

AGENDA

Planning and Zoning Commission

December 17, 2025 – REGULAR MEETING

5:30 PM

The New Business items have been placed on the agenda in the order they were received. Please note that at 8:00 p.m., the Commission will evaluate the remainder of the agenda to determine if time constraints will permit the full agenda to be heard at this meeting. All items not heard at this meeting will be postponed to the next regularly scheduled Planning Commission meeting.

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

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 the Planning Department at planning@jacksonwy.gov.

To join, [click link](#) or copy it to your browser:

[https://us02web.zoom.us/j/83710410553?
pwd=b3UKYmUOagDtYS5dqNKYd92J6RWqbC.1](https://us02web.zoom.us/j/83710410553?pwd=b3UKYmUOagDtYS5dqNKYd92J6RWqbC.1)

Or join at [zoom.com](https://zoom.us) with Webinar ID: **837 1041 0553** and Password: **83001**

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. ROLL CALL
4. MATTERS FROM THE PUBLIC
5. APPROVAL OF MINUTES
 - I. November 19, 2025 Planning Commission Meeting Minutes
6. NEW BUSINESS
 - I. P25-179 & P25-180: 180 South King Street
Teton County Justice Center Development Plan & Conditional
Use Permit
7. MATTERS FROM STAFF
8. ADJOURN

MINUTES
PLANNING AND ZONING COMMISSION
TOWN OF JACKSON, WYOMING
November 19, 2025
UNAPPROVED

The Planning and Zoning Commission met in a regular session on November 19, 2025, in the Town Council Chambers located at 150 E. Pearl Ave. in Jackson, at 5:30 pm. This meeting was held in person and via Zoom.

Upon roll call the following were found to be present:

BOARD: Katie Wilson, Thomas Smits, Georgie Stanley, and Eliska Garcia appeared in person. Laura Bonich, Megan Jennings & Stephanie Wise were not present.

STAFF: Paul Anthony, Andrew Bowen, Mary Tippetts

MATTERS FROM THE PUBLIC: None.

APPROVAL OF MINUTES:

A motion was made by Commissioner Wilson and seconded by Commissioner Garcia to approve October 15, 2025, Planning Commission Meeting minutes. Commissioner Smits called for the vote. The vote showed all in favor with Commissioner Smits & Commissioner Stanley abstaining, and the motion carried.

NEW BUSINESS

I. P25-156: 252 & 254 East Simpson Avenue Zoning Map Amendment

STAFF PRESENTATION:

Staff provided an overview of the proposal. The applicant, Jason Berning with Berning Project Management, representing Teton County, is requesting approval of a Zoning Map Amendment per LDR 8.7.3 to change the zoning of 252 & 254 E. Simpson Ave. from Office Residential (OR) to Public/Semi-Public (P/SP). No physical development is proposed with the amendment. The lots are adjacent to the County Administration Building and will house temporary trailers during construction of the Teton County Justice Center. Existing zoning is inconsistent with County owned properties; this request will allow for future expansion with growing community needs.

QUESTIONS FOR STAFF:

Commissioner Smits clarifies if the Town or County could request a rezone to P/SP for any property they purchase, which is possible. Staff clarify that P/SP is intended to be for governmental use. This request is not required for the temporary use proposed but is for possible future use.

APPLICANT PRESENTATION:

Jason Berning with Berning Project Management, representing Teton County addresses the Commissioner. The County aims to make these lots consistent with the adjacent properties. A timeline of the temporary trailers is outlined.

QUESTIONS FOR APPLICANT:

Commission clarifies the timeline of the temporary trailers.

PUBLIC COMMENT:

None

COMMISSION DISCUSSION:

The Commission supports the rezone generally and believes it is a benefit to the community and the County.

MOTION:

A motion was made by Commissioner Wilson and seconded by Commissioner Garcia to recommend approval of a Zoning Map Amendment (P25-156) to rezone 252 & 254 E. Simpson Ave. from Office Residential to Public/Semi-Public, based upon the findings as presented in the staff report, the departmental reviews, and subject to the staff report dated November 19, 2025. Commissioner Smits called for the vote. The vote showed all in favor and the motion carried unanimously.

MATTERS FROM STAFF:

Tyler Valentine was recently promoted to Principal Planner at the Town. The Justice Center is scheduled for the December 17 meeting; a development plan on Pearl and an amendment regarding string lighting is scheduled for January 7. Council requested Staff provide possible changes to the LDRs to address growth and development concerns issues, along with an update to the NRO. The Community Streets Plan and a stormwater management plan is planned for 2026. A housing development is proposed on federal land by Nelson Trailhead, which, though not required, will go through the Town permitting process.

ADJOURN: A motion was made by Commissioner Wilson and seconded by Commissioner Stanley to adjourn the meeting. Commissioner Smits called for the vote. The vote showed all in favor and the motion carried. The meeting adjourned at 6:21 pm.

minutes:mt

STAFF REPORT



Meeting Date:	December 17, 2025	Meeting Title:	Planning Commission
Submitting Department:	Planning Department	Presenter:	Tyler Valentine
Agenda Item:	Development Plan and Conditional Use Permit for a new +/-78,000 sf Justice Center at 180 S. King St. (P25-179 & 180)	Public Comment:	Yes

Purpose & Policy Considerations.

A Development 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 5,000 sf. The proposed structure includes roughly 78,000 sf of qualifying floor area. A Conditional Use Permit (CUP) is also required for Institutional and Office uses in the P/SP zoning district.

Requested Action.

The applicants—Berning Project Management and Wember Owner Representative, on behalf of Teton County—are requesting approval of a Development Plan and CUP for a new three-story, +/-78,000-square-foot Justice Center. The facility will house the District, Circuit & Municipal (Town) Courts, Sheriff's Office, County Attorney's Office, Victim Services, Clerk of Court, 911 Dispatch Center, County Jail, and associated office and storage areas. The project is proposed at 180 S. King St., with the new building situated at the corner of E. Simpson Ave. and S. King St.

Recommendations.

ITEM A Development Plan (P25-179): The Planning Director recommends **approval** of a Development Plan for a new approximately 78,000 sf Justice Center for Teton County, located at 180 S. King St., subject to the departmental reviews attached hereto, this staff report, and the following conditions:

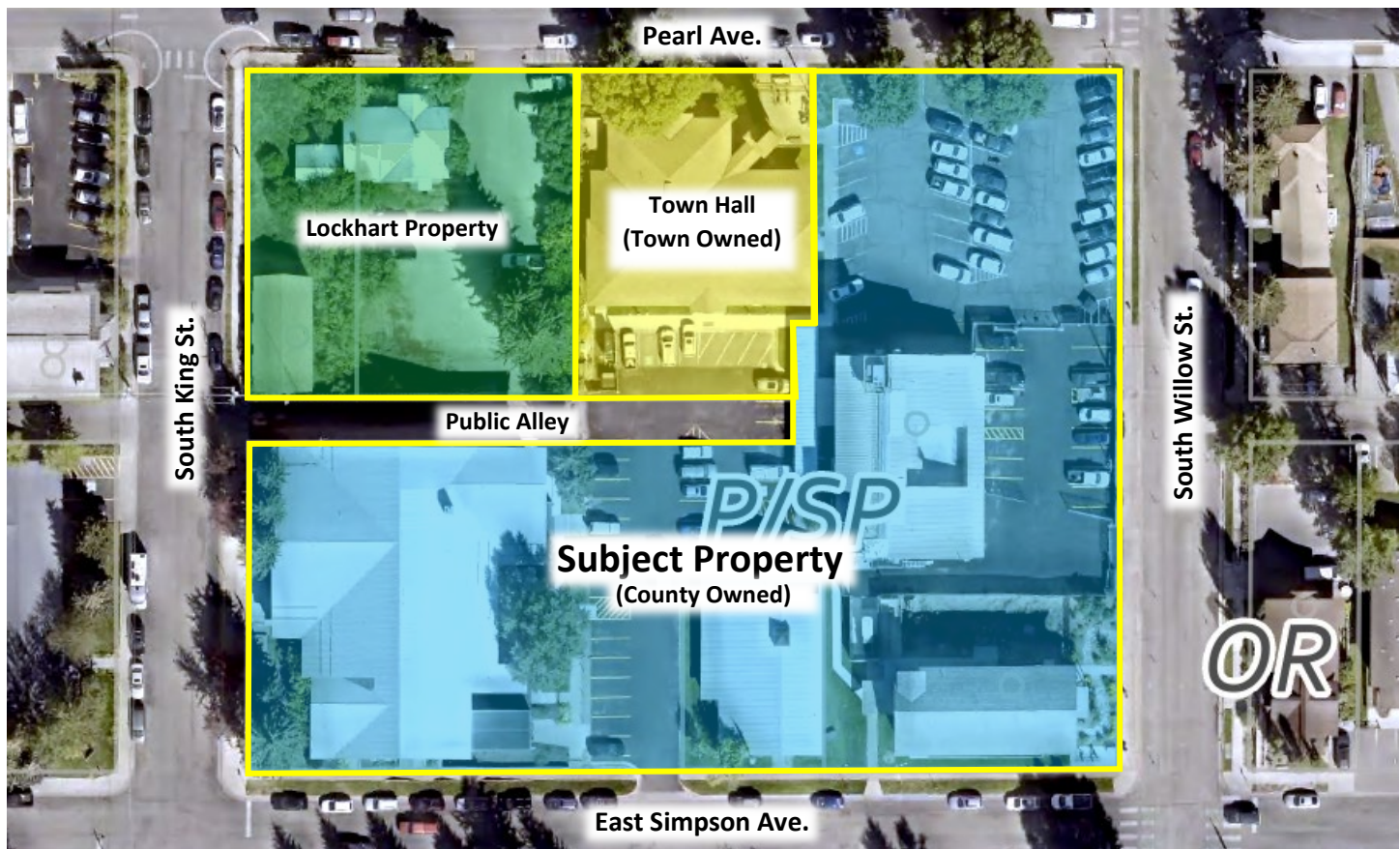
1. Prior to Town Council review, the landscaping plan shall be revised to show a one-to-one tree replacement along E. Pearl Ave. just north of the main parking lot for the two trees being removed.
2. Prior to Town Council review, all bike parking counts shall be updated to reflect this staff report, and all short-term and long-term parking shall comply with LDR Sec. 6.2.2.D.2.a and b, and the design and installation appendix.
3. Prior to Town Council review, the landscape plan shall be revised to show that all conifer trees are at least 15 feet tall.
4. The final construction staging plan with the building permit shall address the seven specific items listed under the Phasing / Construction Management Plan section of this staff report related to alley access, access to Town-owned parking, EVSE parking, Police parking, VIN Inspection parking, trash/recycling, signage, and communications.

ITEM B Conditional Use Permit (P25-180): The Planning Director recommends **approval** of a Conditional Use Permit for Institutional and Office uses for a new Justice Center for Teton County located at 180 S. King St., subject to the departmental reviews attached hereto, this staff report, and the following conditions:

1. Prior to building permit submittal, the applicant shall modify the final lighting plan to comply with the Town's dark sky lighting standards.

Project Location.

The property is located at 180 S. King Street and legally described as PT. LOT 2, BLK. 5, CACHE-3 (COUNTY COURTHOUSE, SOCIAL SERVICES, JAIL & PARKING LOT). An aerial photo is shown below:



Background/Project Description.

Background on the Site

The subject property (the “property”) is 1.9 acres (84,400 sf), zoned P/SP, and is surrounded by E. Pearl Ave. to the north, S. Willow St. to the east, E. Simpson Ave. to the south, and S. King St. to the west. The surrounding property to the north is zoned Downtown Core-2 (DC-2), properties to the east and south are zoned Office Residential, and properties to the west are zoned Commercial Residential-1 and DC-2. The property is owned by Teton County and consists of four buildings: the Teton County Courthouse (32,000 sf), the Teton County Jail (16,000 sf), the Clifford Hansen Courthouse (3,800 sf), and the Teton County General Services building (11,312 sf). The property also includes the parking lot that is directly adjacent (east) to Town Hall, referred to as the main parking lot throughout this report. Currently, the property can be accessed from all four streets that surround it, including the one-way dead-end alley off S. King St. Besides the grade change from S. King St., which is roughly eight feet higher than the overall site, the property is relatively flat. Please refer to the map above which shows the subject property and other properties within the overall block.

According to Teton County, both the County Courthouse (built in 1964) and the County Detention Facility (built in 1984) are beyond repair or renovation due to structural, safety, and accessibility issues. To remedy this situation, the community voted via the Specific Purpose Excise Tax (SPET) in 2024 to allocate \$88 million to fund a new Teton County Justice Center.

On July 28, 2025, the Town Council voted to approve Sketch Plan P24-170 for the Justice Center that included the eleven conditions. Those conditions, with staff responses, can be found below under Staff Analysis.

Project Description

The applicant is seeking approval of a Development Plan for a new, 77,740-square-foot, three-story Justice Center for Teton County. The project includes a phased demolition approach—beginning with the removal of the existing County Courthouse and Clifford Hansen Courthouse, followed by demolition of the existing jail after the new facility is complete. The removal of the Clifford Hansen Courthouse was recently approved by the Board of County Commissioners in the Fall of 2026 and reflects the biggest change to the project since the Sketch Plan. The new Justice Center will essentially consolidate the existing two courthouses and jail into a single building. The existing Teton County General Services building at the corner of E. Simpson Ave. and South Willow St. will remain in place and is not part of the demolition.

The proposed Justice Center will house multiple County functions, including the District, Circuit and Municipal (Town) Courts, Sheriff's Office, County Attorney's Office, Victim Services, Clerk of Court, 911 Dispatch Center, County Jail, and associated office and storage spaces. The courthouse and related offices will operate Monday through Friday from 9:00 AM to 5:00 PM, while the Sheriff's Office, jail, and 911 call center will operate continuously, 24/7. According to the applicant, the current staffing demand for the Justice Center is 104 employees, with projected growth to 126 employees over the next 25 years.

The proposed building will stand approximately 45 feet tall on S. King St. and 51 feet 6 inches tall on E. Simpson Ave., with a central roof feature for the courtroom extending up to 65 feet 6 inches (which is generally not visible when viewed from the adjacent street). The following is a breakdown of square footage and use by floor level:

- **Level 1 (26,140 sf)** – Parking garage, Sheriff's offices, booking/holding, sallyport, and other support spaces.
 - **Level 2 (26,320 sf)** – Main lobby entrance, multi-purpose room, County Attorney offices, Victim Services, 911 dispatch, and detention center.
 - **Level 3 (25,280 sf)** – Three courtrooms, jury rooms, offices of the District & Circuit Court Clerks, and court office and security.
- TOTAL: 77,740 sf**

The primary public pedestrian entrance to the new Justice Center will be located on S. King St., with a secondary public entrance to the Sheriff's Department located on E. Simpson Ave. County staff will have additional entry options at the northwest corner along S. King St., and via a private parking garage accessible from the alley and E. Simpson Ave. On-street parking for the public will continue to occur in the street along S. King St. and E. Simpson Ave. for court-related functions. Off-street parking is proposed to increase to 126 spaces from the existing 110 spaces. Below is a breakdown of the proposed parking:

- Public parking in the main parking lot east of Town Hall (47 spaces)
- Public/staff parking directly south of Town Hall (9 spaces)
- Public parking in existing surface lot at 140 E. Simpson Ave. (25 spaces).
- Private/staff parking in a private gated lot for the Sheriff's Department (28 spaces).
- Private garage parking in the basement of the Justice Center (17 spaces)

The applicant states that the existing (but expanded) main parking lot will continue to serve all other buildings on-site—including the General Services building—and will continue to be shared informally among Town staff, law enforcement, and members of the public conducting Town business. A formal shared parking agreement approved in 1985 is in place with the Town for the nine parking spaces located directly east of Town Hall.

In terms of site improvements, the existing one-way alley is proposed to be extended east to connect to the main parking lot and become two-way (though it will not connect to Willow St.), allowing both exit and entry from S. King St. The proposal includes new detached sidewalks and planting buffers along S. King St. and E. Simpson Ave. The existing sidewalk stairs on E. Simpson Ave. will be removed and replaced with a continuous sloped sidewalk that goes up the hill to S. King St.

Additional landscaping is proposed within landscaped islands at the south end of the expanded/re-stripped main parking lot, along S. Willow St. adjacent to the gated Sheriff's parking area, and adjacent to the vehicular access off of E. Simpson Ave. According to the site plan, efforts will also be made to preserve select existing trees along S. King St., complemented by newly planted trees.

Phasing Plan: One of the major elements of the proposed Justice Center project is the construction management plan, which includes provisions not only to mitigate construction impacts to the public and Town Hall but also provisions for the temporary relocation of courthouse staff and services during construction. The entire project (i.e., demolition, construction, and site work) is proposed to begin in February 2026 and conclude by October 2028 (roughly 31 months). Please refer to the applicant's submittal for the detailed plan. Below is a brief description of each phase:

- **Phase 1** (February 2026 – May 2026) will begin with the demolition of the existing courthouse, impacting the western portion of the site, located west of the Clifford Hansen Courthouse. The main parking lot and the existing jail will remain operational. The alley is proposed to remain open to allow access to the Town-owned parking south of Town Hall. However, the alley and access to Town parking south of Town Hall will experience full and partial (i.e., alley reduced to 10') periodic closures for shoring, installation of utilities and exterior building materials, and alley paving.
- **Phase 2** (May 2026 – May 2028) will include installation of utilities, demolition of the Clifford Hansen Courthouse, and construction of the new Justice Center. The state of the alley and Town parking south of Town Hall during this phase is the same as Phase 1 above.
- **Phase 3** (May 2028 – October 2028) will focus on demolishing the current jail and completing the remaining site improvements, such as the gated Sheriff's parking lot, extension of the alley, and repairing and restriping the main parking lot. The alley and Town-owned parking south of Town Hall will be fully available for use. The main parking lot east of Town Hall will be mostly fenced off, but will retain access to at least nine spaces for Town Hall.

Regarding temporary displacement, operations and services of the Teton County Courthouse will occur within four temporary trailers on County-owned property located at 252 & 254 E. Simpson Ave., just east of the existing County Administrative building. The temporary trailers will be removed shortly after the new Justice Center is open to the general public.

Staff Analysis.

As part of the Sketch Plan approval, the applicant was required to address eleven conditions of approval. Below are those eleven conditions with staff responses:

1. As part of the Development Plan and CUP submittal, a landscape plan prepared by a Wyoming Landscape Architect shall be provided showing at least 2 plant units that meet the intent of LDR Division 5.5. The applicant shall also further study and increase landscape screening around the building along E. Simpson Ave. and S. King St. to improve the pedestrian experience and soften the urban feel of the building.

Staff Response: Staff finds that this condition has been satisfied through the provision of two plant units and additional pedestrian/landscaping improvements along S. King St. and E. Simpson Ave. Please refer to the Landscaping section below.

2. As part of the Development Plan and CUP submittal, the applicant shall explore other locations for snow storage that prioritize storing snow on pervious surfaces versus impervious surfaces.

Staff Response: Staff finds that this condition has been satisfied, even though the applicant is still proposing to store snow in parking areas. Please refer to the Snow Storage section below for more analysis.

3. As part of the Development Plan and CUP submittal, the applicant shall revise the plans to show a two-way alley for its entire length.

Staff Response: Staff finds that this condition has been satisfied. The alley is shown as two-way for its entire length. This is reflected in the updated site plans.

4. As part of the Development Plan and CUP submittal, the construction management plan shall address how the proposed closure of the public alley and town-owned parking, trash, and utilities immediately south of Town Hall will be mitigated through the provision of and access to off-site parking including ADA and Electric Vehicle Supply Equipment, trash, and utilities to the satisfaction of the Town.

