of the submittal to mediation, then the mediator shall issue a notice of termination of mediation setting forth that the parties are at an impasse and the date the mediation was terminated. Each party shall bear its own costs and attorney fees in conjunction with the mediation, and the parties shall allocate a pro-rata share of the costs of the mediator.
23. Arbitration. Within 20 days of a notice of termination of mediation, any party has the right to pursue such claims through binding arbitration, which is the exclusive remedy other than as set forth in Section 21 above. The arbitration shall be in accordance with the Uniform Arbitration Act as adopted by Wyoming, as may be amended, W.S. § 1-36-101 *et seq.* and shall be limited as follows,

arbitration shall be no more than 3 days, discovery shall be limited to 4 depositions per side, 10 interrogatories, 20 requests for production and 20 requests to admit. Except to the extent provided in the Uniform Arbitration Act as adopted by Wyoming, discovery shall be governed by the Wyoming Rules of Civil Procedure. The arbitration demand shall be submitted in writing to the other parties. Arbitration shall be conducted in Teton County by a single arbitrator. In the event the parties are unable to agree upon an arbitrator, any party may apply to the Teton County District Court to appoint an arbitrator. The award rendered by the arbitrator shall be final and judgment shall be entered upon it in and enforced through the Teton County District Court. The prevailing party shall be entitled to recover from the other party the arbitrator's fees, reasonable attorney's fees, and costs and expenses incurred in bringing the arbitration, including statutory interest. All defenses and claims otherwise available to the parties in any court proceeding under Wyoming law in relation to these Covenants shall be available in arbitration.

MISCELLANEOUS

24. Binding Effect; Termination & Right to Enforce. The Property shall be owned, conveyed and used subject to the provisions of these Covenants. These Covenants benefit the Benefitted Parcels, subject to the provisions of this Section. These Covenants shall be binding upon all persons having any right, title or interest in any portion of the Property, their heirs, successors, and assigns. These Covenants shall be enforceable by the Declarant and shall inure and be enforceable by the owner of Benefitted Parcels. These Covenants shall be appurtenant to both the Property and the Benefitted Parcels on the terms of this Section. The Covenants shall run with both the Property and the Benefitted Parcels, shall burden the Property and benefit the Benefitted Parcels, on the terms of this Section.
- a. The Benefitted Parcels are made up of +/- 380.1 acres, divided into 11 parcels of land. Such parcels as they as may be further divided as of the time one of events described in Section 24(b) occur, are each referred to as an "**Individual Benefitted Parcel.**" To the extent that any of the events described in Section 24(b) occur as to an Individual Benefitted Parcel, then such Individual Benefitted Parcel shall be deemed to no longer be part of the Benefitted Parcels and the owner or owners of such Individual Benefitted Parcel shall be deemed to have automatically released such Individual Benefitted Parcel from the benefits and burdens of these Covenants.
 - b. To the extent that any Individual Benefitted Parcel is no longer wholly or partially owned by Kelly Lockhart or Elizabeth Lockhart or any of their lineal descendants, then such Individual Benefitted Parcel shall be deemed to no longer be part of the Benefitted Parcels.
 - c. Within 15 days of request by the Owner of the Property, the owners of an Individual Benefitted Parcel shall execute and record a statement as to whether any of the foregoing events have occurred, but failure to execute and record such statement shall not affect the validity of the foregoing provisions.
 - d. Notwithstanding any other provision in these Covenants, to the extent that the area adjacent to the Property has been developed for residential use, the Owner may (i) be annexed into the adjacent neighborhood and subject itself to the covenants governing

such neighborhood, (ii) to the extent annexation is not permitted or approved by the adjacent neighborhood, be subjected to covenants that are substantially similar to that governing the adjacent neighborhood, or (iii) or may remain under these Covenants. In the event of such annexation or covenant imposition meeting the foregoing requirements, these Covenants shall be terminated by Declarant.

- e. Separate from the provisions and rights pursuant to Section 24(d), in addition to the provisions of Section 1 and the defined terms "Jackson Campus for Central Wyoming College" and "Permitted Use," in the event that the Owner determines that the Property is no longer usable or sufficient for Owner's use as the Jackson Campus for Central Wyoming College, then Owner may sell or otherwise transfer the Property to a third party for use for (i) early childhood, primary or secondary or (to the extent administered by the State of Wyoming or an agency of the State of Wyoming) tertiary education subject to these Covenants or (ii) residential use in conjunction with being annexed into the adjacent neighborhood and subjected to the covenants governing such neighborhood, or (iii) to the extent annexation is not permitted or approved by the adjacent neighborhood, residential use in conjunction with being subjected to covenants that are substantially similar to that governing the adjacent neighborhood. In the event of such annexation or covenant imposition meeting the foregoing requirements, these Covenants shall be terminated by Declarant.

- 25. Declarant Rights. Any of the rights or obligations of the Declarant set forth in these Covenants shall automatically be deemed transferred to the single person or entity who holds legal title to the majority of acreage that comprises the Benefitted Parcels, and the rights of the Declarant shall be deemed to automatically transfer to such majority acreage owner and be appurtenant to the owner of the majority of acreage of the Benefitted Parcels, without the need to record any written assignment. The rights of Declarant hereunder will be exercisable solely by such single, majority acreage owner, and any notices or payments by Owner hereunder shall be made solely to such single, majority acreage owner.
- 26. Severability. If any provision of these Covenants is deemed invalid or unenforceable by a court of competent jurisdiction, such invalidity or unenforceability shall not affect the validity or enforceability of any other provisions in these Covenants.
- 27. Headings. Article and Section headings contained herein are for informational purposes only and shall not control or affect the meaning or construction of any of the provisions contained herein.
- 28. Governing Law. These Covenants shall be governed by the laws of Wyoming, without regard to its conflict of law principles.
- 29. Amendment. These Covenants may be amended by an instrument signed and acknowledged by the Owner and the owners of the Benefitted Parcels.
- 30. Notices. Notices under these Covenants shall be sent by U.S. Mail, return receipt requested, postage prepaid to the address of record on the County Assessor/Treasurer website, and in the case of the Owner, also: (i) to the following address, Attn: President, Central Wyoming College,

Main Campus, 2660 Peck Ave, Riverton, WY 82501, or such other address as Owner may inform Declarant, and (ii) by e-mail to the President of Central Wyoming College.

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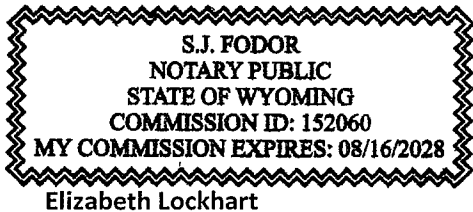
IN WITNESS WHEREOF, the undersigned have executed these Covenants on the date of signature below.

Kelly Lockhart

Kelly Lockhart

STATE OF WYOMING)
) ss
COUNTY OF TETON)

On this 2nd day of FEBRUARY, 2023, before me, the undersigned Notary Public, personally appeared Kelly Lockhart.

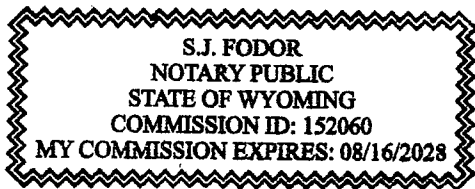


[Signature]
Notary Public

Elizabeth Lockhart

STATE OF WYOMING)
) ss
COUNTY OF TETON)

On this 2nd day of FEBRUARY, 2023, before me, the undersigned Notary Public, personally appeared Elizabeth Lockhart.



[Signature]
Notary Public

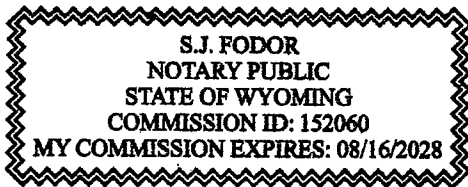
IN WITNESS WHEREOF, the undersigned have executed these Covenants on the date of signature below.

Beaver Slide LLC, a Wyoming close limited liability company

By: Kelly Lockhart
Name: Kelly Lockhart
Title: Manager

STATE OF WYOMING)
) ss
COUNTY OF TETON)

On this 2nd day of FEBRUARY, 2023, before me, the undersigned Notary Public, personally appeared Kelly Lockhart, as Manager of Beaver Slide LLC, a Wyoming close limited liability company.



[Signature]
Notary Public

STAFF REPORT



Meeting Date:	February 26, 2024	Meeting Title:	Regular Council Meeting - CONTINUANCE
Submitting Department:	Planning	Presenter:	Tyler Valentine
Agenda Item:	Request for a Subdivision Plat for the Parkside Townhome Addition at the property addressed at 445 E. Kelly Avenue (Item P23-194)	Public Comment:	Yes

Purpose & Policy Considerations.

All subdivision plats must be reviewed and approved by the Town Council at a public hearing per Section 8.5.4 of the Town of Jackson Land Development Regulations (LDRs).

Requested Action.

The applicant, Habitat for Humanity, is requesting approval of a Subdivision Plat for the Parkside at Benson Brown Station Townhome Addition at the property addressed at 445 E. Kelly Avenue (existing Lots 1-6). Specifically, the request seeks to subdivide 6 lots each with 3 townhomes and a common area lot (18 townhomes total) and create a separate lot for the historic Benson Home.

Staff is requesting that this item be continued to the regularly scheduled Town Council meeting on March 4, 2024.

Recommendations.

The Planning Director recommends **continuing** item P23-194 to the regularly scheduled Town Council meeting on March 4, 2024.

Suggested Motion. *Council always has the option to adopt, approve with conditions, continue, or deny items.*

I move to **continue** the request for a Subdivision Plat for the Parkside at Benson Brown Station Town Home Addition (P23-194) to the regularly scheduled Town Council meeting on March 4, 2024.

STAFF REPORT



Meeting Date:	February 26, 2024	Meeting Title:	Regular Town Council
Submitting Department:	Community Development	Presenter:	Paul Anthony
Agenda Item:	SUBJECT: Third Reading Ordinances F, G, H, I, J, K, M and N (P23-026)	Public Comment:	Yes

Purpose & Policy Considerations.

To approve at Third Reading Ordinances F, G, H, I, J, K, L, M, and N to amend the Town of Jackson's Land Development Regulations (LDRs) to "clean up" and improve clarity of various sections of the LDRs.

Requested Action.

Staff requests consideration of Ordinances F, G, H, I, J, K, L, M, and N to approve approximately 76 changes to the Town of Jackson's LDRs to fix errors and inconsistencies, improve clarity, and address changing needs.

Recommendation.

The Community Development Director recommends approval of Ordinances F, G, H, I, J, K, L, M, and N as presented in this staff report.

Background.

At the May 15, 2023, Town Council regular meeting, Town Council initially approved the proposed amendments and directed staff to prepare an Ordinance to amend the LDRs as presented. The Council then heard this item at first reading on December 4, 2023, and January 8, 2024, where it approved the amendments for first reading but with the removal of the following amendment items:

1. Item #4: Replacement of Nonconforming Structures;
2. Item #9: Fence Standards;
3. Item #27: Landscape Bond;
4. Item #32: Residential Unit Definition;
5. Item #38: Guest Parking;
6. Item #42: ADA Parking;
7. Item #46: Snow Storage;
8. Item #71: Plat Content;
9. Item #73: LDR Amendments [item already deleted in March, 2023]
10. Item #78: Residential Architectural Projections.

The Council directed staff to possibly bring back these amendments to the Council in the future with more comprehensive explanations of their need and impact. The staff report of the January 8, 2024, meeting is attached.

In addition, after the January 8, 2024, Council meeting, staff discovered that there was a transcription error made by staff regarding Item #15 (Sketch Plan thresholds in TS Zones) approved by the Council at the May 15, 2023, meeting. The error was neglecting to include the same increase to the Sketch Plan thresholds for both the Town Square – 1 and Town Square – 2 Zones as was clearly approved and intended – i.e., the redline version presented to Council at first reading included the threshold change only for the TS-1 zone and not the TS-2 zone. Therefore, first reading of Ordinance G was approved by the Council on January 22, 2024, and then second

reading was approved on February 5, 2024. Second reading for Ordinances F, H, I, J, K, L, M, and N was approved on January 22, 2024.

Factors for Consideration

Below are the factors that the Council considered at a regular meeting on January 8, 2024.

Zoning Text Amendment (P23-026): Pursuant to Section 8.7.1.C of the Town of Jackson Land Development Regulations, the advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt or deny a proposed LDR text amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

1. *Is consistent with the purposes and organization of the LDRs;*

Complies. The proposed cleanups seek to improve the organization of the LDRs in a number of cases where standards are more easily found in the proposed location.

2. *Improves the consistency of the LDRs with other provisions of the LDRs;*

Complies. The proposed cleanups improve the consistency of the LDRs in a number of cases where implementation of the LDRs has identified that additional sections of the LDRs need to be updated to implement an intended policy change.

3. *Provides flexibility for landowners within standards that clearly define desired character;*

Complies. The proposed cleanups more clearly define the character desired by various regulations.

4. *Is necessary to address changing conditions, public necessity, and/or state or federal legislation;*

Not applicable. The cleanups address inconsistencies, errors, and lack of clarity, they are not intended to address larger policy questions related to changes in the community.

5. *Improves implementation of the Comprehensive Plan; and*

Complies. All proposed changes are consistent with the Comprehensive Plan and the intent of this cleanup is to improve implementation of the existing approach toward executing the Comprehensive Plan.

6. *Is consistent with other adopted Town Ordinances.*

Complies. All proposed changes are consistent with or improve coordination with other Town ordinances.

ATTACHMENTS OR LINKS

Ordinances F, G, H, I, J, K, L, M, and N Combined

January 22, 2024, Council staff report (Second Reading Ordinances F, H, I, J, K, L, M, and N)
February 5, 2024, Council staff report (Second Reading Ordinance G)

SUGGESTED MOTION

I move to approve Ordinances F, G, H, I, J, K, L, M, and N on third reading.

ORDINANCE F

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1115, 1121, 1148, 1199, 1273, AND 1313; SECTION 2 OF TOWN OF JACKSON ORDINANCE NO. 1074 (PART); SECTION 3 OF TOWN OF JACKSON ORDINANCE NO. 1158, AND SECTIONS 1.3.2, 1.6.3, 1.9.2.B, 1.9.3.B, AND 1.9.5.C, OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING GENERAL PROVISIONS AND PROVIDING FOR AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1115, 1121, 1148, 1199, 1273, and 1313; Section 2 Town of Jackson Ordinance No. 1074 (part); Section 3 Town of Jackson Ordinance No. 1158; and Sections 1.3.2, 1.6.3, 1.9.2.B, 1.9.3.B, and 1.9.5.C of the Town of Jackson Land Development Regulations are hereby amended and reenacted read as follows:

...

1.3.2. Implement the Common Values of Community Character.

A. Ecosystem Stewardship.

...

2. Emit less greenhouse gases than the community did in 2012.

B. Growth Management.

1. Direct at least 60% of future growth into Complete Neighborhoods to preserve habitat, scenery and open space and provide workforce housing opportunities.

...

C. Quality of Life.

...

3. Travel by walk, bike, carpool, or transit will be more convenient than travel by single-occupancy vehicle.

...

(Ord. _____ § 1, 2024)

1.6.3. Conflicts within These LDRs.

Where provisions of these LDRs are in direct conflict, the zone-specific provision shall govern. If neither provision is zone-specific, the provision that is more specific to the characteristics of the application being reviewed shall govern. Where the text of these LDRs and examples or images may conflict, the text shall govern.

...

(Ord. _____ § 1, 2024)

1.9.2. Nonconforming Physical Development.

...

B. Maintenance, Alteration, Expansion, and Replacement.

1. **No Increase in Nonconformity.** Maintenance, alteration, replacement, or expansion shall not increase the nonconformity and shall otherwise comply with all applicable standards of these LDRs, except that maintenance, alteration, or expansion of a nonconforming property listed on the Jackson Historic Register shall not be subject to this limitation (e.g., an addition to a house or structure on the Jackson Historic Register that is nonconforming as to height may be the same height as the existing nonconforming house or historic structure).

***EXAMPLE:** An addition must meet all setbacks, floor area limits, and other standards even if a portion of the structure being added to does not meet a setback, except that a Historic Registered Resource may be expanded to the same nonconforming setback.*

...

3. **Expansion.** A nonconforming physical development shall be brought into compliance with all applicable standards of these LDRs upon cumulative expansion of greater than 20 percent of its habitable floor area or site area. Cumulative expansion is the sum of all expansions from the date the physical development became nonconforming, including all expansions under prior LDRs if the physical development became nonconforming under prior LDRs and remains nonconforming. The following exceptions shall apply to this limit on expansion.

- a. **Detached Dwelling.** This standard shall not limit the expansion of a Detached Dwelling, except that all expansions must comply with all applicable LDR standards.

...

- d. **Nonconforming Bulk and Form Standards.** These standards shall not limit expansion of a building that is nonconforming with one or more of the following standards.

...

- v. **Setback Range**

...

(Ord. ____ § 1, 2024; Ord. 1313, § 1, 2022; Ord. 1273 § 1, 2021; Ord. 1199 § 1, 2018; Ord. 1148 § 1, 2016; Ord. 1121 § 1, 2016; Ord. 1115 § 1, 2016)

1.9.3. Nonconforming Uses.

...

B. Expansion.

...

3. An expansion of a nonconforming use shall comply with all physical development, development option, and subdivision standards of these LDRs, which may preclude the 20 percent expansion allowed under subsection B.1.

...

(Ord. ____ § 1, 2024; Ord. 1313, § 1, 2022; Ord. 1158 § 3, 2017; Ord. 1115 § 1, 2016)

• • •

- • •

SECTION II.

SECTION III.

SECTION IV.

PASSED 1ST READING THE _____ DAY OF _____, 2024.
PASSED 2ND READING THE _____ DAY OF _____, 2024.
PASSED AND APPROVED THE _____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE G

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1159, 1196, 1197, 1198, 1210, 1211, 1212, 1214 THROUGH 1222, 1273, 1278, 1299, 1313, 1316, AND 1338; SECTION 2 OF TOWN OF JACKSON ORDINANCE NOS. 1074 (PART), 1122 AND 1149; SECTIONS 3 THROUGH 12 OF TOWN OF JACKSON ORDINANCE NO. 1348; AND SECTIONS 2.2.2 THROUGH 2.2.17, 2.3.10, AND 2.3.13 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING COMPLETE NEIGHBORHOOD ZONES AND PROVIDING FOR AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1159, 1196, 1197, 1198, 1210, 1211, 1212, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1273, 1278, 1299, 1313, 1316, and 1338; Section 2 of Town of Jackson Ordinance Nos. 1074 (part), 1122 and 1149; Section 3 of Town of Jackson Ordinance No. 1348; Section 4 of Town of Jackson Ordinance No. 1348; Section 5 of Town of Jackson Ordinance No. 1348; Section 6 of Town of Jackson Ordinance No. 1348; Section 7 of Town of Jackson Ordinance No. 1348; Section 8 of Town of Jackson Ordinance No. 1348; Section 9 of Town of Jackson Ordinance No. 1348; Section 10 of Town of Jackson Ordinance No. 1348; Section 11 of Town of Jackson Ordinance No. 1348; Section 12 of Town of Jackson Ordinance No. 1348; and Sections 2.2.2, 2.2.3, 2.2.4, 2.2.5, 2.2.6, 2.2.7, 2.2.8, 2.2.9, 2.2.10, 2.2.11, 2.2.12, 2.2.13, 2.2.14, 2.2.15, 2.2.16, 2.2.17, 2.3.10, and 2.3.13 of the Town of Jackson Land Development Regulations are hereby amended and reenacted read as follows:

...

2.2.2. NL-1: Neighborhood Low Density-1.

...

B. Physical Development.

...

2. Vehicle Access Standards		
Access		
Driveway width in primary/ secondary street setback (min-max)	10'-20'	B
Parking Setbacks		
Primary street (min)	0'	C
Secondary street (min)	0'	D
Side interior (min)	5'	E
Rear (min)	5'	F

3. Bulk & Mass Standards	
Design Guidelines	(Division 5.8)
The Design Guidelines apply to all residential and nonresidential development of four attached units or greater, except where exempted by Planning Director for additions of 20% or less that are consistent with existing architecture.	
Individual building (max habitable floor area above grade)	10,000 sf

...

10. Required Physical Development Permits						
Physical Development	Sketch Plan (Sec. 8.3.2)	Development Plan (Sec. 8.3.3)	Building Permit (Sec. 8.3.4)	DRC Review (Sec. 8.2.6)	Sign Permit (Sec. 8.3.6)	Grading Permit (Sec. 8.3.5)
Nonresidential Floor Area (habitable including basement)						
≤ 5,000 sf			X	X		(Sec. 5.7.1)
5,001—15,000 sf		X	X	X		(Sec. 5.7.1)
> 15,000 sf	X	X	X	X		(Sec. 5.7.1)

C. Allowed Uses and Use Standards.

1. Allowed Uses				2. Use Requirements	
Use	Permit	Density (max)	Individual Use (max)	Parking (min) (Division 6.2)	Affordable Workforce Housing Units (min) (Division 6.3)
Temporary Uses					
Construction Staging (6.1.12.G)	B	n/a	n/a	n/a	n/a

...

(Ord. ____ § 1, 2024; Ord. 1348 § 3, 2022; Ord. 1313 § 1, 2022; Ord. 1210 § 1, 2019; Ord. 1197 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1159 § 1, 2016; Ord. 1149 § 2, 2016; Ord. 1122 § 2, 2016)

2.2.3. NL-2: Neighborhood Low Density-2.

...

B. Physical Development.

...

2. Vehicle Access Standards		
Access		
Driveway width in primary /secondary street setback (min-max)	10'-20'	B
Parking Setbacks		
Primary street (min)	0'	C
Secondary street (min)	0'	D
Side interior (min)	5'	E
Rear (min)	5'	F

3. Bulk & Mass Standards	
Design Guidelines	(Division 5.8)
The Design Guidelines apply to all residential and nonresidential development of four attached units or greater, except where exempted by Planning Director for additions of 20% or less that are consistent with existing architecture.	
Scale of Development	(Sec. 9.4.13)
Individual building (max habitable floor area above grade)	10,000 sf

...

10. Required Physical Development Permits						
Physical Development	Sketch Plan (Sec. 8.3.2)	Development Plan (Sec. 8.3.3)	Building Permit (Sec. 8.3.4)	DRC Review (Sec. 8.2.6)	Sign Permit (Sec. 8.3.6)	Grading Permit (Sec. 8.3.5)

Nonresidential Floor Area (habitable including basement)						
≤ 5,000 sf			X	X		(Sec. 5.7.1)
5,001—15,000 sf		X	X	X		(Sec. 5.7.1)
> 15,000 sf	X	X	X	X		(Sec. 5.7.1)

C. Allowed Uses and Use Standards.

1. Allowed Uses				2. Use Requirements	
Use	Permit	Density (max)	Individual Use (max)	Parking (min) (Division 6.2)	Affordable Workforce Housing Units (min) (Division 6.3)
Temporary Uses					
Construction Staging (6.1.12.G)	B	n/a	n/a	n/a	n/a

...

(Ord. ____ § 1, 2024; Ord. 1348 § 4, 2023; Ord. 1211 § 1, 2019; Ord. 1197 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1159 § 1, 2016; Ord. 1149 § 2, 2016; Ord. 1122 § 2, 2016)

2.2.4. NL-3: Neighborhood Low Density-3.

...

B. Physical Development.

...

2. Vehicle Access Standards		
Access		
Driveway width in primary /secondary street setback (min-max)	10'-20'	B
Parking Setbacks		
Primary street (min)	0'	C

Secondary street (min)	0'	D
Side interior (min)	5'	E
Rear (min)	5'	F

3. Bulk & Mass Standards	
Design Guidelines	(Division 5.8)
The Design Guidelines apply to all residential and nonresidential development of four attached units or greater, except where exempted by Planning Director for additions of 20% or less that are consistent with existing architecture.	
Scale of Development	(Sec. 9.4.13)
Individual building (max habitable floor area above grade)	10,000 sf

...

C. Allowed Uses and Use Standards.

1. Allowed Uses				2. Use Requirements	
Use	Permit	Density (max)	Individual Use (max)	Parking (min) (Division 6.2	Affordable Workforce Housing Units (min) (Division 6.3
Temporary Uses					
Construction Staging (6.1.12.G)	B	n/a	n/a	n/a	n/a

...

(Ord. ____ § 1, 2024; Ord. 1348 § 5, 2023; Ord. 1313 § 1, 2022; Ord. 1212 § 1, 2019; Ord. 1197 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1159 § 1, 2016; Ord. 1149 § 2, 2016)

2.2.5. NL-4: Neighborhood Low Density-4.

...

B. Physical Development.

...

2. Vehicle Access Standards

Access		
Driveway width in primary /secondary street setback (min-max)	10'-20'	
Parking Setbacks		
Primary street (min)	0'	A
Secondary street (min)	0'	B
Side interior (min)	5'	C
Rear (min)	5'	
Rear (min)	2'	D

3. Bulk & Mass Standards	
Design Guidelines	(Division 5.8)
The Design Guidelines apply to all residential and nonresidential development of four attached units or greater, except where exempted by Planning Director for additions of 20% or less that are consistent with existing architecture.	
Scale of Development	(Sec. 9.4.13)
Individual building (max habitable floor area above grade)	10,000 sf

...

C. Allowed Uses and Use Standards.

1. Allowed Uses				2. Use Requirements	
Use	Permit	Density (max)	Individual Use (max)	Parking (min) (Division 6.2	Affordable Workforce Housing Units (min) (Division 6.3
Temporary Uses					
Construction Staging (6.1.12.G)	B	n/a	n/a	n/a	n/a

...

(Ord. ____ § 1, 2024; Ord. 1348 § 6, 2023; Ord. 1313 § 1, 2022; Ord. 1197 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1159 § 1, 2016; Ord. 1149 § 2, 2016; Ord. 1122 § 2, 2016)

2.2.6. NL-5: Neighborhood Low Density-5.

...

B. Physical Development.

1. Lot Standards		
Accessory Structure Setbacks	(Sec. 9.4.8)	
Side interior/rear (min)	5'	G H
>14 feet in height	10'	
≤14 feet in height	5'	
Second floor deck	10'	

2. Vehicle Access Standards			
Access			
Driveway width in primary /secondary street setback (min-max)	10'-20'		
Parking Setbacks			
	1 or 2 units	3 or 4 units/ nonresidential	
Primary street (min)	0'	0'	A
Secondary street (min)	0'	0'	B
Side interior (min)	5'	1'	C
Rear (min)	5'	5'	
Rear alley (min)	2'	2'	D

3. Bulk & Mass Standards	
Design Guidelines	(Division 5.8)

The Design Guidelines apply to all residential and nonresidential development of four attached units or greater, except where exempted by Planning Director for additions of 20% or less that are consistent with existing architecture.	
Accessory Structure Height	(Sec. 9.4.9)
Accessory residential unit (max)	2 stories, not to exceed 26'
Scale of Development	(Sec. 9.4.13)
Individual building (max habitable floor area above grade)	10,000 sf

...

10. Required Physical Development Permits						
Physical Development	Sketch Plan (Sec. 8.3.2)	Development Plan (Sec. 8.3.3)	Building Permit (Sec. 8.3.4)	DRC Review (Sec. 8.2.6)	Sign Permit (Sec. 8.3.6)	Grading Permit (Sec. 8.3.5)
Nonresidential Floor Area (habitable including basement)						
≤5,000 sf			X	X		(Sec. 5.7.1)
5,001—15,000 sf		X	X	X		(Sec. 5.7.1)
>15,000 sf	X	X	X	X		(Sec. 5.7.1)

...

C. Allowed Uses and Use Standards.

1. Allowed Uses				2. Use Requirements	
Use	Permit	Density (max)	Individual Use (max)	Parking (min) (Division 6.2)	Affordable Workforce Housing Units (min) (Division 6.3)
Temporary Uses					

Construction Staging (6.1.12.G)	B	n/a	n/a	n/a	n/a
------------------------------------	---	-----	-----	-----	-----

...

(Ord. ____ § 1, 2024; Ord. 1348 § 7, 2023; Ord. 1338 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1299 § 1, 2021; Ord. 1214 § 1, 2019; Ord. 1197 § 1, 2018; Ord. 1149 § 2, 2016)

2.2.7. NM-1: Neighborhood Medium Density-1.

...

B. Physical Development.

...

2. Vehicle Access Standards				
	SFD/SFA Lot width ≤25'	SFD/SFA Lot width >25'	All Other Uses	
Access				
Driveway width in primary/ secondary street setback (min-max)	Not allowed	10'-20'	10'- 20'	ⓑ
Parking Setbacks				
Primary street (min)	0'	0'	0'	Ⓒ
Secondary street (min)	0'	0'	0'	Ⓓ
Side interior (min)	5'	5'	5'	Ⓔ
Rear (min)	5'	5'	5'	
Rear alley (min)	2'	2'	2'	Ⓕ

3. Bulk & Mass Standards		
Design Guidelines		(Division 5.8)
The Design Guidelines apply to all residential and nonresidential development of four attached units or greater, except where exempted by Planning Director for additions of 20% or less that are consistent with existing architecture.		
Scale of Development		(Sec. 9.4.13)
Individual building (max habitable floor area above grade)	10,000 sf	10,000 sf

...

C. Allowed Uses and Use Standards.

1. Allowed Uses				2. Use Requirements	
Use	Permit	Density (max)	Individual Use (max)	Parking (min) (Division 6.2	Affordable Workforce Housing Units (min) (Division 6.3
Residential					
Detached Dwelling (6.1.4.B)	Y	(E.1)	8,000 sf habitable excluding basement	2/DU	$0.000017(sf) + (Exp(-15.49 + 1.59*Ln(sf)))/2.176$
Attached Dwelling (6.1.4.B)	B	2 unit per lot		1/DU if < 2 bedrooms and < 500 sf; otherwise, 1.5/DU	$0.000017(sf) + (Exp(-14.17 + 1.59*Ln(sf)))/2.176$
Apartment (6.1.4.D)(E.1)	B	(E.1)			$0.000017(sf) + (Exp(-14.17 + 1.59*Ln(sf)))/2.176$
Temporary Uses					
Construction Staging (6.1.12.G)	B	n/a	n/a	n/a	n/a

...

(Ord. ____ § 1, 2024; Ord. 1348 § 8, 2023; Ord. 1313 § 1, 2022; Ord. 1215 § 1, 2019; Ord. 1197 § 1, 2018; Ord. 1149 § 2, 2016)

2.2.8. NM-2: Neighborhood Medium Density-2.

...

B. Physical Development.

1. Lot Standards		
Primary Building Setbacks	(Sec. 9.4.8)	
Rear (min)	10'	D
Landscaping	(Division 5.5)	
Plant units (min)		
1,2,3-Unit Residential	1 per lot	

2. Vehicle Access Standards		
Access		
Driveway width in primary/secondary street setback (min-max)	10'-20'	
Parking Setbacks		
Primary street (min)	0'	A
Secondary street (min)	0'	B
Side interior (min)	1'	C
Rear (min)	5'	
Rear alley (min)	0'	D

3. Bulk & Mass Standards	
Design Guidelines	(Division 5.8)
The Design Guidelines apply to all residential and nonresidential development of four attached units or greater, except where exempted by Planning Director for additions of 20% or less that are consistent with existing architecture.	
Scale of Development	(Sec. 9.4.13)
Floor area ratio (FAR max)	
Individual building (max habitable floor area above grade)	10,000 sf

...

C. Use Standards.

1. Allowed Uses				2. Use Requirements	
Use	Permit	Density (max)	Individual Use (max)	Parking (min) (Division 6.2)	Affordable Workforce Housing Units (min) (Division 6.3)
Temporary Uses					
Construction Staging (6.1.12.G)	B	n/a	n/a	n/a	n/a

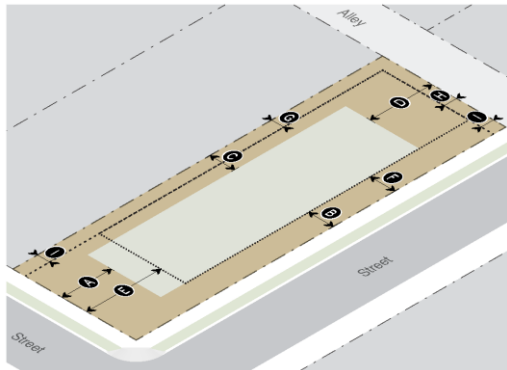
...

(Ord. ____ § 1, 2024; Ord. 1348 § 9, 2023; Ord. 1316 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1216 § 1, 2019; Ord. 1197 § 1, 2018; Ord. 1149 § 2, 2016)

2.2.9. NH-1: Neighborhood High Density 1.

...

B. Physical Development.

1. Lot Standards		
		
Primary Building Setbacks		(Sec. 9.4.8)
Rear (min)	10'	D
Landscaping		(Division 5.5)
Plant units (min)		
1,2,3-Unit Residential		1 per lot

2. Vehicle Access Standards		
Access		
Driveway width in primary/ secondary street setback (min-max)	10'-20'	
Parking Setbacks		
Primary street (min)	0'	A
Secondary street (min)	0'	B
Side interior (min)	1'	C
Rear (min)	5'	
Rear alley (min)	0'	D

3. Bulk & Mass Standards	
Design Guidelines	(Division 5.8)
The Design Guidelines apply to all residential and nonresidential development of four attached units or greater, except where exempted by Planning Director for additions of 20% or less that are consistent with existing architecture.	
Scale of Development	(Sec. 9.4.13)

...

C. Use Standards.

1. Allowed Uses				2. Use Requirements	
Use	Permit	Density (max)	Individual Use (max)	Parking (min) (Division 6.2	Affordable Workforce Housing Units (min) (Division 6.3
Residential					
Detached Dwelling (6.1.4.B)	B	(E.1)	8,000 sf habitable	1/DU if < 2 bedrooms and < 500 sf;	$0.000017(sf) + (Exp(-15.49 + 1.59*Ln(sf)))/2.176$

Attached Dwelling (6.1.4.C)(E.1)	B	(E.1)	excluding basement	otherwise, 1.5/DU	0.000017(sf) + (Exp(-14.17 + 1.59*Ln(sf)))/2.176
Apartment (6.1.4.D)	B	(E.1)			
Temporary Uses					
Construction Staging (6.1.12.G)	B	n/a	n/a	n/a	n/a

...

(Ord. ____ § 1, 2024; Ord. 1348 § 10, 2023; Ord. 1316 § 1, 2022; Ord. 1313 § 1, 2022; Ord. 1217 § 1, 2019; Ord. 1197 § 1, 2018; Ord. 1149 § 2, 2016)

2.2.10. OR: Office Residential.

...

B. Physical Development.

1.Lot Standards	
Fencing	
Access	
Curb cut width (max)	20'

...

10. Physical Development Permits Required							
Physical Development	Sketch Plan (Sec. 8.3.2)	Development Plan (Sec. 8.3.3)	Building Permit (Sec. 8.3.4)	DRC Review (Sec. 8.2.6)	Sign Permit (Sec. 8.3.6)	Grading Permit (Sec. 8.3.6)	Floodplain Permit
Floor Area (habitable including basement)							
< 6,900 sf			X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
6,900—13,800 sf		X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
> 13,800 sf	X	X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)

< 6,900 sf			X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
6,900—13,800 sf		X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
> 13,800 sf	X	X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
> 13,800 sf for only residential use	Optional	X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)

C. Use Standards.

1. Allowed Uses				2. Use Requirements	
Use	Permit	Individual Use (max)	Density (max)	Parking (min) (Division 6.2)	Affordable Workforce Housing Units (min) (Division 6.3)
Residential					
Attached Dwelling (6.1.4.C)	B	8,000 sf habitable excluding basement	n/a	1/DU if < 2 bedrooms and < 500 sf; otherwise, 1.5/DU	0.000017(sf) + (Exp(-14.17 + 1.59*Ln(sf)))/2.176
Apartment (6.1.4.D)	B				
Group Home (6.1.4.G)	C	n/a	n/a	0.25/bed	exempt

...

(Ord. ____ § 1, 2024; Ord. 1313 § 1, 2022; Ord. 1220 § 1, 2019; Ord. 1198 § 1, 2018; Ord. No. 1149 § 2, 2016)

2.2.13. CR-3: Commercial Residential-3.

...

B. Physical Development.

...

10. Physical Development Permits Required

Physical Development	Sketch Plan (Sec. 8.3.2)	Development Plan (Sec. 8.3.3)	Building Permit (Sec. 8.3.4)	DRC Review (Sec. 8.2.6)	Sign Permit (Sec. 8.3.6)	Grading Permit (Sec. 8.3.6)	Floodplain Permit
Floor Area (habitable including basement)							
< 9,750 sf			X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
9,750—19,500 sf		X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
> 19,500 sf	X	X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
> 19,500 sf for only residential use	Optional	X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)

C. Use Standards.

1. Allowed Uses				2. Use Requirements	
Use	Permit	Individual Use (max)	Density (max)	Parking (min) (Division 6.2)	Affordable Workforce Housing Units (min) (Division 6.3)
Residential					
Attached Dwelling (6.1.4.C)	B	8,000 sf habitable excluding basement	n/a	1/DU if < 2 bedrooms and < 500 sf; otherwise, 1.5/DU	0.000017(sf) + (Exp(-14.17 + 1.59*Ln(sf)))/2.176
Apartment (6.1.4.D)	B				
Group Home (6.1.4.G)	C	n/a	n/a	0.25/bed	exempt

...

E. Additional Zone-specific Standards.

4. Workforce Housing Incentive for Additional Height. A structure may be 48 feet in height and 4 stories provided the following criteria are met.

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

iii. It shall be exempt from the calculation of affordable housing required by Div. 6.3 but shall not be used to meet the affordable housing requirement for the project.

...

8. Mini-Storage Setback. Mini-Storage use shall be setback at least 100 feet from the Highway 89/191 ROW.

(Ord. ____ § 1, 2024; Ord. 1348 § 12, 2023; Ord. 1313 § 1, 2022; Ord. 1273 § 1, 2021; Ord. 1221 § 1, 2019; Ord. 1197 § 1, 2018; Ord. 1149 §, 2, 2016)

2.2.14. DC-1: Downtown Core-1.

...

10. Physical Development Permits Required							
Physical Development	Sketch Plan (Sec. 8.3.2)	Development Plan (Sec. 8.3.3)	Building Permit (Sec. 8.3.4)	DRC Review (Sec. 8.2.6)	Sign Permit (Sec. 8.3.6)	Grading Permit (Sec. 8.3.6)	Floodplain Permit
Floor Area (habitable including basement)							
< 19,500 sf			X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
19,500—39,000 sf		X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
> 39,000 sf	X	X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
> 39,000 sf for only residential use	optional	X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)

C. Use Standards.

1. Allowed Uses				2. Use Requirements	
Use	Permit	Individual Use (max)	Density (max)	Parking (min) (Division 6.2)	Affordable Workforce Housing

					Units (min) (Division 6.3)
Residential					
Attached Dwelling (6.1.4.C)	B	8,000 sf habitable excluding basement	n/a	1/DU if < 2 bedrooms and < 500 sf; otherwise, 1.5/DU	0.000017* sf + (Exp(-14.17 + 1.59*Ln(sf)))/2.176
Apartment (6.1.4.D)	B				
Group Home (6.1.4.G)	C	n/a	n/a	0.25/bed	exempt
Amusement/Recreation					
Developed Recreation (6.1.7.D)	B	n/a	n/a	2.25/1,000 sf	independent calculation

...

(Ord. _____ § 1, 2024; Ord. 1313 § 1, 2022; Ord. 1278 § 1, 2020; Ord. 1222 § 1, 2019; Ord. 1198 § 1, 2018; Ord. 1149 § 2, 2016)

2.2.15. DC-2: Downtown Core-2.

...

B. Physical Development.

...

10. Physical Development Permits Required							
Physical Development	Sketch Plan (Sec. 8.3.2)	Development Plan (Sec. 8.3.3)	Building Permit (Sec. 8.3.4)	DRC Review (Sec. 8.2.6)	Sign Permit (Sec. 8.3.6)	Grading Permit (Sec. 8.3.6)	Floodplain Permit
Floor Area (habitable including basement)							
< 19,500 sf			X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
19,500—39,000 sf		X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
> 39,000 sf	X	X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)

> 39,000 sf for only residential use	Optional	X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
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C. Use Standards.

1. Allowed Uses				2. Use Requirements	
Use	Permit	Individual Use (max)	Density (max)	Parking (min) (Division 6.2	Affordable Workforce Housing Units (min) (Division 6.3
Residential					
Attached Dwelling (6.1.4.C)	B	8,000 sf habitable excluding basement	n/a	1/DU if < 2 bedrooms and < 500 sf; otherwise, 1.5/DU	0.000017* sf + (Exp(-14.17 + 1.59*Ln(sf)))/2.176
Apartment (6.1.4.D)	B				
Group Home (6.1.4.G)	C	n/a	n/a	0.25/bed	exempt
Amusement/Recreation					
Developed Recreation (6.1.7.D)	B	n/a	n/a	2.25/1,000 sf	independent calculation

...

(Ord. ____ § 1, 2024; Ord. 1313 § 1, 2022; Ord. 1278 § 1, 2020; Ord. 1149 § 2, 2016)

2.2.16. TS-1: Town Square-1.

...

B. Physical Development.

...

2. Bulk Standards	
Scale of Development	
Single building (max habitable floor area above grade)	15,000 sf

...

9. Physical Development Permits Required

Physical Development	Sketch Plan (Sec. 8.3.2)	Development Plan (Sec. 8.3.3)	Building Permit (Sec. 8.3.4)	DRC Review (Sec. 8.2.6)	Sign Permit (Sec. 8.3.6)	Grading Permit (Sec. 8.3.6)	Floodplain Permit
Floor Area (habitable including basement)							
≤ 10,000 sf			X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
10,001—30,000 sf		X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
> 30,000 sf	X	X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)

...

(Ord. _____ § 1, 2024; Ord. 1149 § 2, 2016; Ord. 1278 § 1, 2020)

2.2.17. TS-2: Town Square-2.

• • •

B. Physical Development.

...

2. Bulk Standards

Scale of Development

Single building (max habitable floor area above grade)	15,000 SF
--	-----------

...

9. Physical Development Permits Required

Physical Development	Sketch Plan (Sec. 8.3.2)	Development Plan (Sec. 8.3.3)	Building Permit (Sec. 8.3.4)	DRC Review (Sec. 8.2.6)	Sign Permit (Sec. 8.3.6)	Grading Permit (Sec. 8.3.6)	Floodplain Permit
Floor Area (habitable including basement)							

< 10,000 sf			X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
10,000—30,000 sf		X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)
> 30,000 sf	X	X	X	X		(Sec. 5.7.1)	(Sec. 5.4.4)

...

(Ord. ____ § 1, 2024; Ord. 1149 § 2, 2016; Ord. 1278 § 1, 2020)

2.3.10. Business Park (BP).

...

B. Physical Development.

1. Structure Location and Mass
Exceptions
Detached Accessory Structure. A detached accessory structure shall be separated a minimum of 5 feet from another structure. A detached accessory structure of less than 14 feet in height shall have a side and rear setback of 5 feet.

2. Maximum Scale of Development
Individual Building (max habitable floor area above grade)
Single building 15,000 sf

...

12. Required Physical Development Permits						
Physical Development	Sketch Plan (Sec. 8.3.2)	Development Plan (Sec. 8.3.3)	Building Permit (Sec. 8.3.4)	DRC Review (Sec. 8.2.6)	Sign Permit (Sec. 8.3.6)	Grading Permit (Sec. 8.3.5)
Nonresidential Floor Area (habitable including basement)						
≤ 5,000 sf			X	X		(Sec. 5.7.1)

5,001—15,000 sf		X	X	X		(Sec. 5.7.1)
> 15,000 sf	X	X	X	X		(Sec. 5.7.1)

...

(Ord. ____ § 1, 2024; Ord. 1196 § 1, 2018; Ord. 1159 § 1, 2016)

2.3.13. Mobile Home Park (MHP).

...

B. Physical Development.

...

5. Landscaping(Division 5.5)
Plant Units (min)
Residential 1 per lot
Nonresidential 1 per 1,000 sf of landscape area
Parking Lot 1 per 8 parking spaces

...

12. Required Physical Development Permits						
Physical Development	Sketch Plan (Sec. 8.3.2)	Development Plan (Sec. 8.3.3)	Building Permit (Sec. 8.3.4)	DRC Review (Sec. 8.2.6)	Sign Permit (Sec. 8.3.6)	Grading Permit (Sec. 8.3.5)
Nonresidential Floor Area (habitable including basement)						
≤ 5,000 sf			X	X		(Sec. 5.7.1)
5,001—15,000 sf		X	X	X		(Sec. 5.7.1)
> 15,000 sf	X	X	X	X		(Sec. 5.7.1)

...

E. Additional Zone-specific Standards. The following standards apply in addition to all other standards applicable in the MHP zone.

1. Mobile Homes. A mobile home shall be located within a mobile home park.

2. Existing Mobile Home Parks. Existing mobile home parks within the MHP zone shall be allowed to continue, expand, and redevelop, provided the standards in this Subsection are met.

a. Density. The number of units in an existing mobile home park in the MHP zone shall not be limited.

b. Area. Each mobile home within an expansion area or redeveloped park shall have a lot or pad land area that equals or exceeds the average size of a mobile home lot or pad in the existing mobile home park, not including open space areas clearly heretofore undeveloped. Land that typically serves as yard area between mobile homes shall be included in the existing land area per individual mobile homes, unless the area between two particular mobile homes is clearly in excess of the average, to the extent that another mobile home could be located there.

c. Impervious Surface. The impervious coverage per mobile home lot or pad in the expansion area or redeveloped park shall be equal to or less than the average amount of impervious coverage per mobile home lot or pad in the existing park.

d. Yards. Each mobile home within the expansion area or redeveloped park shall have yards that equal or exceed the average yards for the mobile homes in the existing park. Front, side, and rear yards in the expansion area or redeveloped park shall equal or exceed the average front, side, and rear yards respectively.

e. Size. A mobile home can be replaced with a larger mobile home.

f. Yards. A relocated mobile home shall be set back a minimum of 5 feet from the mobile home park property line.

(Ord. ____ § 1, 2024; Ord. 1196 § 1, 2018; Ord. 1159 § 1, 2016)

SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION IV.

This Ordinance shall become effective after its passage, approval and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.

PASSED 2ND READING THE ____ DAY OF _____, 2024.

PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____

Hailey Morton Levinson, Mayor

ATTEST:

BY: _____

Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)

) ss.

COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the ____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE H

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NO. 1313; SECTION 2 OF TOWN OF JACKSON ORDINANCE NO. 1074 (PART); AND SECTION 3.3.1.B OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING RURAL AREA ZONES AND PROVIDING FOR AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

SECTION I.

Section 1 of Town of Jackson Ordinance No. 1313; Section 2 Town of Jackson Ordinance No. 1074 (part); and Section 3.3.1.B of the Town of Jackson Land Development Regulations are hereby amended and reenacted read as follows:

3.3.1. Rural Residential-Town (R).

...

B. Physical Development.

...

5.Landscaping(Div. 5.5)	
Plant Units (min)	
	Residential 1 per lot
	Nonresidential 1 per 1,000 sf of landscape area
	Parking Lot (all uses) 1 per 8 parking spaces

...