Staff Response: Staff finds that this condition has been satisfied. The applicant has provided more detailed information on the construction-related impacts to the alley and other Town interests. Please refer to the Phasing / Construction Management Plan section below.

5. As part of the Development Plan and CUP submittal, the sidewalk along S. King St. shall maintain a consistent width of 6 feet throughout its entire length.

Staff Response: Staff finds that this condition has been satisfied. The sidewalk along S. King St. maintains a width of six feet for its entire length. This is reflected in the updated site plans.

6. As part of the Development Plan and CUP submittal, the applicant shall modify the main parking lot circulation to include the removal of the east curb cut on E. Pearl Ave. with a counterclockwise circulation pattern. This includes widening the westernmost curb cut to allow two-way travel.

Staff Response: Staff finds that this condition has been satisfied through the removal of the east curb cut and widening of the west curb cut off E. Pearl Ave. This is reflected in the updated site plans.

7. As part of the Development Plan and CUP submittal, the applicant shall provide a comprehensive internal circulation, wayfinding, and signage plan to assist the general public in effectively navigating the site and locating their intended destinations. This includes ADA parking and accessible routes to the building.

Staff Response: Staff finds that this condition has been satisfied. Please refer to the Wayfinding & Signage section below for more details and analysis.

8. As part of the Development Plan and CUP submittal, the applicant shall clarify the intended use of the secured parking lot, including whether the Willow St. access will function as a primary or secondary point of entry relative to the alley.

Staff Response: Staff finds that this condition has been satisfied. The intent behind this condition was tied to the previous access plan that used S. Willow St. and the potential impacts the secured lot would have on pedestrians/cyclists along the Safe Routes to School corridor. Now that the S. Willow St. access

has been removed and shifted to E. Simpson Ave., staff's concerns about Safe Routes to Schools have been addressed.

9. As part of the Development Plan and CUP submittal, the applicant shall provide a final construction staging plan that identifies the final intended improvements to the main parking lot, the timing and duration of its closure, the location of all proposed off-site County office space and parking, a temporary solution for the loss of the Town's nine dedicated parking spaces when they are restriped, and identify locations for construction worker parking to ensure it does not impact on-site or nearby on-street spaces, while preserving availability for Town and public use as much as possible.

Staff Response: *Staff finds that this condition has been satisfied within their updated construction staging plan. Please see the Phasing / Construction Management Plan below for more details and analysis.*

10. As part of the Development Plan and CUP submittal, the applicant shall provide a square footage breakdown of office uses, assembly uses, and jail-related uses for the purpose of determining the correct amount of required short-term and long-term bike parking.

Staff Response: *Staff finds that this condition has been satisfied by the provision of square footage breakdowns for all uses. Please see the Bike Parking section below for final bike parking counts.*

11. As part of the Development Plan and CUP submittal, the County-owned property located at 140 E. Simpson Ave, which includes a 25-space parking lot for the Justice Center, shall be included in the overall project boundaries.

Staff Response: *Staff finds that this condition has been satisfied by including 140 E. Simpson Ave. within the project boundaries.*

Notable changes from Sketch Plan

- The Clifford Hansen courthouse will be demolished.
- Vehicular access off S. Willow St. for the Sheriff's gated parking lot was removed and shifted to E. Simpson Ave.
- Increased landscaping along E. Simpson Ave. and S. Willow St.
- Off-street parking increased from 116 to 126.
- East Simpson Ave. parking lot now designated for public parking.

Development Plan Overview

A Development Plan is required because the development's qualifying floor area exceeds 5,000 sf. The purpose of a Development Plan is to review a physical development that is large and complex enough to benefit from a public review. Additionally, the purpose of this Development Plan is to review the project for consistency with the previously approved Sketch Plan. After reviewing the applicant's submittal, staff finds that, as conditioned, the proposed project complies with the LDR requirements of the P/SP zone and is consistent with the previously approved Sketch Plan. Please refer to the LDR Compliance table below:

Development Plan - LDR Compliance Summary			
	Required	Proposed	Compliance
Primary Street Setback (S. King)	n/a	14' to 20'	Complies.
Secondary Street Setback (E. Simpson)	n/a	1' to 8'	Complies.

Secondary Street Setback (Willow)	n/a	+100'	Complies.
Rear Setback (alley)	n/a	1'	Complies.
LSR	n/a	0.06 (5,000 sf)	Complies
Plant units	1 plant unit per 8 parking spaces 17 spaces / 8 = 2 plants units required	2 plant units	Complies.
Parking	Independent calculation	126 spaces	Complies. (see analysis below)
ADA Parking	4 ADA spaces required	5 ADA spaces	Complies.
EVSE Parking	12 EV-capable req. 2 EV-installed req.	12 EV-capable 3 EV-installed	Complies.
Building Height (max)	n/a	45' – 52' (adjacent to street) 65'-6" (courtroom pop-up not adjacent to street)	Complies.
Stories (max)	n/a	3	Complies.
Floor Area Ratio	n/a	1.52	Complies.
Affordable Housing	Exempt per Se. 6.3.2.C.13	n/a	Complies.
Trash and Recycling	Required	Provided in northeast corner of secured Sheriff's lot	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. Being that the P/SP zoning district is a zone intended for uses or facilities that are under the control of federal, state, or local governments, or other governmental entities, staff finds that the Justice Center is an appropriate use. Additionally, staff finds the Justice Center's size and location nearby to other similar civic uses to be appropriate. 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.

Conformance with the Comprehensive Plan

The subject property is located within Comprehensive Plan **District 2 – Town Commercial Core**, specifically in **Subarea 2.6 – Mixed Use Office and Residential**, which is identified as a transitional area. This subarea envisions a vibrant, pedestrian-oriented environment that integrates a mix of uses—including office, residential, and existing institutional facilities such as Town and County buildings, St. John's Hospital, and the National Elk Refuge Headquarters. The subarea encourages development to be oriented toward the street, comprised of two to three-story structures, with parking minimized and screened from public view. It also recognizes the vital role of institutional uses in supporting the local economy by providing essential jobs and services.

Staff finds that the proposed Justice Center aligns with the vision for Subarea 2.6. Rather than introducing a new institutional use, the project replaces an existing one, maintaining the institutional presence that the subarea seeks to preserve. The three-story building is appropriately sited at the street corner and strategically designed to screen a large portion of parking, consistent with the area's design goals. Moreover, the selected corner is already bordered by commercial uses on the remaining corners, further supporting the Justice Center's role as a transitional element that bridges surrounding land uses and zoning contexts.

Building Design and Design Review Committee (DRC)

The P/SP zoning district allows broad flexibility for public and semi-public uses and does not set specific standards for setbacks, height, stories, LSR, or FAR. As a result, staff evaluates projects by balancing the building's purpose and operational needs with compatibility to the surrounding built environment, as well as expected future development based on zoning.

During the Sketch Plan review, discussion centered on the building's size, scale, and relationship to neighborhood character, as well as opportunities to reduce visual impacts and improve the pedestrian experience along S. King St. and E. Simpson Ave. At that conceptual stage, the building was acknowledged as being very large but still found to be appropriately scaled for the intended use and generally compatible with its context. With this Development Plan submittal, the review shifts toward evaluating design consistency with the approved Sketch Plan, as well as evaluating whether the applicant's revisions effectively respond to prior conditions of approval and feedback regarding bulk, scale, and pedestrian experience

After review, staff finds that the building and site improvements remain consistent with the approved Sketch Plan. The building's placement at the street corner, overall footprint, height, massing, and material palette are consistent with the prior approval. The design continues to feature high-quality materials and extensive glazing, lending the civic structure a refined appearance that reinforces its public purpose. The building engages both streets with clear, welcoming entries framed by planters, benches, trees, and plazas, with opportunities for public art. The use of massing techniques—specifically the articulation and variation of wall planes along both frontages—adds architectural interest, softens the overall scale, and contributes to a pedestrian environment that feels comfortable and approachable rather than imposing.

Renderings of the proposed building are included below.



Willow St. Perspective



Corner of King St. & Simpson Ave.



King St. Main Entry



King St. Looking South



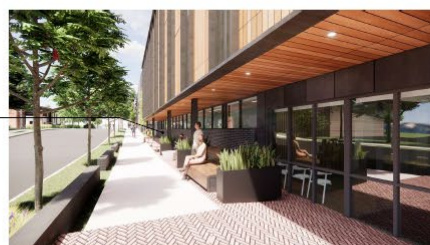
Simpson Ave. Full Elevation



Simpson Ave. Close Up



Simpson Ave. Sheriff's Entry



Simpson Ave. Porch



Simpson Ave. Sheriff's Entry Close Up

The DRC originally reviewed the Sketch Plan and recommended approval with four conditions. In short, the conditions directed the applicant to improve the south elevation's massing and pedestrian experience, improve the fenestration and articulation along the North and East façades, study opportunities to add landscape screening to help break up the façade from distances, and further study the materiality on the north façade.

On October 22, 2025, the DRC reviewed the final proposal and recommended approval with two remaining conditions (listed below). The DRC found that the revised design and site modifications satisfied the previously stated conditions and represented a substantial improvement over the Sketch Plan. Committee members commended the enhanced site circulation and the additional landscaping opportunities created by the removal of the Clifford Hansen Courthouse, particularly along S. Willow Street and E. Simpson Avenue. The DRC approved the Development Plan with the following two conditions:

1. The final faux wood material shall be brought back before the DRC prior to building permit approval and shall better match the lighter wood color and variation shown in the renderings.
2. The applicant shall continue to develop the south pedestrian entrance programming, including considerations for trash.

Vehicular Access/Circulation

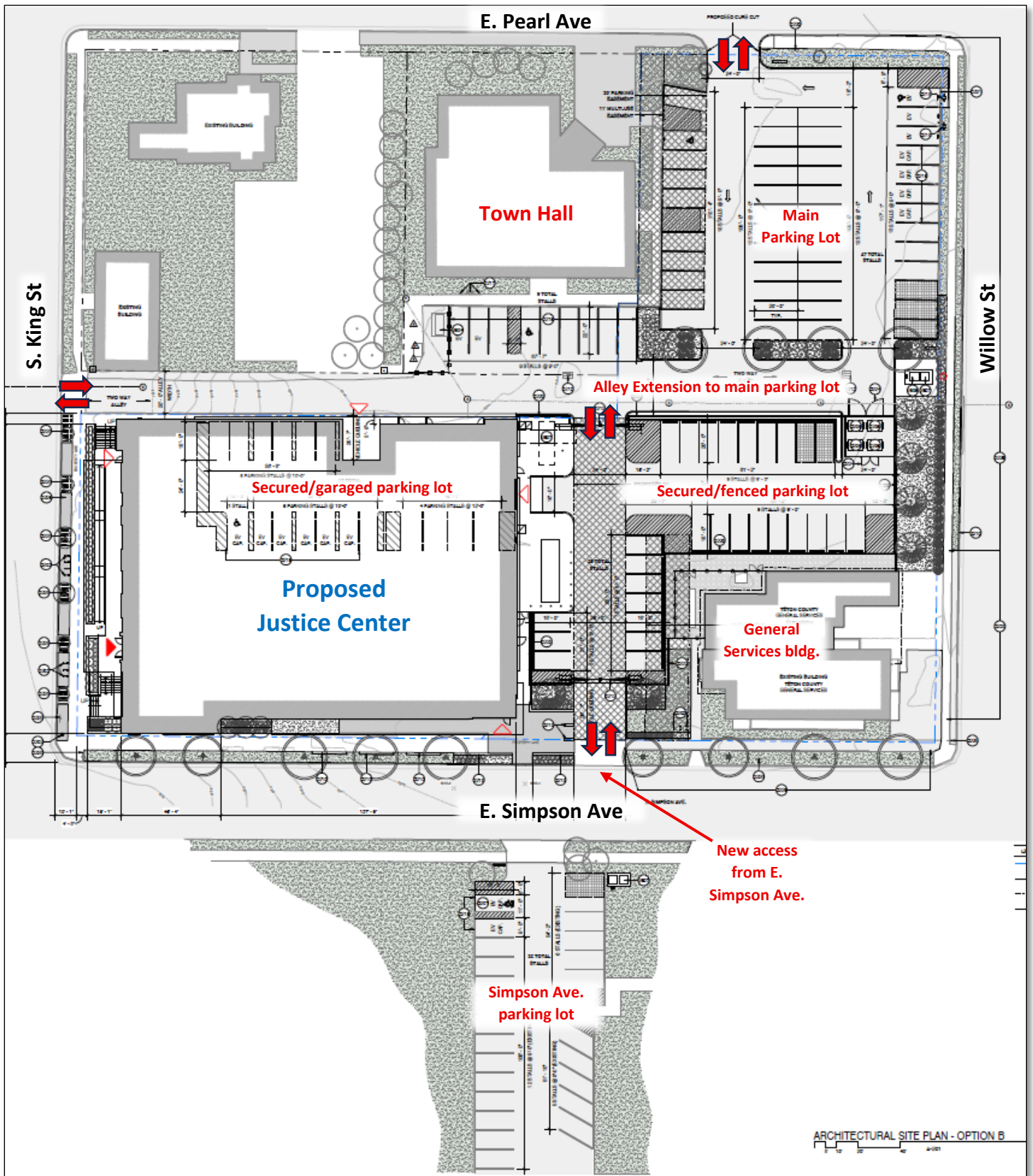
Staff finds that the overall site circulation plan is generally consistent with the approved Sketch Plan as it maintains several elements, such as the E. Pearl St. and alley access points.

The most notable change in the overall access and circulation plan is the proposed removal of the Clifford Hansen Courthouse, which resulted in the removal of the S. Willow St. access to the secured Sheriff's parking lot, replacing it with a new secured access from E. Simpson Ave. The new access point is located just east of the current E. Simpson Ave. entry. Staff considers this a substantial improvement for several reasons. From a safety perspective, S. Willow St. is part of the Safe Routes to School network, and eliminating the existing driveway enhances safety along this corridor. The revised design also provides two points of ingress and egress for the Sheriff's Department—south via E. Simpson Ave. and north via the alley—ensuring reliable access for emergency response. Additionally, the updated layout created opportunities for expanded landscaping along S. Willow St. and E. Simpson Ave., which helps to soften the building's appearance and provide screening for portions of the facility and the secured parking lot. Staff supports these changes and finds that they enhance the project's overall functionality and safety.

In response to Condition #6 from the Sketch Plan, the applicant removed the easternmost curb cut on E. Pearl Ave. and widened the westernmost curb cut to accommodate two-way traffic, establishing a counterclockwise circulation pattern within the main parking lot.

In response to Condition #3 from the Sketch Plan, the existing one-way, dead-end alley off S. King St. will be converted to a two-way alley for its full length and extended eastward to connect with the main parking lot. This extension will terminate before reaching S. Willow St. to avoid potential traffic conflicts and enhance safety along the Safe Routes to School corridor. Staff continue to support the two-way alley configuration because the standard 20-foot width allows for safe two-way movement and helps distribute traffic more evenly across adjacent streets.

Overall, staff find that the access and circulation patterns are functional, comply with the minimum LDR standard, and are generally consistent with the Sketch Plan. The final proposed site plan is shown on the following page.



Phasing / Construction Management Plan

Key Question: Does the Planning Commission support the proposed construction management plan that includes periodic full and partial alley closures?

A key component of the proposal is the phased construction management plan, which will periodically limit site access and parking across the subject property and alley from February 2026 through October 2028 (approximately 31 months). During Sketch Plan, the applicant proposed a preliminary plan that fully closed the alley and Town-owned parking south of Town Hall during Phases 1 and 2 and closed the main parking lot entirely during Phase 3. While the Town was open to considering those closures, Conditions #4 and #9 were added, requiring the applicant to provide more detail on how impacts to the public alley, Town-owned parking, and main parking lot would be mitigated to minimize operational disruptions.

The updated construction management plan now keeps the alley largely open so the Town can continue to access its parking and generator on the south side of Town Hall. During Phases 1 and 2 (February 2026 – May 2028), the alley would remain fully or partially open (reduced to 10 feet) for roughly 20 months, with about seven months of full alley closures needed for shoring, utility installation, and alley repaving. Town trash and recycling would be relocated to the main parking lot for the entirety of Phases 1 & 2. Designated EV and Police parking would also be provided in the main parking lot to ensure needs are met during full alley closures. In Phase 3 (May 2028 – October 2028), the main parking lot would be closed, but at least nine spaces would remain available to the Town per the parking agreement.

Below is additional information/clarification requested of the applicant:

- The applicant has identified 140 E. Simpson Ave. and 155 E. Hansen Ave. as off-site locations for limited contractor foreman parking. The applicant states that the final construction plan will avoid the use of S. King St. and E. Simpson Ave for contractor parking and plans to encourage carpooling.
- The applicant is not proposing to fully repave the main parking lot. Partial repaving and new stripping are proposed. Areas of new paving and new curb around the parking are required to achieve the new sidewalk and ROW improvements along E. Pearl St. and S. Willow St.
- Off-site County office/courtroom space and parking will be provided adjacent to the County administrative building at 252 & 254 E. Simpson Ave. Additional County parking will be provided at 155 E. Hansen Ave.

Staff met with the Town Manager, Police, Public Works, and the Facilities Manager to review the proposal. Overall, staff support the plan (with a new condition) and find that the applicant has satisfied Sketch Plan Conditions #4 & #9. Staff also recognize that periodic closures of the alley and main parking lot are necessary to conduct the proposed work and improvements. In addition, the applicant's revisions—particularly keeping the alley and Town-owned parking open for most of the project—address the operational concerns raised during the Sketch Plan. Furthermore, staff also support maintaining nine spaces in the main lot during Phase 3, which helps reduce impacts on the Police Department and the general public, including those needing safe and clear access for VIN inspections. While the proposed plan is supported, staff are recommending a condition of approval that further clarifies the operational needs of the Town. Below are seven items that need to be addressed with the final construction management plan at the time of building permit submittal:

- 1) The applicant shall install four signed Police spaces in the Town's parking easement directly adjacent (east) of Town Hall during Phases 1 & 2. During Phase 3, when portions of the Town's parking easement will be affected, signage shall be shifted to the parking south of Town Hall.

- 2) The applicant shall install temporary signage at the S. King St. alley entrance stating that its use is limited to Town staff only during all phases.
- 3) The applicant shall install temporary VIN inspection signage in the eastern portion of the main lot during Phase 3 when the current VIN inspection space is closed for repairs/restriping.
- 4) The two EV spaces shall be shifted to the farthest south spaces in the main parking lot.
- 5) The final plan shall include measurements for all Town and County trash and recycling in the main parking lot.
- 6) The applicant shall provide a robust communication plan that ensures adequate advance notice of closures to the Town and the public. The plan shall also address communication and coordination with the Town for refueling the generator, replacing the generator in 2026, shifting the VIN inspection location during Phase 3, temporarily shifting recycling pick-up to either S. King St. or E. Pearl Ave during Phase 3, and FedEx/UPS deliveries.
- 7) The applicant shall work with Town staff to identify trash pickup locations for Town Hall during Phase 3 when the alley re-opens fully, but will remain a dead-end.

Temporary Displacement

To accommodate the temporary displacement of County courthouse operations and staff during Phases 1 and 2, the applicant proposes to install four temporary trailers on County-owned property at 252 and 254 E. Simpson Ave., adjacent to the County administrative building. Site work is currently underway to establish operations for the trailers. Because the trailers cannot remain on the site permanently, their removal within 60 days of the Justice Center's completion (i.e., issuance of the Certificate of Occupancy) will be required as a condition of the building permit.