12. Required Physical Development Permits						
Physical Development	Sketch Plan (Sec. 8.3.2)	Development Plan (Sec. 8.3.3)	Building Permit (Sec. 8.3.4)	DRC Review (Sec. 8.2.6)	Sign Permit (Sec. 8.3.6)	Grading Permit (Sec. 8.3.5)
Nonresidential Floor Area (habitable including basement)						
≤ 5,000 sf			X	X		(Sec. 5.7.1)
5,001—15,000 sf		X	X	X		(Sec. 5.7.1)
> 15,000 sf	X	X	X	X		(Sec. 5.7.1)

...

Ord. _____ § 1, 2024; Ord. 1313 § 1, 2022)

SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION IV.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE _____ DAY OF _____, 2024.

PASSED 2ND READING THE _____ DAY OF _____, 2024.

PASSED AND APPROVED THE _____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE I

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NO. 1198; SECTION 2 OF TOWN OF JACKSON ORDINANCE NOS. 1074 (PART) AND 1161; AND SECTIONS 4.2.1, 4.2.2, AND 4.4.1 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING SPECIAL PURPOSE ZONES AND PROVIDING FOR AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

SECTION I.

Section 1 of Town of Jackson Ordinance No. 1198; Section 2 Town of Jackson Ordinance Nos. 1074 (part) and 1161; and Sections 4.2.1, 4.2.2, and 4.4.1 of the Town of Jackson Land Development Regulations are hereby amended and reenacted read as follows:

...

4.2.1. Public/Semi-Public—Town (P/SP)

...

B. Physical Development.

...

12. Required Physical Development Permits						
Physical Development	Sketch Plan (Sec. 8.3.2)	Development Plan (Sec. 8.3.3)	Building Permit (Sec. 8.3.4)	DRC Review (Sec. 8.2.6)	Sign Permit (Sec. 8.3.6)	Grading Permit (Sec. 8.3.5)
Nonresidential Floor Area (habitable including basement)						
≤ 5,000 sf			X	X		(Sec. 5.7.1)
5,001—15,000 sf		X	X	X		(Sec. 5.7.1)
> 15,000 sf	X	X	X	X		(Sec. 5.7.1)

...

(Ord. ____ § 1, 2024)

4.2.2. Park and Open Space—Town (P)

...

B. Physical Development.

...

12. Required Physical Development Permits						
Physical Development	Sketch Plan (Sec. 8.3.2)	Development Plan (Sec. 8.3.3)	Building Permit (Sec. 8.3.4)	DRC Review (Sec. 8.2.6)	Sign Permit (Sec. 8.3.6)	Grading Permit (Sec. 8.3.5)

Nonresidential Floor Area (habitable including basement)						
≤ 5,000 sf			X	X		(Sec. 5.7.1)
5,001—15,000 sf		X	X	X		(Sec. 5.7.1)
> 15,000 sf	X	X	X	X		(Sec. 5.7.1)

C. Use Standards.

1.Allowed Uses				2.Use Requirements	
Use	Permit	BSA (min)	Density (max)	Parking (min) (Div. 6.2)	Affordable Workforce Housing Units (min) (Div. 6.3)
Amusement/Recreation					
Developed Recreation (6.1.6.D)	C	0 sf	n/a	4.5/1,000 sf	independent calculation

...

(Ord. ____ § 1, 2024; Ord. No. 1161 § 2, 2017)

4.4.1. All Planned Unit Development (PUD) zones

...

H. List of Approved Planned Unit Development Zones—Town (PUD).

1. Planned Unit Development—Neighborhood High Density-1 (P15-029) (PUD-NH-1 (P15-029)) (135 West Kelly Avenue)
2. Planned Unit Development—Neighborhood Medium Density-2 (P16-017) (PUD-NM-2 (P16-017)) (1255 West Highway 22)
3. Planned Unit Development—Neighborhood High Density-1 (P16-019) (PUD-NH-1 (P16-019)) (655 Powderhorn Lane)
4. Planned Unit Development—Neighborhood Low Density-5 (P16-061) (PUD-NL-5 (P16-061)) (335 Redmond Street)
5. Planned Unit Development—Neighborhood High Density-1 (P16-079) (PUD-NH-1 (P16-079)) (60 Rosencrans)
6. Planned Unit Development—Neighborhood High Density-1 (P17-021) (PUD-NH-1(P17-021)) (550 W. Broadway)
7. Planned Unit Development—Neighborhood Medium Density-2 (P17-201) (PUD-NM-2-(P17-201)) (640 and 650 S. Glenwood Street)
8. Planned Unit Development—Commercial Residential-3 (P14-049) (PUD-CR-3 (P14-049)) (1200 South Highway 89)

...

(Ord. ____ § 1, 2024; Ord. No. 1161 § 2, 2017)

SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION IV.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.

PASSED 2ND READING THE ____ DAY OF _____, 2024.

PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the ____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE J

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1197, 1273, AND 1313; SECTION 2 OF TOWN OF JACKSON ORDINANCE NOS. 1074 (PART), 1124, AND 1151; SECTION 4 OF TOWN OF JACKSON ORDINANCE NOS. 1124 AND 1151; AND SECTIONS 5.4.3, 5.5.3, 5.5.4, 5.7.2, 5.7.4, AND 5.8.1 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING PHYSICAL DEVELOPMENT STANDARDS APPLICABLE IN ALL ZONES AND PROVIDING FOR AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1197, 1273, and 1313; Section 2 Town of Jackson Ordinance Nos. 1074 (part), 1124, and 1151; Section 4 Town of Jackson Ordinance Nos. 1124, and 1151; and Sections 5.4.3, 5.5.3, 5.5.4, 5.7.2, 5.7.4, and 5.8.1 of the Town of Jackson Land Development Regulations are hereby amended and reenacted read as follows:

...

5.4.3. Faults.

- A. Comply with Building Code - All structures shall comply with the currently adopted Building Code.
- B. Notification on Development Plan/Final Plat. A note shall be placed on all development plans and plats stating that none, all, or specific lots could be impacted by a fault line potentially subject to movement existing on or in the proximity of the site. Fault lines shall be identified from fault line maps for the area.
- C. Review by Town Engineer. All proposed physical development in proximity to a fault potentially subject to movement shall be prepared by a professional engineer registered in the State of Wyoming.

...

(Ord. _____ § 1, 2024)

5.5.3. Required Plant Units.

...

B. Requirements.

- 1. One, Two, and Three Unit Residential. All new residential development of fewer than four units shall provide a minimum of one plant unit per lot.

...

C. Parking Lot Requirements.

- 1. General.

Required Plant Units per Parking Space by Use and Zone				
Use				
Zone	Agriculture	Residential	Institutional	All Other Uses
R	0	—	—	1 per eight spaces
MHP	—	—	—	1 per eight spaces
NL-1	—	—	1 per 12 spaces	1 per 12 spaces
NL-2	—	—	1 per 12 spaces	1 per 12 spaces
NL-3	—	—	—	—
NL-4	—	—	—	—
NL-5	—	—	1 per 12 spaces	1 per 12 spaces
NM-1	—	—	—	—
NM-2	—	1 per 12 spaces	1 per 12 spaces	1 per 12 spaces
NH-1	—	1 per 12 spaces	1 per 12 spaces	1 per 12 spaces
BP	—	—	—	1 per 16 spaces
CR-1	—	—	—	1 per 12 spaces
CR-2	—	—	—	1 per 12 spaces
CR-3	—	—	—	1 per 12 spaces
OR	—	—	—	1 per 12 spaces
P/SP	—	—	—	1 per 8 spaces

...

E. Standard Plant Unit.

...

4. Cost Substitutions for Plant Units. The applicant may substitute a plant unit of equivalent cost to that of a standard plant unit alternative in Section 5.5.3.E.1 with the approval of the Planning Director. The cost of the proposed equivalent plant unit shall be the average of alternatives A, B, and C, as established by the Planning Director, and shall not include irrigation or installation costs.

(Ord. ____ § 1, 2024; Ord. 1313 § 1, 2022; Ord. 1197 § 1, 2018; Ord. 1151 § 2, 2016; Ord. 1124 § 2, 2016)

5.5.4. General Landscaping Standards.

A. Landscape Area Required. All landscaped areas shall meet the definition of landscape surface area provided in Section 9.5 and the requirements below:

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 commercial zones and 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.

...

(Ord. ____ § 1, 2024; Ord. 1151 § 2, 2016; Ord. No. 1124 § 2, 2016)

5.7.2. Grading Standards.

...

B. Grading Standards.

...

4. Retaining Walls and Facings. Retaining walls for residential projects shall comply with the International Residential Code as adopted. Retaining walls for commercial projects shall comply with the International Building Code as adopted. Retaining walls shall be designed by a professional engineer registered in the State of Wyoming.

...

11. Building Codes. Site grading shall comply with the International Residential and Building Codes as adopted.

(Ord. § 1, 2024)

...

5.7.4. Stormwater Management Standards.

...

B. Design Requirements for Stormwater Management Facilities.

1. 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. Residential development shall comply with the International Residential Code as adopted.

2. Design Regulations.

- a. Method of Calculation. The "rational method" shall be used to calculate peak flow rates. The "modified-rational method" shall be used to calculate volumetric requirements for drainage areas of ten acres or less. The "Soil Conservation Service method" shall be used to calculate volumetric requirements when the drainage area is more than ten acres. Single lot residential development is exempt from these calculations and drainage shall comply with International Residential Code. Intensity, duration, frequency data included in the table below shall be used. Calculations for sites known to have greater precipitation shall increase these figures by an appropriate amount. Data 20 percent greater shall be used for the Teton Village area.

...

- f. Cleaning of Basins and Underground Facilities. Basins and underground facilities shall be designed to allow periodic cleaning and removal of sediments. Sediment traps shall be designed to permit periodic cleaning and maintenance.

...

- h. Pollution Abatement. Where a physical development, use, development option, or subdivision will cause the introduction of new pollutants into the runoff water, adequate provision shall be made for the storage, treatment, and removal of such pollutants. Any private connection to the Town's stormwater utility requires pretreatment approved by the Town Engineer.

- i. Underground Injection. Underground injection shall comply with Wyoming State Rules and Regulations. All systems must be equipped with serviceable "maintenance" chambers, inspection ports, and overflow facilities. Maintenance rows shall be accessible and designed to minimize the migration of sediment and debris into the greater infiltration system. Access to facilities shall be accessible by appropriate service equipment and vehicles. Accesses shall not be concealed.

...

(Ord. ____ § 1, 2024)

5.8.1. Applicability.

A. Town Design Guidelines.

...

3. All applications for residential development that includes four or more attached units, including ARUs.

(Ord. ____ § 1, 2024; Ord. 1273 § 1, 2021; Ord. 1197 § 1, 2018; Ord. 1151 § 4, 2016; Ord. 1124 § 4, 2016)

SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION IV.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.

PASSED 2ND READING THE ____ DAY OF _____, 2024.

PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ORDINANCE K

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1125, 1152, 1163, 1170, 1196, 1197, 1198, 1221, 1270, 1299, AND 1313; SECTION 2 OF TOWN OF JACKSON ORDINANCE NOS. 1074 (part), 1125, 1152, and 1170; SECTION 3 OF TOWN OF JACKSON ORDINANCE NO. 1139; SECTIONS 4, 5, AND 10 OF TOWN OF JACKSON ORDINANCE NO. 1163; AND SECTIONS 6.1.1, 6.1.6, 6.1.11, 6.1.12, 6.2.2, 6.2.5, 6.3.3, 6.3.5, 6.4.1, AND 6.4.2 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING USE STANDARDS APPLICABLE IN ALL ZONES AND PROVIDING FOR AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1125, 1152, 1163, 1170, 1196, 1197, 1198, 1221, 1270, 1299, and 1313; Section 2 Town of Jackson Ordinance Nos. 1074 (part), 1125, 1152, and 1170; Section 3 Town of Jackson Ordinance No. 1139; Section 4 Town of Jackson Ordinance No. 1163; Section 5 Town of Jackson Ordinance No. 1163; Section 10 Town of Jackson Ordinance No. 1163; and Sections 6.1.1, 6.1.6, 6.1.11, 6.1.12, 6.2.2, 6.2.5, 6.3.3, 6.3.5, 6.4.1, and 6.4.2 of the Town of Jackson Land Development Regulations are hereby amended and reenacted read as follows:

6.1.1. Use Schedule.

...

F. Use Schedule.

Use Schedule: Town Character Zones																
USE CATEGORY	Complete Neighborhood Zones														Rural Area Zones	Def/Std
Specific Use	NL-1	NL-2	NL-3	NL-4	NL-5	NM-1	NM-2	NH-1	DC	CR-1	CR-2	CR-3	OR	n/a		
Temporary Uses																
Construction Staging	B	B	B	B	B	B	B	B	—	—	—	—	—	—	6.1.12.G	

Y = Use allowed, no use permit required (LO) = Only allowed in Lodging Overlay — = Use not allowed

B = Basic Use Permit required C = Conditional Use Permit required S = Special Use Permit required

²= Use subject to zone specific standards

Use Schedule: Town Legacy Zones				
USE CATEGORY	Complete Neighborhood Zones	Rural Area Zones	Civic Zones	Def/Std

Specific Use	TS	UC	BP	MHP	R	P/SP	P	
Amusement/Recreation								6.1.7
Developed Recreation	—	B	C	—	—	C	C	6.1.7.D
Temporary Uses								6.1.12
Construction Staging	—	—	—	—	—	—	—	6.1.12.G

Key: Y = Use allowed, no use permit required — = Use not allowed ^z = Use subject to zone specific standards

(LO) = Only allowed in Lodging Overlay (OF) = Only allowed in Office Overlay

B = Basic Use Permit required C = Conditional Use Permit required S = Special Use Permit required

...

(Ord. ____ § 1, 2024; Ord. 1313 § 1, 2022; Ord. 1299 § 1, 2021; Ord. 1221 § 1, 2019; Ord. 1198 § 1 2018; Ord. 1197 § 1, 2018; Ord. 1170 § 1, 2017; Ord. 1163 § 1, 2017; Ord. 1152 § 1 2016; Ord. 1139 § 3, 2016; 1125 § 1, 2016)

6.1.6. Commercial Uses.

...

C. Retail.

...

2. Standards.

- a. Outdoor seating that is used for less than 6 months of the year does not trigger any parking, housing, or other use requirements. However, it may trigger other requirements in the Municipal Code such as sewer fees.

...

E. Restaurant/Bar.

...

2. Standards.

...

- b. Outdoor seating that is used for less than 6 months of the year does not trigger any parking, housing, or other use requirements. However, it may trigger other requirements in the Municipal Code such as sewer fees.

...

(Ord. ____ § 1, 2024; Ord. 1163 § 5, 2017; Ord. 1152 § 1, 2016; Ord. 1125 § 1, 2016)

6.1.11. Accessory Uses.

...

E. Home Business.

...

3. **Standards.**

...

- c. A home business shall not have more than three total employees, excluding the owner/operator.

...

- e. No more than 25 percent of the maximum habitable floor area of the primary dwelling unit shall be occupied by the home business; however, part or all of the nonhabitable floor area in permitted accessory structures may be used for the business.

...

(Ord. _____ § 1, 2024)

6.1.12. Temporary Uses.

...

G. **Temporary Construction Staging.**

1. **Definition.** Temporary construction staging means the use of a residentially zoned property for the temporary storage of construction vehicles, construction materials, or snow for an off-site project under construction.
2. **Standards.**
 - a. The property shall only be used to store equipment and materials (including snow storage) for an off-site project that has an active physical development permit (e.g., building or grading permit);
 - b. The use permit for the construction staging shall expire when the associated off-site physical development permit is completed;
 - c. A temporary construction staging site shall not be approved on the same property within 3 years of expiration of any use permit for the same use;
 - d. All construction equipment and materials must be screened by an opaque fence six feet in height;
 - e. The hours of operation shall be limited to 7am to 6pm for all days of the week.
 - f. All neighbors within 200 feet shall be noticed of the use per Section 8.2.14.C.2.
 - g. The property shall be located within half a mile of the associated off-site project.
 - h. All activities allowed by the use permit are subject to the noise limitations in Municipal Code 9.44.010.B and are not exempt as provided in 9.44.015.A.iii.
 - i. A grading permit on the applicant's site may be required per Division 5.7 concurrent with the use permit depending on the extent of land disturbance.

...

(Ord. _____ § 1, 2024)

6.2.2. Required Parking and Loading.

A. **Required Parking.** The minimum required parking spaces that shall be provided for each use in these LDRs is specified in Subsection C.2 of the section for the zone in which the use is to be located. Where a minimum requirement is not listed it shall be determined by the Planning Director upon finding the proposed use has need for parking.

1. **Administrative Adjustment.** The Planning Director may establish a lesser parking requirement pursuant to the procedure of Section 8.8.2 based on information from reliable sources that demonstrates a lesser standard is workable due to anticipated parking demand or alternative transportation services available.

...

B. **Shared Parking.**

1. **Residential and Nonresidential Uses.**

Percentage of Nonresidential Parking Spaces that May Be Shared		
Nonresidential Use	Affordable Workforce Housing or ARU	Other Residential Use
Retail	100%	25%
Office	100%	75%
Restaurant/Bar	100%	20%
Service	100%	25%
All Industrial Uses	100%	75%
Other nonlodging, nonresidential uses	100%	20%

...

(Ord. ____ § 1, 2024; Ord. 1198 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1170 § 2, 2016; Ord. 1163 § 10, 2016; Ord. 1152 § 2, 2016; Ord. 1125 § 2, 2016)

6.2.5. Off-Street Parking and Loading Design Standards.

A. **Surface and Drainage.**

1. **Paving Required.** Outdoor, off-street parking and loading areas, aisles and access drives shall be paved, except parking areas, aisles and access drives off gravel alleys which may be gravel. Parking on landscape area is prohibited.
2. **Paving Standards.** Paved parking and loading areas, aisles and access drives shall be paved with concrete, grasscrete, paving blocks, asphalt, or another non-gravel all weather surface.

...

B. **Access and Circulation Standards.**

...

3. **Backing onto Roads and Public Streets Prohibited.** Except for parking facilities serving lots for detached dwellings and parking facilities accommodating five vehicles or less, all off-street parking spaces shall open directly onto a parking aisle and be designed so that it will not be necessary for vehicles to back out into any road or public street.

...

D. **Parking Facility Dimensions.**

1. **Parking Space Dimensions.**

...

- b. **Length.**

...

- iii. **Ally Access.** Any parking space accessed perpendicularly, directly from any alley shall have a minimum length of 22 feet. Any parking space accessed parallel to an alley shall have a minimum width of 11 feet.

...

(Ord. _____ § 1, 2024; Ord. 1313 § 1, 2022)

6.3.3. Amount of Affordable Workforce Housing Required.

A. **Requirement.**

...

1. **Schedule and Calculator Available.** A schedule of the requirement for employee generating development of various sizes and a calculator to use in determining the requirement are both available in the Administrative Manual. The residential requirement is a logarithmic equation because there is an exponential relationship between the size of a unit and the number of operations and maintenance employees generated. In the residential requirement equations, "Exp(x)" describes an exponential function, or e to the power of x. Inversely, "ln(x)" describes the natural logarithm of x.

...

6. **Square feet.** In the calculations "sf" is equal to the habitable floor area (in square feet), including basement, of each residential, lodging, or nonresidential unit, including incidental structures.

...

(Ord. _____ § 1, 2024; Ord. 1313 § 1, 2022; Ord. 1270 § 1, 2020)

6.3.5. Method for Providing Required Affordable Workforce Housing.

...

D. **Standards Applicable to Specific Methods.**

...

5. **Payment of an in-lieu fee.**

...

- d. **Timing.** The in-lieu fee shall be paid prior to the granting of the applicable building or use permit for the employee generating development, whichever occurs first.

...

(Ord. _____ § 1, 2024)

6.4.1. Outside Storage.

...

- B. **Storage of Structures.** The storing of structures of any kind is not permitted in any residential zone; except that a historically significant structure designated by the Planning Director, in consultation with the Teton County Historic Preservation Board, may be stored for up to 18 months.
- C. **Vehicle and Equipment Storage—Vacant Property.**
 - 1. **General.** The storage of any vehicle on vacant property in a residential zone for more than three consecutive days is prohibited. This includes boats, rafts, trailers, snowmobiles, campers, RVs and similar vehicles, and equipment. For the purposes of this provision, lots which are normally kept and maintained as yard area for an adjacent residence shall not be considered vacant property, provided the vehicles, equipment, and materials stored thereon are owned, supervised, and controlled by an occupant of the adjacent residence.
 - 2. **Construction Staging Site.** A residential property may be used as a temporary construction staging site provided it obtains a use permit per Section 6.1.12.G.

...

(Ord. _____ § 1, 2024)

6.4.2. Refuse and Recycling.

Trash and recycling enclosures shall be provided for all nonresidential uses and residential developments of four or more units.

- A. Enclosures shall be of similar material and color to the building.
- B. Enclosures shall be entirely enclosed with the side facing the street or alley to be a gate whenever feasible.
- C. All enclosures and dumpsters shall be set back a minimum of two feet from an alley and the door shall not swing into the alley.
- D. Enclosures shall provide adequate space for recycling as determined by the Planning Director.
- E. Enclosures shall be consolidated wherever possible.

...

(Ord. _____ § 1, 2024; Ord. 1313 § 1, 2022; Ord. 1074 (part) § 2, 2014)

SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION IV.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE _____ DAY OF _____, 2024.

PASSED 2ND READING THE _____ DAY OF _____, 2024.

PASSED AND APPROVED THE _____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE L

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1153, 1197, AND 1225; SECTION 2 TOWN OF JACKSON ORDINANCE NOS. 1074 (PART), 1126 AND 1153; SECTION 4 TOWN OF JACKSON ORDINANCE NOS. 1126 AND 1153; AND SECTIONS 7.1.2 THROUGH 7.1.6, 7.2.2, 7.6.3, 7.7.2, AND 7.8.2 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING DEVELOPMENT OPTION AND SUBDIVISION STANDARDS APPLICABLE IN ALL ZONES AND PROVIDING FOR AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1153, 1197, and 1225; Section 2 Town of Jackson Ordinance Nos. 1074 (part), 1126, and 1153; Section 4 Town of Jackson Ordinance Nos. 1126 and 1153; and Sections 7.1.2, 7.1.3, 7.1.4, 7.1.5, 7.1.6, 7.2.2, 7.6.3, 7.7.2, AND 7.8.2 of the Town of Jackson Land Development Regulations are hereby amended and reenacted read as follows:

...

Division 7.2. Subdivision Standards

This division contains the development standards required for subdivision, new developments, and re-developments, such as requirements for new roads, water and sewer infrastructure, utilities, parks, and other physical improvements necessary to safely serve newly subdivided, developed, and redeveloped property and minimize impacts on existing community services and infrastructure. See Section 8.5.4 for the procedure to subdivide property.

...

(Ord. _____ § 1, 2024; Ord. 1197 § 1, 2018; Ord. 1153 § 2, 2016; Ord. 1126 § 2, 2016)

7.2.2. Standards Applicable to all Development.

All development shall comply with the following standards.

A. Improvements.

1. **Developer Responsibility.** The construction of the following improvements shall be the responsibility of the developer and in the case of a subdivision shall be provided for in a Subdivision Improvements Agreement, which shall be approved with each plat. The Subdivision Improvements Agreement shall be provided in a manner which is consistent with adopted standards. No improvements shall be made until required plans, profiles, and specifications are submitted and approved for the following:

...

6. Acceptance by Town.

...

- d. **Final Inspection.** Upon receipt of a written request for acceptance from the subdivider, the Town Engineer will conduct a final inspection of the public improvements and will furnish

a list of any deficiencies noted. The Town Engineer will base the inspection on compliance with the approved construction plans, profiles and specifications, as required by the LDRs. Upon satisfactory completion of all construction in accordance with the approved plans, profiles, and specifications, as certified by a registered engineer in the State of Wyoming, and receipt of reproducible record drawings and satisfactory test results, the Town Engineer will notify the developer of the Town's approval of the public improvements.

...

(Ord. _____ § 1, 2024; Ord. 1197 § 1, 2018; Ord. 1153 § 2, 2016; Ord. 1126 § 2, 2016)

7.6.3. Streets, Alleys, and Easements.

...

H. Pavement Widths and Thickness.

- 1. **Widths.** Street widths shall be designed in accordance with the Town Standards, Community Streets Plan, and Teton County Fire Resolution considering use and site constraints. Where other standards do not apply, reference the table below.
 - a. **Alleys.** Alleys shall be paved to the maximum width practical up to 20 feet. Where more than four parking spaces access an alley, the alley shall be paved for the length of the property line across which access is taken..
 - b. **Sidewalks.** To the extent possible, all new and reconstructed sidewalks will be constructed as detached sidewalks. The minimum width of a detached sidewalk shall be seven feet. The minimum width of an attached sidewalk shall be five feet. Where inadequate right-of-way or obstructions exist, narrower widths may be approved by the Town Engineer.
 - c. **Turning, Acceleration, and Deceleration Lanes.** Street turn-lanes provided at intersections and acceleration/deceleration lanes shall be at least 10 feet wide and where possible match the width of the adjacent travel lane.
 - d. **Pathways.** Bicycle ways shall be designed in accordance with the adopted Community Streets plan. For separate facilities, bicycle ways shall have a minimum pavement width of eight feet. Where bicycles and pedestrian paths are combined, the minimum width is ten feet.
 - e. **Variations.** Variations in widths, parking, bicycle, and pedestrian frontages are given to provide flexibility and reduce pavement areas by designing the public way for its intended uses and constrains. However, consistency within a continuous right-of-way is required.

Street Widths (feet)				
	Paved Travel Way	Paved Parking Lane	Paved Shoulder (no pkg)	Graded Shoulder (no curb)
Major Arterial (limited access)	24	n/a	8	2
Minor arterial	24	n/a	6	2
Collector	24	10	6	2
Collector - Hillside	22	9	4	2

Local	20	9	2	2
Local - Hillside	20	9	2	2
Private Road	20'	0'	0'	0'
Cul-de-sac	50 radius	n/a	n/a	n/a

2. **Parking Lane.** A parking lane shall be provided based on the available right of way and intended street use. Parking may be reduced to allocate space for bicycle, pedestrian, and frontage facilities.
3. **Thickness.** The street structural section shall be designed by a registered engineer based on the physical characteristics of the soils upon which the street is to be constructed and the projected future traffic volumes for the street. Unless otherwise determined acceptable, the minimum thickness for flexible pavements shall be four inches for Town streets, two and one-half inches for alleys and private roads, and two inches for parking lots.

...

M. Intersections.

...

4. **Streets Entering at Opposite Sides.** Streets, alleys, and parking lots with more than eight spaces entering the opposite sides of a street shall either be directly across from each other or offset by at least 125 feet from centerline to centerline to the extent practicable.

...

6. **Curb Corner Radii.** Curb corner radii at all intersections shall conform with Town adopted standards or the Community Streets Plan for the type of use and street cross-section. Curb ramps complying with the American Disabilities Act shall be provided at each corner. At intersections with designated biking facilities, protected intersections, or other improvements may be required as determined by the Town Engineer.

...

8. **Pedestrian Crossings.** Intersections shall provide for safe, visible, ADA compliant, and functional pedestrian crossings. Sidewalks intersecting with driveways, alleys, and side streets shall remain elevated providing priority use to the pedestrian, unless otherwise approved by the Town Engineer.

...

(Ord. ____ § 1, 2024; Ord. No. 1225 § 1, 2019)

7.7.2. Potable Water Supply.

...

- C. **Construction to Meet State Standards.** Water system construction shall be in conformance with the Wyoming Public Works Standard Specifications current edition. Construction materials shall be approved by the Town Engineer.

...

(Ord. _____ § 1, 2024)

7.8.2. Cumulative Limit on Incentives.

Use of an incentive in this division is prohibited if the application would increase the amount of residential development allowed in the Town and County above the amount allowed and planned for since 1994.

- A. The amount of residential development allowed in the Town and County is reported annually in the Jackson/Teton County Comprehensive Plan Indicator Report. Current and past Indicator Reports can be found at www.jacksontetonplan.com.

...

(Ord. _____ § 1, 2024; Ord. 1153 § 4, 2016; Ord. 1126 § 4, 2016).

SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION IV.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE _____ DAY OF _____, 2024.

PASSED 2ND READING THE _____ DAY OF _____, 2024.

PASSED AND APPROVED THE _____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. _____ was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book
_____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE M

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1165, 1167, 1274, AND 1312; SECTION 2 TOWN OF JACKSON ORDINANCE NO. 1074 (PART); SECTION 11 TOWN OF JACKSON ORDINANCE NO. 1165; AND SECTIONS 8.8.2, 8.2.11, 8.2.13, 8.3.2 THROUGH 8.3.6, 8.4.2, 8.4.3, 8.5.3 THROUGH 8.5.6, 8.6.2, 8.6.3, 8.7.2, 8.7.3, 8.7.4, 8.8.2 THROUGH 8.8.5, 8.9.2, 8.10.5, AND 8.10.6 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING ADMINISTRATIVE PROCEDURES AND PROVIDING FOR AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1165, 1167, 1274, and 1312; Section 2 Town of Jackson Ordinance No. 1074 (part); Section 8 Town of Jackson Ordinance No. 1165; Section 11 Town of Jackson Ordinance No. 1165; and Sections 8.8.2, 8.2.11, 8.2.13, 8.3.2, 8.3.3, 8.3.4, 8.3.5, 8.3.6, 8.4.2, 8.4.3, 8.5.3, 8.5.4, 8.5.5, 8.5.6, 8.6.2, 8.6.3, 8.7.2, 8.7.3, 8.7.4, 8.8.2, 8.8.3, 8.8.4, 8.8.5, 8.9.2, 8.10.5, and 8.10.6 of the Town of Jackson Land Development Regulations are hereby amended and reenacted read as follows:

...

8.2.2. Environmental Analysis (EA).

...

- F. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. ____ § 1, 2024; Ord. 1165 § 1, 2017)

8.2.11. Performance Bonds and Guarantees.

- A. **Purpose.** As a condition for issuing a permit or approval an applicant may be required to post a financial assurance that required construction or installation of improvements, performance of duties, or other financial duty is completed following the issuance. The acceptance of a surety may be limited by the Planning Director or Town Engineer based on weather conditions or unique circumstances.
- B. **Amount.** The financial assurance shall be at least 125 percent of the cost to complete the improvements, implement the plan, or complete other work approved as part of the permit or approval. The cost shall be identified in the form of an estimate approved by the Planning Director or Town Engineer. The Planning Director or Town Engineer may require that the estimate be prepared by a professional engineer, landscape architect, contractor, or other professional licensed or certified to practice in the State of Wyoming. The amount of the financial assurance required may be reviewed and adjusted from time to time by the Planning Director or Town Engineer.
- C. **Acceptable Types of Financial Assurance.** The applicant shall provide one of the following types of financial assurances in a form that is acceptable to the Town.
1. **Surety Bonds.** A deposit with the Town of a good and sufficient performance bond in a form made available by the Planning Director or otherwise determined acceptable by the Town Attorney.

2. **Escrow Deposit of Cash or Certified Funds.** A deposit with the Town of cash or certified funds.
3. **Irrevocable Letter of Credit.** A deposit with the Town of an irrevocable letter of credit in a form made available by the Town or otherwise determined acceptable by the Town Attorney.
4. **Other Types of Security.** An applicant may provide other financial assurance by other methods or instruments as approved by the Town Attorney.

...

- F. **Duration.** The financial assurance shall remain in effect until the Planning Director has determined the required action has been completed in accordance the financial assurance agreement or other terms of the assurance. If applicable, the financial assurance shall remain in effect through the warranty period. A surety may have an expiration with an automatic extension, but shall not have a final expiration and shall only be released by the Town.

...

(Ord. _____ § 1, 2024)

8.2.13. Amendment of Permits or Approvals.

...

- B. **Physical Development Permit, Use Permit, and Development Option Plan Amendment.**

...

2. **Minor Deviations.** Authorized minor deviations from an approved physical development permit, use permit, or development option plan are changes that appear necessary in light of technical or engineering considerations not previously known, or for minor technical changes that do not warrant public review by the original approving entity provided LDR requirements are still met (e.g. a landscape plan). A minor deviation may be approved by the Planning Director pursuant to the process for a Zoning Compliance Verification Section 8.6.2. upon finding that it:
 - a. Complies with the standards of the current LDRs;
 - b. Does not include reductions in the amount of open space set aside or required resource protection; and
 - c. Does not include increases in the amount of building floor area.

...

(Ord. _____ § 1, 2024)

8.3.2. Sketch Plan.

...

- F. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024)

8.3.3. Development Plan.

...

- F. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024)

8.3.4. Building Permit.

...

- F. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

	PRE-APPLICATION CONFERENCE (OPTIONAL)↓		1. A pre-application conference is optional except when a plan level grading permit is consolidated with the building permit. See Section 8.2.1 for procedural standards.	Pre- Submittal
--	--	--	---	-------------------

...

(Ord. _____ § 1, 2024)

8.3.5. Grading Permit.

...

- G. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024)

8.3.6. Sign Permit.

...

- E. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024)

8.4.2. Basic Use Permit (BUP).

...

- E. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024)

8.4.3. Conditional Use Permit (CUP).

...

- E. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024)

8.4.4. Special Use Permit (SUP).

...

- E. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024)

8.5.4. Subdivision Plat.

...

- F. **Review Process.**

	DEVELOPMENT PLAN ↓		1. A plat application may only be submitted following approval of a development plan for the proposed subdivision except in the case of condominium or townhouse subdivision of existing physical development where a building permit may serve as the required prior permit.	Pre- Submittal
--	-----------------------	--	---	-------------------

...

(Ord. _____ § 1, 2024)

8.5.5. Exempt Land Division.

...

- F. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024)

8.5.6. Boundary Adjustment.

...

- E. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024; Ord. 1274 § 1, 2020)

8.6.2. Formal Interpretations.

...

- E. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024)

8.6.3. Zoning Compliance Verification (ZCV).

...

- F. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024)

8.7.2. LDR Text Amendment.

...

- D. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024)

8.7.3. Zoning Map Amendment.

...

- D. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024; Ord. 1165 § 11, 2017)

8.7.4. Planned Unit Development (PUD).

...

- G. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024)

8.8.2. Administrative Adjustment.

...

- F. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024)

8.8.3. Variance.

...

- F. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024)

8.8.4. Appeal of an Administrative Decision.

...

- G. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024)

8.8.5. Beneficial Use Determination.

...

- G. **Review Process.** All steps and deadlines in the following chart are required unless noted otherwise. An applicant must complete each step before moving to the step below.

...

(Ord. _____ § 1, 2024)

8.9.2. Violations.

...

- G. **Existing Violations.** The Planning Director and the Building Official will not accept any new application for a lot of record until any existing violation(s) associated with said lot of record is remedied. The exception to this rule is applications initiated in order to achieve compliance associated with the existing violation(s).

...

8.10.5. Design Review Committee.

...

C. **Membership.**

1. **Qualifications.** Members of the DRC shall be residents of the Town of Jackson or Teton County upon appointment. An appointed member may complete their term while residing in Lincoln or Sublette Counties, Wyoming. No member of the Town Council, Planning and Zoning

Commission, Board of Adjustment, or town employees shall serve as a member. Although no certification is required for appointment, members shall be experienced or educated in architecture, landscape architecture, planning, and other design related fields. A diversity of members is encouraged from all professions and from a variety of design firms.

...

(Ord. ____ § 1, 2024; Ord. 1312 § 1, 2020; Ord. 1267 § 1, 2020)

8.10.6. Planning and Zoning Commission.

...

C. Membership.

1. **Qualifications.** Members of the Planning and Zoning Commission shall be residents of the Town for a minimum of one year prior to, and at the time of, appointment. An appointed member may complete their term while residing in Teton, Lincoln, or Sublette Counties, Wyoming. No member of the Town Council or Town employee shall serve on the Planning and Zoning Commission. Although no specific experience requirements shall be necessary as a prerequisite to appointment, special consideration shall be given to applicants who have experience or education in planning, law, architecture, natural resource management, real estate, and related fields.

...

Ord. ____ § 1, 2024)

SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION IV.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.

PASSED 2ND READING THE ____ DAY OF _____, 2024.

PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE N

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1097, 1128, 1155, 1196, 1198, AND 1277; SECTION 2 TOWN OF JACKSON ORDINANCE NO. 1074 (PART); SECTION 3 TOWN OF JACKSON ORDINANCE NOS. 1128, 1136, 1155, and 1166; SECTION 4 TOWN OF JACKSON ORDINANCE NO. 1166; AND SECTIONS 9.4.8, 9.4.9, 9.4.17, 9.5.A, 9.5.H, 9.5.L, AND 9.5.S OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING DEFINITIONS AND PROVIDING FOR AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1097, 1128, 1155, 1196, 1197, 1198, AND 1277; Section 2 Town of Jackson Ordinance No. 1074 (part); Section 3 Town of Jackson Ordinance Nos. 1128, 1136, 1155, and 1166; Section 4 Town of Jackson Ordinance No. 1166; and Sections 9.4.8, 9.4.9, 9.4.17, 9.5.A, 9.5.H, 9.5.L, and 9.5.S of the Town of Jackson Land Development Regulations are hereby amended and reenacted read as follows:

...

9.4.8. Setback.

A setback is a measure of the shortest horizontal distance between a physical development or use and the feature from which it is being set back. A setback extends vertically above and below ground.

- A. **Setback Runs Parallel to Feature.** A required setback shall be applied parallel to the length of the feature from which the setback is required following any curves and angles in that feature.

...

2. Commercial Buildings.

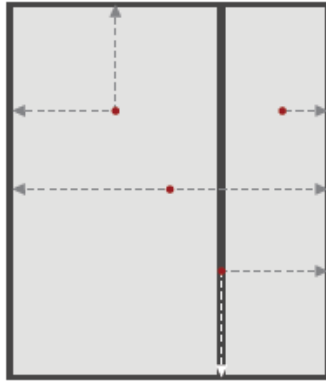
- a. Architectural encroachments are not permitted in any setback in a commercial zones/buildings.
- K. **Public Art Exemption.** Public art and small placemaking items such as book exchanges may be exempted from setbacks by the Planning Director. In determining whether items are public art the Planning Director may consider factors such as approval by the Public Art Taskforce.

(Ord. ____ § 1, 2024; Ord. 1166 § 3, 2017; Ord. 1155 § 1, 2016; Ord. 1128 § 1, 2016)

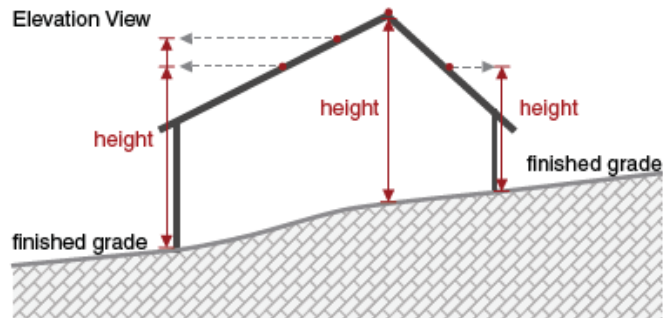
9.4.9. Building Height.

- A. **Height of Any Point.** The height of a building or structure is the vertical dimension measured from any point on the exterior of the building or structure to the nearest point of finished grade.

Plan View



Elevation View



Key

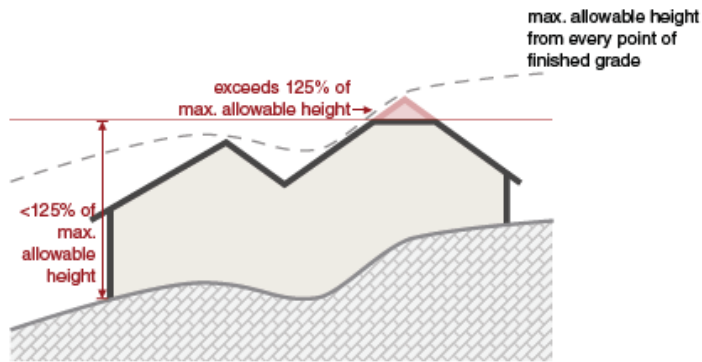
- > Nearest Point of Finished Grade
- Point on the Roof

EXAMPLE: In the diagram below the nearest point of finished grade is indicated by the white or gray arrows. Note the examples of points that are equidistant to finished grade on two sides of the house; height of such a point will be determined by the lower finished grade.

...

- B. **Maximum Stepping of a Structure.** On a site in the NL-1, NL-2, NL-3, or Rural zones where the height of the structure is stepped with the slope in compliance with Sec. 9.4.9.A, the vertical dimension measured from the overall highest point of the building or structure to the overall lowest point of finished grade adjacent to the structure shall not exceed 125 percent of the maximum allowable height.

EXAMPLE: The diagram below shows a stepped structure that is compliant with maximum allowable height, as measured from any point on the roof, but is in violation of the overall height limit for a stepped structure (125% of the maximum allowable height, as measured from the highest point of the building to the lowest point of finished grade). Both measurements of height apply.



C. **Exceptions.** No part of any building or structure may exceed the maximum allowable height except for the following:

1. Structures used exclusively for elevator or stairway access to a roof in a commercial zone, provided they do not exceed the maximum height by more than ten feet, do not occupy more than 20 percent of the roof area, and are not visible from ground level view from a contiguous street.
2. Chimneys, vents, and roof-top mechanical equipment such as HVAC systems, provided that the maximum height is not exceeded by more than four feet;
3. Antenna used for the reception of television broadcast signals; or
4. Clock towers, church steeples, belfries, cupolas and domes not intended for human occupancy.
5. Rooftop deck furniture and railings provided that:
 - a. The railing is set back four feet from the top edge of the building;
 - b. The railing does not exceed the maximum height by more than four feet;
 - c. The railing is 75 percent transparent and this transparency level is maintained at all times (e.g., not reduced by movable planters, furniture, or other similar items); and
 - d. The rooftop furniture is movable and not fixed to the structure (e.g., an umbrella, table, or chair is allowed).

...

(Ord. ____ § 1, 2024; Ord. 1155 § 1, 2016; Ord. 1128 § 1, 2016)

9.4.17. Parking Minimums.

- A. Parking calculations that reference floor area shall be based on the gross floor area.
- B. Parking calculations that reference employees shall be based on the maximum number of employees normally on duty at any one time.

...

(Ord. ____ § 1, 2024)

Division 9.5. Defined Terms

...

Accessory Structure. An accessory structure is a separate structure that is secondary and subordinate to another structure on the same property. An accessory structure shall be separated by at least five feet from another structure and shall not be connected by an enclosed walkway.

...

Habitable Floor Area. Habitable floor area is the floor area that can be used for living purposes, usually having access to heat, plumbing, and electricity. A space that is fully enclosed, conditioned, and can be used for more than 6 months in a year is habitable. Habitable floor area includes studios, exercise rooms, offices, and similar spaces. It also includes foyers, hallways, restrooms, storage, and other common areas within a building. Habitable floor area does not include barns, garages, or unfinished attic space.

...

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, and it 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.

...

Site Development. Site development is the area of the site that is physically developed. Site 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.

...

(Ord. ____ § 1, 2024; Ord. 1277 § 1, 2021; Ord. 1198 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1166 § 4, 2016; Ord. 1155 § 3, 2016; Ord. 1136 § 3, 2016; Ord. 1128 § 3, 2016; Ord. 1097 § 1, 2016)

SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION IV.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.

PASSED 2ND READING THE ____ DAY OF _____, 2024.

PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

STAFF REPORT



Meeting Date:	January 22, 2024	Meeting Title:	Regular Town Council
Submitting Department:	Community Development	Presenter:	Paul Anthony
Agenda Item:	SUBJECT: First Reading Ordinance G; Second Reading Ordinances F, H, I, J, K, M and N (P23-026)	Public Comment:	Yes

Purpose & Policy Considerations.

To approve at First Reading Ordinance G and Second Reading Ordinances F, H, I, J, K, L, M, and N to amend the Town of Jackson's Land Development Regulations (LDRs) to "clean up" and improve clarity of various sections of the LDRs.

Requested Action.

Staff requests consideration of Ordinances F, G, H, I, J, K, L, M, and N to approve approximately 76 changes to the Town of Jackson's LDRs to fix errors and inconsistencies, improve clarity, and address changing needs.

Recommendation.

The Community Development Director recommends approval of Ordinances F, G, H, I, J, K, L, M, and N as presented in this staff report.

Background.

At the May 15, 2023, Town Council regular meeting, Town Council initially approved the proposed amendments and directed staff to prepare an Ordinance to amend the LDRs as presented. The Council then heard this item at first reading on December 4, 2023, and January 8, 2024 where it approved the amendments for first reading but with the removal of the following amendment items:

1. Item #4: Replacement of Nonconforming Structures;
2. Item #9: Fence Standards;
3. Item #27: Landscape Bond;
4. Item #32: Residential Unit Definition;
5. Item #38: Guest Parking;
6. Item #42: ADA Parking;
7. Item #46: Snow Storage;
8. Item #71: Plat Content;
9. Item #73: LDR Amendments [item already deleted in March, 2023]
10. Item #78: Residential Architectural Projections.

The Council directed staff to possibly bring back these amendments to the Council in the future with more comprehensive explanations of their need and impact. The staff report of the January 8, 2024, meeting is attached.

In addition, after the January 8, 2024, Council meeting, staff discovered that there was a transcription error made by staff regarding Item #15 (Sketch Plan thresholds in TS Zones) approved by the Council at the May 15, 2023, meeting. The error was neglecting to include the same increase to the Sketch Plan thresholds for both the Town Square – 1 and Town Square – 2 Zones as was clearly approved and intended – i.e., the redline version

presented to Council at first reading included the threshold change only for the TS-1 zone and not the TS-2 zone. See below for the text that was originally approved by Council in May 2023.

15	2.2.16.B.9	Sketch Plan threshold in TS zones: This change fixes an inconsistency. The physical development permit thresholds in the TS-1 and TS-2 essentially require a Sketch Plan for any multi-lot development even though there is an individual building maximum. The proposed amendment would allow a development on 2-50x150 lots with a Development Plan. In other zones the Sketch Plan threshold is set at the equivalent of the maximum FAR over 4-50x150 lots, so the TS zones will still have a higher standard of public review, but the proposed cleanup will allow relatively simple 2-lot projects to be approved through a single set of public hearings.		Sketch Plan	Dev. Plan	Building Permit
	2.2.17.B.9		Physical Development	(Sec. 8.3.2.)	(Sec. 8.3.3)	(Sec. 8.3.4)
			Floor Area <u>(Habitable including basement)</u>			
			≤ 10,000 sf			
			10,001 – <u>30,000</u> <u>20,000</u> sf			
			> <u>30,000</u> 20,000 sf	X	X	X

Because of this oversight, Ordinance G will remain at first reading while the other ordinances will be reviewed for second reading. The intent is to sync all the ordinances by third reading.

Factors for Consideration

Below are the factors that the Council considered at a regular meeting on January 8, 2024.

Zoning Text Amendment (P23-026): Pursuant to Section 8.7.1.C of the Town of Jackson Land Development Regulations, the advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt or deny a proposed LDR text amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

1. Is consistent with the purposes and organization of the LDRs;

Complies. The proposed cleanups seek to improve the organization of the LDRs in a number of cases where standards are more easily found in the proposed location.