Traffic Analysis

The Traffic Impact Study (TIS) that was submitted with the Sketch Plan was updated for this Development Plan and CUP to reflect the updated site access and circulation plan. The TIS still found that existing peak-hour traffic volumes are moderate, with the E. Pearl Ave./S. Willow St. intersection operating at Level of Service (LOS) B or better. According to a January 2024 site study, parking within and around the site was utilized at 68%, confirming that available parking capacity was not exceeded. Looking ahead 20 years, the study concluded that traffic volumes are projected to increase by roughly 25%, with the site generating an estimated 81 AM and 70 PM peak-hour trips; even with this growth, the E. Pearl Ave./S. Willow St. intersection is expected to continue operating at an acceptable LOS B or C. The updated TIS further found that relocating site access from S. Willow St. to E. Simpson Ave. would improve circulation and operate acceptably.

Based on its review of the applicant's TIS, staff find that the project will not create significant transportation impacts at adjacent intersections. The TIS concluded that nearby intersections will continue to operate at acceptable LOS levels in the future, even with an anticipated 25% increase in traffic. The analysis also accounted for traffic generated by all Town Hall staff—surpassing the requirement to evaluate County-only impacts—and incorporated the dedicated parking spaces reserved for the Town.

The removal of the easternmost curb cut from the main parking lot, as recommended in the previous TIS and required as part of the Sketch Plan, will further enhance safety along E. Pearl Ave. for both motorists and pedestrians near the S. Willow St. intersection.

Both the previous and updated TIS recommended—but did not require—the implementation of a Travel Demand Management (TDM) plan, and as such, no TDM plan was submitted. The Jackson/Teton County Transportation Manager similarly reviewed both studies and did not recommend a TDM plan.

Parking

Consistent with the Sketch Plan, the applicant has applied an independent calculation method to all proposed uses, including the existing General Services building. Inclusion of the General Services building in the Justice Center's parking analysis is required due to a condition of approval associated with its 2024 expansion under CUP Item P24-065. The final proposed parking demand, which is addressed in the TIS, has not changed and remains at a total demand of 91 spaces for the Justice Center. This total demand includes the current 20 employees at the General Services building and projected 25-year staffing growth at the Justice Center, with employee numbers expected to rise from 104 to 126.

When combined with the 18 dedicated Town Hall spaces, the proposed total of 126 on-site parking spaces exceeds projected demand, up from the 116 spaces proposed in the Sketch Plan. On-street parking along E. Pearl Ave., S. King St., and E. Simpson Ave. will continue to provide supplemental capacity for Town, County, and public use. Staff support the applicant's increase in on-site parking—from 109 to 126 spaces—including the expansion of the main lot (36 to 47 spaces) and the lot south of Town Hall (6 to 9 spaces). The proposed allocation of 28 secured/fenced surface spaces, 17 secured garage spaces, and 25 surface spaces at 140 E. Simpson Ave is also supported, as it improves organization by user type and enhances security for certain County staff.

Bicycle Parking

According to the LDRs, Office uses require 1 space per 1,650 sf (50% ST/50% LT), and Assembly uses require 1 per 2,200 sf (75% ST/25% LT). To satisfy Condition #10 from the Sketch Plan, the applicant provided a square footage breakdown of office and assembly uses to determine the correct amount of required ST and LT bike parking. In total, 25 bike parking spaces are required (14 ST and 11 LT). Currently, the applicant is showing 18 ST and 7 LT. A condition of approval has been added requiring that all bike parking counts be updated to reflect this staff report and that both ST and LT parking comply with the LDRs and the design and installation appendix.

Pedestrian Improvements

Consistent with the Sketch Plan approval, the applicant is proposing Trees in Grates along S. King St. and Trees in Lawn along E. Simpson Ave. Pedestrian improvements will also be made along E. Pearl Ave. as a result of removing the easternmost curb cut, which will create a more continuous sidewalk. The new section of sidewalk along E. Pearl Ave. will be changed from boardwalk to concrete, which is supported by Public Works. To satisfy Condition #5 from the Sketch Plan, the sidewalk along S. King St. now maintains a consistent width of 6 feet throughout its entire length. Overall, staff support the proposed pedestrian improvements and find them to comply with the previous approval.

Wayfinding & Signage

Regarding wayfinding, signage, and pedestrian circulation, it is important that visitors to the new Justice Center can navigate the site efficiently, given that the main parking lot and the Justice Center are located at opposite corners of the block. As required by Condition #7 of the Sketch Plan approval, the applicant has submitted a comprehensive plan for internal circulation, wayfinding, and signage to ensure clear and intuitive public access throughout the site.

The proposed plan, shown on Sheets A-003 and A-004, includes monument signage along all four streets to guide visitors to their destinations. Signage at the main parking lot entrance will direct drivers toward both Town Hall and the Justice Center, while additional public parking signage at the E. Simpson Ave. lot designates it as an official public parking area. Staff anticipates that visitors will continue to park along adjacent streets or in the main parking lot, but including the E. Simpson Ave. lot in the overall public parking plan is appropriate, given its proximity to the main facility entrances.

The plan also identifies pedestrian and ADA-accessible routes from each parking area to the building entrances. Public ADA parking will be provided along S. King St. and E. Simpson Ave., within the E. Simpson Ave. lot, and in the main parking lot, totaling five ADA spaces. Ultimately, all accessible routes must be confirmed for building code compliance at the building permit stage. Staff find that the applicant has met this condition and find that it adequately addresses public accessibility and navigation needs. Staff note that a +/-40 foot section of 15-minute yellow curb is proposed in front of the Sheriff's entrance along the north side of E. Simpson Ave, which will require Town Council approval.

Landscaping

After reviewing the final landscape plan (Sheet L-201), staff finds that it complies with the LDRs and previously approved Sketch Plan. Staff also find that the applicant has satisfied Condition #1 from the Sketch Plan by providing two plant units and enhancing the south and west frontages with additional landscaping and pedestrian amenities to improve the overall experience and reduce the site's urban character. With the newly proposed removal of the Clifford Hansen Courthouse, additional landscape screening is now provided along S. Willow St. (where the previous curb cut was located) and at the new access point off E. Simpson Avenue that enhances site screening. Because conifer trees are slow in their growth, staff is recommending a condition that all conifer trees be at least 15' to ensure adequate screening early on. In addition, the proposed landscape buffer along S. Willow Street and the new landscape islands within the main parking lot further screen and soften the perimeter fencing of the secure parking area.

New street trees are proposed along E. Simpson Avenue and S. King Street to provide additional screening and visual relief, while four existing street trees along S. King Street will be preserved. As a result of the improvements proposed to the main parking lot, two existing mature trees along E. Pearl Ave. will need to be removed, so staff have added a condition of approval requiring them to be replaced at a one-to-one ratio.

Overall, staff find that the final landscape plan represents a meaningful improvement from the Sketch Plan, effectively softening the building's appearance and enhancing the pedestrian environment.

Snow Storage

The applicant has identified designated snow storage areas in compliance with the LDR requirement to allocate at least 2.5% of impervious surfaces (such as paved areas) for snow storage. The plan proposes using two spaces within the secure parking lot, three spaces in the main parking lot, and one space in the E. Simpson Ave. lot for this purpose during the winter months.

While snow storage is typically located in permeable areas to maintain year-round parking availability, the applicant indicates that the overall parking supply is sufficient to accommodate the temporary loss of five spaces during winter operations. Condition #2 from the Sketch Plan required the applicant to further evaluate snow storage locations as part of the Development Plan, with an emphasis on utilizing pervious areas where feasible to reduce impacts on available parking.

The applicant states that they reviewed alternative locations but ultimately retained the proposed configuration to maximize parking capacity and avoid additional landscaping costs. Because the revised plan provides a parking supply that exceeds projected demand and includes ten additional spaces compared to the Sketch Plan, staff supports the proposed approach to locate snow storage within designated parking spaces and does not find that the proposed snow storage plan will negatively affect parking demand.

Lighting

Staff have considered the potential visual impacts in response to the proposed exterior lighting plan, which includes six 18-foot light poles in the main parking lot and eleven in the secured parking area (eight 18-foot poles and three 8-foot poles). Staff recognize that the Justice Center requires enhanced safety and security lighting; however, the submitted plan exceeds the site's maximum allowable lumen output of 100,000 lumens by nearly 40,000 lumens. Staff also question the need for the amount of lighting proposed in the main public parking lot, which currently has no lights.

Because the LDRs do not exempt the P/SP zone from the Town's dark sky lighting standards, staff have identified this as a potential visual impact concern and recommend a condition of approval requiring the applicant to reduce the overall lumen count to comply with the maximum allowance. While the LDRs provide targeted exemptions for lighting necessary to maintain public safety, which the Justice Center needs, staff are confident that the Justice Center's security needs can be met without exceeding the applicable lighting standards. Also, based on conversations with the Town Police Chief, some new lighting in the main parking lot would be supported because it would improve nighttime visibility for Town Police staff. Staff will continue to work with the applicant during the building permit review process to ensure the final lighting plan complies with the LDRs but also accommodates the unique safety and security needs of the Justice Center and Town Police.

Public Comment

Public comment has been received and is attached to this report. The comments expressed concerns over construction noise and hours, construction staging, and parking.

Comprehensive Plan & Priority Alignment.

ITEM A (P25-169): All Development Plan proposals may be approved only if all of the following findings are made:

1. *The proposed project is consistent with the purposes and organization of the LDRs.*

Complies. As conditioned, staff find that the project is consistent with the purposes and organization of the LDRs. The proposed project and use is a necessary civic building with several public-serving uses which fall under the purpose and intent of the P/SP zone.

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 find that the proposed project will not have significant impacts on public facilities and infrastructure because the proposal replaces two existing facilities and combines them into

a single building. Based on the traffic analysis, the levels of service at nearby intersections will continue to function at acceptable levels, and adequate parking is provided on-site to reduce impacts on adjacent streets.

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

Complies. The proposed project received a recommendation of approval with conditions by the DRC on October 22, 2025.

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

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

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

Complies. As conditioned, staff find that the project is in substantial conformance with the previously approved Sketch Plan, along with its previous conditions.

ITEM B (P25-180): All Conditional Use Permit proposals may be approved only if all of the following findings are made:

1. *The proposed project is consistent with the purposes and organization of the LDRs.*

Complies. As conditioned, staff find that the project is consistent with the purposes and organization of the LDRs. The proposed project and use are a necessary civic building with several public-serving uses that fall under the purpose and intent of the P/SP zone.

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

Complies. Staff find that the proposal is compliant with the standards of Division 6.1. The proposed Institutional and Office use are allowed uses 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 find that the proposed project will minimize visual impacts on adjacent lands. Although larger than the existing buildings, the new design consolidates two structures into a single building, thereby reducing the overall footprint. The 1.9-acre site also provides generous separation from neighboring properties, as it is buffered by 60-foot rights-of-way to the west and south and a 20-foot alley to the north. These features create natural visual and spatial buffers that differ significantly from typical downtown zero-lot-line development. Additionally, the final landscape plan introduces new screening around the Sheriff's gated parking lot and softens the overall appearance of the building.

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

Complies. Staff find that the proposed use will not have an adverse environmental impact. The project will be developed within an already developed downtown block. In addition, the site is also not located within the NRO and SRO, and all proposed uses 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. As conditioned, staff find that the proposed use minimizes adverse impacts on nuisances because nearly all uses and operations will occur within the building. Staff acknowledge that the proposed exterior lighting plan has the potential for visual impacts due to the amount of lumens proposed. A condition of approval has been added requiring all lighting to be dark sky compliant and to comply with the site's maximum lumens.

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

Complies. Staff finds that the proposed use minimizes impacts on public facilities and infrastructure, namely because the proposal replaces two existing facilities and combines them into a single building. Based on the updated 2025 traffic study, the levels of service at nearby intersections will continue to function at acceptable levels after completion. The project also replaces the current access from S. Willow St. with a new access off E. Simpson Ave., which will increase safety along the Safe Routes to School corridor. In addition, the removal of the easternmost curb cut in the main parking lot improves the safety and sight distances for vehicles exiting onto E. Pearl Ave.

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

Complies. As conditioned, staff find 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. As conditioned, staff find that the project is in substantial conformance with the previously approved Sketch Plan, along with its previous conditions.

Fiscal Impact.

This project is being funded through the Special Purpose Excise Tax. However, because Municipal Court will be displaced for roughly two years, the Town is required to pay for improvements to the Town Hall Chambers to accommodate Municipal Court.

Staff Impact.

The amount of staff time to review this Development Plan and report drafting is approximately 80-100 hours.

Attachments or Links.

Department Reviews
Applicant Submittal
Public Comment

Suggested Motion.

ITEM A: I move to **recommend approval** of Development Plan P25-179 for a new +/-78,000 sf Justice Center for Teton County located at 180 S. King St., based upon the findings and conditions presented in the staff report, the departmental reviews, and subject to this staff report dated December 17, 2025.

ITEM B: I move to **recommend approval** of Conditional Use Permit P25-180 for Institutional and Office uses for a new Justice Center located at 180 S. King St., based upon the findings and conditions presented in the staff report, the departmental reviews, and subject to this staff report dated December 17, 2025.

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
P25-179		BUILDING DEPARTMENT COMMENTS	Structure must meet the most current adopted building codes of the Town of Jackson at the time of permitting.		
P25-179		FIRE DEPARTMENT COMMENTS	Project must meet the requirements of the current International Fire Code (IFC) at time of permit.		
P25-179		PATHWAYS DEPARTMENT COMMENTS	Continuous Sidewalks: All sidewalks that cross driveways or alleys shall be constructed as a continuous sidewalk with no change in elevation from the sidewalks on either approaching leg. The sidewalk elevation as it crosses the driveway shall not dip down and it shall match the sidewalk elevation on either side of the driveway. Any vertical change from the street elevation to the sidewalk elevation should be restricted to the driveway apron in the buffer space between the sidewalk and street. Concrete sidewalk surfaces and texture shall continue uninterrupted across the entire access driveway. Staff can provide additional guidance and design details for this if needed. Parking Lots - Wheelstops or rigid bollards shall be placed in parking spots that abut walkways or sidewalks to prevent vehicle overhang from blocking the walkway. If using wheelstops, there should be 36 between the wheelstop and the nearest edge of the walkway. If using bollards, there should be a minimum of 6 between the bollard face and the nearest edge of the walkway. Southwest corner - the diagonal pedestrian ramp at the corner of King and Simpson intersection is not considered best practice. This corner should be reconfigured to include a curb extension with perpendicular pedestrian ramps. Bicycle parking - bike racks in the buffer strip should be oriented so that parked bicycles do not encroach onto the clear sidewalk area. It may be necessary to rotate the bike rack alignment so that the racks are parallel with the sidewalk. Please show interior long-term parking location and layout on the plans. Please include a standard detail for the rack types.		
P25-179		PLANNING DEPARTMENT COMMENTS	1.Prior to Town Council review, the landscaping plan shall be revised to show a one-to-one tree replacement along E. Pearl Ave. just north of the main parking lot for the two trees being removed. 2.Prior to Town Council review, all bike parking counts shall be updated to reflect this staff report, and all short-term and long-term parking shall comply with LDR Sec. 6.2.2.D.2.a and b, and the design and installation appendix. 3.Prior to Town Council review, the landscape plan shall be revised to show that all conifer trees are at least 15 feet tall. 4.The final construction staging plan with the building permit shall address the seven specific items listed under the Phasing / Construction Management Plan section of this staff report related to alley access, access to Town-owned parking, EVSE parking, Police parking, VIN Inspection parking, trash/recycling, signage, and communications.		
P25-179		REGIONAL TRANSPORTATION COMMENTS	See attached		
	10/06/2025	TOWN COUNCIL MEETING		KSLUDER@JACKSONWY.GOV	10/06/2025

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
	10/24/2025	PC FINAL DRAFT		MTIPPETTS@JACKSONWY.GOV	
	10/27/2025	INITIAL REPORT		LPOTZ@JACKSONWY.GOV	10/27/2025
	11/17/2025	PLANNING COMMISSION REVIEW AND RECOMMENDATION		BSCHILLING@JACKSONWY.GOV	11/17/2025
	12/11/2025	PC PUBLIC NOTICE		TVALENTINE@JACKSONWY.GOV	12/11/2025
		POLICE DEPARTMENT COMMENTS			
		FINAL REPORT			
		DETERMINATION OF SUFFICIENCY			
		PC KEY ISSUES			
		JOINT HOUSING DEPARTMENT COMMENTS			
		PARKS AND RECREATION DEPARTMENT COMMENTS			
		FINAL LETTER			
		COMPLETE REPORT			
		COMPLETENESS REVIEW			
		PC ROUGH DRAFT			
		ENGINEERING DEPARTMENT COMMENTS			
		START DEPARTMENT COMMENTS			

Workflow Notes

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

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
P25-180		BUILDING DEPARTMENT COMMENTS	Structure must meet the most current adopted building codes of the Town of Jackson at the time of permitting.		
P25-180		ENGINEERING DEPARTMENT COMMENTS	Conditional Use Permit Approved P25-180 ADDRESS: 180 South King St. OWNER: Teton County APPLICANT: Berning Project Management 11/13/2025 Jeff Silliman, 733-3079 DATE OF SUBMITTAL: 9/22/2025 DATE OF MATERIALS: 9/19/2025 The engineering division has reviewed your application for a Conditional Use Permit Application submitted on and with application materials as dated above. *The following comments are being provided for use in preparation of future applications and are required for sufficiency. 1)Capacity Fees will be assessed with the building permit.		
			Project must meet currently adopted International Fire Code (IFC) and NFPA 101 requirements at the time of permit, including but not limited to the following. 1.) Owner or owner's agent shall be responsible for the development, implementation, and maintenance of an approved, written site safety plan establishing a fire prevention program at the project site applicable through all phases of the construction. 2.) An approved water supply capable of supplying the required fire flow for fire protection shall be provided. Existing fire hydrants on public streets are allowed to be considered as available to meet the requirements of the IFC, Appendix C. FDC shall be installed in an approved location. 3.) Premises shall have address identification that shall be legible and placed in a position that is visible from the street or road fronting the property. Each individual office/space shall display its unit number or letter. 4.) Where access to or within a structure is restricted, a key box shall be installed in an approved location. Exterior doors and openings required by the IFC or the IBC shall be maintained with ready access for emergency access by the fire department. Stairway access to roof shall be marked at street and floor levels with a sign indicating that the stairway continues to the roof. 5.) A fire department permit is required for an automatic sprinkler system. A stamped set of plans		

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
P25-180		FIRE DEPARTMENT COMMENTS	shall be submitted for review and approval prior to a permit being issued and any work being done. System design will be most restrictive for the occupancy. Inspections and testing shall be scheduled with this office. 6.) A fire department permit is required for a fire alarm system. A stamped set of plans shall be submitted for review and approval prior to a permit being issued and any work being done. Inspections and testing shall be scheduled with this office. Manual fire alarm boxes and automatic smoke detection system for I-3 facilities in accordance with the IFC, Section 907.2.6.3. 7.) The requirements for compartmentation and containment in Group I-3 occupancies in accordance with the IBC and IFC, Chapter 7 (fire-resistance construction, inspection/maintenance, cover protection of openings, joints and penetrations) and Chapter 10 (arrangement/number of exit access doorways/exits, controlled egress for movement within/between smoke compartments). 8.) Portable fire extinguishers shall be located for the occupancy per the IFC, Section 906. 9.) Means of egress in accordance with the IFC, Chapter 10. Special considerations for I-3 occupancy. 10.) Means of egress illumination and any required emergency electrical systems shall be in accordance with the IFC, Section 1008, 2023 NEC and NFPA 70. 11.) All new commercial (non 1 or 2 family) construction will be required to comply with Section 510 of the IFC under the following conditions - any construction with 1 or more levels built below grade or any construction being built 2 or more stories above grade. 12.) Exit signs shall be in accordance with the IFC, Section 1013. 13.) Every room/space that is an assembly occupancy shall have the occupant load of the room space posted in a conspicuous place, near the main exit or exit access doorway from the room/space. 14.) Elevator operation, maintenance and fire service keys shall be in accordance with the IFC, Section 604, Construction material documents shall be provided indicated compliance with ASME A17 and is necessary to determine fire detection/suppression requirements. A two-way communication system complying with the IFC, Section 1009.8.1 and 1009.8.2 shall be provided at the landing serving each elevator or bank of elevators on each accessible floor that is one or more stories above or below the level exit of discharge. Two-way communication systems are not required in elevators serving Group I-2 or I-3 facilities. 15.) Effective January 01, 2025, all private land parcels in the Town of Jackson and Teton County are now within the mapped Wildland Urban Interface and subject to IWUIC review by the Fire Department. A review of the area will include fire hazard, determine water compliance, and consider existing or proposed defensible space on the property. A memo will be provided outlining Construction Requirements necessary to meet the IWUIC.		
P25-180		PATHWAYS DEPARTMENT COMMENTS	See comments for P25-179		