2. Improves the consistency of the LDRs with other provisions of the LDRs;

Complies. The proposed cleanups improve the consistency of the LDRs in a number of cases where implementation of the LDRs has identified that additional sections of the LDRs need to be updated to implement an intended policy change.

3. Provides flexibility for landowners within standards that clearly define desired character;

Complies. The proposed cleanups more clearly define the character desired by various regulations.

4. *Is necessary to address changing conditions, public necessity, and/or state or federal legislation;*

Not applicable. The cleanups address inconsistencies, errors, and lack of clarity, they are not intended to address larger policy questions related to changes in the community.

5. *Improves implementation of the Comprehensive Plan; and*

Complies. All proposed changes are consistent with the Comprehensive Plan and the intent of this cleanup is to improve implementation of the existing approach toward executing the Comprehensive Plan.

6. *Is consistent with other adopted Town Ordinances.*

Complies. All proposed changes are consistent with or improve coordination with other Town ordinances.

ATTACHMENTS OR LINKS

Ordinances F, H, I, J, K, L, M, and N Combined
Ordinance G
January 8, 2024, Council staff report

SUGGESTED MOTION

I move to approve Ordinances G on first reading.

I move to approve Ordinances F, H, I, J, K, L, M, and N on second reading.

STAFF REPORT



Meeting Date:	February 5, 2024	Meeting Title:	Regular Town Council
Submitting Department:	Community Development	Presenter:	Paul Anthony
Agenda Item:	SUBJECT: Second Reading Ordinance G; (P23-026)	Public Comment:	Yes

Purpose & Policy Considerations.

To approve at Second Reading Ordinance G to amend the Town of Jackson's Land Development Regulations (LDRs) to "clean up" and improve clarity of various sections of the LDRs.

Requested Action.

Staff requests consideration of Ordinances G to approve changes to the Town of Jackson's LDRs to fix errors and inconsistencies, improve clarity, and address changing needs.

Recommendation.

The Community Development Director recommends approval of Ordinances G as presented in this staff report.

Background.

At the May 15, 2023, Town Council regular meeting, Town Council initially approved the proposed amendments and directed staff to prepare an Ordinance to amend the LDRs as presented. The Council then heard this item at first reading on December 4, 2023, and January 8, 2024, where it approved the amendments for first reading but with the removal of the following amendment items:

1. Item #4: Replacement of Nonconforming Structures;
2. Item #9: Fence Standards;
3. Item #27: Landscape Bond;
4. Item #32: Residential Unit Definition;
5. Item #38: Guest Parking;
6. Item #42: ADA Parking;
7. Item #46: Snow Storage;
8. Item #71: Plat Content;
9. Item #73: LDR Amendments [item already deleted in March, 2023]
10. Item #78: Residential Architectural Projections.

The Council directed staff to possibly bring back these amendments to the Council in the future with more comprehensive explanations of their need and impact. The staff report of the January 8, 2024, meeting is attached.

On January 22, 2024, the Council approved at first reading Ordinance G which was separated from the other 'Cleanup' ordinances due to a transcription error made by staff regarding Item #15 (Sketch Plan thresholds in Town Square (TS) Zones) approved by the Council at the May 15, 2023, meeting. The error was neglecting to include the same increase to the Sketch Plan thresholds for both the Town Square – 1 and Town Square – 2 Zones as was clearly approved and intended. See below for the text that was originally approved by Council in May 2023.

15	2.2.16.B.9 2.2.17.B.9	Sketch Plan threshold in TS zones: This change fixes an inconsistency. The physical development permit thresholds in the TS-1 and TS-2 essentially require a Sketch Plan for any multi-lot development even though there is an individual building maximum. The proposed amendment would allow a development on 2-50x150 lots with a Development Plan. In other zones the Sketch Plan threshold is set at the equivalent of the maximum FAR over 4-50x150 lots, so the TS zones will still have a higher standard of public review, but the proposed cleanup will allow relatively simple 2-lot projects to be approved through a single set of public hearings.	Physical Development	Sketch Plan (Sec. 8.3.2.)	Dev. Plan (Sec. 8.3.3)	Building Permit (Sec. 8.3.4)
			Floor Area (<u>Habitable including basement</u>)			
			≤ 10,000 sf			
			10,001 – <u>30,000</u> 20,000 sf			
			> <u>30,000</u> 20,000 sf			

Because of this oversight, Ordinance G is presented now at second reading but will be brought forward with all the other ordinances at third reading.

Factors for Consideration

Below are the factors that the Council considered at a regular meeting on January 8, 2024.

Zoning Text Amendment (P23-026): Pursuant to Section 8.7.1.C of the Town of Jackson Land Development Regulations, the advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt or deny a proposed LDR text amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

1. *Is consistent with the purposes and organization of the LDRs;*

Complies. The proposed cleanups seek to improve the organization of the LDRs in a number of cases where standards are more easily found in the proposed location.

2. *Improves the consistency of the LDRs with other provisions of the LDRs;*

Complies. The proposed cleanups improve the consistency of the LDRs in a number of cases where implementation of the LDRs has identified that additional sections of the LDRs need to be updated to implement an intended policy change.

3. *Provides flexibility for landowners within standards that clearly define desired character;*

Complies. The proposed cleanups more clearly define the character desired by various regulations.

4. *Is necessary to address changing conditions, public necessity, and/or state or federal legislation;*

Not applicable. The cleanups address inconsistencies, errors, and lack of clarity, they are not intended to address larger policy questions related to changes in the community.

5. *Improves implementation of the Comprehensive Plan; and*

Complies. All proposed changes are consistent with the Comprehensive Plan and the intent of this cleanup is to improve implementation of the existing approach toward executing the Comprehensive Plan.

6. *Is consistent with other adopted Town Ordinances.*

Complies. All proposed changes are consistent with or improve coordination with other Town ordinances.

ATTACHMENTS OR LINKS

Ordinance G

January 22, 2024, Council staff report

SUGGESTED MOTION

I move to approve Ordinances G on second reading.

STAFF REPORT



Meeting Date:	February 26, 2024	Meeting Title:	Regular Town Council Meeting
Submitting Department:	Community Development Department	Presenter:	Katelyn Page
Agenda Item:	Third Reading Ordinance X and Ordinance O updating Required Bicycle Parking (P23-016)	Public Comment:	Yes

Purpose & Policy Considerations.

To approve at Third Reading Ordinance X and Ordinance O to update the Town of Jackson's Land Development Regulations (LDRs) regarding required bicycle parking standards.

Requested Action.

Request to approve at Third Reading Ordinance X and Ordinance O which would modify the Town of Jackson's standards relating to bicycle parking. Ordinance X would modify the following sections of the LDRs:

1. LDR Section 6.2.2.A – Required Vehicle Parking
2. LDR Section 6.2.2.B – Shared Vehicle Parking
3. LDR Section 6.2.2.D – Required Bicycle Parking
4. LDR Section 6.2.3 – Location of Required Vehicle Parking
5. LDR Section 6.2.4 – Maintenance of Off-Street Vehicle Parking and Loading
6. LDR Section 6.2.5 – Off-Street Vehicle Parking and Loading Design Standards
7. LDR Section 8.8.2.B – Applicability (Administrative Adjustment)

Ordinance O would add the following appendix to the LDRs:

8. LDR Appendix A – Short-term Bicycle Parking Specifications and Installation Standards

Recommendation.

The Community Development Director recommends approval of the proposed Ordinance X and Ordinance O as presented.

Background.

Staff from the Pathways Department and the Planning Department have collaboratively worked to identify bicycle parking standards and incorporate the standards into a proposed Text Amendment.

At the July 17, 2023, Regular Council meeting, staff presented to Council a proposed LDR Text Amendment brought forth by the Pathways and Planning Departments for updates to required bicycle parking standards. Council directed staff to draft an ordinance for first reading at the next available opportunity.

At the September 11, 2023, Special Council meeting, staff presented Ordinance X for Council review. Council considered the item and continued the item for further discussion. Primary feedback from Council to staff during the September 11, 2023, meeting included sharing site plan examples of proposed bicycle requirements, considering reduction of the overall proposed requirements by 10-15%, and explaining potential tradeoffs

between bicycle parking and other site development elements such as housing density, vehicle parking, and landscaping.

At the November 13, 2023, Council Workshop Meeting, Council requested staff present a fee-in-lieu option for consideration at first reading. Staff responded to this request and incorporated a fee-in-lieu option at the time first reading of Ordinance X and Ordinance O was approved at the January 22, 2024, Regular Town Council Meeting.

Staff now presents Ordinance X and Ordinance O for third reading.

Factors for Consideration.

Below are the factors that the Council considered at a regular meeting on July 17, 2023.

Pursuant to Section 8.7.2 of the Town of Jackson Land Development Regulations, the advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt or deny a proposed LDR Text Amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

1. Is consistent with the purposes and organization of the LDRs;

Complies. The purposes of the LDRs per Division 1.3 are generally to implement the Comprehensive Plan and to promote the health, safety, and general welfare of the present and future inhabitants of the community. Staff finds the proposed amendment is supportive of our community's comprehensive plan goals and is consistent with the purpose and organization of the LDRs.

2. Improves the consistency of the LDRs with other provisions of the LDRs;

Complies. The amendment proposes more detailed, use-specific standards for bicycle parking consistent with provisions of the broader Required Parking and Loading Standards (Section 6.2.2), including vehicle and disability parking requirements.

3. Provides flexibility for landowners within standards that clearly define desired character;

Complies. The amendment defines a minimum standard for bicycle parking while offering flexibility for alternative compliance if, when strictly applied, the proposed standard would result in specific constraints or unforeseen circumstances.

4. Is necessary to address changing conditions, public necessity, and/or state or federal legislation;

Complies. The amendment proposes more detailed, use specific standards for bicycle parking aimed at increasing the availability and occurrence of bicycle parking infrastructure. This infrastructure is

supportive of a broader network of bicycle infrastructure, including paths and multi-modal facilities, which foster alternative modes of transportation for visitors and residents.

5. Improves implementation of the Comprehensive Plan; and

Not Applicable. Per Wyoming State statute.

6. Is consistent with other adopted Town Ordinances.

Complies. As conditioned, the proposed amendment does not conflict with any other Town Ordinances.

Fiscal Impact.

Staff does not have an estimate for the amount of fees that will be generated by this Text Amendment. Whatever funds collected by the fee-in-lieu option will accrue in a dedicated fund to be used exclusively for the provision and maintenance of short-term bicycle parking facilities within the Town of Jackson zones eligible for the fee-in-lieu program.

Staff Impact.

The amount of staff time to review this proposed Text Amendment, including research, and drafting of staff reports and the ordinances is approximately 55 hours.

Additionally, staff estimates 15 hours per year of staff time will be dedicated to provision and maintenance of bicycle parking facilities funded by a fee-in-lieu program.

Attachments.

Ordinance X

Ordinance O

Staff Report Second Reading dated February 5, 2024

Suggested Motions. *Council always has the option to adopt, approve with conditions, continue, or deny items.*

I move to approve Ordinance X on third reading.

I move to approve Ordinance O on third reading.

ORDINANCE X

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1196, 1198, 1313; SECTION 2 OF TOWN OF JACKSON ORDINANCE NOS. 1074, 1125, 1152 AND 1170; SECTION 10 OF TOWN OF JACKSON ORDINANCE NO. 1163; AND SECTIONS 6.2.2, 6.2.3, 6.2.4, 6.2.5, AND 8.8.2 OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING REQUIRED BICYCLE PARKING.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1196, 1198, and 1313; Section 2 of Town of Jackson Ordinance Nos. 1074, 1125, 1152 and 1170; Section 10 of Town of Jackson Ordinance No. 1163; and Sections 6.2.2, 6.2.3, 6.2.4, 6.2.5, and 8.8.2 of the Town of Jackson Land Development Regulations are hereby amended and reenacted to read as follows:

6.2.2. Required Parking and Loading.

- A. **Required Vehicle Parking.** The table below establishes the minimum required parking spaces that shall be provided for each use in these LDRs, unless otherwise specified in Subsection C.2 of a specific zone. Where a minimum requirement is not listed in the table it shall be determined by the Planning Director upon finding the proposed use has need for parking. Calculations that reference floor area shall be based on the gross floor area. Calculations that reference employees shall be based on the maximum number of employees normally on duty at any one time.

...

1. **Administrative Adjustment.** The Planning Director may establish a lesser vehicle parking requirement pursuant to the procedure of Section 8.8.2 based on information from reliable sources that demonstrates a lesser standard is workable due to anticipated parking demand and alternative transportation services available.

...

- B. **Shared Vehicle Parking.** If two or more uses occupy a site or structure, the required parking, queuing and loading shall be the additive total for each individual use unless the Planning Director determines uses are compatible for sharing parking based on the following standards.

...

- D. **Required Bicycle Parking.** All new and expanded uses that generate off street parking shall provide parking for bicycles as set forth below unless otherwise exempt by this subsection.

1. **Requirement.** The table below establishes the minimum required bicycle parking spaces that shall be provided for each use. Calculations that reference floor area shall be based on the gross floor area.

Required Bicycle Parking			
Use	Standard	Short-term Parking	Long-term Parking
Open Spaces Uses			
Agriculture	n/a	n/a	n/a
Outdoor Recreation	Independent calculation	Independent calculation	Independent calculation
Residential Uses			
Fewer than 5 units per lot	n/a	n/a	n/a
5 or more units per lot	.75 per bedroom	25%	75%
Mobile Home	n/a	n/a	n/a
Group Home	Independent calculation	Independent calculation	Independent calculation
Lodging Uses			
Conventional Lodging	1 per 11 lodging units	50%	50%
Short-term Rental (applies within Lodging Overlay only)	.75 per bedroom	n/a	100%

Required Bicycle Parking			
Use	Standard	Short-term Parking	Long-term Parking
Commercial Uses			
Office	1 per 1,650sf	50%	50%
Retail	1 per 1,100sf	70%	30%
Service	1 per 1,650sf	50%	50%
Restaurant/Bar	1 per 22 seats	Remainder	First 3 spaces
Heavy Retail/Service	3.6 per business	75%	25%
Mini-Storage Warehouse	1.8 per business	n/a	100%
Nursery	1.8 per business	n/a	100%
Amusement/Recreation			
Amusement	1 per 1,100sf	75%	25%
Developed Recreation	Independent calculation	Independent calculation	Independent calculation
Outfitter / Tour Operator	3.6 per business	25%	75%
Adult Entertainment Business	1 per 1,100sf	90%	10%
Institutional			
Assembly	1 per 2,200sf	75%	25%
Education (does not apply to daycare use)	4.5 per classroom for elementary school and higher grades	75%	25%
Industrial			
Light Industry	1.8 per business	100%	n/a
Heavy Industry	1.8 per business	100%	n/a
Disposal	1.8 per business	100%	n/a

Required Bicycle Parking			
Use	Standard	Short-term Parking	Long-term Parking
Transportation / Infrastructure			
Parking	18% of vehicle spaces provided	50%	50%
All other Transportation / Infrastructure	n/a	n/a	n/a
Accessory Uses			
Accessory Residential Unit (where residential unit density is 5 or more units per lot)	1 per unit	n/a	100%
Bed and Breakfast	.75 per 2 guest rooms	n/a	100%
All other Accessory Uses	n/a	n/a	n/a
Temporary Uses	n/a	n/a	n/a

2. Standards and Installation Guidelines.

a. Short-term parking

- i. Shall be designed for parking of two hours or less and is targeted to visitors, customers, and other short-term users.
- ii. Shall be located in a visible, publicly accessible space within 50' of a pedestrian entrance to the uses served by the required bicycle parking.
- iii. Shall be provided on-site or within the adjacent public right-of-way (e.g., furnishing zone) with Town approval.
- iv. Shall be designed to allow for two points of contact between the bicycle and the rack, one of which includes the frame, and must be designed so that the bicycle frame and one wheel can be locked to a secure portion of the rack with a U-lock, with both wheels left on the bicycle. Wave, ribbon, loop, and other serpentine-style racks are not permitted.
- v. A minimum of 25% of the required short-term parking must accommodate larger and alternative bicycles, including cargo bicycles, bicycles with trailers, tricycles, handcycles, tandems, and electric motor assisted bicycles.
- vi. The required dimensions and installation standards are established and set forth in Appendix A (Short-term Bicycle Parking Specifications and Installation Standards) of these LDRs.

b. Long-term parking

- i. Shall be designed for parking of two hours or more and is targeted towards those who will be leaving their bicycles unattended for long periods of time.

- ii. Shall be provided on the same property as the building or use for which such spaces are required.
 - iii. Shall be secure, conveniently accessed from a pedestrian entrance, well-lit, and covered to protect bicycles from precipitation and theft. Acceptable forms of long-term parking include a secure, monitored location, a locked enclosure, or dedicated space within a building such as clustered inverted-racks, wall racks, or individual bike lockers.
 - iv. A minimum of 25% of the required long-term bicycle parking spaces must accommodate larger and alternative bicycles, including cargo bicycles, bicycles with trailers, tricycles, handcycles, tandems, and electric motor assisted bicycles.
- 3. **Alternative Compliance.** The Planning Director may approve replacing up to 10% of required off-street vehicle parking spaces with at least the same number of additional off-street long-term bicycle parking spaces.
- 4. **Administrative Adjustment.** The Planning Director may establish a lesser parking requirement pursuant to the procedure of Sec. 8.8.2 based on information from reliable sources that demonstrates a lesser standard is workable due to anticipated parking demand and alternative transportation services available.
- 5. **Fee-In-Lieu.** Properties in the TS-1, TS-2, DC-1, DC-2, CR-1, CR-2, CR-3, NM-2, and NH-1 zones may meet required short-term bicycle parking requirements in Section 6.2.2.D.1 through the Town's in-lieu fee program pursuant to the following standards.
 - a. **Purpose.** Applicant shall demonstrate that provision of all required short-term bicycle parking would create a significant design challenge or cost burden, such as negatively impacting access, pedestrian circulation, snow removal, landscaping, or a similar issue.
 - b. **Long-term excluded** In-lieu fees cannot be paid to meet long-term bicycle parking requirements.
 - c. **Amount.** Fee in-lieu amount is limited to paying a maximum of 50% of the required short-term parking requirement.
 - d. **Fee.** The fee shall be a one-time fee commensurate with the approximate cost of providing short-term bicycle parking facilities and shall be used exclusively by the Town for provision and maintenance of short-term bicycle parking facilities within the TS-1, TS-2, DC-1, DC-2, CR-1, CR-2, CR-3, NM-2, and NH-1 zones. The Town Clerk shall accept fees in accordance with the parking fee schedule set forth in the Town's Fee Resolution.
 - e. **Assignment of Credits.** Bicycle parking credits purchased by fee-in-lieu run with the land and are not transferable.

...

(Ord. ____ § 1, 2024; Ord. 1313 § 1, 2022; Ord. 1198 § 1, 2018; Ord. 1196 § 1, 2018; Ord. 1170 § 2, 2017; Ord. 1163 § 10, 2017; Ord. 1152 § 2, 2016; Ord. 1125 § 2, 2016)

6.2.3. Location of Required Vehicle Parking.

...

(Ord. ____ § 1, 2024; Ord. 1074 § 2, 2015)

6.2.4. Maintenance of Off-Street Vehicle Parking and Loading.

...

(Ord. ____ § 1, 2024; Ord. 1074 § 2, 2015)

6.2.5. Off-Street Vehicle Parking and Loading Design Standards.

...

(Ord. ____ § 1, 2024; Ord. 1313 § 1, 2022; Ord. 1074 § 2, 2015)

8.8.2. Administrative Adjustment.

...

10. Sign standards may be adjusted as allowed by subsection 5.6.1.B.2.
11. Vehicle parking requirement may be adjusted as allowed by subsection 6.2.2.A.1.
12. Bicycle parking requirement may be adjusted as allowed by 6.2.2.D.4.
13. Pedestrian frontage standards may be adjusted as allowed by subsection 2.2.1.C.
14. A third-story setback may be reduced or waived to accommodate a building design that uses an historic preservation incentive provided in Section 5.9.6.

...

(Ord. ____ § 1, 2024; Ord. 1074 § 2, 2015)

SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION IV.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE _____ DAY OF _____, 2024.
PASSED 2ND READING THE _____ DAY OF _____, 2024.
PASSED AND APPROVED THE _____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

ORDINANCE O

AN ORDINANCE ADDING APPENDIX A TO THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING REQUIRED BICYCLE PARKING.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

SECTION I.

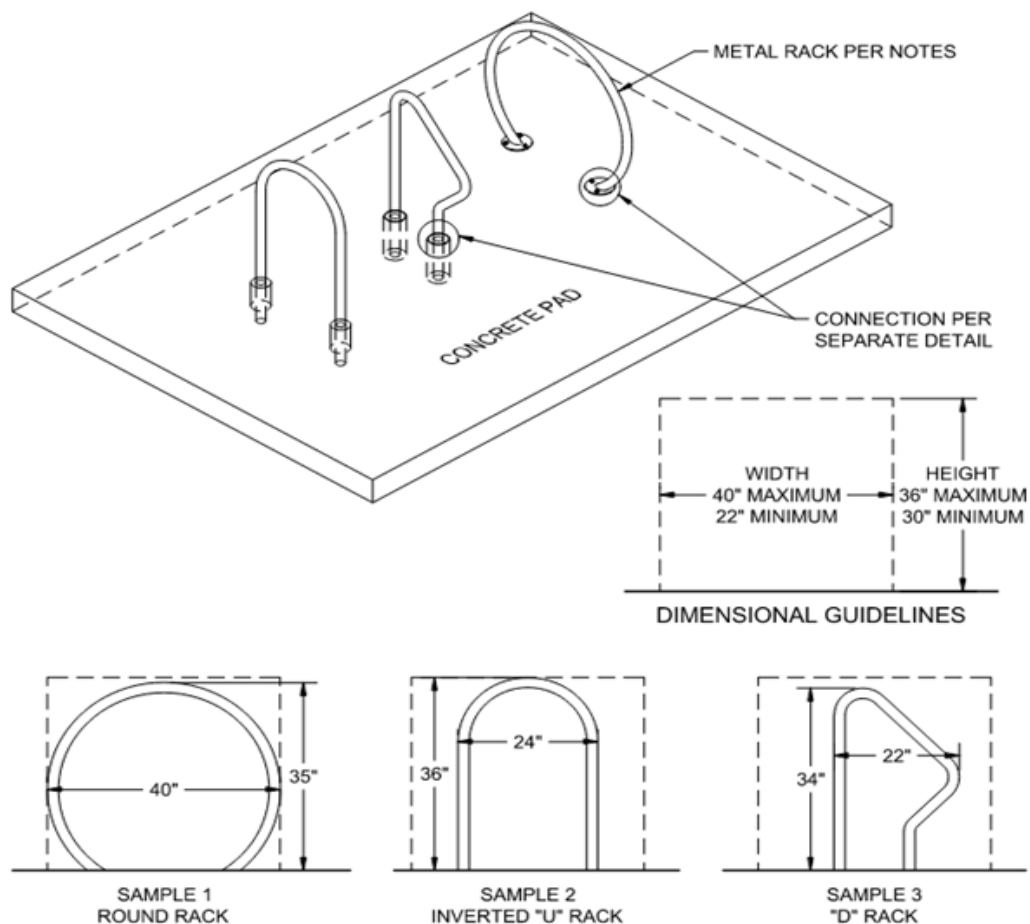
The heading of Appendix A to the Town of Jackson Land Development Regulations is hereby added to read as follows:

APPENDIX A – Short-term Bicycle Parking Specifications and Installation Standards

SECTION II.