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
P25-180		PLANNING DEPARTMENT COMMENTS	1.Prior to building permit submittal, the applicant shall modify the final lighting plan to comply with the Towns dark sky lighting standards.		
P25-180		REGIONAL TRANSPORTATION COMMENTS	See attached		
	10/10/2025	START DEPARTMENT COMMENTS		KSLUDER@JACKSONWY.GOV	10/10/2025
	10/24/2025	DETERMINATION OF SUFFICIENCY		LPOTZ@JACKSONWY.GOV	10/24/2025
	10/24/2025	PLANNING COMMISSION REVIEW AND RECOMMENDATION		MTIPPETTS@JACKSONWY.GOV	
	11/13/2025	JOINT HOUSING DEPARTMENT COMMENTS		JSILLIMAN@JACKSONWY.GOV	11/13/2025
	11/17/2025	LEGAL DEPARTMENT COMMENTS		BSCHILLING@JACKSONWY.GOV	
	12/11/2025	PARKS AND RECREATION DEPARTMENT COMMENTS		TVALENTINE@JACKSONWY.GOV	12/11/2025
		POLICE DEPARTMENT COMMENTS			
		TC PUBLIC NOTICE			
		INITIAL REPORT			
		COMPLETENESS REVIEW			
		FINAL REPORT			
		PC KEY ISSUES			
		PC FINAL DRAFT			
		FINAL LETTER			
		COMPLETE REPORT			

Workflow Notes

Permit Number	Begin Date	Step Type	Text	Created By	End Date
		PC ROUGH DRAFT			
		PC PUBLIC NOTICE			
		TOWN COUNCIL MEETING			



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: Teton County Justice Center
Physical Address: 150 E. Simpson Ave
Lot, Subdivision: Lot 2 and Lot 3, Block 5 PIDN: 22-41-16-34-2-07-003

PROPERTY OWNER.

Name: Teton County General Services - Mark Erwin Phone: 307-732-8409
Mailing Address: P.O. Box 3594 | 185 S. Willow Street. ZIP: 83001
E-mail: merwin@tetoncountywy.gov

APPLICANT/AGENT.

Name: Berning Project Management / Wember, Owner Representative Phone: 307-699-3733
Mailing Address: PO Box 485 / Victor, ID 83455 ZIP: 83455
E-mail: berningpm@gmail.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 #: P24-125 Environmental Analysis #: _____
Original Permit #: _____ Date of Neighborhood Meeting: 12/10/25

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?

N/A **Application Fee.** Fees are cumulative. Go to www.townofjackson.com/200/Planning and select the relevant application type for the fees.

X **Notarized Letter of Authorization.** A notarized letter of consent from the landowner is required if the applicant is not the owner, or if an agent is applying on behalf of the landowner. Please see the Letter of Authorization template at <http://www.townofjackson.com/DocumentCenter/View/845/LetterOfAuthorization-PDF>.

X **Response to Submittal Requirements.** The submittal requirements can be found on the TOJ website for the specific application. If a pre-application conference is required, the submittal requirements will be provided to applicant at the conference. The submittal requirements are at www.townofjackson.com/200/Planning under the relevant application type.

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

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

_____ Signature of Property Owner or Authorized Applicant/Agent Jason Berning _____ Name Printed	<u>9/22/25</u> _____ Date Owner's Representative _____ Title
---	--



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

Date:

LETTER OF AUTHORIZATION **NAMING APPLICANT AS OWNER'S AGENT**

PRINT full name of property owner as listed on the deed when it is an individual OR print full name and title of President or Principal Officer when the owner listed on the deed is a corporation or an entity other than an individual

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

Name of property owner as listed on deed

Address of Premises: 180 S King Street / Jackson, WY 83001 & 460 E. Pearl Ave, Jackson, WY 83001

Legal Description: PT. LOT 2, BLK 5, CACHE-3 / LOT 1, SUNRISE ADDITION

Please attach additional sheet for additional addresses and legal descriptions

And, that the person named as follows: Name of Applicant/agent: Jason Berning / Berning Project Management

Mailing address of Applicant/agent: PO Box 485 / Victor, ID 83455

Email address of Applicant/agent: berningpm@gmail.com

Phone Number of Applicant/agent: 307-699-3733

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

- ☒ Development/Subdivision Plat Permit Application ☒ Building Permit Application
☒ Public Right of Way Permit ☒ Grading and Erosion Control Permit ☒ Demolition Permit
☐ Other (describe) _____

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.

Sarah Mann
Property Owner Signature

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

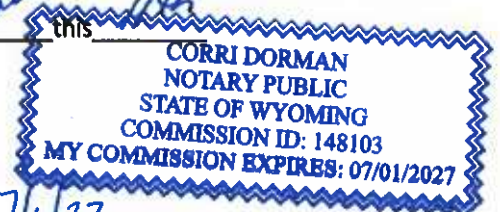
STATE OF Wyoming)
COUNTY OF Teton) SS.

STATE OF Wyoming)
COUNTY OF Teton)

The foregoing instrument was acknowledged before me by Sarah Mann this January, 2024 day of January, 2024. WITNESS my hand and official seal.

Corri Dorman
Notary Public

My commission expires: 7/1/27



AndersonMasonDale

Town of Jackson Planning
150 E Pearl Avenue / PO Box 1687
Jackson, WY 83001

September 19, 2025

RE: Teton County Justice Center – Sketch Plan Submittal

Dear Paul Anthony,

Thank you, and thanks to Town Engineering, the DRC, Planning Commission, and the Town Council, for the thorough review and comments on the Teton County Justice Center Sketch Plan Submittal.

Please find attached the Development Plan Submittal, which addresses the comments and requested design updates, from the Sketch Plan application review process. Additionally, we have included a response log that specifically addresses each TOJ pre-application comment.

Drawings Redaction (for security):

We have intentionally included simplified Floor Plans as part of the drawings submittal conforming with County Statutes and security requirements. However, we request The Code Plans - Drawing Sheets G-102 and G-103 - be redacted prior to public distribution. The rest of the drawing set complies with the security requirements set forth by the County.

The project has wrapped up Design Development in coordination with this Sketch Plan Submittal. The building size and program remain largely consistent with the Sketch Plan Submittal: a three-story facility housing the county courts, associated court offices, sheriff's office, county jail, and a new 911 emergency response dispatch center.

One noteworthy revision enhances the pedestrian experience along King Street AND along Simpson Ave creating a more urban, storefront environment. The design continues to position the primary entry at the prominent corner of King and Simpson. The updated design introduces a covered porch now on both Simpson Ave and King Street - a familiar building typology to Jackson. The 'porch' along King Street continues to be elevated above street level and the introduction of planters, a large multi-purpose room and a glass storefront along that façade.

Similarly, the design team has introduced a contextually sensitive building massing – stepping back level 3 slightly while pulling out level 2 to create the overhanging porch condition on Simpson Ave. This dramatic massing revision helps with perception of a 2

story building from Simpson Ave. ROW – respecting the immediate urban character and surrounding building heights.

We would also like to highlight two high-priority items that have caused a shift in proposed site plan from the Sketch Plan Submittal.

- **The Removal of Hansen Courthouse:**

The County has gone through an extensive re-evaluation process weighing the benefits and costs of keeping vs removing the Hansen Courthouse. After reviewing the data and financial implications the Board of County Commissioners has voted to demolish Hansen Courthouse as part of this project. Benefits to project include:

- Avoids Costly Re-routing of Sewer Line and avoids disruption of 2 blocks of Willow Street (from Simpson Ave to the north.)
- Improves Pedestrian Safety: Omits Access to Willow St.
- Avoids Project Cost Required to Mitigate Snow Drifts onto Hansen
- Saves Cost of short-term & long-term Renovations to Hansen
- Improves Construction Schedule & Streamlines Staging
- Less Disruption to Neighboring properties with construction site traffic routed primarily along Simpson Ave.

- **Vehicle Access on to Willow Street No Longer Required**

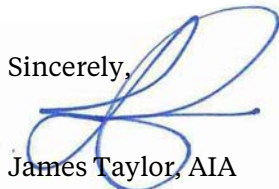
- With Hansen Courthouse removed, the primary access point to the Sheriff's secure yard can be from Simpson Ave. allowing for the elimination of the secure yard access point directly onto Willow Street
- The site will function very similar as it does today as the sheriff's primary access point remains largely where it exists today.

Attached Drawings Exhibits Included in this Submittal:

- 02 TOJ_TetonCountyJusticeCenter - Narrative Description.pdf
- 03 TOJ_TetonCountyJusticeCenter - Department Comment Responses.pdf
- 04 TOJ_TetonCountyJusticeCenter - Geotechnical Engineering Report.pdf
- 05 TOJ_TetonCountyJusticeCenter - Traffic Letter.pdf
- 06 TOJ_TetonCountyJusticeCenter - DevelopmentPlan Drawings.pdf
- 07 TOJ_TetonCountyJusticeCenter - DevelopmentPlan Construction Logistics.pdf
- 08 TOJ_TetonCountyJusticeCenter - Neighborhood Meeting Notification.pdf
- 09 TOJ_TetonCountyJusticeCenter - Neighborhood Meeting.pdf

We look forward to the continued conversation and to your review of the Development Plan. We truly appreciate your time, consideration and partnership in delivering the best project possible for the community.

Sincerely,

A handwritten signature in blue ink, appearing to read 'James Taylor', is written over the printed name and title.

James Taylor, AIA
Principal

Teton County Justice Center – Development Plan Narrative Description

Date: 19 September 2025
Project #: 24-031
Project: Teton County Courthouse – 180 S. King Street

REVISION-1 12-8-2025

The is a Narrative Description of the project including response to Finding of Approval of Sketch Plan (LDR Sec. 8.3.2.C). The narrative describes the entire project including: its square footage breakdown totals and by level, describes uses by level and who uses the building, provides a full master parking analysis that justifies the proposed parking meeting the needs of the New Justice Center / Town Hall / Teton County General Services Building (in accordance with the condition of approval for TCGSB CUP), discusses how the site access and circulation work, describes changes to the alley and states which sections are one way or two way, describes preliminarily how snow storage/management will be handled, lists all applicable LDR standards and whether the project complies (i.e., FAR, LSR, height, stories, parking requirements, parking dimensions, setbacks, bike parking, EVSE parking, etc.), provides a statement that housing requirements are not provided as this project is exempt, describes proposed materials and architecture inspiration, describes the proposed pedestrian frontage changes, describes how loading/trash will work and where it is located, etc. The narrative goes through the LDRs and lists all applicable standards and a written response to whether the project complies or not. The applicable sections are listed in the Pre-application Conference Checklist attached (P24-125). Even though this project is in the P/SP zone, which is exempt from many standards, the narrative demonstrates what is proposed. For example, even though there are no street or alley setbacks, it is provided in writing the setbacks proposed on each street, setbacks from the alley, and from internal lot lines. In general, the narrative assumes that the Town knows nothing about the use of a courthouse/jail or its demands and needs for employees, parking, peak busy times during the week, hours of operation, etc.

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pg. 21	E LDR Standards / Compliance-4.2.1 Public/Semi-Public –Town (P/SP-ToJ)
pg. 24	F Civil: Sanitary Sewer, Storm System, Water Service, Grading
pg. 25	G Site Access Site Circulation Trash Delivery Snow Storage
pg. 26	H Master Plan Parking Analysis and Parking Access

REVISED 12-8-2025

A General Project Description, Uses and Sketch Plan Conditions of Approval Responses

General Project Description and Building Uses

The project consists of a new three-story Justic Center building on the existing County Owned Property at 180 S. King Street.

Level 1

Sheriff's office functions, including secure elected official / staff parking, a secure sally port, public sheriff's lobby, sheriff's office manager and public transaction windows, multi-purpose room, interview rooms, booking / holding, investigations, Sheriff's IT and servers, evidence processing, evidence storage, restrooms, break areas, print/copy/work areas, general storage, gear storage and armory.

Level 2

The primary public entry from the west along King Street. Program at this level consists of public courts entry, lobby and security screening, a separate employee entrance on the Northwest corner of the building, a large multi-purpose meeting room that will also serve the Town of Jackson Municipal Court, chair and table storage, kitchenette, restrooms and wellness rooms / mother's room.

The County Attorney office suite, includes a waiting area, large conference room, open workstations, private attorney offices, storage, high-density storage solutions.

Victim Services Office suite including waiting area, meeting / break room, private offices, storage and a restroom.

Sheriff's dispatch / 911 call center including: (6) control workstations, private offices, breakroom, storage, file storage, restrooms, lockers, and a quiet room w/ operable window.

Detention center including: a secure man-lock / vestibule, secure elevators with access to courtroom holding, contact visit / attorney room, video arraignment / visit room, control center, 7 holding pods / day rooms, indoor / outdoor fitness space
Shared storage and employee showers, restrooms and employee support areas.

Level 3

(3) Courtrooms that maintain 3 distinct paths of travel that do not cross – judges access from the rear directly to Dais, public access from the public gallery from the south and detainee's access from the middle, rising from secure / in-custody elevators and holding cells. Meeting rooms and courtroom sound-locks are accessed from public gallery side.

(2) District court judges chambers / suite with offices, open office space, copy/print area, storage, break room, restrooms. Courts Security office suite sits between both judges chambers.

District Court Clerk office suite with a waiting area, project room, public file viewing room, private offices, open office space, breakroom, active file storage, vault and restroom

Circuit Court judge's chambers with direct access to circuit court clerk suite consisting of: waiting area, private office, open office area, copy/ print a, active file storage and a break room

Sketch Plan Conditions of Approval and Comment Responses

DRC Conditions of Approval Responses

1. In response to the DRC's request to ***improve pedestrian experience and massing along the south elevation***, the design team proposes the following key enhancements:
 - i. **Covered Porch on Simpson Avenue:** A new covered porch has been introduced by extending the Level 2 massing, offering shelter and a more defined pedestrian entry sequence.
 - ii. **Plaza at Sheriff's Office Entry:** A welcoming public plaza has been created to enhance visibility and accessibility at the Sheriff's Office entrance.
 - iii. **Expanded Storefront and Glazing:** Street-level transparency has been significantly improved by expanding the storefront and glazing, and removing site walls to foster a more open and engaging pedestrian interface, while maintaining security requirements for the Sheriff's office's behind - including ballistic rated glass system.
 - iv. **Glass Curtainwall Accents:** A refined glass curtainwall system has been added to accentuate vertical massing and provide visual interest along the south façade.
 - v. **South Façade Windows:** Additional windows have been incorporated into the blackened steel mass to improve natural light and break down the scale of the elevation.
 - vi. **Public Art Opportunities:** Designated areas at the public corner and main entry have been identified for future art installations to enrich the cultural and visual experience. Jackson Hole Public is facilitationArt has release the RFP
 - vii. **Streetscape Refinements:** The pedestrian realm has been further enhanced with additional plantings, site furnishings, and tree canopy to promote comfort, shade, and visual continuity.

These improvements collectively aim to create a more inviting, human-scaled environment that supports pedestrian activity and strengthens the architectural identity of the south elevation.

2. In response to the DRC's request to ***improve the articulation along the East façade, and landscape screening to break up façade from distance***, the design team proposes the following key enhancements:

- viii. **Removal of Secure Yard Access on Willow Street:** The Sheriff's secure yard access point has been removed from Willow Street to reduce visual and operational impact on the public realm.
- ix. **Dense Planting Edge:** A robust edge of native and adaptive plantings has been added along Willow Street to soften the building interface and enhance ecological value.
- x. **Coniferous Tree Screening:** Large upright coniferous trees have been strategically placed to provide year-round screening of the east elevation and secure yard, improving visual separation from the street and enhancing the overall landscape character.

These enhancements aim to break up the building's massing from a distance, improve pedestrian experience, and integrate the east façade more harmoniously with its surroundings.

3. In response to the DRC's request to ***Improve fenestration interest along North & East Side of Building AND Study materiality on north façade and make the overall materiality less imposing***, the design team proposes the following key enhancements:

- xi. **Refined Metal Panel Strategy:** The metal panel system on the north and east façades has been enhanced with varied panel profiles and a palette of three variegated specular metal colors in light silver and champagne tones to introduce texture, rhythm, and visual lightness.
- xii. **Grounding with Brick Base:** The metal panels are grounded by an iron spot brick base, which visually anchors the building and ties into the tone of the blackened stainless steel, creating a cohesive material transition.
- xiii. **Enhanced Fenestration Depth:** Window openings have been refined with vertical plate jambs and fins to create depth, shadow, and articulation, enriching the façade's visual complexity and pedestrian-scale interest.

These updates aim to soften the building's presence, enrich its architectural expression, and enhance the pedestrian experience along the north and east elevations.

Planning Conditions of Approval & Engineering Project Specific Response Comment Responses:

Refer to Town Provided Sketch Plan Final Approval Letter and Engineering Comments. Refer to attached file "Town Comment Responses" for Owner and Design Team Responses

B Project Design Drivers, Mission Statement & Design Concept
Fundamental Design Concepts

- Functional
- Safe
- Secure
- Appropriately Scaled to Context
- Civic Presence
- A Dynamic Entry Experience
- Timeless and Durable
- Sustainability on Display

Mission Statement

The Justice Center will serve as a symbol of safety, justice, and community, uniting all branches of Teton County's Judicial System under one roof. The building draws its unique character from Jackson's alpine and mountain-west heritage – fostering a sense of belonging and a part of Jackson's unique identity. Thoughtfully chosen materials embody strength, warmth and civic character. Built sustainably, this center will support Teton County's public servants and citizens for generations to come.

Massing and Contextual Sensitivity Public Façades

(see plan and axon diagrams below description)

Pedestrian Experience, Safety and Building Security are the primary considerations in siting the building. King Street is the primary pedestrian oriented façade and along the most public route from the center of Jackson. To support the spirit and intent of LDR's, the King Street Frontage is setback 28' from the street curb giving ample room for a tree lined sidewalk in grates and an elevated and covered porch. This façade has 45% ground level storefront glazing aligning with the community focused programming behind the façade. The raised and covered porch takes precedent from Historic Downtown Jackson building forms. The main public entry is at the corner of King and Simpson, at the terminus of this pedestrian porch, inviting the public into the public gallery and directly up an interconnected stair to the 3rd level Courts Gallery. The building is experienced as 2 stories from King Street as the grade climbs almost a full story from ground level mid-block on the east up to level 2 on the west. Street Parking and loading areas along curb will remain as exists today.

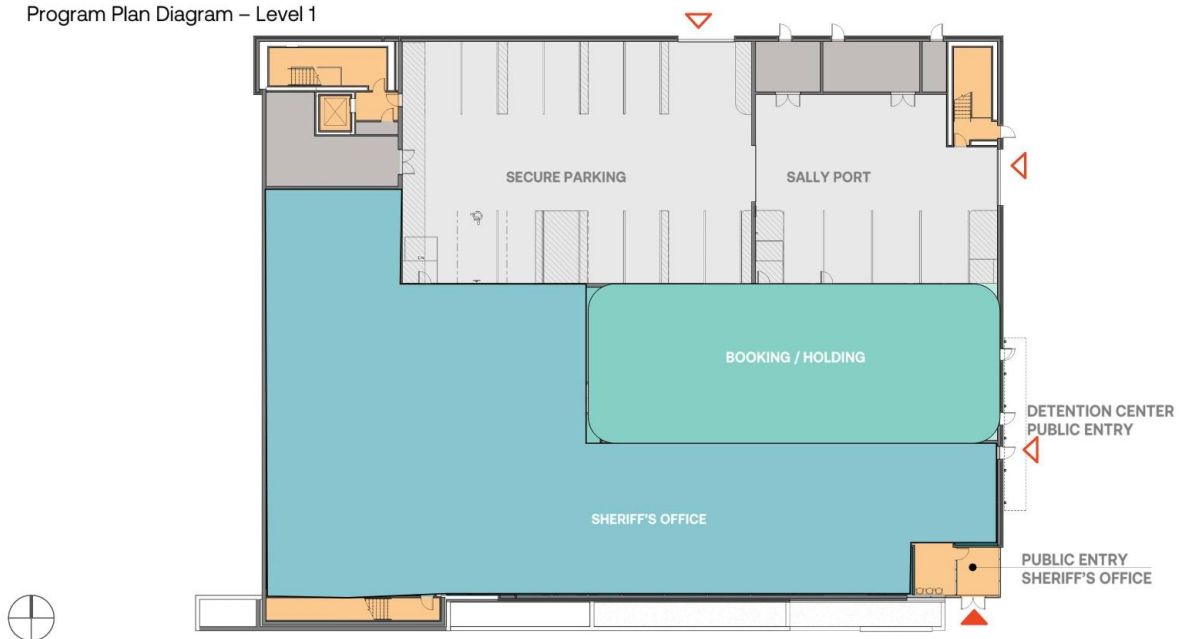
Simpson Avenue is the secondary street but still an important public facing façade. As mentioned prior, the street slope drops from west to east nearly 8'-0" from King Street down to the mid-block, sheriff's office entry. The ground floor's primary massing is setback from 19'-8" from the curb, with the Southwest (primary entry) corner setback 13'-8" from the street curb. This provides a generous buffer with a tree lawn between the sidewalk and curb – on-street parking will remain as exists today. The ground floor along Simpson ave. is 40% glazing. Large portions of the level 1 glazing is required to be ballistic rated to provide sufficient security to the Sheriff's Offices along this façade.

The level 2 massing of the building along King Street overhangs the pedestrian walk, to create a covered porch enhancing the pedestrian experience in a similar although slightly smaller scale than.

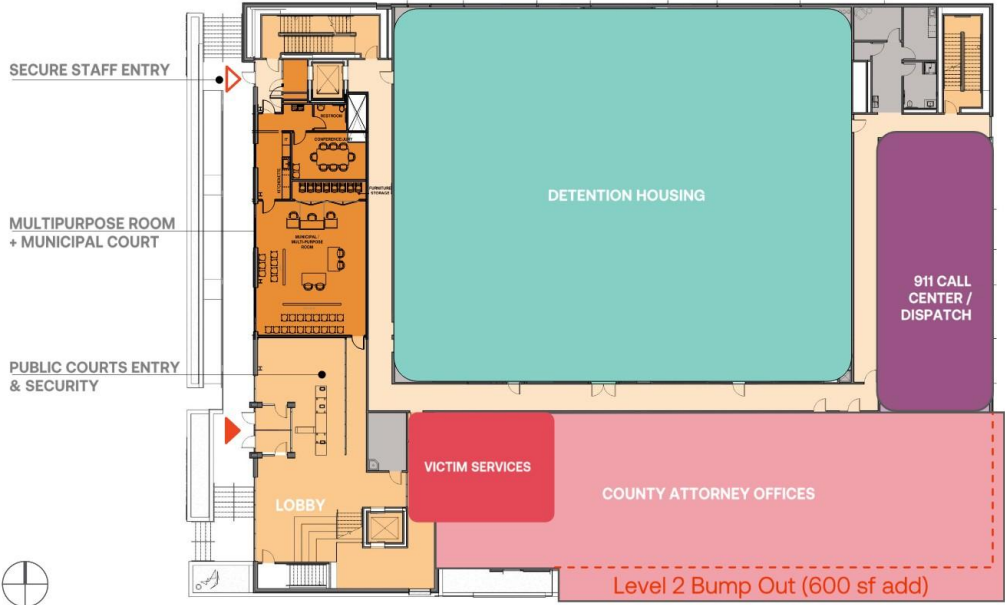
Level 3 along Simpson Ave. is setback from the street edge allowing the building to be read as a 2-story building along this edge as well. An exposed steel framed canopy projects over the level 3 – protecting the courts gallery from solar gain while also breaking down the massing and providing shadow and warmth to the building experience.

Floor Plans Diagram

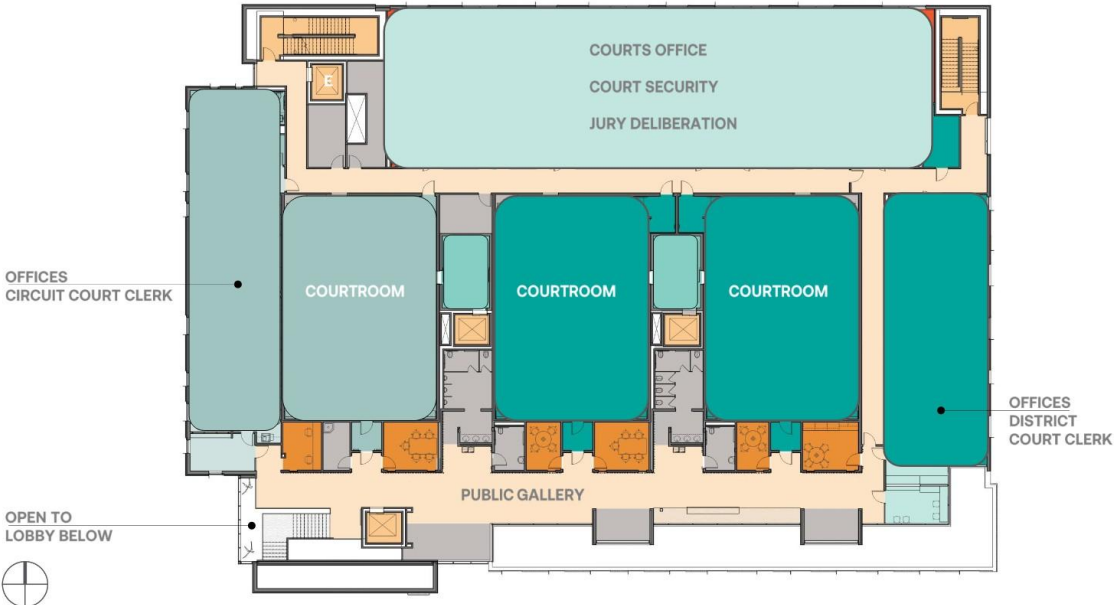
Program Plan Diagram – Level 1



Program Plan Diagram – Level 2



Program Plan Diagram – Level 3



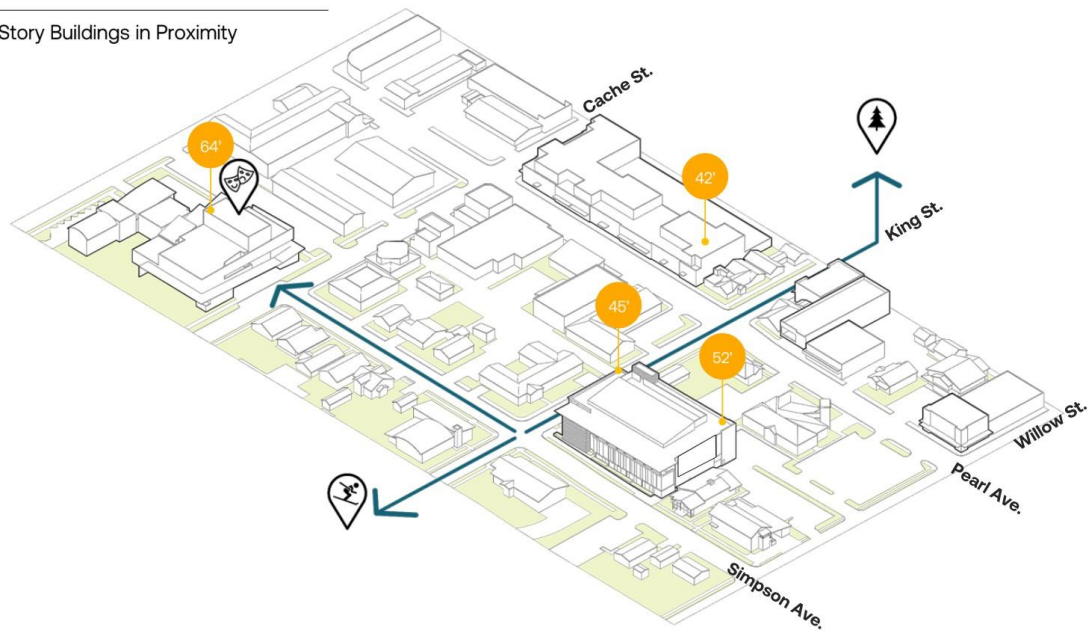
Teton County Justic Center – 180 S. King St. - Narrative Description

19 September 2025

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Context Diagram (showing other 3 story buildings in the immediate vicinity)

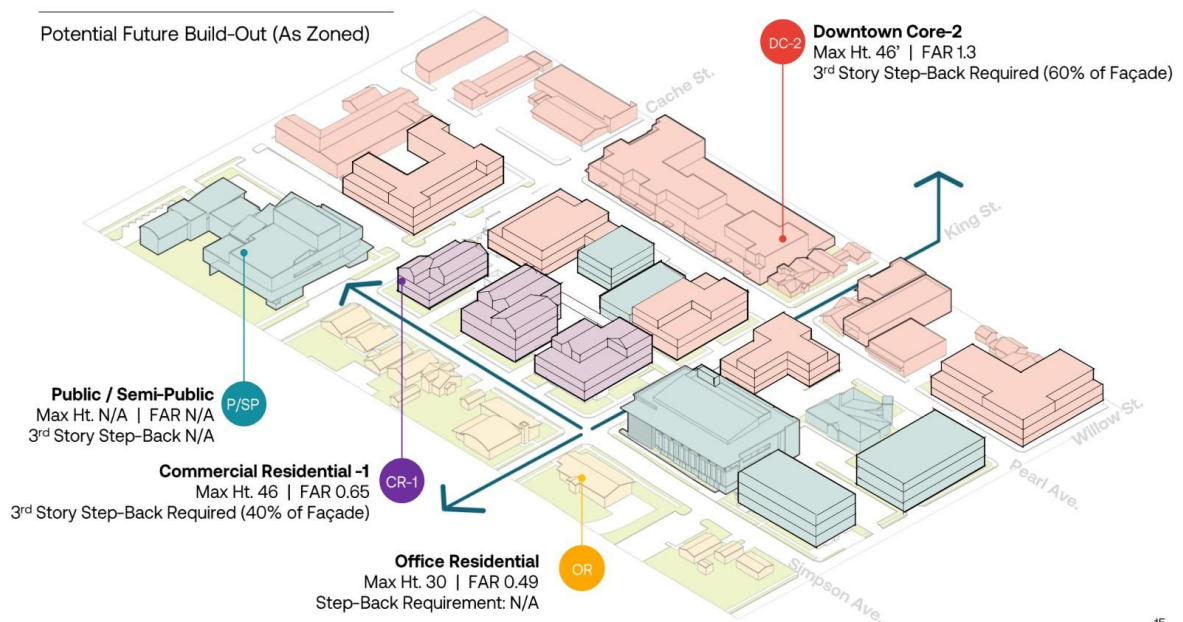
3+ Story Buildings in Proximity



14

Context Diagram (showing surrounding zoning and allowable building heights adjacent)

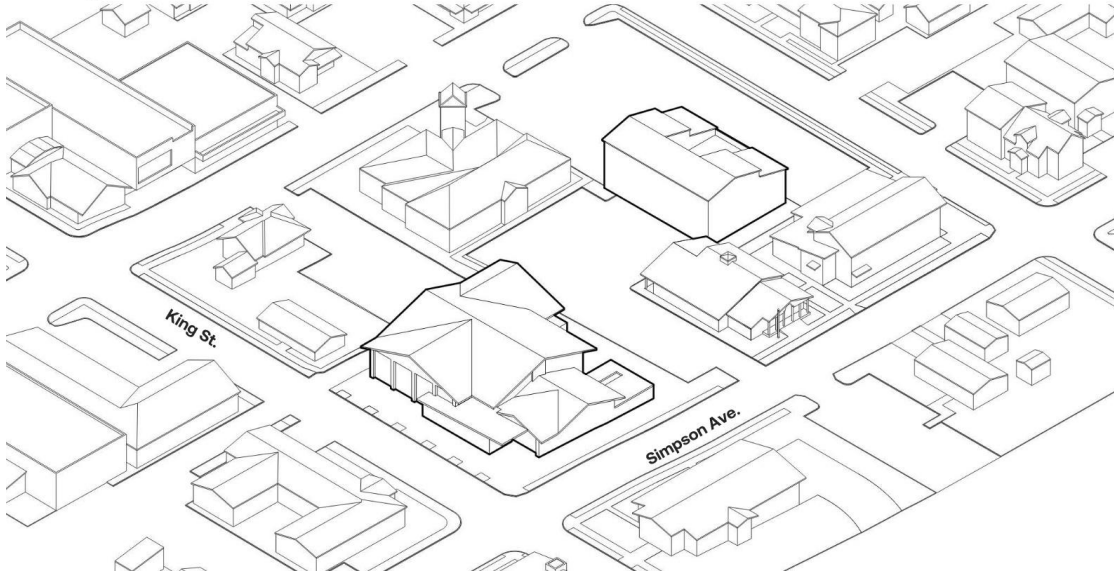
Potential Future Build-Out (As Zoned)



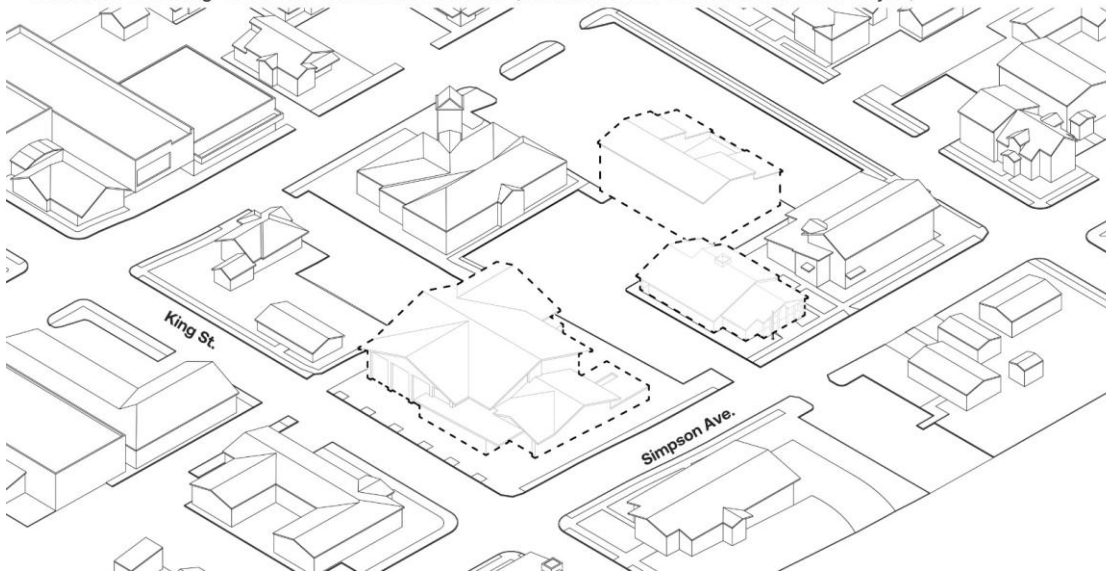
15

Concept Massing Diagrams

Existing Courthouse, Hansen Courthouse and Detention Center



Demolition of Existing Courthouse & Hansen Courthouse (Detention Center Demolished at end of Project)

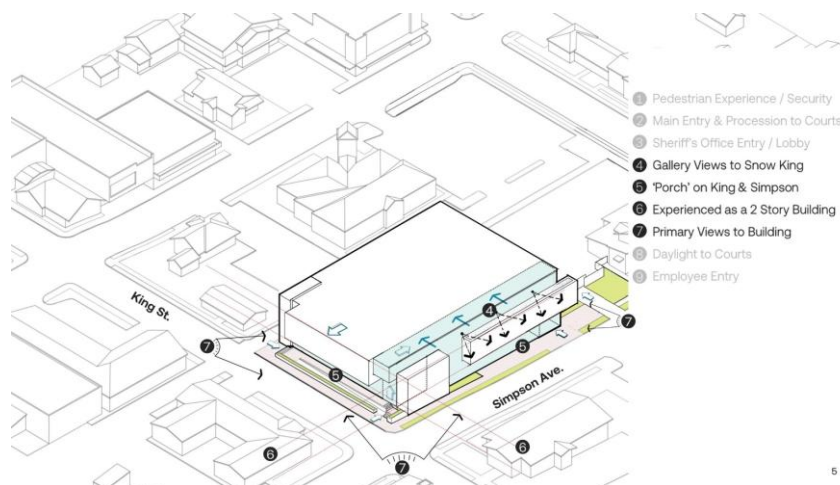
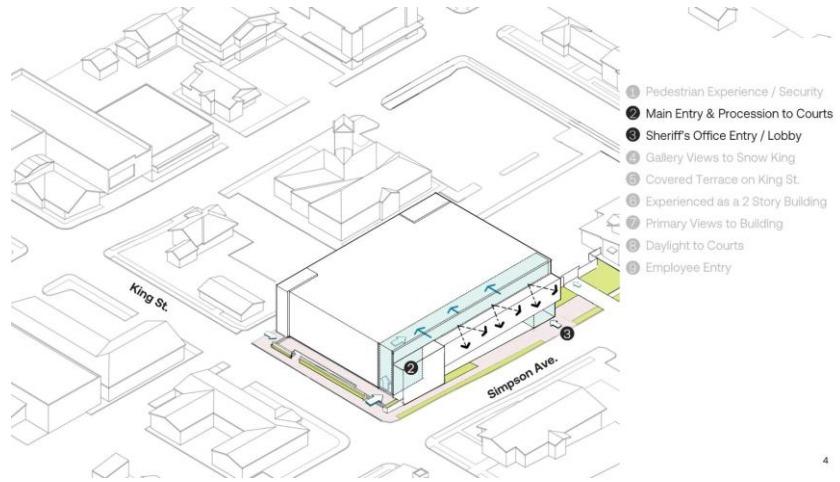
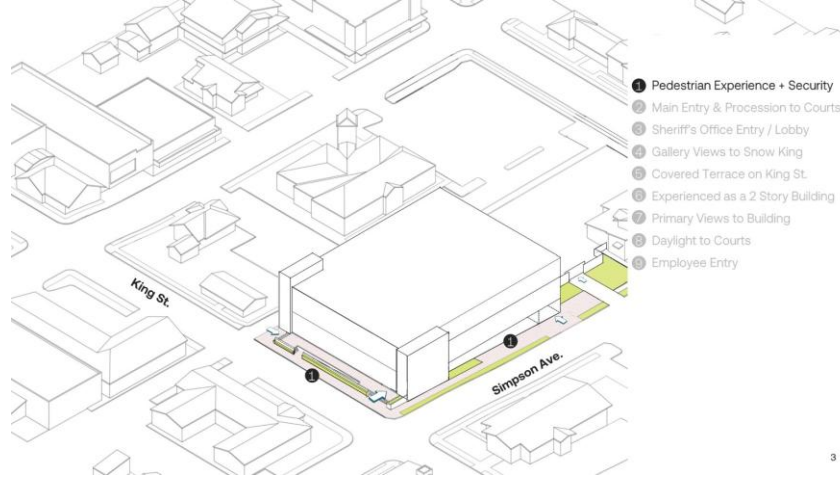