Bicycle Rack Styles construction standards of Appendix A to the Town of Jackson Land Development Regulations are hereby added to read as follows:

Bicycle Rack Styles



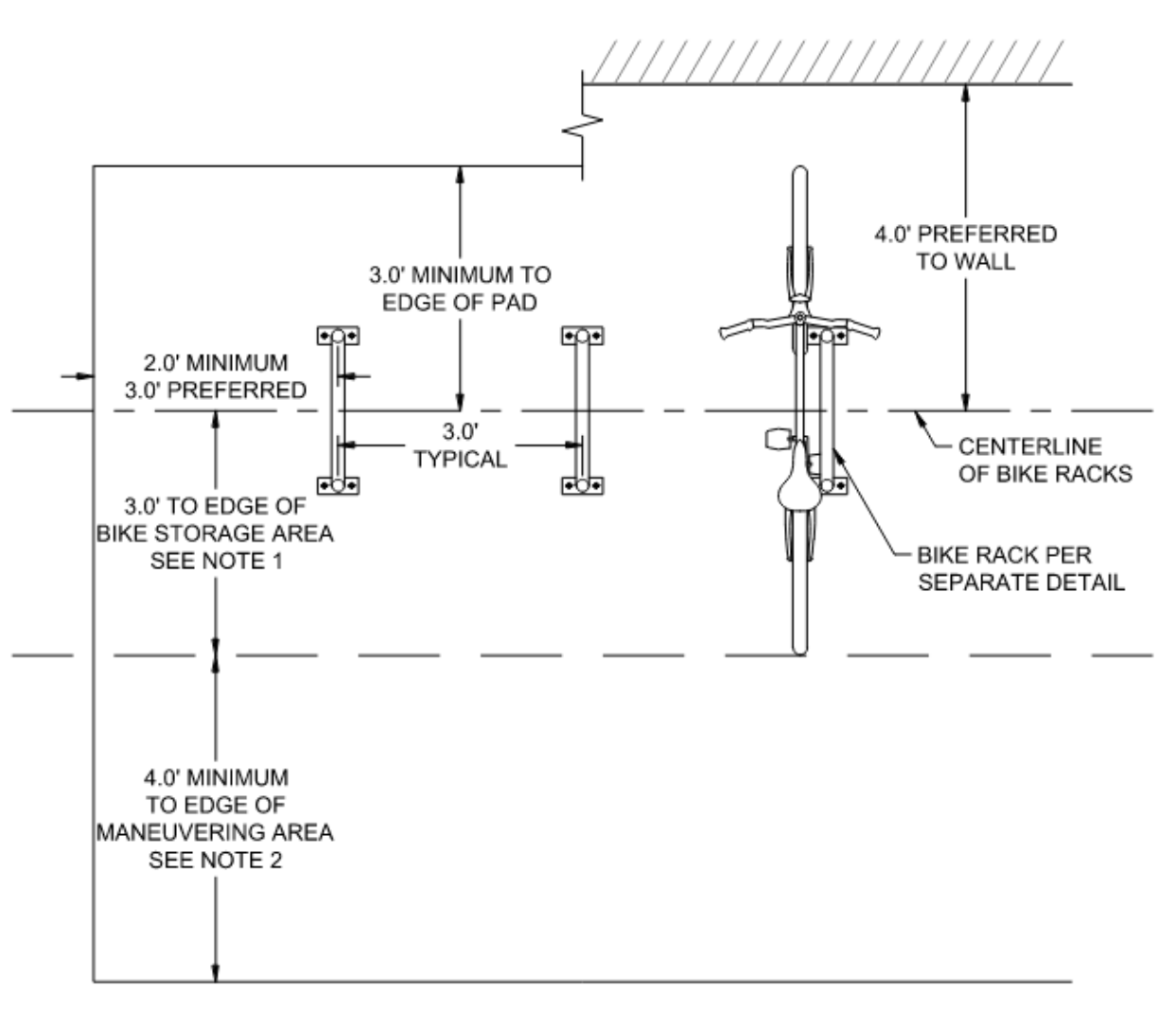
Requirements:

1. All bicycle racks must comply with the following standards. Additional styles note listed in this detail may be approved by the Planning Director.
 - a. Bicycle racks shall be securely anchored to a permanent foundation.
 - b. Bicycle racks shall be metal tube with a minimum diameter of 1.5"
 - c. Allowable finishes are galvanized, stainless steel, powder coat and thermoplastic or vinyl paint.
 - d. Bicycle racks must provide support to bicycle frame in two places.
 - e. Bicycle rack must provide space to secure the frame and one or both wheels to the rack with a cable, chain or U-lock.
2. Bicycle racks that require wheels to be lifted off the ground are not allowed.
3. Images are not to scale.

SECTION III.

Bicycle Rack Spacing construction standards of Appendix A to the Town of Jackson Land Development Regulations are hereby added to read as follows:

Bicycle Rack Spacing



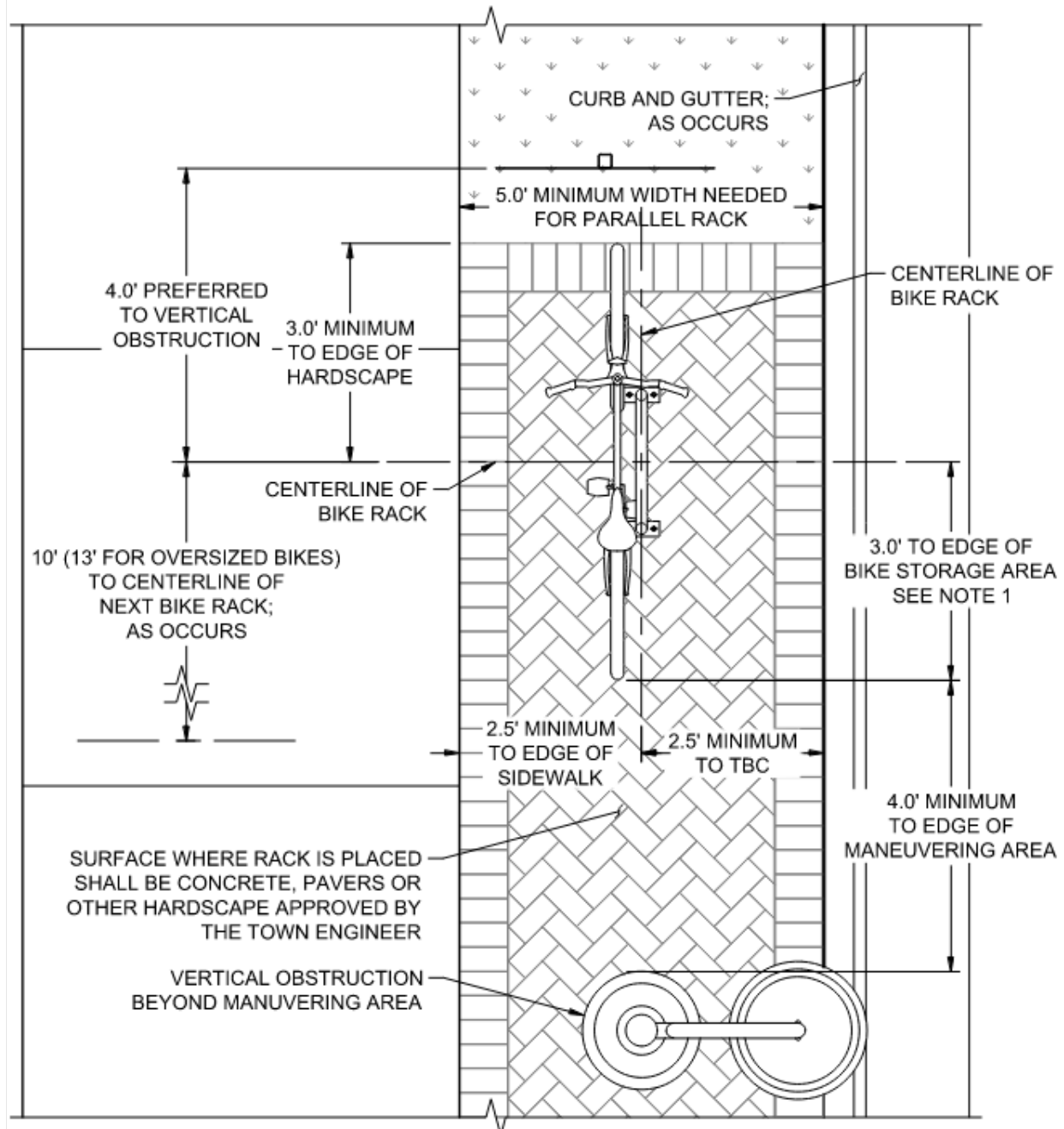
Requirements:

1. For oversized bicycles this dimension shall be increased to 6'.
2. The maneuvering area may be any traversable surface including sidewalk, pathways, or other hardscape. This area may not include vertical obstructions, streets, or vehicle parking stalls.
3. Images are not to scale.

SECTION IV.

Parallel Bicycle Rack Placement construction standards of Appendix A to the Town of Jackson Land Development Regulations are hereby added to read as follows:

Parallel Bicycle Rack Placement



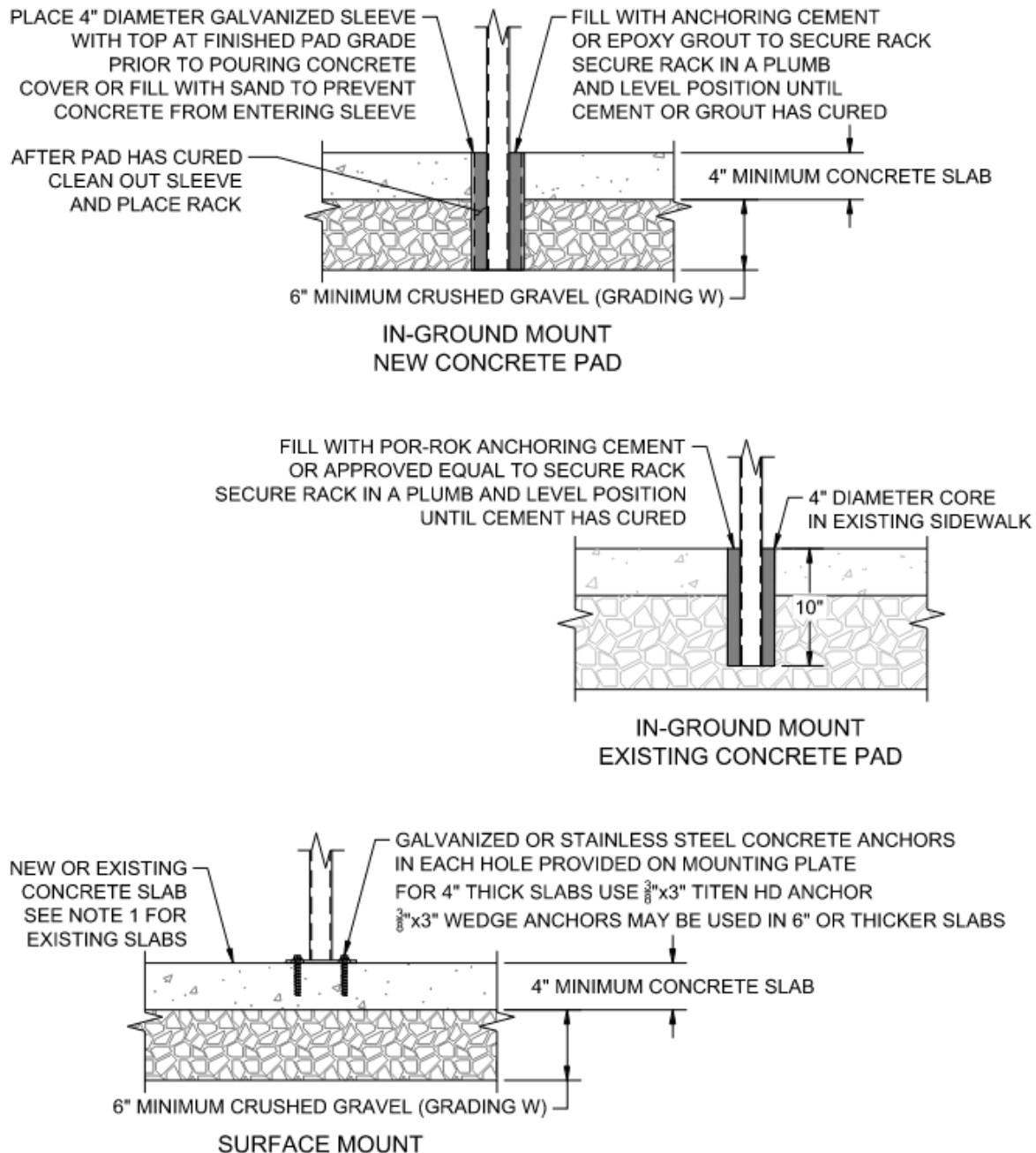
Requirements:

1. For oversized bicycles this dimension shall be increased to 6'.
2. The maneuvering area may be any traversable surface including sidewalk, pathways, or other hardscape. This area may not include vertical obstructions, streets, or vehicle parking stalls.
3. Images are not to scale.

SECTION V.

Bicycle Rack Mounting construction standards of Appendix A to the Town of Jackson Land Development Regulations are hereby added to read as follows:

Bicycle Rack Mounting



Requirements:

1. Surface mounted racks may be placed on existing concrete slabs provided they do not have excessive cracking and have a minimum thickness of 4".
2. Multiple racks may be mounted on rails provided the rail is securely anchored to a permanent foundation.
3. Images are not to scale.

SECTION VI.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION VII.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION IX.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE ____ DAY OF _____, 2024.

PASSED 2ND READING THE ____ DAY OF _____, 2024.

PASSED AND APPROVED THE ____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. ____ was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the ____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

STAFF REPORT



Meeting Date:	February 5, 2024	Meeting Title:	Regular Town Council Meeting
Submitting Department:	Community Development Department	Presenter:	Katelyn Page
Agenda Item:	Second Reading Ordinance X and Ordinance O updating Required Bicycle Parking (P23-016)	Public Comment:	Yes

Purpose & Policy Considerations.

To approve at Second Reading Ordinance X and Ordinance O to update the Town of Jackson's Land Development Regulations (LDRs) regarding required bicycle parking standards.

Requested Action.

Request to approve at Second Reading Ordinance X and Ordinance O which would modify the Town of Jackson's standards relating to bicycle parking. Ordinance X would modify the following sections of the LDRs:

1. LDR Section 6.2.2.A – Required Vehicle Parking
2. LDR Section 6.2.2.B – Shared Vehicle Parking
3. LDR Section 6.2.2.D – Required Bicycle Parking
4. LDR Section 6.2.3 – Location of Required Vehicle Parking
5. LDR Section 6.2.4 – Maintenance of Off-Street Vehicle Parking and Loading
6. LDR Section 6.2.5 – Off-Street Vehicle Parking and Loading Design Standards
7. LDR Section 8.8.2.B – Applicability (Administrative Adjustment)

Ordinance O would add the following appendix to the LDRs:

8. LDR Appendix A – Short-term Bicycle Parking Specifications and Installation Standards

Recommendation.

The Community Development Director recommends approval of the proposed Ordinance X and Ordinance O as presented.

Background.

Staff from the Pathways Department and the Planning Department have collaboratively worked to identify bicycle parking standards and incorporate the standards into a proposed Text Amendment.

At the July 17, 2023, Regular Council meeting, staff presented to Council a proposed LDR Text Amendment brought forth by the Pathways and Planning Departments for updates to required bicycle parking standards. Council directed staff to draft an ordinance for first reading at the next available opportunity.

At the September 11, 2023, Special Council meeting, staff presented Ordinance X for Council review. Council considered the item and continued the item for further discussion. Primary feedback from Council to staff during the September 11, 2023, meeting included sharing site plan examples of proposed bicycle requirements, considering reduction of the overall proposed requirements by 10-15%, and explaining potential tradeoffs

between bicycle parking and other site development elements such as housing density, vehicle parking, and landscaping.

At the November 13, 2023, Council Workshop Meeting, Council requested staff present a fee-in-lieu option for consideration at first reading. Staff responded to this request and incorporated a fee-in-lieu option at the time first reading of Ordinance X and Ordinance O was approved at the January 22, 2024, Regular Town Council Meeting.

Staff now presents Ordinance X and Ordinance O for second reading.

Factors for Consideration.

Below are the factors that the Council considered at a regular meeting on July 17, 2023.

Pursuant to Section 8.7.2 of the Town of Jackson Land Development Regulations, the advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt or deny a proposed LDR Text Amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

1. Is consistent with the purposes and organization of the LDRs;

Complies. The purposes of the LDRs per Division 1.3 are generally to implement the Comprehensive Plan and to promote the health, safety, and general welfare of the present and future inhabitants of the community. Staff finds the proposed amendment is supportive of our community's comprehensive plan goals and is consistent with the purpose and organization of the LDRs.

2. Improves the consistency of the LDRs with other provisions of the LDRs;

Complies. The amendment proposes more detailed, use-specific standards for bicycle parking consistent with provisions of the broader Required Parking and Loading Standards (Section 6.2.2), including vehicle and disability parking requirements.

3. Provides flexibility for landowners within standards that clearly define desired character;

Complies. The amendment defines a minimum standard for bicycle parking while offering flexibility for alternative compliance if, when strictly applied, the proposed standard would result in specific constraints or unforeseen circumstances.

4. Is necessary to address changing conditions, public necessity, and/or state or federal legislation;

Complies. The amendment proposes more detailed, use specific standards for bicycle parking aimed at increasing the availability and occurrence of bicycle parking infrastructure. This infrastructure is

supportive of a broader network of bicycle infrastructure, including paths and multi-modal facilities, which foster alternative modes of transportation for visitors and residents.

5. *Improves implementation of the Comprehensive Plan; and*

Not Applicable. Per Wyoming State statute.

6. *Is consistent with other adopted Town Ordinances.*

Complies. As conditioned, the proposed amendment does not conflict with any other Town Ordinances.

Fiscal Impact.

Staff does not have an estimate for the amount of fees that will be generated by this Text Amendment. Whatever funds collected by the fee-in-lieu option will accrue in a dedicated fund to be used exclusively for the provision and maintenance of short-term bicycle parking facilities within the Town of Jackson zones eligible for the fee-in-lieu program.

Staff Impact.

The amount of staff time to review this proposed Text Amendment, including research, and drafting of staff reports and the ordinances is approximately 55 hours.

Additionally, staff estimates 15 hours per year of staff time will be dedicated to provision and maintenance of bicycle parking facilities funded by a fee-in-lieu program.

Attachments.

Ordinance X Blackline

Ordinance O

Staff Report P23-016 dated July 17, 2023

Suggested Motions. *Council always has the option to adopt, approve with conditions, continue, or deny items.*

I move to approve Ordinance X on second reading.

I move to approve Ordinance O on second reading.

STAFF REPORT



Meeting Date:	February 26, 2024	Meeting Title:	Regular Town Council
Submitting Department:	Planning	Presenter:	Tyler Valentine
Agenda Item:	NH-1 Text Amendment - First Reading of Ordinance P (P23-168).	Public Comment:	Yes

Purpose & Policy Considerations.

The purpose of this item is to consider at First Reading Ordinance P which amends the official text of the NH-1 zoning district in the Land Development Regulation (LDR) Section 2.2.9.

Requested Action.

Request to approve Ordinance P to amend the Official Zoning Text of the LDRs to add a Workforce Housing Incentive to the Neighborhood High Density-1 (NH-1) zoning district by allowing a fourth story and height bonus for sites that meet eight specified criteria. The proposed text amendment would modify the following sections of the LDRs:

- Section 2.2.9.A - Intent
- Section 2.2.9.E – Additional Zone-Specific Standards

Recommendations.

The Planning Director recommends **approval** of Ordinance P as presented in the attachment to this staff report.

Background.

Item P23-168 was originally approved by the Town Council (3-2 vote) on January 8, 2024, which had seven criteria required for a site to be qualified for a fourth story in the NH-1 zone. However, at the January 22, 2024, Town Council meeting, the Council unanimously voted (5-0 vote) to reconsider their original January 8th approval of the Text Amendment. The Town Council later reconsidered and approved (3-2 vote) Item P23-168 on February 5, 2024, choosing Option #1d which increased the acreage for qualified sites from two acres to three acres, and added an eighth criteria, Criteria “h”, requiring that qualified sites also be located adjacent to a Commercial Residential-3 (CR-3) zoned property.

Analysis & Key Policy Questions.

On February 5, 2024, the Council approved an LDR Text Amendment to the NH-1 zone to allow a fourth story and workforce housing height bonus for sites that meet eight specified criteria per Option #1d. Prior to a change in the official zoning text becoming official, three ordinance readings are required.

The key issues for this application are whether a zone-wide text amendment is the right approach to allow the intended future development of the Virginian site and whether this approach would create undesired negative impacts on the NH-1 zone as a whole. The Town Council discussed these key issues at the February 5, 2024, Council meeting and found (3-2 vote) that the proposed text amendment was appropriate and would align with the desired future character of the NH-1 zone.

Possible Alternatives.

Potential alternatives to the proposed amendment may include:

1. **Approve Ordinance P with changes.** One potential change could be to increase the 3-acre minimum to something larger such as a 4-acre minimum. Another potential change could be adding or modifying the criteria to address better setting back and stepping down the fourth story.
2. **Not approve Ordinance P and pursue CR-3 Zone with deed restriction to not allow commercial development:** Under this alternative, the Council would pursue a Zoning Map Amendment to change the zoning of the Virginian property from NH-1 to CR-3 and restrict the property to prohibit commercial development/use. This option would take roughly 7-8 months to complete including ordinance readings.
3. **Not approve Ordinance P and pursue creation of new zone for Virginian site.** Under this alternative, Council would direct staff to create a new residential zoning district for the Virginian site that is similar to NH-1 but also allows a 4th story and height bonus for Workforce deed-restricted housing. This option would take roughly one year before it could be brought before the Town Council for review and consideration. The reason this option has a longer timeframe than the option above is staff would need additional time to create a new zone before an application could even be submitted.
4. **Other.**

Comprehensive Plan & Priority Alignment

Below are the factors that the Council considered at its regular meeting on February 5, 2024, and its conclusion for each.

Land Development Regulation Text Amendment (P23-618): Pursuant to Section 8.7.2 of the Town of Jackson Land Development Regulations, the advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt or deny a proposed LDR text amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

1. Is consistent with the purposes and organization of the LDRs;

Complies. The primary purpose of the LDRs is to implement the goals expressed in the Comprehensive Plan and promote the health, safety, and general welfare of present and future generations. Staff finds that the text amendment meets numerous Comprehensive Plan goals and objectives. Generally speaking, the fourth story bonus allows more opportunity for deed-restricted housing allowing access to stable housing which protects the welfare of our community. This amendment also allows additional housing to be built in complete neighborhoods near services which reduces single-vehicle trips supporting the goals within two of the major Common Values of Community Character: Ecosystem Stewardship and Growth Management. In addition, the fourth story bonus criteria are consistent with the organization of the LDRs as they provide predictable standards similar to those that are already in place in the LDRs, specifically the CR-3 zoning district.

2. Improves the consistency of the LDRs with other provisions of the LDRs;

Complies. Staff finds that the proposed text amendment improves the consistency with other provisions of the LDRs by allowing incentives that are already allowed in other zones such as CR-3. These incentives are consistent with the various efforts made in the 2018 town-wide rezone that also allowed and

encouraged higher densities and housing bonuses. Since the LDRs already allow similar incentives, staff find that the proposed text amendment is consistent with the current tools available to provide flexibility for building workforce housing.