Teton County Justic Center – 180 S. King St. - Narrative Description

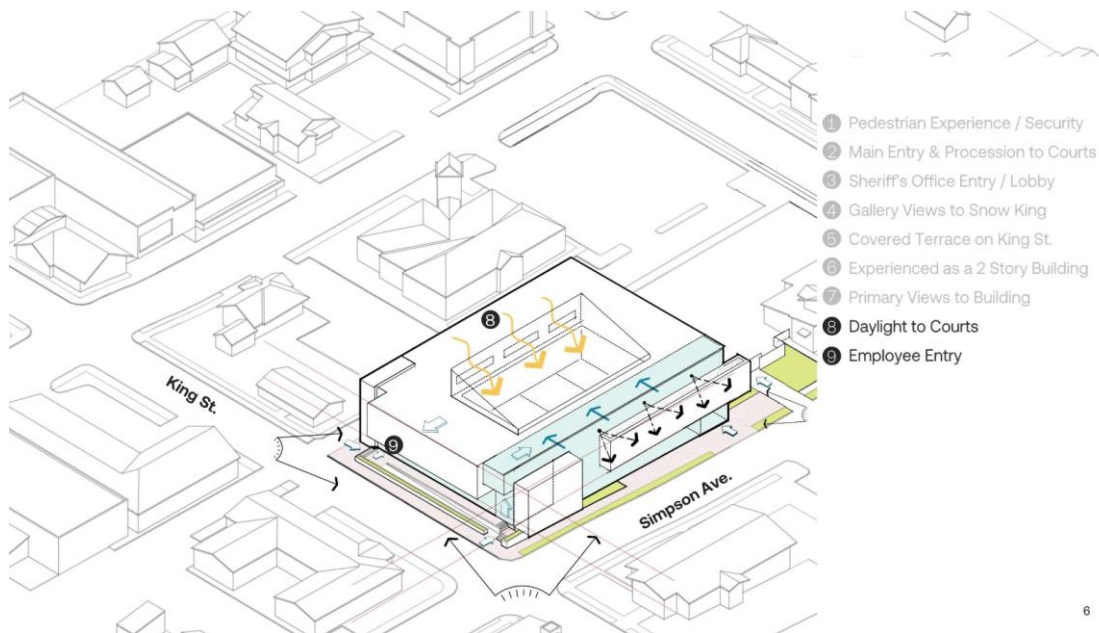
19 September 2025

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Concept Massing Diagrams (continued)



Concept Massing Diagrams (continued)



Proposed Exterior Materials (RE: A-201 through A-215 in Sketch Plan Drawings)

- The primary exterior Materials (on the King St. and Simpson Ave. Façade)
 - Wood Look Fiber Cement Panels (to meet fire resistance code requirements)
 - Large format Blackened Stainless Steel Panels
- The Secondary Exterior Materials (Base of the Building on the South, East and North Elevations)
 - A Variegated Grey Blend Masonry Veneer, with brick recesses and articulation
 - Metal Panels with
 - A range of panel profiles and
 - Variegated Colors ranging from Light Grey, Medium Grey to Champaign

Architecture Inspiration

Inspiration is Derived from Jackson Identity and Local Character. Particularly the use of wood-look and natural materials and building forms that create covered boardwalks using canopies and elevated sidewalks. The following projects provided inspiration for their warmth and use of natural materials, especially wood – the perceived depth of building façades, with the use of deep recesses and canopies that accentuate light and shadow play. Exhibit Below includes: The SE Wyoming Welcome Center, Jackson Home Ranch Visitors Center, JH Airport, Cloud Veil JH.

Precedents and Materiality



Material Palette

Wood Look Fiber Cement Panel
CeraClad – Rustic Wood Almond

Formed Metal Panel
Standing Seam Profile
Morin Color: Weathered Zinc

Metal Plate Panel
Stainless Blackened
Steel

Formed Metal Panel
Morin Matrix Series
Variegated Colors:
Siversmith
Champagne Bronze
Champagne Pearl

Brick Veneer
Iron Spot Brick
Interstate Color: Obsidian



2

Materials Board | Update

Metal Plate Panel
Stainless Blackened Steel

Wood Look Fiber Cement Panel
CeraClad – Rustic Wood Almond

Brick Veneer
Obsidian Iron Spot

Glazing
Low-E Coated

Formed Metal Panel
Varied Profiles + (3) Varied Colors:



3

C Building Data and Occupancy Data

Total Site Area:

1.9 Acres (84,400 SF)

Justice Center Building

77,740 Total GSF

Breakdown of Totals by Level

Level 1 – 26,140

Level 2 – 26,320

Level 3 – 25,280

Building Occupants Employee (FTE) Count & Hours of Operation

New Justice Center

Current Teton County Courthouse:

Attorney's Office - 12

Clerk of Court - 6

Sheriff (Communications) - 14

Sheriff (Detention) - 17

Sheriff (Sheriff's Office) - 47

District Court – 4

Circuit Court – 4

Total Employees: 104

New Justice Center (Includes 25 yr Future Growth):

Attorney's Office - 19

Clerk of Court - 7

Sheriff (Communications) – 14*

Sheriff (Detention) – 20*

Sheriff (Sheriff's Office) – 50*

District Court – 8

Circuit Court – 8

Total Projected Employees: 126

*Note: approximately 1/3rd of Sheriff Office Employees in building at peak hours

21% Growth projected over the next 30 years

Justice Center Hours of Operation

The New Justice Center hours of operation will match the existing Teton County Courthouse Hours of Operation

Courts and Associated Office Spaces: 9am-5pm Business Hours

Sheriff Office: 24/7 (limited Staff / Personnel after hours)

911 Call Center: 24/7 (2 to 4 staff after hours)

Existing General Service Building:

Total Employees: 20 employees

Hours of Operation 9am-5pm

Existing Town Hall Building

Teton County Justice Center – 180 S. King St. - Narrative Description

19 September 2025

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Total Employees: 65 (plus 6 part time / occasional employees)

Mayor and Council – 5 occasionally

Admin – 2

Building and Planning – 8

IT – 7

Finance – 5

Muni Court – 1 plus 1 occasionally

Attorney – 2

External Affairs – 2

Police – 38 (see specific breakdown of PD Employees Below)

Jackson Police (expanded occupancy information)

7 days a week (4) patrol officers working in the city (+1 at the airport). Our dayshift starts at 0700 and our night shift starts at 1900. Each shift has 5 officers, with 1 dedicated to the airport from 0500-2130. Any given day the maximum number of patrol officers is 10, if no one is on vacation or training (spread out over 24 hours).

Four parking spaces during business hours for patrol alone (We have three marked spaces on the south side for emergency vehicles now). We rarely have all of the officers in the office at the same time.

2 admin officers (Chief and Lieutenant) that park 0800-1700 M-F.

1.5 Information Coordinators that park 0730-1730 M-F with one not working on Wednesdays.

5 Detectives that work mostly day shift (10 hour shifts four days/week) with at least one working on Saturday (they rotate).

1 Police Social Worker (M-F)

1 Code Enforcement Officer (T-F) (I'm not sure if Roxanne counted this person in building/planning or not)

1 CSO Sergeant (M-Th)

1 CSO Corporal (T-F)

1 CSO (M-Th)

1 CSO (Sat-Tue)

2 IT (M-Th) (Roxanne's IT numbers may include these two)

Building to be Demolished

Existing Teton County Courthouse - 32,000 GSF

Existing Teton County Jail - 16,000 GSF

Hanson Courthouse - 3,800 GSF

Existing Buildings to Remain

Jackson Town Hall (not within County Property or project scope)

Teton County General Services Building – 11,312 GSF

SECTION REVISED 12-8-2025

D

Construction Management, Staging & Temporary Operations

The narrative and exhibits below are provided by DPR, Construction Manager at Risk (CMAR). A higher resolution pdf of this exhibit is submitted as a part of Development Plan Package.

DPR Project Contacts:

Steve Piel, Senior Superintendent, piels@dpr.com, 720.585.1411

John Seal, Project Manager, sealj@dpr.com, 719.300.9453

Proposed Schedule of Construction

Proposed schedule would begin demolition activities in February 2026 for the Courthouses and new construction of the Justice Center starting in May 2026. The existing Detention Center and associated secured parking will remain active until the full occupancy of the new Justice Center in May 2028. Demolition of the Detention Center and construction of the new parking areas will begin in May 2028 and be complete in October 2028. Total construction duration is approximately 31 months.

Schedule of Construction and Impacts in Right-Of-Way, Easements, or Land

Site fencings and limits of construction will be changing through multiple phases of construction activities. Due to the limited access locations to the areas of work, construction fencing will be installed along the parking lane adjacent to the existing Courthouse on King St. and Simpson as shown on the attached site logistics plan from the start of construction in February 2026, to the completion of the Justice Center construction in May 2028. This fencing will extend down the alley off of King St. During several phases of construction, the alley will be closed through the PROW permitting process to allow for shoring, utility, and structure/exterior skin work. Approximate durations for these closures have been noted on the Logistics plan. DPR will coordinate with the Town of Jackson for access to the parking and generator to the south of Town Hall. Egress pathways will be maintained from the south access of Town Hall to Simpson St. Town Police spaces, including electric parking spaces, and the dumpster will be relocated to the parking lot to the East of Town Hall, as indicated in the site logistics plan. Fencing will be relocated to provide full access to the Justice Center in May 2028 and will block public access to the existing Detention Center and portions of the parking lot East of Town Hall to complete the final demolition activity and new parking lot configuration (phased per the Logistics plan) until October 2028. Parking will be made available to the Town and County at the parking lot to the South of Simpson Ave. directly across from the new Justice Center in the areas indicated in the site logistics plan until the completion of this phase of work.

Public Impact

Owner / DPR will coordinate with the neighboring households and businesses to identify access pathways and drop off locations that will provide the least amount of impact to adjacent properties while will allowing a safe and clear delineation from construction activities.

Fence location and Sidewalk Access (Along King and Simpson)

There will be times when the construction fence line will be beyond the existing curb line – i.e. when curb and sidewalk work is being performed. However as much as possible through construction the fence line will allow for protected pedestrian access along King St. and Simpson ave. When sidewalk access is not feasible clear signage will be provide as intersections / corners to inform pedestrian to cross to opposite side of the street at corners and crosswalk, not at mid-block.

Construction Parking

Contractor shall implement a clear and self-enforcing construction parking plan that does not use/or encumber the limited parking on King St. and Simpson Ave. Contractor will encourage carpooling and bus riding, and when possible, provide shuttles into the project. Limited contractor parking will be provided in a rental lot off Hansen Ave. between King St. and Willow St. during the duration of the Justice Center construction as indicated in the site logistics plan. Contractor parking will be held onsite during the duration of the demolition of the Detention Center and parking lot completion activities.

County and Town Trash Operations

As indicated on construction logics plans, access to Town and County dumpster will remain operational. The town dumpster specifically will be located in a stripped space on the east side of the NE parking lot during phase 1.

Site Logistics

The anticipated work hours will be Monday through Friday, 7 AM to 7 PM, and weekends and holidays from 8 AM to 5 PM, but may vary occasionally. Major material deliveries will be coordinated to the jobsite location prior to 9am.

All temporary facilities, i.e. trash dumpsters, temporary toilets, etc., will be minimally located within the project site and relocated as needed to facilitate work. Jobsite trailers and storage will be located offsite to limit the area needed for construction laydown as indicated in the site logistics plan.

Stormwater Management

DPR and Contractors shall participate, implement, and comply with stormwater pollution prevention minimum control measures, protocols, and best management practices to ensure that water quality standards are not violated in accordance with all regulations and policies. DPR will provide the minimum control measures where applicable:

- Construction Site storm water run – off control;
- Pollution prevention/ good housekeeping;
- Practicing spill prevention;
- Installing and managing erosion and sediment control (where applicable);
- Provide vehicle tracking control pads.

Site Logistics Plan

Please see exhibits below and attached logistics plans

Crane

Please see attached site plan and anticipated crane swing locations outside the construction area. Material picks are not allowed adjacent to areas open to the public unless they are within a fenced construction zone. Cranes will be operated by a certified operator and follow industry and OSHA standards. Crane swing will be limited/restricted to the project extents as shown on the attached logistics plans.

Traffic Control

Please see exhibits below and attached logistics plans

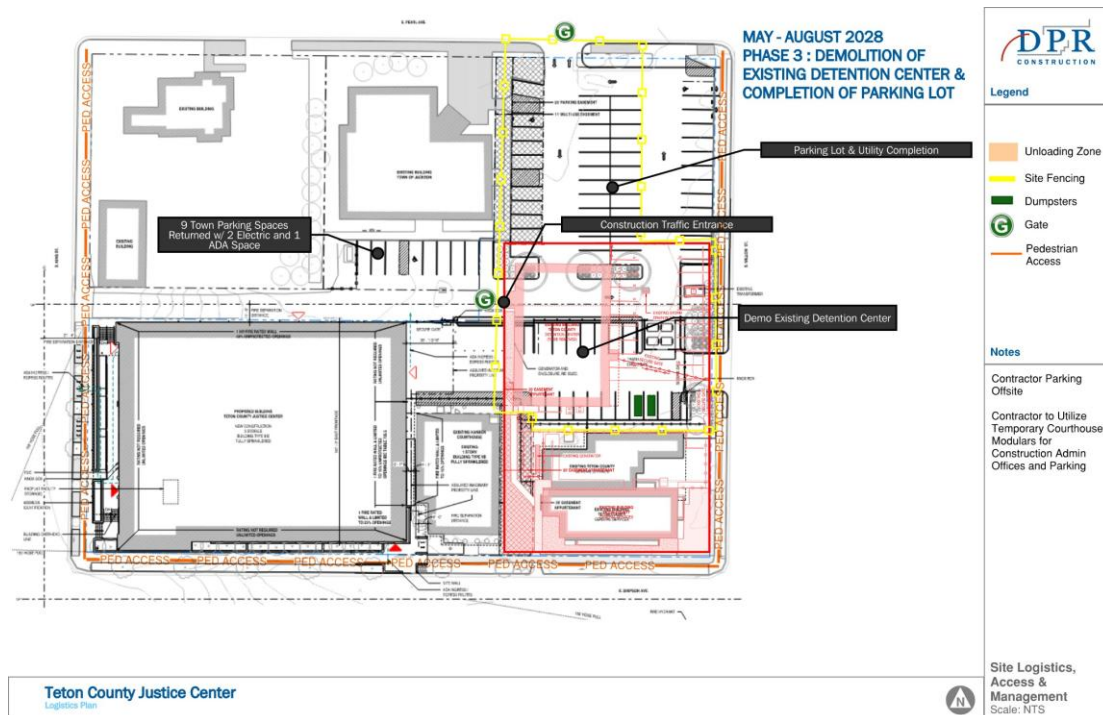
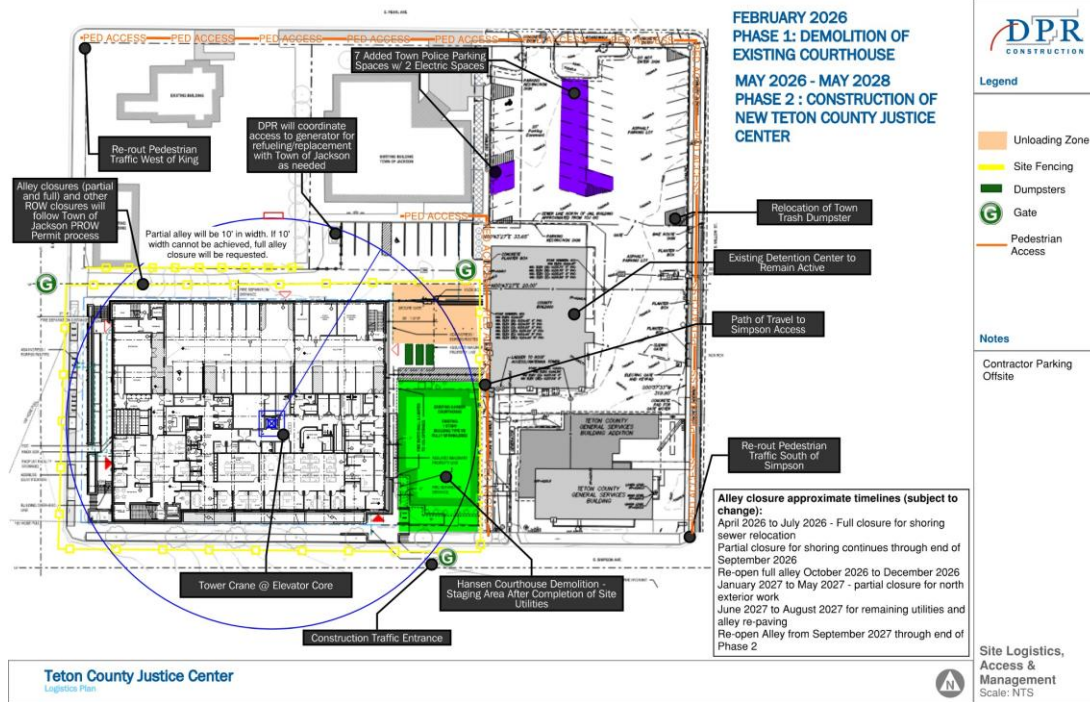
Temporary Buildings and Additional Clarifications

- The Hanson Courthouse and Existing Courthouse will be removed in an early demo phase.
- Temporary Manufactured buildings (on adjacent county owned land) will serve court functions for the County through the course of construction
- The General Services Building will remain operational during construction
- The Town Hall will remain fully accessible and operational during with full access to the NE parking lot adjacent to Town Hall from Pearl street as currently exists.
- Is it anticipated that the existing alley running east / west will be blocked off and behind construction fencing at certain points during construction.
- The dedicated Town Hall parking (directly south of Town Hall) will be supplement making 7 spaces in the NE county owned lot dedicated to Town Police Parking + 2 electric vehicle charging spaces.
- The trash operation and dumpster location for Town Hall will be accommodated as indicated on site logistic plan
- The existing jail will remain until New Justice Center is complete and prisoners can be moved directly from the existing jail to the new detention center. After the move the existing jail will be demolished.