3. Provides flexibility for landowners within standards that clearly define desired character;

Complies. Staff finds that the proposed text amendment provides flexibility for certain landowners who qualify for the specified criteria to build additional workforce-restricted housing. As with any bonus, the proposed amendments would allow owners to develop new projects or develop incrementally within an existing development provided they comply with the NH-1 standards and addition criteria. In addition, since these changes are optional and do not apply to all NH-1 zoned properties, staff does not find that there will be a significant impact on the overall character of the zone. Finally, the criteria applicable to these text amendments are clearly defined and do not conflict with other applicable standards.

4. Is necessary to address changing conditions, public necessity, and/or state or federal legislation;

Complies. Staff finds that the proposed text amendment is necessary to address a public necessity. With rising living costs, limited land to develop, and a limited housing supply, the need for stable workforce housing in Jackson is at the forefront of public necessity. The fourth story bonus, which is already active in the CR-3 zone, is just one of many existing incentives in place geared at reducing barriers to housing and encouraging denser workforce housing developments. The fourth story bonus incentive will help address the housing needs sooner rather than later while being built within criteria that are appropriate for the desired character of the area.

5. Improves implementation of the Comprehensive Plan; and

Not applicable per WY state statute.

6. Is consistent with other adopted Town Ordinances.

Complies. The proposed amendment does not conflict with any other Town Ordinances.

Fiscal Impact.

Staff is not aware of any current fiscal impacts with this Text Amendment.

Staff Impact.

The time spent preparing this staff report and Ordinance was approximately 6-8 hours.

Attachments or Links.

Ordinance P

Staff report from February 5, 2024, Council meeting

SUGGESTED MOTION

I move to approve Ordinance P on first reading.

ORDINANCE P

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 1197 (PART), 1217, 1313, 1316, AND 1343, SECTION 2 OF TOWN OF JACKSON ORDINANCE NO. 1074 (PART) AND SECTION 2.2.9.A AND 2.2.9.E OF THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS REGARDING NEIGHBORHOOD HIGH DENSITY-1 (NH-1) AND PROVIDING FOR AN EFFECTIVE DATE.

NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 1197 (PART), 1217, 1313, 1316, and 1343; Section 2 of Town of Jackson Ordinance No. 1074 (part) and Section 2.2.9.A and 2.2.9.E of the Land Development Regulations are hereby amended and reenacted to read as follows:

2.2.9. NH-1: Neighborhood High Density 1.

A. Intent.

...

2. **Buildings:** Buildings of three or more attached units can be up to three stories in height. Single or multiple detached buildings, each building with multiple units, on a site is common. Incentives are provided to encourage variety in roof pitch, ~~and design,~~ and on certain sites a 4th story workforce housing bonus.

...

- E. **Additional Zone-specific Standards.** The following standards apply in addition to all other standards applicable in the NH-1 zone.

...

2. **Workforce Housing Incentive for Additional Height.** A structure may be 48 feet in height and 4 stories provided the following criteria are met.
 - a. The following standards apply to the amount of additional floor area achieved through the increase in structure height; however, the actual floor area to which the following standards apply may be distributed throughout the structure.
 - i. It shall be deed restricted workforce, affordable, or employee housing with an occupancy restriction.
 - ii. It may have an employment and/or price restriction.
 - iii. It shall be exempt from the calculation of affordable housing required but shall not be used to meet the affordable housing requirement for the project.
 - iv. Fourth story may be used for parking that serves the deed restricted residential units.
 - b. The project shall provide the affordable housing required by Div. 6.3. on site.
 - c. The site shall be at least three (3) contiguous acres to provide opportunity for sufficient setback from and building height step down to small scale development.

- d. The site shall be served by transit within 1/4 mile.
- e. The site shall be within 1/4 mile walking distance from numerous commercial services routinely needed by residents.
- f. The additional building height shall not increase the floor area allowance or decrease the required open space.
- g. For all street facades, the 4th story shall be stepped back a minimum of 10' for at least 40% of the overall façade width. Roofs above the stepped-back portions may encroach a maximum of 3' into the 10' setback.
- h. The site shall be adjacent to a CR-3 zoned property.

(Ord. ____ § 1, 2024; Ord. 1343 § 1, 2023; Ord. 1316 § 1, 2021; Ord. 1313 § 1, 2022; Ord. 1217 § 1, 2019; Ord. 1197 (part) § 1, 2018; Ord. 1074 § 2, 2016)

SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase, or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct, and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION IV.

This Ordinance shall become effective after its passage, approval, and publication.

PASSED 1ST READING THE _____ DAY OF _____, 2024.

PASSED 2ND READING THE _____ DAY OF _____, 2024.

PASSED AND APPROVED THE _____ DAY OF _____, 2024.

TOWN OF JACKSON

BY: _____
Hailey Morton Levinson, Mayor

ATTEST:

BY: _____
Riley Taylor, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. _____ was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____ day of _____, 2024.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book _____ of Ordinances of the Town of Jackson, Wyoming.

Riley Taylor, Town Clerk

STAFF REPORT



Meeting Date:	February 5, 2024	Meeting Title:	Regular Town Council
Submitting Department:	Planning	Presenter:	Tyler Valentine
Agenda Item:	RECONSIDERATION: Request for a Land Development Regulation (LDR) Text Amendment to Section 2.2.9 (P23-168)	Public Comment:	Yes

Purpose & Policy Considerations.

On January 22, 2024, the Council voted to reconsider this item, thus this item will be a re-hearing of the item first presented on January 8, 2024.

Background

This item was originally approved by the Town Council (3-2 vote) on January 8, 2024, and was scheduled for 1st Ordinance Reading on February 5, 2024. However, at the January 22, 2024, Town Council meeting, the Council unanimously voted (5-0 vote) to reconsider their original January 8th approval of the Text Amendment. Thus, this item is a reconsideration of Item P23-168 – LDR Text Amendment to the NH-1 zone to allow use of the Workforce Housing Incentive for Additional Height tool on sites that meet specified dimensional, locational, and use criteria.

This is a new staff report that further analyzes the impacts of the NH-1 Text Amendment in addition to analyzing a potential rezone of the Virginian property to Commercial Residential-3 (CR-3). For reference purposes, the original January 8, 2024, staff report and application are attached.

Requested Action

The applicant, Jackson Teton County Housing Authority, is requesting approval of an LDR Text Amendment to add a Workforce Housing Incentive to the Neighborhood High Density-1 (NH-1) zoning district by allowing a fourth story and 48' height bonus for sites that meet the eight specified criteria (Criteria a-h) listed below in red. In response to the Town Council's initial review and request for reconsideration, the applicant has since made the following two revisions to their original request that was presented at the January 8th Town Council meeting:

1. Increased the minimum acreage for qualified sites from two (2) to three (3) contiguous acres.
2. Added Criteria "h": The site shall be adjacent to a CR-3 zoned property.

Below are the LDR sections affected by this text amendment with the proposed language in red type:

LDR Section 2.2.9.A – General Intent Section

A. Intent.

1. [General Intent].
2. Buildings: Buildings of three or more attached units can be up to three stories in height. Single or multiple detached buildings, each building with multiple units, on a site is common. Incentives are provided to encourage variety in roof pitch, ~~and design,~~ and on certain sites a 4th story workforce housing bonus.

LDR Section 2.2.9.E. Additional Zone-specific Standards

[1. Minimum Density]

2. Workforce Housing Incentive for Additional Height. A structure may be 48 feet in height and 4 stories provided the following criteria are met.
 - a. The following standards apply to the amount of additional floor area achieved through the increase in structure height; however, the actual floor area to which the following standards apply may be distributed throughout the structure.
 - i. It shall be deed restricted workforce, affordable, or employee housing with an occupancy restriction;
 - ii. It may have an employment and/or price restriction.
 - iii. It shall be exempt from the calculation of affordable housing required but shall not be used to meet the affordable housing requirement for the project.
 - iv. Fourth story may be used for parking that serves the deed restricted residential units.
 - b. The project shall provide the affordable housing required by Div. 6.3. on site.
 - c. The site shall be at least three contiguous acres to provide opportunity for sufficient setback from and building height step down to small scale development.
 - d. The site shall be served by transit within 1/4 mile.
 - e. The site shall be within 1/4 mile walking distance from numerous commercial services routinely needed by residents.
 - f. The additional building height shall not increase the floor area allowance or decrease the required open space.
 - g. For all street facades, the 4th story shall be stepped back a minimum of 10' for at least 40% of the overall façade width. Roofs above the stepped-back portions may encroach a maximum of 3' into the 10' setback.
 - h. The site shall be adjacent to a CR-3 zoned property.

Recommendation

The Planning Director recommends approval of LDR Text Amendment P23-168 to allow a 4th story and height bonus for Workforce housing in the NH-1 zone, subject to this staff report, the department reviews attached hereto, and as presented by the applicant consistent with OPTION #1d.

Key Policy Issues

1. Does the Council want to continue with consideration of the NH-1 Zone text amendment to allow a 4th story at sites meeting specified criteria, including the Virginian RV site? If so, which of the four sub-options below does it support? OR
2. Does the Council want to consider a zoning map amendment to rezone the Virginian RV site to the Commercial Residential-3 (CR-3) Zone with a deed restriction to prohibit commercial uses to allow a 4th story at the Virginian RV site? If so, which of the two sub-options below does it support?

Supplemental Information & Analysis:

At the January 22nd Town Council meeting, in addition to the reconsideration, Council requested additional information from staff including alternative options to the NH-1 Text Amendment such as rezoning the Virginian property to CR-3 with a deed restriction prohibiting commercial use/development. The Council also asked for information on the process/timing of pursuing a rezone of the Virginian property to CR-3, a comparison of the

physical development differences/similarities between NH-1 vs CR-3, and any known concerns/considerations over a rezone of the Virginian property to CR-3. In response, staff have provided the requested information and analysis below.

To better organize the requested information, staff have provided two primary options for Council consideration. The first option continues on the path of pursuing an NH-1 text amendment but includes four sub-options that provide a range of minimum site acreages and additional qualifying criteria. The second option directs Housing Department staff to withdraw the NH-1 Text Amendment and to pursue a Zoning Map Amendment (ZMA) to CR-3 for the Virginian property that includes a deed restriction prohibiting commercial use/development. Below are the two options followed by an impact analysis of each option and how each option impacts the 90 Virginian Lane RFP process:

OPTION #1 – Pursue NH-1 Text Amendment to allow Fourth Story Workforce Housing Bonus

- **OPTION #1a** (approved by Town Council January 8, 2024): NH-1 with **two-acre** minimum with seven qualifying criteria (Criteria a-g shown above on page #2).
 - Timeline for approval: March 2024
- **OPTION #1b**: NH-1 with **three-acre** minimum with seven qualifying criteria (Criteria a-g shown above on page #2).
 - Timeline for approval: March 2024
- **OPTION #1c**: NH-1 with **four-acre** minimum with seven qualifying criteria (Criteria a-g shown above on page #2).
 - Timeline for approval: March 2024
- **OPTION #1d** (Staff's recommendation): NH-1 with **three-acre** minimum with **eight criteria** (Criteria a-h shown above on page #2).
 - Add Criteria "h": The site shall be adjacent to a CR-3 zoned property.
 - Timeline for approval: March 2024

OPTION #2 – Pursue Rezone the Virginian site to CR-3 with a deed restriction prohibiting commercial.

- **OPTION #2a**: Rezone the Virginian site to CR-3 and record a deed restriction that prohibits commercial use/development. The CR-3 zone already allows the fourth-story bonus for sites two acres or larger.
- **OPTION #2b**: Rezone the Virginian site to CR-3, record a deed restriction that prohibits commercial use/development and add development restrictions, **AND** require the Virginian RV site to adhere to some/all of the NH-1 physical development standards (i.e., building height, LSR, setbacks, etc.). The CR-3 zone already allows the fourth-story bonus for sites two acres or larger.

Both #2 options include the following considerations:

- Each option first requires approval from the Town Council and the Board of County Commissioners as landowners of the Virginian RV site to agree to the terms of the deed restriction (JIM Meeting). These options also require a pre-application meeting with Planning

Staff, a new neighborhood meeting on the proposed zone change, a Zoning Map Amendment application, and time to draft/sign the deed restriction.

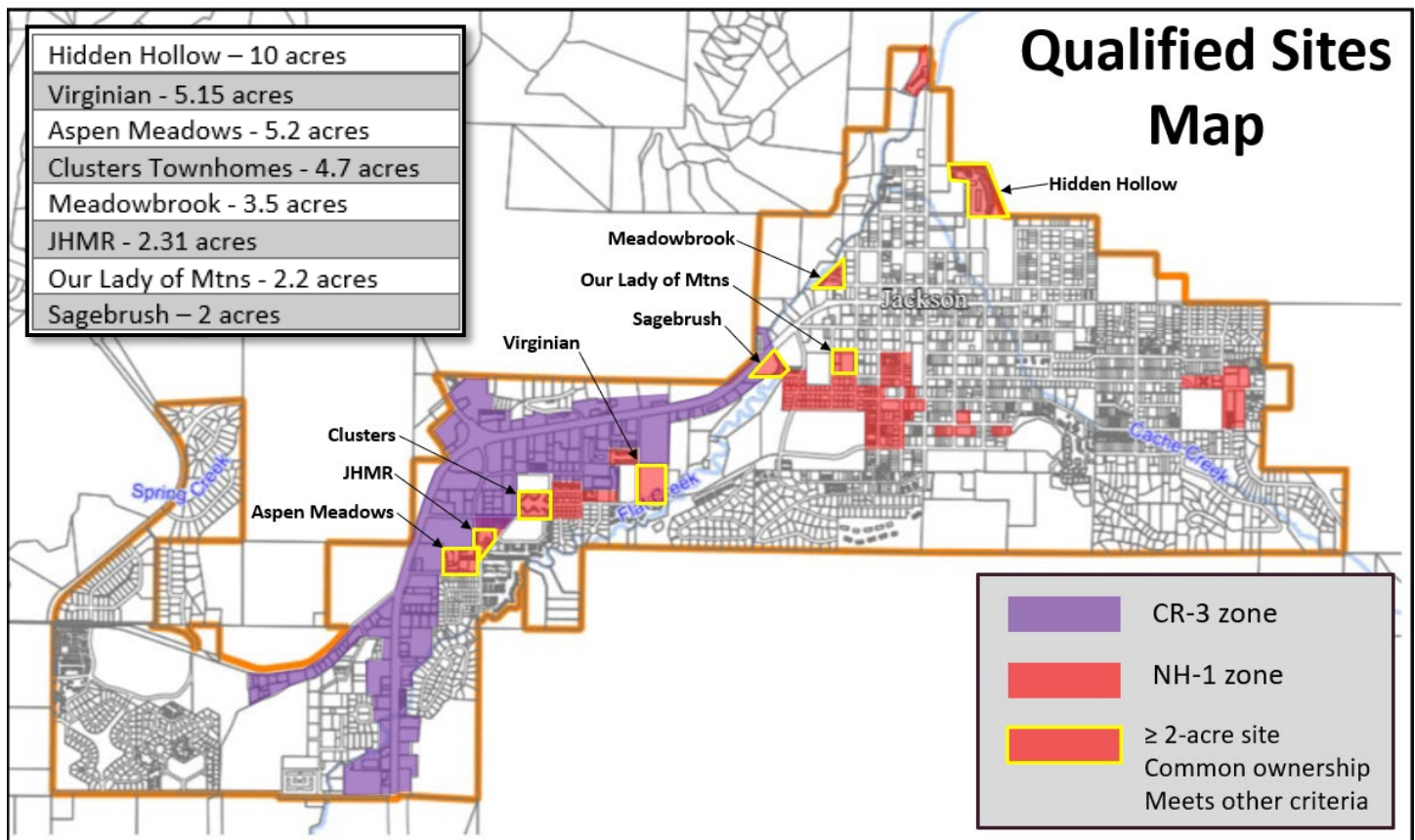
- Timeline for approval: Staff anticipates this would take at least 8 months to complete including 3 ordinance readings.

Analysis of OPTION #1 (NH-1 text amendment to allow fourth story):

This option stays on track with pursuing an LDR Text Amendment to the NH-1 zone to allow a fourth story and 48' height bonus for Workforce housing on qualified sites that meet specified criteria. All sub-options under Option #1 could likely be approved by March 2024. The key issue for Council with the NH-1 Text Amendment has been its development potential for and perceived impact on the NH-1 zone as a whole, rather than its impact just on the 5-acre Virginian RV site. In response to this concern, the four sub-options under Option #1 are intended to provide a range of impacts on potential neighborhoods where the 4th story in the NH-1 zone could apply.

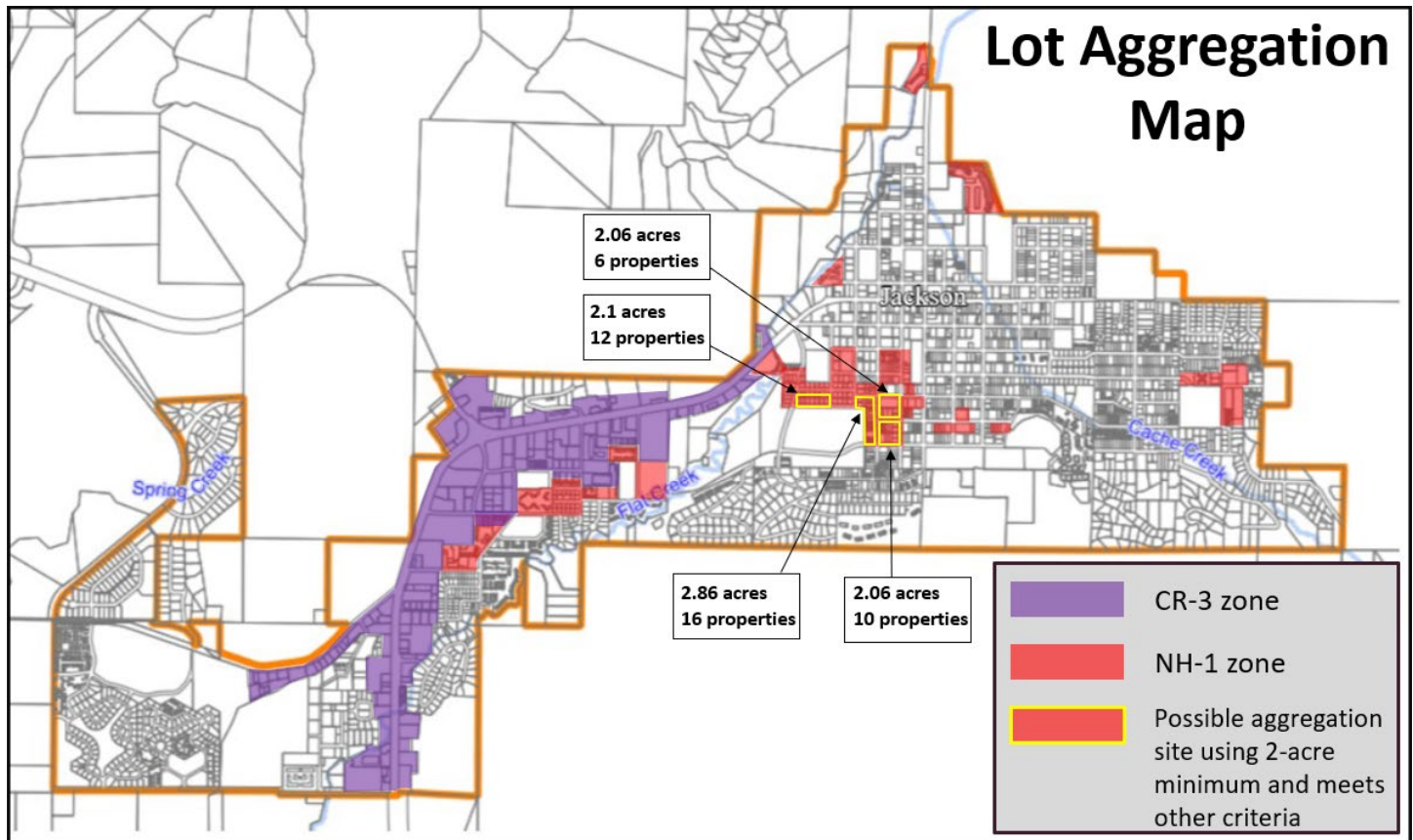
Analysis of Existing NH-1 Sites with Two or Greater Acres

The list below shows the eight NH-1 properties in the Town under common ownership that would qualify under the currently proposed two-acre minimum site size **and** all other additional criteria (e.g., must be located within ¼ mile of commercial services and transit) for the NH-1 amendment. This list is slightly smaller than the list provided in the January 8th staff report (e.g., Pioneer Homestead in East Jackson is no longer listed as eligible for 4th story) because the previous list did not include evaluation of the seven criteria, just the two-acre minimum site size. Staff notes that all sites shown on the map below, except for the Virginian site, have existing development, such as townhomes or condominiums, that greatly reduces the feasibility of these sites using the fourth-story bonus any time in the next 20 years or more:



Analysis on Potential to Aggregate Sites of 2 acres or greater

Staff also analyzed the NH-1 zone to determine areas where a developer could potentially aggregate land by purchasing multiple contiguous lots or properties. This was identified as a major concern by the Council and in public comment. Staff identified four potential areas in Town that meet the original two-acre minimum rule and comply with all other criteria (see map on the following page).



In summary, the above analysis for the NH-1 concludes there are eight total qualified sites of 2+ acres under common ownership and four potential aggregation sites for a total of 12 sites that could potentially qualify for a 4th story under the proposed NH-1 two-acre minimum site size.

Using this 2-acre analysis as a baseline, staff wanted to then provide Council with additional options that reduced the number of potential sites that might qualify for a fourth story. This was done by increasing the minimum site size from two acres to three acres (Option 1b) and four acres (Option 1c). It was also done by adding criteria "h" that requires qualified sites to be located adjacent to CR-3 zoning (Option #1d). The rationale for adding criteria "h" is that because the CR-3 already allows the fourth story bonus and is located along the highway corridor, allowing adjacent NH-1 sites to have a fourth story as well would cluster four-story buildings together and prevent them from being allowed in isolated residential neighborhoods where they would be less compatible.

To help the Council easily compare the four sub-options under Option #1, staff has provided the below table. As can be seen, the total number of qualified sites can be reduced from eight to three based on staff's recommended **OPTION #1d** which would increase the minimum acreage to three acres and require sites to be located adjacent to CR-3 zoning. This option also removes all potential aggregation sites as there would be no remaining areas with the potential to aggregate three acres of NH-1 property adjacent to CR-3.

Total NH-1 Sites that Qualify for 4 th Story Based on Acreage + Required Criteria			
OPTION #1a: 2-acres (min.)	OPTION #1b: 3-acres (min.)	OPTION #1c: 4-acres (min.)	OPTION #1d: 3-acres (min.) next to CR-3
Hidden Hollow - 10	Hidden Hollow - 10	Hidden Hollow - 10	Virginian - 5.15
Virginian - 5.15	Virginian - 5.15	Virginian - 5.15	Aspen Meadows - 5.2
Aspen Meadows - 5.2	Aspen Meadows - 5.2	Aspen Meadows - 5.2	Clusters Townhomes - 4.7
Clusters Townhomes - 4.7	Clusters Townhomes - 4.7	Clusters Townhomes - 4.7	
Meadowbrook - 3.5	Meadowbrook - 3.5		
JHMR - 2.31			
Our Lady of Mtns - 2.2			
Sagebrush - 2			
Total = 8 Sites	Total = 5 Sites	Total = 4 Sites	Total = 3 Sites

In conclusion, staff recommends staying on course with the NH-1 Text Amendment **OPTION #1d** because this option accomplishes the Town Council's and County Commissioner's housing goals for the Virginian property, and has minimal impacts on the NH-1 zone as a whole.