Teton County Justic Center – 180 S. King St. - Narrative Description

19 September 2025

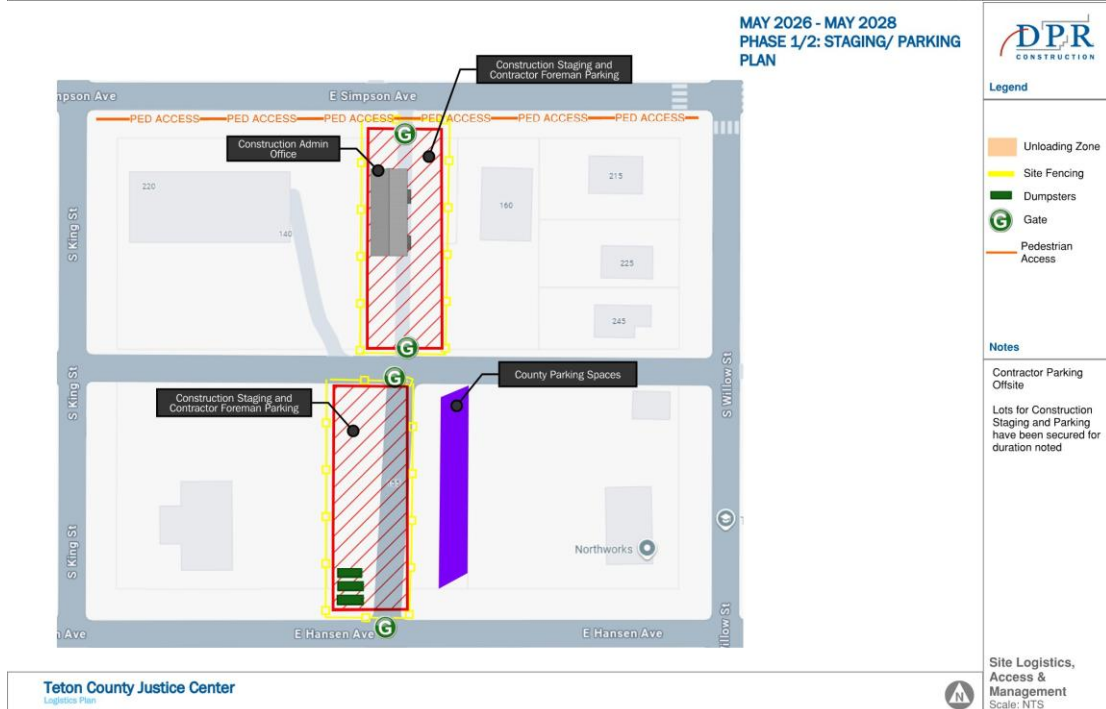
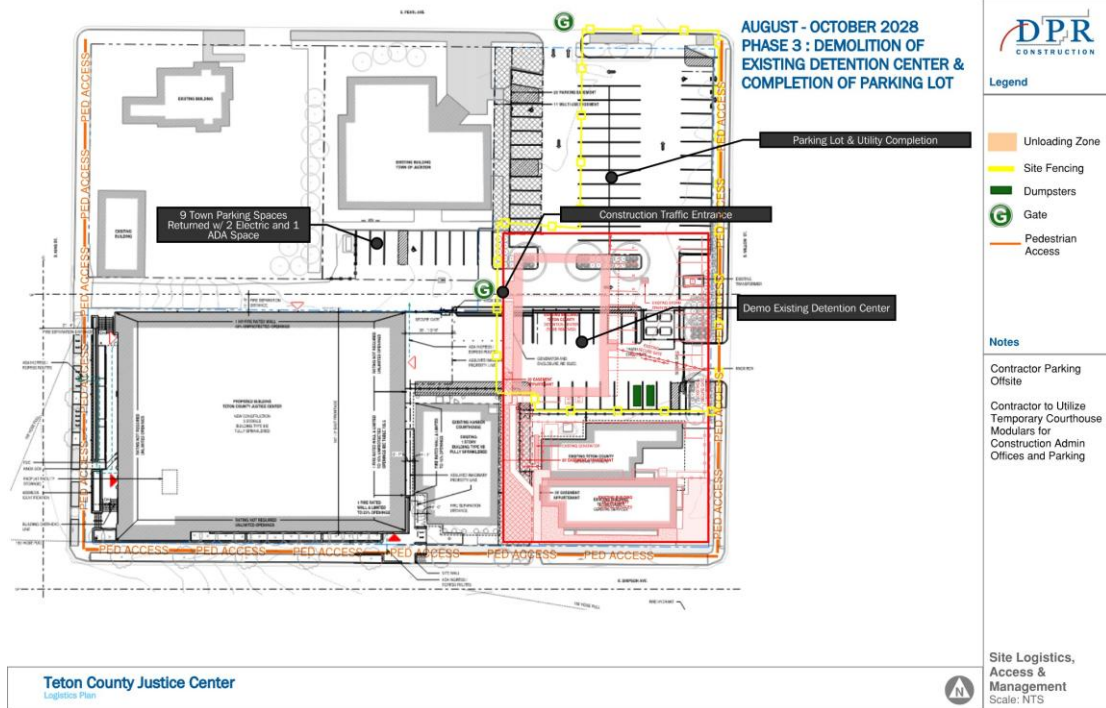
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Teton County Justice Center – 180 S. King St. - Narrative Description

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Teton County Justic Center – 180 S. King St. - Narrative Description

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Temporary Facilities for County Functions

- The County functions that currently take place in the existing Teton County Courthouse - Courts, Sheriff's office, County Attorney's office, District and Circuit Clerks - will be moved to the following temporary facilities.
 - Renting private office space within the County
 - Using temporary manufactured buildings on county owned land. A separate Building Use Permit has been submitted to the town for review for this temporary use. See exhibit below for temporary manufactured building locations.
- With the Removal of Hansen Courthouse the following non-county organizations will be moved to the following temporary locations
 - It is anticipated that Municipal Court will be moved from Hansen Courthouse to the Town Council Chambers temporarily during construction. This is ultimately up to the Town to decide.
 - Victim Services office will be temporarily moved to county or town office space. They are tentatively planned to be located in the basement of county general services building, through construction.
 - Federal Court operations will be temporarily moved to other federal buildings in the region. Temporary location is TBD and up to Federal Court Magistrate.

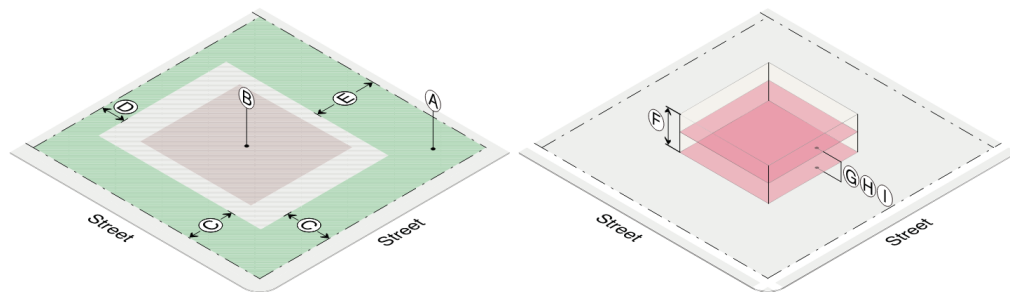


E LDR Standards / Compliance-4.2.1 Public / Semi-Public – Town (P/SP-ToJ)

A. Intent

The purpose of the Public/Semi Public - Town (P/SP-ToJ) zone is to provide locations for new and existing uses and facilities of a public or semi-public nature. In particular, the P/SP-ToJ 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-ToJ 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. It is not the intent of these LDRs that property in the P/SP-ToJ zone retain that designation after the property is divested by the public entity. At the time P/SP-ToJ designated land is transferred, or is proposed to be transferred, into private ownership, the property shall be reclassified to an appropriate zoning district to allow private use pursuant to the Jackson/Teton County Comprehensive Plan.

Although many requirement in the P/SP-ToJ zoning are not applicable. The Justice Center aspires to comply or come close to complying with adjacent property LDR standards form Downtown Design Area 2. The intent is for the proposed building to fit the quality and character of the surrounding neighborhood as much as possible.



1. Structure Location and Massing

A. LSR (MIN): N/A	LSR Proposed: 0.06 (5,000/84,400)
B. Lot Coverage (MAX): N/A	Lot Coverage Proposed: 0.42 (35,400/84,400)
C. Street Setback (MIN): N/A	King Street: 20' Setback (Building Face at Grade)
	King Street: 14' Setback (To Building Overhang)
	Simpson Ave: 8' Setback (To Main Building Mass)
	Simpson Ave: 1' Setback (Limited to Building Corner @ King & Simpson)
D. Side Setback (MIN): N/A	Distance from Hanson Courthouse: 6'-2"
E. Rear Setback (MIN): N/A	Distance from Alley Property Line: 1'
F. Height (MAX): N/A	Level 3 Low Roof (Public ROW facing): 51'-6"
	High Roof (Courtroom Pop-Up): 65'-6"
G. Stories (MAX): N/A	3 Stories
H. Stories (LO): N/A	N/A
G. FAR (MAX): N/A	1.52 (includes all building on Teton County Property)

2. Maximum Scale of Development: N/A

3. Building Design

Non-residential building design guidelines (Div. 5.8 LDR)
-Note North Half of Lot 2 in “Downtown Design Area 2”

4. Site Development: N/A

5. Landscaping (Div. 5.5): N/A

6. Fencing: N/A

7. Environmental Standards

- Natural Resources Buffers
 - Cache Creek 20': N/A
 - Flat Creek North of Hansen Ave. 25': N/A
 - Flat Creek South of Hansen Ave. 50': N/A
 - Wetland 30': N/A
- Irrigation Ditch Setback (MIN) (7.7.4.D): N/A
- Natural Resource Overlay (NRO) (SEC 5.2.1) N/A

8. Scenic Standards

- Exterior Lighting
 - Light Trespass Prohibited – Complies
 - Lights of 600 Initial Lumens Fully Shielded – Complies
 - Lumens per SF of Dev. (Max): 3 Lumens – Complies
 - Lumens Per Site (Max)
 - All Fixtures: 100,000 Lumens – Complies
 - Unshielded Fixtures: 5,500 Lumens – Complies
 - Light Color: ≤3000 KELVIN

9. Natural Hazards to Avoid (Project is NOT located within):

- Steep Slopes (Lot Average Cross-Slope ≥ 10%)
- Areas of Unstable Soils
- Fault Areas
- Floodplain
- Wildland Urban Interface

10. Signs (Div. 5.6): N/A

Signs Proposed: Building Identity / Address, RE:
Exterior Elevations on King Street and Simpson Ave.

11. Grading, Erosion Control, Stormwater

- Grading (SEC. 5.7.2) – Compliant
- Erosion Control (SEC. 5.7.3.) – Compliant
 - Erosion Shall be Controlled at all times – Compliant
- Storm Water Management (SEC. 5.7.4)
 - No Increase in Peak Flow Rate or Velocity Across Property Lines – Compliant

12. Required Physical Development Permits

- **Sketch Plan (SEC. 8.3.2)**
- **Development Plan (SEC 8.3.3)**
- **Building Permit (SEC 8.3.4)**
- **DRC Review (SEC 8.2.6)**

Parking Requirements (SEC. 6.2.2-A)

- Institutional & Assembly Uses
(Courts, Institutional Offices, Detention Center)
- Ratio: Independent Calculation Based on Existing Use & Percent Growth of Justice Center.
- Existing On-Site Parking Count (on County Owned Lots) 109 Total Stalls

- Proposed On-Site Parking Count (on County Owned Lots) 120 Total Stalls
- Total Property Parking Increased By 11 Stalls (10%) increase
- 5 Accessible Parking Spaces are required per LDR 6.2.2-C and 5 Accessible parking spaces are to provided
- **Refer to Master Parking Analysis Section of this Narrative for more Information and Justification (pg. 16 of this narrative)**

Parking Space Dimensions (SEC. 6.2.5_D)

- Requirement 90 deg. parking spaces are required to be 9 feet wide by 20 feet Long
- Spaces can be reduced to 18 feet depth, including wheel stop, if an additional space of 2 feet in length is provided in front of the overhang of the car, provided that an overhang shall not reduce the width of an adjacent walkway to less than 4 feet in width.
- Spacing backing into the Alley must be 22 feet depth
- All spaces provided meet the requirements above
 - All Spaces are 9 feet wide x 20 feet depth with exception to two locations as described below
 - The south bank of parking in the sheriff's secure lot is 18 feet depth with 2 feet overhang space in front of the vehicle and wheel stops
 - The bank of parking just south of Town Hall access directly from the alley is 22 feet depth

EVSE Parking Requirements (SEC. 6.2.2 for Other Nonresidential use)

- 5% of total parking spaces will be EVSE installed and 30% will be EVSE capable. Refer to Sheet A-001 for EVSE parking stall information.

Bike Parking Requirements (SEC. 6.2.2-D)

- Required: One bicycle parking space shall be provided for every 10 vehicle space
- Proposed bicycle parking count complies see below for details.
- Total Provided 18 short term spaces and 7 long term spaces.
- Long Term spaces are provided inside the building on Level 1.5 near the employee entrance on King Street (RE: Drawings Sheet A-101.5)
- Short Term Spaces are provided in the ROW along King Street between Tree Grates between the sidewalk / walking path and the curb and along Simpson Street (RE: Drawings Sheet A-001 and L-301)
- LDR Compliant Calculations:
 - Assembly: 8,200 SF
 - Bike Parking Ratio: 1 PER 2,200 SF
 - $8,200 / 2,200 = 4$ Bike Spaces (2 Short Term + 2 Long Term)
 - Business / Office 34,980 SF
 - Bike Parking Ratio: 1 PER 1,650 SF
 - $34,980 / 1,650 = 21$ Bike Spaces (15.75 Long Term + 5.25 Short Term)
 - Total: 18 Short Term / 7 Long Term Located within Building

Exterior Lighting (LDR 5.3.1)

Per LDR Section 5.3.1:

- All exterior fixtures that exceed 600 lumens shall be shielded at 90 degrees.
- The maximum lumens for shielded fixtures is 3 lumen per 1 square foot of site development not to exceed 50,000 lumens per acre of site development.

- Fixtures less than 600 lumens may be unshielded, but the total lumens allowed cannot exceed 2,000 lumens per acre of site development.

Housing Requirements (LDR 6.3.2 C)

The project is exempt from providing housing per LDR Section 6.3.2(C)-13

“Any use in the P/SP zone is exempt from standards of this division”

F Civil: Sanitary Sewer, Storm System, Water Service, Grading

Sanitary Sewer

North/South TOJ Sewer Realignment – Sewer Line A:

The existing sanitary sewer line located east of the Teton County Courthouse requires realignment for the construction of the Justice Center. The proposed realignment of the sewer main will route east of the Justice Center at the location of the Hansen Courthouse – Sewer Main A. The Hansen Courthouse will be demolished prior to realignment of the sewer main.

East/West TOJ Sewer Realignment – Sewer Line B:

The current TOJ sewer routing east/west is under the existing Detention Center. There is a bypass north of the Detention Center. Following demolition of the Detention Center, a new realigned sewer main will be installed at this location – Sewer Main B.

Building Sewer Services:

The Justice Center sewer service will connect to the ToJ sewer main located between the Justice Center and Town Hall. The General Service Building sewer service will be connected to the realigned Sewer Main B.

Storm System:

Final Conditions:

The roof drains for the Justice Center, along with storm inlets at the secure parking lot and alley will route to a subsurface detention center located north of the General Service Building. An overflow pipe will be provided that connects to the Willow St storm drain. Storm calculations will be provided with final design.

Interim Conditions:

The subsurface detention system cannot be constructed until the Detention Center is demolished. For the interim condition when the Justice Center is constructed, but the Detention Center is being demolished and site work is ongoing a storm drain will connect the Justice Center drains to the Simpson Ave storm system. Following install of the storm detention system and site improvements the storm pipe that connects the Justice Center to the Simpson Ave storm system will be capped and abandoned in place.

Water Service Connection to ToJ Main:

A single water service connection to the Simpson Ave water main will be provided at the southeast corner of the Justice Center. The existing water service will be capped and abandoned at the main in Simpson Ave.

Grading:

The ROW will have a uniform cross slope from back of sidewalk to the top back of curb. Longitudinal slopes will match the adjacent streets. ROW improvements and access to the Justice Center will be ADA compliant.

G Site Access | Site Circulation | Trash | Delivery | Snow Storage

Site Access & Vehicle Circulation

Vehicular Access to and through the campus will be similar as it exists today

- Alley
 - The Alley will not connect to Willow Street
 - The Alley will accommodate Two-way access at a 20'-0" width
- Only the western most access point - from Pearl Avenue into the N/E parking lot adjacent to Town Hall will remain
- The N/E Parking Lot adjacent to Town Hall will function similar as it does today, except the drive aisles and re-stripping of parking stalls at 90-degrees will accommodate additional parking stalls.
- No access points are proposed onto Willow Street to ensure pedestrian and bike safety along this designated Safe Route to School.
- The primary access point into the secure yard for the sheriff will be from Simpson Avenue – similar to the existing condition today.
- Refer to Traffic Study for additional data and information

Site Trash Pick Up & Deliveries

County Trash and recycling dumpster are planned to be located on the northeast side of the secure sheriff yard, surrounded by fencing and a gate accessed from the Alley. Town dumpsters are planned to be located as they existing today in the final built condition. Trash trucks will access the dumpster from Pearl St. traveling through the NE parking lot. RE: A-001 drawing sheet for dumpster locations.

Scheduled, large deliveries (infrequent occurrence), and food truck deliveries (serving the detention center kitchen) will occur in secure yard and sally port. Delivery truck will access the secure yard from the Simpson Ave. entry point and may exit from the Alley onto King Street, avoiding maneuvering through the NE parking lot.

Daily business deliveries (USPS, Fed X, UPS, etc.) will occur at the front door along King Street and at the front door to the Sheriff's office along Simpson Ave.

Snow Storage (LDR Section 6.2.5.C)

Required: A minimum site area representing 2.5% of the total required off-street parking and loading area, inclusive of drive aisle and access drives, shall be provided as the snow storage area.

Provided:

Sheriff's Secure Parking Lot and associated driveway:

- Paved Area: 13,650 SF
- 2.5% Snow Storage; 341 SF (equivalent to 2 Parking Spaces)

- Snow Storage will occur inside the secure yard on the north end of the site taking up two parking spaces in the winter months.

NE Parking Lot and associated driveways

- Paved Area: 20,200 SF
- 2.5% Snow Storage; 505 SF (equivalent to 2.75 Parking Space)
- Snow Storage will occur in NE parking lot taking up three adjacent parking spaces in winter months.

South Parking Lot and associated driveways

- Paved Area: 8,075 SF
- 2.5% Snow Storage; 200 SF (equivalent to 1.25 Parking Space)
- Snow Storage will occur in South Parking lot taking up two adjacent parking spaces in winter months.

The sidewalks and roadways will be clear and snow storage removed from site by Town and County Operations.

H Master Plan Parking Analysis and Parking Access

This narrative includes a summary of parking access and data demonstrating parking demand using independent parking calculations derived from current and projected growth building employee and visitor count. The following summarizes the justification of the parking counts provided, showing that the proposed parking meets the needs of the New Justice Center and Teton County General Services Building. See notes and separate calculations below regarding Town Hall.

For additional data and information please refer to the Traffic Impact Study submitted with Development Plan Collateral. The traffic impact study includes, but is not limited to, the following data:

- Turning movement data and vehicle trips (collected in December 2024)
- Existing parking lot utilization data (collected January 2025),
- Future Trip Generation Projections based on estimated future conditions

Parking Access

Pearl St:

The eastern access to Town Hall Parking will be removed. Western access will be improved along with the circulation within the parking lot to allow for two-way traffic.

Willow St:

The existing secure parking lot access north of the General Service Building will be removed. No access is provided to Willow St.

Simpson Ave:

Access to the secure parking lot will be provided at the approximate location of the Hansen Building.