Analysis of OPTION #2 (rezone to CR-3 with deed restriction):

Both **OPTION #2a** and **OPTION #2b** would result in withdrawing the NH-1 Text amendment application and directing staff to pursue a Zoning Map Amendment (ZMA) to change the zoning of the Virginian property from NH-1 to CR-3 zone and record a deed restriction on the property that prohibits commercial use/development. The general intent of the CR-3 zone is to provide for a vibrant mixed-use zone consisting primarily of retail, office, and residential uses within buildings up to three or four stories. Since the CR-3 zone is the only zone that currently allows a fourth story and 48' height bonus, it is the only existing zone available to accomplish the Town Council's and County Commissioner's goal of adding a fourth story to the Virginian site.

The reason that staff recommends a deed restriction on commercial use/development is due to concerns that zoning the Virginian RV site to CR-3 would add up to 89,734 sf of additional commercial development potential to the community and risk being inconsistent with the Comprehensive Plan's growth management policy (Policy 3.1.a) that seeks to limit overall development in the community to the amount that has been allowed and planned for since 1994 and which is tracked every year in the Indicator Report. The Town went to great lengths to adhere to this policy during the 2016 and 2018 town-wide rezoning efforts and as a result, the base Floor Area Ratios (FARs) for all new zones remained the same, with some minor exceptions to account for anomalies. Planning staff have also adhered to this policy when working with the general public and the development sector who often approach the Town interested in upzoning a property to a zone that allows more commercial development. Planning Staff have consistently indicated that we would not recommend support for such requests.

A major additional consideration with either **OPTION #2a** or **OPTION #2b** is that a deed restriction would first require a Joint Information Meeting (JIM) to discuss whether the Town Council and County Commissioners as landowners are interested in restricting commercial use/development on the Virginian property. Additional time would then be needed to draft the specific terms of the restriction and obtain final approval and signatures. The restriction would need to be finalized before an application to rezone to the CR-3 zone could be submitted to the Town.

Another potentially important consideration is that there are some different development standards between the CR-3 and NH-1 zones, such as for height, setbacks, and LSR. Below is a comparison table of NH-1 and CR-3 which identifies the development standards similarities (in green) and differences (in red). The key takeaways are that 1) CR-3 allows significantly taller three-story buildings, 2) CR-3 requires significantly less LSR (i.e., green space), and 3) CR-3 allows a slightly larger building envelope based on the setbacks. If any of these differences present significant concerns to the Town Council, then **OPTION #2b** would go a step further by adding terms to the deed restriction to require future development to adhere to some/all of the NH-1 physical development standards (i.e., building height, LSR, setbacks, etc.). This discussion would happen as part of the JIM meeting to direct staff to draft a deed restriction.

Standard	NH-1	CR-3
FAR (max)	0.40 or 89,734 sf	0.40 or 89,734 sf
Allows 2:1 Bonus?	yes	yes
Building Height (max)	35'-39'	42'-46'
Stories (max)	3	3
4 th Story / 48' Height Bonus?	Not allowed (would be allowed as proposed)	Allowed
LSR (min)	0.21% or 47,110 sf for multi-family	10% or 22,433 sf for all uses
Plant Units	1/1,000 sf of LSR + 1/12 parking spaces	1/1,000 sf of LSR + 1/12 parking spaces
Primary Street Setback (Snow King)	20'	10'
Secondary Street Setback (Virginian Lane)	10'	10'
Side Setback (east)	10'	5'
Side Setback (north)	10'	5'
Parking Requirement (multi-family)	1/DU if < 2 bedrooms and < 500 sf, otherwise 1.5/DU	1/DU if < 2 bedrooms and < 500 sf, otherwise 1.5/DU
Parking Setbacks	20' on Snow King Ave 20' on Virginian Lane	20' on Snow King Ave 10' on Virginian Lane
Curb Cut per street (max)	20' on Snow King Ave 20' on Virginian Lane	24' on Snow King Ave 24' on Virginian Lane

A final consideration with these options is that both would have impacts on the RFP process timeline which is discussed in more detail below. The information below in italics was provided by the Housing Department regarding the timeline provided to applicants in the RFP:

- RFP Release *November 7, 2023*
- Deadline to Submit Questions *December 8, 2023*
- Submission Deadline *February 2, 2023*
- Initial Review and Scoring *February 5-23, 2024*
- Round One Interviews *Week of March 4, 2024*
- Round Two Interviews – if necessary *Week of March 18, 2024*

- Consideration of RFP Award May 6, 2024
- Consideration of Ground Lease July 1, 2024

If Council changes its previous direction to staff, directing Housing Department staff to pursue a rezone to CR-3, the following timing challenges will be necessary:

- *A Joint Information Meeting to consider a deed restriction on the property must be scheduled. This could be an extra (second) JIM in later March, which may allow time for all staff members involved to prepare the necessary materials for the meeting. Housing Department staff are already scheduled to present their work plan and Housing Supply Plan at the March JIM and both Town and County legal staff will be involved in drafting the restrictive covenant removing commercial allowances from the property.*
- *Once the Council and BCC have provided direction and authorization to the Housing Authority Board to pursue a rezone and deed restriction, the Housing Authority Board must meet to consider these two items. Housing Department staff will coordinate this meeting and County legal staff will need to attend.*
- *Concurrently, Housing Department staff will need to send notices for another neighborhood meeting that must take place before application can occur. Putting notices together, finding a meeting space, and preparing for the meeting to be held in English and in Spanish will be the responsibility of the Housing Department team.*
- *Pre-application meeting with Planning Staff.*
- *Also concurrently, staff and the Housing Supply Board will be reviewing and scoring responses to the RFP, and then interviewing finalists. Housing staff anticipate this work consuming the majority of our available working hours during the months of February and March. Other concurrent items that will involve Housing Department staff include the consideration of Northern South Park LDRs, which goes to the BCC February 20 and is likely to take several meetings, and the lease up and move in of 36 apartments at Jackson Street Apartments, which will also be occurring in February and March.*
- *Once the Council, BCC, and Housing Authority Board have provided direction to staff to restrict the land and pursue CR-3 zoning, and the neighborhood meeting has taken place, staff will submit an application to the Town Planning Department.*
- *Once an application has been received, staff estimate that it will take 90 days to go to the Planning Commission for consideration. Should PC choose to continue the item, another 30 days will be added to this timeline.*
- *Concurrently, staff will be bringing a recommendation to the Council and BCC at the May JIM for a development partner at 90 Virginian Lane. Once a development partner is chosen, staff will begin negotiating the Ground Lease and Development Agreement for the property, but will not bring this to the Council and BCC until after the property has been rezoned – likely the October or November JIM.*
- *After PC consideration, it will take about 30 days for the item to be considered by Town Council. It will take three Council meetings to confirm the zoning map amendment. Staff anticipates that each subsequent meeting will be 14 days after the prior meeting.*
- *Assuming direction to abandon the current path and pursue a rezone to CR-3 can be heard by the Council and BCC at a JIM and Housing Authority Board by the third week in March, and a neighborhood meeting can also be held by that time, Housing Department staff will then likely submit an application for a rezone to the Planning Department by March 22, 2024.*
- *From there, staff estimate that it will take 160 days to complete the rezone, or sometime in September/October 2024.*
- *After the property has been rezoned, staff will bring the Ground Lease and Development Agreement to the Council and BCC at JIM in October or November. Staff anticipate this item taking two meetings.*

- *Staff will then need to take the same item to the Housing Authority Board for consideration, likely in December or January.*
- *The result will be, at minimum, a delay for the new development of six months, but more likely up to 8 or 9 months.*
- *Because of the delay, Housing Department staff will need to figure out the mechanics of operating a campground summer 2025 or negotiating a contract with a vendor who can do this for us.*
- *Also, the update to the Housing Department Rules & Regulations that was scheduled for the fall of 2024, will be pushed to the spring of 2025 (at the earliest).*

In conclusion, staff is not recommending either Option #2a or Option #2b at this time. Staff finds that staying on course with the NH-1 Text Amendment as modified in Option #1d best meets the Town and County's housing goals and minimizes unintended impacts on the NH-1 zone. However, if the Town Council and County Commissioners are supportive of either of these options, Planning staff would likely be supportive assuming the details of the deed restriction are adequate to mitigate the negative impacts from the future development of the site.

Factors for Consideration.

Pursuant to Section 8.7.2 of the Town of Jackson Land Development Regulations, the advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt or deny a proposed LDR text amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

1. Is consistent with the purposes and organization of the LDRs;

Complies. The primary purpose of the LDRs is to implement the goals expressed in the Comprehensive Plan and promote the health, safety, and general welfare of present and future generations. Staff finds that the text amendment meets numerous Comprehensive Plan goals and objectives. Generally speaking, the fourth story bonus allows more opportunity for deed-restricted housing allowing access to stable housing which protects the welfare of our community. This amendment also allows additional housing to be built in complete neighborhoods near services which reduces single-vehicle trips supporting the goals within two of the major Common Values of Community Character: Ecosystem Stewardship and Growth Management. In addition, the fourth story bonus criteria are consistent with the organization of the LDRs as they provide predictable standards similar to those that are already in place in the LDRs, specifically the CR-3 zoning district.

2. Improves the consistency of the LDRs with other provisions of the LDRs;

Complies. Staff finds that the proposed text amendment improves the consistency with other provisions of the LDRs by allowing incentives that are already allowed in other zones such as CR-3. These incentives are consistent with the various efforts made in the 2018 town-wide rezone that also allowed and encouraged higher densities and housing bonuses. Since the LDRs already allow similar incentives, staff find that the proposed text amendment is consistent with the current tools available to provide flexibility for building workforce housing.

3. *Provides flexibility for landowners within standards that clearly define desired character;*

Complies. Staff finds that the proposed text amendment provides flexibility for certain landowners who qualify for the specified criteria to build additional workforce-restricted housing. As with any bonus, the proposed amendments would allow owners to develop new projects or develop incrementally within an existing development provided they comply with the NH-1 standards and addition criteria. In addition, since these changes are optional and do not apply to all NH-1 zoned properties, staff does not find that there will be a significant impact on the overall character of the zone. Finally, the criteria applicable to these text amendments are clearly defined and do not conflict with other applicable standards.

4. *Is necessary to address changing conditions, public necessity, and/or state or federal legislation;*

Complies. Staff finds that the proposed text amendment is necessary to address a public necessity. With rising living costs, limited land to develop, and a limited housing supply, the need for stable workforce housing in Jackson is at the forefront of public necessity. The fourth story bonus, which is already active in the CR-3 zone, is just one of many existing incentives in place geared at reducing barriers to housing and encouraging denser workforce housing developments. The fourth story bonus incentive will help address the housing needs sooner rather than later while being built within criteria that are appropriate for the desired character of the area.

5. *Improves implementation of the Comprehensive Plan; and*

Not applicable per WY state statute.

6. *Is consistent with other adopted Town Ordinances.*

Complies. The proposed amendment does not conflict with any other Town Ordinances.

Public Comment.

Staff have received new public comment since the January 8, 2024, Town Council meeting when the Council voted to approve this item. All public comment received at the time of writing this staff report is attached.

Staff Impact.

Staff have spent approximately 80-90 hours completing research on this topic and preparing this staff report.

Attachments or Links.

Public Comment

January 8, 2024 Staff Report and Application

Suggested Motion.

I move to **approve** an LDR Text Amendment (P23-168) to the NH-1 zone, specifically to allow a fourth story and height bonus for workforce housing per Option #1d, based upon factors 1-6 as presented in this staff report, the department reviews, and this staff report dated February 5, 2024.

MEMORANDUM

TO: Mayor and Town Council

FR: Tyler Sinclair, Town Manager

DT: February 26, 2024

RE: Town Manager's Report

Temporary Sign Permits

The Temporary Sign Permits for Council consideration at this meeting are:

- ✓ Tribe JH requests to hang one temporary banner at 105 Buffalo Way (Albertsons) from March 25-29, 2024, to advertise their Easter Service at The Virginian (P24-011).
- ✓ Coombs Outdoors requests to hang one temporary banner at 105 Buffalo Way (Albertsons) from February 27-March 3, 2024, to advertise their Skiing with the Stars fundraiser (P24-012).
- ✓ The Center for the Arts requests to hang one temporary banner at 240 S. Glenwood Street (Center for the Arts) on February 29, 2024, to advertise their "Whodunnit" art show. (P24-022).

Staff recommends approval of these requests and with the approval of the Town Manager's report, staff will issue the Temporary Sign Permits as requested.

Lienz Sister City Trip

The Town of Jackson has maintained a sister city relationship with the ski City of Lienz, Austria since the 1960s when Olympian Josef "Pepi" Stiegler moved to Jackson. Over the years, delegations of students, elected officials, and community members have traveled to Lienz and vice versa to meet with government officials and community members in order to learn from each other in terms of shared ski resort issues and ideas including land use planning and architecture, arts and culture, and shared amenities such as pathways. Council last sent a delegation in 2014 to Lienz and we have been repeatedly invited by their Mayor for the past 5-6 years.

The approved FY24 budget includes funding to send a number of Councilmembers and staff members to Lienz. The cost for each Councilmember's expenses for this trip are estimated at \$3000 that includes airfare, lodging, and meals. On the ground transportation is being funded by the City of Lienz as well as several events focused on networking between our delegates and elected and appointed officials in Lienz. There may be a few staff members attending this trip and that determination will be made no later than March 4, 2024. Staff have received confirmations from Mayor Morton Levinson, Councilmember Schechter, and Councilwoman Sell Chambers as delegates from the Jackson Town Council to travel to Lienz May 17 – May 24,

2024. With the Council approval of the Town Manager's report, specific travel authorization for these three members of Council will be provided unless other action is taken.

May 20 and 21 Town Council Meetings

Due to the travel dates for the Lienz delegation, the Council will not have a quorum for the May 20, 1:30 PM Workshop, the May 20 6:00 PM Regular Town Council Meeting or the May 21, scheduled special Joint Information Meeting (JIM) for final decisions related to Joint Department funding. This meeting on May 21 may not be necessary if final decisions on Joint Departments are made at May 6 regular JIM.

Due to the full schedule of meeting items set most recently at the Council retreat, staff requests Council consider another day to conduct the Town's business scheduled for May 20. May 27 is a holiday. The Town Council is already scheduled to hold a regular meeting on May 28th at 9:00AM, originally designed as a budget workshop. Council could consider conducting its regular business originally scheduled for May 20 at the May 28 regular meeting instead. With the approval of the Town Manager's report, staff will proceed with cancelling the May 20 regular meetings and scheduling those action items at the May 28 9:00AM regular meeting instead.

Staff also notes that there is no regular JIM scheduled for April. The Mayor and Council may want to consider working with Teton County to schedule a special JIM in April either on April 8 or another day that same week.

Town of Jackson Audit

As required by State Statute, Jones Simkins LLC (Town auditors) completed an annual audit for the Town of Jackson in December 2023. Staff and our consultants are required to provide this information to Council and the public to ensure adequate oversight and management of Town operations. Staff have published the 2023 Annual Comprehensive Financial Report (Audit) to the Town website <https://www.jacksonwy.gov/Archive.aspx?AMID=36>, please use this link for your use and please direct interested parties to this location. Jones Simkins issued three audit reports:

- We received an unmodified opinion on our financial statements (page 9).
- No material weakness were identified in internal control (page 103).
- Complied with federal award requirements (page 105).

Jones Simkins is also responsible for communicating significant matters related to the audit that are, in their professional judgment, relevant to your responsibilities in overseeing the financial reporting process. The attached letter addresses that responsibility. As identified in "Other Findings or Recommendation", staff continue to improve processes that ensure compliance with federal awards. Let us know if you would like to review any audit reports or management communication items.

These audit opinions and management communications indicate our organization's success towards managing taxpayer asset. Much appreciation goes out to the entire Town organization.

Each department commits many hours throughout the year working with the Finance team and auditors to make this happen. Staff is looking forward to another successful year. Staff submitted the FY2023 audit to the Government Finance Officers Association. This is the evaluation for Certificate of Achievement for Excellence in Financial Reporting.

December 27, 2023

To the Mayor and Town Council
Town of Jackson, Wyoming

We have audited the financial statements of the Town of Jackson, Wyoming (the Town) as of and for the year ended June 30, 2023, and have issued our report thereon dated December 27, 2023. Professional standards require that we advise you of the following matters relating to our audit.

Our Responsibility in Relation to the Financial Statement Audit

As communicated in our engagement letter dated September 1, 2023, our responsibility, as described by professional standards, is to form and express an opinion about whether the financial statements that have been prepared by management with your oversight are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the United States of America. Our audit of the financial statements does not relieve you or management of your respective responsibilities.

Our responsibility, as prescribed by professional standards, is to plan and perform our audit to obtain reasonable, rather than absolute, assurance about whether the financial statements are free of material misstatement. An audit of financial statements includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Town's internal control over financial reporting. Accordingly, as part of our audit, we considered the internal control of the Town solely for the purpose of determining our audit procedures and not to provide any assurance concerning such internal control.

We are also responsible for communicating significant matters related to the audit that are, in our professional judgment, relevant to your responsibilities in overseeing the financial reporting process. However, we are not required to design procedures for the purpose of identifying other matters to communicate to you.

Planned Scope and Timing of the Audit

We conducted our audit consistent with the planned scope and timing we previously communicated to you. In addition, there were no significant changes to the planned audit strategy or significant risks, including management override of controls, improper revenue recognition, and the risk of material misstatement related to the implementation of new accounting standards, which were initially identified and previously communicated to those charged with governance as part of the planning phase of our audit.

Compliance with All Ethics Requirements Regarding Independence

The engagement team, others in our firm, as appropriate, and our firm, have complied with all relevant ethical requirements regarding independence.

Risk Assessment and Significant Risks

An audit in accordance with generally accepted auditing standards and *Government Auditing Standards* requires the auditor to assess the risk of material misstatement, identify significant risks, and tailor our audit procedures to address these risks. As part of our risk assessment, we performed audit procedures to address the following significant risks:

- Management override of internal controls
- Improper revenue recognition
- Implementation of new accounting standards

The results of our audit procedures did not identify control deficiencies with respect to these significant risk areas.

Qualitative Aspects of the Town's Significant Accounting Practices

Significant Accounting Policies

Management has the responsibility to select and use appropriate accounting policies. A summary of the significant accounting policies adopted by the Town is included in Note 1 to the financial statements.

In May 2020, the Governmental Accounting Standards Board issued Statement No. 96 (GASB 96), Subscription-Based Information Technology Arrangements (SBITAs), which establishes a model for accounting for SBITAs based on the foundational principle that these arrangements are financings of the right to use an underlying asset. The Town adopted GASB 87 on July 1, 2022 using the facts and circumstances that existed as of that date. The adoption of this standard resulted in no change to beginning net position.

No matters have come to our attention that would require us, under professional standards, to inform you about (1) the methods used to account for significant unusual transactions and (2) the effect of significant accounting policies in controversial or emerging areas for which there is a lack of authoritative guidance or consensus.

Significant Accounting Estimates

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's current judgments. Those judgments are normally based on knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ markedly from management's current judgments.

The most sensitive estimates affecting the Town's financial statements relate to leases and SBITAs, the estimated useful lives of capital assets, and the estimates related to the Town's proportionate share of the net pension liability.

Management's estimate associated with leases and SBITAs is based on terms of rental and other agreements between the Town and its lessors and lessees and vendors. The borrowing rate used to establish lease receivables and associated deferred inflows of resources, lease and subscription assets, and lease and subscription liabilities was based on the Town's incremental borrowing rate when the rate was not explicitly or implicitly provided in the lease agreement. Management's estimate of the useful lives of capital assets is based on expected future use of the assets and historical lives of similar assets. Management's estimate related to the Town's proportionate share of the net pension liability is based on the results of an actuarial study. We evaluated the key factors and assumptions used to develop these estimates and determined that each is reasonable in relation to the basic financial statements taken as a whole and in relation to the applicable opinion units.

Financial Statement Disclosures

Certain financial statement disclosures involve significant judgment and are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the financial statements are related to leases and SBITAs, capital assets, long-term liabilities, and retirement plans. The disclosures of the changes in lease and SBITA related assets, liabilities, and deferred inflows of resources, the changes in capital assets, the changes in long-term liabilities, and retirement plans were formulated to include all changes to each respective category during the year.

Significant Difficulties Encountered during the Audit

We encountered no significant difficulties in dealing with management relating to the performance of the audit.

Uncorrected and Corrected Misstatements

For purposes of this communication, professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that we believe are trivial, and communicate them to the appropriate level of management. Further, professional standards require us to also communicate the effect of uncorrected misstatements related to prior periods

on the relevant classes of transactions, account balances or disclosures, and the financial statements as a whole and each applicable opinion unit. Management has corrected all identified misstatements, none of which were considered material.

Disagreements with Management

For purposes of this letter, professional standards define a disagreement with management as a matter, whether or not resolved to our satisfaction, concerning a financial accounting, reporting, or auditing matter, which could be significant to the Town's financial statements or the auditor's report. No such disagreements arose during the course of the audit.

Representations Requested from Management

We have requested certain written representations from management, which are included in the management representation letter dated December 27, 2023.

Management's Consultations with Other Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters. Management informed us that, and to our knowledge, there were no consultations with other accountants regarding auditing and accounting matters.

Other Significant Matters, Findings, or Issues

In the normal course of our professional association with the Town, we generally discuss a variety of matters, including the application of accounting principles and auditing standards, significant events or transactions that occurred during the year, operating and regulatory conditions affecting the Town, and operating plans and strategies that may affect the risks of material misstatement. None of the matters discussed resulted in a condition to our retention as the Town's auditors.

Other Matters

We applied certain limited procedures to the required supplementary information (RSI) listed in the table of contents which supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

With respect to the supplementary information accompanying the financial statements, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the

underlying accounting records used to prepare the financial statements or to the financial statements themselves.

Other Findings or Recommendations

Our audit procedures identified certain areas where accounting or management practices could be implemented to improve the Town's accounting and administrative functions.

1. When procuring property and services under federal awards, Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance) indicates non-federal entities must follow certain procurement standards. These standards include, but are not limited to the following:
 - The entity must have and follow written procurement policies and procedures for all procurements, federal and non-federal. These policies and procedures must conform to the procurement standards identified in 2 CFR sections 200.318 through 200.327.
 - The entity must maintain oversight to ensure that contractors perform in accordance with the terms, conditions, and specifications of their contracts or purchase order.
 - The entity must maintain written standards of conduct covering conflicts of interest and governing the actions of its employees engaged in the selection, award and administration of contracts.
 - The entity must award contracts only to responsible contractors possessing the ability to perform successfully under the terms and conditions of a proposed procurement.
 - The entity must maintain records sufficient to detail the history of procurement. These records will include, but are not necessarily limited to, the rationale for the method of procurement, selection of contract type, contractor selection or rejection, and the basis for the contract price.
 - All procurement transactions for the acquisition of property or services required under a Federal award must be conducted in a manner providing full and open competition.

In addition to these requirements, procurement methods vary based on the overall cost of the procurement. Smaller purchases require less documentation and limit bidding and other requirements, while larger purchases may require sealed bids, proposals, etc. The thresholds for smaller and larger purchases and their respective requirements are listed in 2 CFR section 200.320.

We recommend a detailed review of the Town's policies by Town Management against the requirements in 2 CFR sections 200.318 through 200.327 for potential improvements to the Town's current procurement policies and procedures.

Internal Control

In planning and performing our audit of the basic financial statements of the Town as of and for the year ended June 30, 2023, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States, we considered the Town's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Town's internal control. Accordingly, we do not express an opinion on the effectiveness of the Town's internal control over financial reporting.

Comments, if any, related to internal control were reported in the Independent Auditor's Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*.

Restriction of Use

This report is intended solely for the information and use of the Mayor and Town Council, management of the Town, and the Wyoming State Auditor's Office, and is not intended to be and should not be used by anyone other than these specified parties.

Sincerely,

A handwritten signature in cursive script that reads "Jones Simkins LLC".

JONES SIMKINS LLC
Logan, Utah