Alley Access:

There will be two access points to the alley from the Town Hall Parking lot. One access to the secure parking lot will be provided near the Justice Center. The alley access on King St will remain but converted to 2-way access.

Parking Demand Summary

Justice Center Parking Demand

(employee counts + infrequent jury/court visitors. Data includes Future Growth)

- General Services, 20 people, assume 15% use non-auto modes.....**17 spaces of demand**
- Attorney, Office Clerk, and Courts, 42 people, assume 15% use non-auto modes....**36 spaces of demand**
- Sherriff, 84 total people, assumes approximately 33% present during work day. The rest majority of sheriff patrol will be in the field during the work day Sheriff patrol staff takes cars home, thus personal vehicles are not left on site all day, thus not further burdening the parking demand.....**28 spaces of demand**
- Sherriff patrol vehicles, assume 6 would be parked on-site at peak times.....**6 spaces of demand**
- Visitors, consider providing 4 spaces for visitors/deliveries.....**4 spaces of demand**
- Jury pools called for voir dire, totals 62 people, since these are not a regular occurrence, and currently no dedicated parking is provided – those called for Jury Duty can and do currently park on-street or are encourage in the Town Parking garage 2 blocks West.....**0 spaces of demand**

Total for County Operations (Justice Center + General Service), 91 spaces.

Town Hall Parking Demand

(Employee Counts provided by Tyler Valentine February 25, 2025)

Employees - 22 staff people plus 5 (Mayor and Council (occasional count as 1/5th of the time parked vehicle), assume 15% use non-auto modes.....**20 spaces of demand**

Police, 38 total people. Assume 13 people, approximately 33%, are present during the work day while others are on patrol.....**13 spaces of demand**

Police Patrol vehicles assumed 4 would be parked on site at peak times (per Town's input).....**4 spaces of demand**

Visitors, Consider 4 spaces for visitors/deliveries.....**4 spaces of demand**

Total Demand for Town Hall Operations, 41 spaces.*

Town and County Total Parking Demand 132 Spaces

On-Site Parking Provided – 126 Spaces (Existing Spaces 109)

Teton County Justic Center – 180 S. King St. - Narrative Description

19 September 2025

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- See “Parking Utilization Data Table” and “Parking Analysis Conclusions” below justifying this provided parking count
- 47 Spaces N/E Parking Lot (Including 10 Spaces Dedicated to TOJ Easement)*
- 9 Spaces Town of Jackson Immediately South of Town Hall**
- 70 Spaces – all other Teton County owned Lots on Campus

**The Town Hall Parking Demand Data is provided for reference as requested by the Town to be part of the Development Plan narrative. The Town Hall is not within the boundary or property line of the county owned property in question. The County has provided a parking easement to the Town, in the existing northeast parking lot allowing the Town to utilize the parking spaces up against the East side of the Town Hall (20 feet). Otherwise, all parking in both parking lots is solely parking for county vehicles and guests. At present this parking lot does not have signage nor is regularly monitored. The New Justice Center proposed conditions will not impact the parking spaces held by the Town up against the Town Hall on the East side, per the existing easement agreement.*

***Parking Spaces on the Town owned property immediately south of Town Hall are not on the county owned property in question. However, to maximize parking for the block the sketch plan submittal is proposing re-paving / restriping to increase the parking count at this particular location from 6 existing to 9 proposed.*

Parking Utilization Data Table

The parking demand calculations are estimated based on real world employee and visitor numbers. The actual building occupants will vary, depending on TOJ police operations and County Sheriffs operations and Court / Jury Trail Activity on any given day and so the other piece of data (see full Traffic Impact Study for more info) that is critical in demonstrating that current parking demand is met and exceeded by current supply is the parking utilization study and data collection table below. Parking lots around the site were 68% full on this representative data collection. This number can vary throughout the year, but the point remains that real world conditions recorded below must also be taken into account.

Table 3. Campus Parking Data (January 14th, 2025)

Parking Area	Counted Parked Vehicles	Approx. Space Capacity	Percentage Utilized
Town Hall	29	36	81%
Detention Facility	7	14	50%
Central Area	18	33	55%
South of Simpson Ave.	17	26	65%
Along Pearl Ave. ¹	23	24	96%
Along Willow St. ^{1,2}	16	24	67%
Along Simpson Ave. ¹	20	25	80%
Along King St. ¹	9	20	45%
Totals	138	202	68%

1. Includes both sides of the roadway.

2. Parallel parking allowed in winter. Parking lanes are used as bicycle lanes during summer.

The parking on and around the site was 68 percent utilized on January 14th, 1:45 PM (plus or minus 15 minutes). The on-street parking along Pearl Avenue was the most highly utilized with essentially all of its parking being used. The businesses along the north side also generate parking along this roadway. The second highest utilizing was the Town Hall lot and the parallel parking along Simpson Avenue which were each 80 percent utilized.

While on-street parking along the adjacent roads serves the uses, it is not all being generated by campus uses. For purposes of this study, 50 percent was assumed to be associated with either the courthouse or Town Hall. Given that assumption and the parking counts in the lots, the courthouse and Town Hall collectively generated an estimated 104 parked vehicles.

Master Parking Analysis Conclusion

The estimated Parking Damand (131 Spaces) is not met by the off-street parking spaces provided at 126 Spaces. The two numbers are very close and it is important to keep in mind there is a margin of error in the parking demand estimations. However, when paired with the real-world data collection of parking utilization rates, the overall conclusion is that parking demand is met, on most average days, by parking to be provided by the project.



TETON COUNTY

TETON COUNTY JUSTICE CENTER

AndersonMasonDale

NOTE: NOT ALL ABBREVIATIONS AND SYMBOLS ARE USED ON DRAWINGS CONTAINED IN THE SET. SYMBOLS AND ABBREVIATIONS ON THIS SHEET APPLY ONLY TO ARCHITECTURAL DRAWINGS

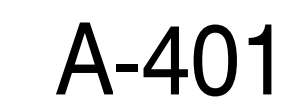
GRAPHIC SYMBOLS

TEXT SYMBOLS

VICINITY MAP

CONTENT INDEX

SHEET NUMBERING



MATERIAL PATTERNS

G-000	COVER SHEET
G-001	INDEX & ABBREVIATIONS
G-101	CODE STUDY - CODE SITE PLAN AND ANALYSIS
G-102	CODE STUDY - GROSS AREA PLANS AND OCCUPANCY PLANS
G-103	CODE STUDY - OCCUPANT LOAD PLANS

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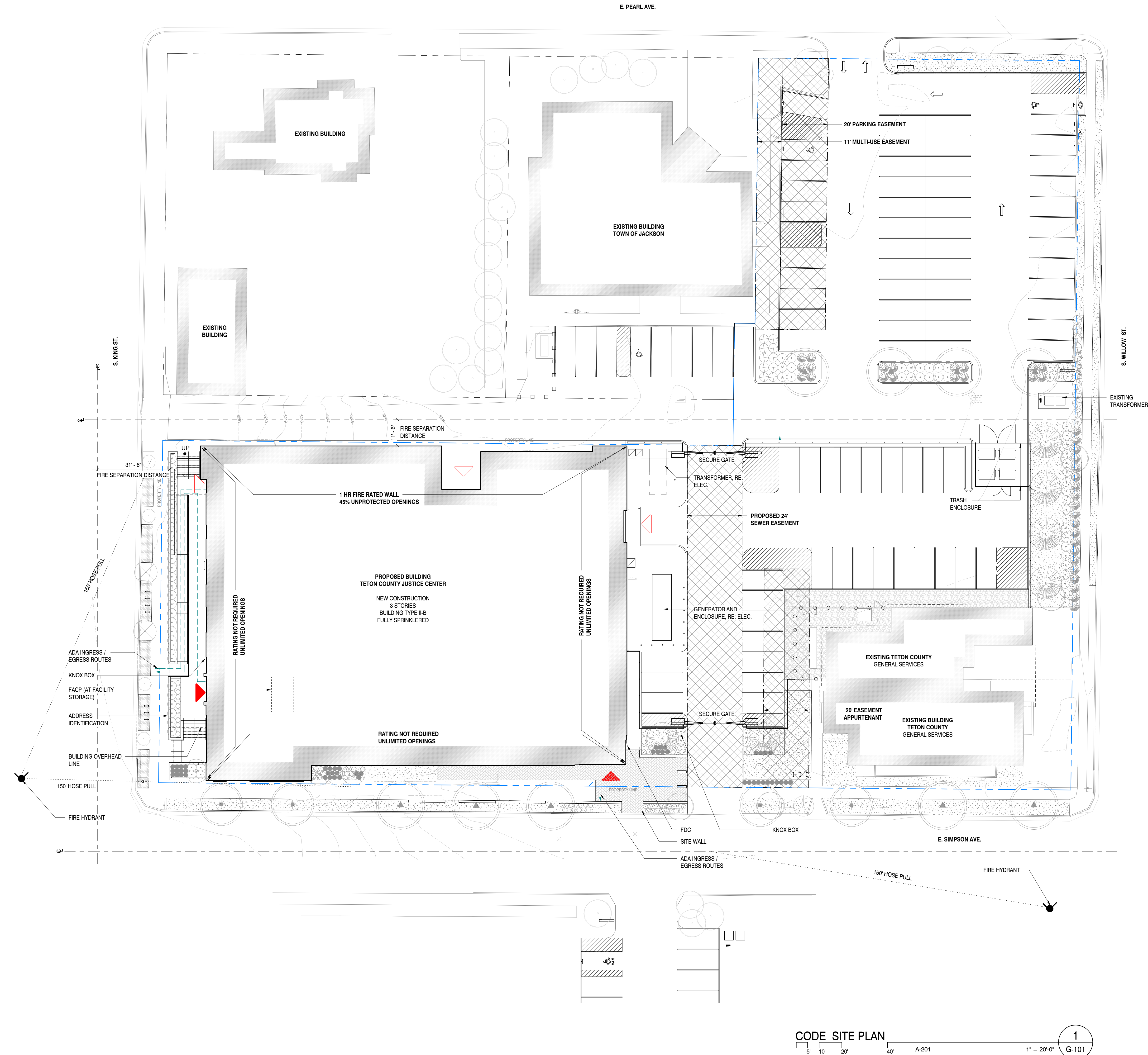
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SCHEMATIC DESIGN	06 DECEMBER 2024
TaJ: SKETCH PLAN	04 MARCH 2025
100% DESIGN DEVELOPMENT	07 AUGUST 2025
TaJ: DEVELOPMENT PLAN	19 SEPTEMBER 2025

G-001



CODE ANALYSIS			
APPLICABLE CODES JACKSON MUNICIPAL CODE TITLE 15 BUILDINGS & CONSTRUCTION 2024 INTERNATIONAL BUILDING CODE 2024 INTERNATIONAL MECHANICAL CODE 2024 INTERNATIONAL PLUMBING CODE 2024 INTERNATIONAL FIRE CODE & INTERNATIONAL WILDLAND-URBAN INTERFACE CODE 2021 INTERNATIONAL ENERGY CONSERVATION CODE 2024 INTERNATIONAL FUEL GAS CODE 2023 NATIONAL ELECTRIC CODE 2017 ICC AIR-1			
STANDARDS NFPA STANDARDS: 3 (2024), 4 (2024), 13 (2022), M (2022), 20 (2022), 25 (2020), 70 (2020), 72 (2020), 101 (2024), 170 (2020), 1205 (2022)			
CODE SUMMARY BUILDING: TETON COUNTY JUSTICE CENTER LOCATION: 180 S KING STREET, JACKSON, WY 83001 GENERAL: 3 STORY, STEEL FRAMING LEVEL: 1-3 SEPARATED MIXED-USE OCCUPANCY FULLY SPRINKLERED 77,004			
USE AND OCCUPANCY OCCUPANCY CLASSIFICATION: GROUP A-3, B, I-3, S-1 MIXED USE OCCUPANCY SEPARATED MIXED OCCUPANCY INCIDENTAL USE AREAS: LAUNDRY ROOMS (OVER 100 SF, L2) ROOMS WITH BOILERS, LARGEST PIECE OF EQUIP IS OVER 15 PSI & 10 HP HAZARDOUS MATERIALS: GROUP 1-3 CELLS EQUIPPED WITH PADDED SURFACES EVIDENCE STORAGE (L1)			
SPECIAL REQUIREMENTS FOR I-3 OCCUPANCY LOCKING ARRANGEMENT: GROUP 1-3 CONDITION 3 SLIDING DOOR IN MEANS OF EGRESS PATH: PERMITTED EASILY PORT IN MEANS OF EGRESS PATH: PERMITTED LOCKED DOORS IN MEANS OF EGRESS PATH: PERMITTED SMOKE COMPARTMENTS & SMOKE BARRIERS: REQUIRED SMOKE BARRIER ARE CONTINUOUS FROM OUTSIDE: WALL TO OUTSIDE WALL SMOKE BARRIER AT SLEEPING AREAS: NOT REQUIRED ENGINEERED SMOKE CONTROL SYSTEM: REQUIRED			
HEIGHT AND AREA-ALLOWABLE CONSTRUCTION TYPE: 75 FT ALLOWABLE HEIGHT: A-3 3 STORES ALLOWABLE STORES ABOVE GRADE PLANE: 8-4 STORES ACTUAL HEIGHT: 65 FT ROOFTOP STRUCTURES: 3 STORES ACTUAL NUMBER OF STORES ABOVE GRADE: A-3 28500 ALLOWABLE AREA PER FLOOR: 8/68,000 8/150,500 1-3 30,000			
GROSS SQUARE FOOTAGE LEVEL 1: 25,289 LEVEL 2: 25,222 LEVEL 3: 26,001 TOTAL GSF: 77,004 TOTAL: 81,382			
FIRE PROTECTION SYSTEMS SPRINKLER SYSTEM: THROUGHOUT PER NFPA 13 FIRE ALARM SYSTEM: EXTERIOR PROJECTIONS PROVIDED SMOKE TRIP: CLASS 1 STANDPIPES: PORTABLE FIRE EXTINGUISHERS			
FIRE RESISTANCE RATED CONSTRUCTION TYPE IIB SHAFTS: 1HR PASSENGER ELEVATOR HOISTWAY: 1HR FLOOR ASSEMBLIES: 0 HR ROOF ASSEMBLIES: 0 HR STRUCTURAL FRAME: 0 HR EXTERIOR LOAD BEARING WALLS: 0 HR INTERIOR LOAD BEARING WALLS: 0 HR EXTERIOR NONBEARING WALLS/PARTITIONS: 0 HR INTERIOR PARTITIONS: 0 HR CORRIDORS: A, B, S, O 1 HR 1-3 1 HR EXTERIOR WALLS: 1 HR EXTERIOR WALL OPENINGS: Varies Per Elevation SMOKE BARRIERS: 30 MIN DWELLING UNITS WALL ASSEMBLIES: 30 MIN			
MEANS OF EGRESS OCCUPANT LOAD FACTORS: ASSEMBLY WITHOUT FIXED SEATING, STANDING SPACE: 15 NET ASSEMBLY WITHOUT FIXED SEATING, CONCENTRATED: 17 NET ASSEMBLY WITHOUT FIXED SEATING, UNCONCENTRATED: 15 NET ASSEMBLY WITH FIXED SEATING: 1 SEAT/10 FT COURTROOMS - OTHER THAN FIXED SEATING: 140 NET EXERCISE ROOMS: 150 GROSS RECREATIONAL - SLEEPING AREAS: 150 GROSS BUSINESS: 150 GROSS COMMERCIAL KITCHENS AND PARKING GARAGES: 150 GROSS STORAGE, MECHANICAL, ELECTRICAL, PLUMBING: 150 GROSS			
TWO-WAY COMMUNICATION SYSTEM FIRE ALARM VOICE COMMUNICATION: PROVIDED EXIT DOORS AT ASSEMBLY OCCUPANCY: PROVIDED WITH PANIC HARDWARE			
OCCUPANTS (CALCULATED FOR EXITING): LEVEL 1: 159 LEVEL 2: 428 LEVEL 3: 428 TOTAL: 1015			
MEANS OF EGRESS SIZING 36 INCH WIDE DOORS: 33/0.15 = 220 72 INCH WIDE DOORS: 69/0.15 = 460 MINIMUM CORRIDOR WIDTH: 44 INCHES CORRIDORS: WIDTH/0.15 STAIRS: WIDTH/0.25 MINIMUM NUMBER OF EXITS: (3) REQUIRED			
EXIT SIGNS EXIT SIGN ILLUMINATION: PROVIDED IN COMPLIANCE WITH EXIT ACCESS TRAVEL DISTANCE: 200 FT AT A, B, S & I-3 OCCUPANCY, 200 FT AT I-3 OCCUPANCY EXIT THROUGH INTERVENING SPACES: PROVIDED IN COMPLIANCE WITH NUMBER OF EXITS FROM ROOM: 2 REQUIRED IF OCC LOAD > 50 EXIT SEPARATION: 2 REQUIRED IF OCC LOAD > 49 SEPARATION DISTANCE NOT LESS THAN 10 THE MAXIMUM OVERALL DIAGONAL DEAD END CORRIDOR: 20 FT AT A, B, S & I-3 & 50 FT AT B, S & I-3 PANIC HARDWARE: REQUIRED AT ALL EXIT DOORS COMMON PATH OF TRAVEL: 75 FT AT 100 FT AT B, S and I-3 INTERIOR EXIT ACCESS STAIRWAY: AT PUBLIC STAIR SERVING A OCCUPANCY			
ELEVATORS 1HR HOISTWAY ENCLOSURE PROTECTION: 1HR SUPPORTING CONSTRUCTION HOISTWAY DOOR PROTECTION: 1HR SUPPORTING CONSTRUCTION SMOKE-PROTECTIVE CURTAIN ASSEMBLY: REQUIRED			
INTERIOR FINISHES INTERIOR WALL AND CEILING FINISH REQUIREMENTS: CORRIDORS: A, B, C, TABLE 803.3 ROOMS AND ENCLOSED SPACES: A, B, C, TABLE 803.3			
SPECIAL INSPECTIONS SPECIAL INSPECTIONS TO INCLUDE THE FOLLOWING ARCHITECTURAL ITEMS: ARCHITECTURAL COMPONENTS FOR SEISMIC RESISTANCE STORAGE RACKS SPRAYED FIRE-RESISTIVE MATERIALS (SFRM) FIRE-RESISTANT PENETRATIONS AND JOINTS			
IECC COMPLIANCE DESIGN TEAM WILL DEMONSTRATE COMPLIANCE WITH IECC 2021 USING THE PERFORMANCE PATH ENERGY MODEL			

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SCHEMATIC DESIGN 06 DECEMBER 2024
Tol: SKETCH PLAN 04 MARCH 2025
100% DESIGN DEVELOPMENT 07 AUGUST 2025
Tol: DEVELOPMENT PLAN 19 SEPTEMBER 2025

GENERAL PROJECT NOTES:

- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS, THE WYOMING DEPARTMENT OF ENVIRONMENTAL QUALITY RULES AND REGULATIONS, AND THE LATEST EDITION OF THE WYOMING PUBLIC WORKS STANDARD SPECIFICATIONS OR AS MODIFIED BY THE SPECIAL PROVISIONS AND THE SUPPLEMENTARY SPECIFICATIONS.
- PROJECT SCOPE: BUILD SITE AND UTILITY INFRASTRUCTURE AND GRADING TO ACCOMMODATE A NEW COURTHOUSE BUILDING, PARKING LOT, AND THE DEMOLITION OF THE EXISTING DETENTION CENTER AND COURTHOUSE.
- PROPERTY ZONE: PUBLIC/SEMI-PUBLIC - TOWN (P/SP-Tol)
- PROPERTY AREA: 1.94 ACRES
TOTAL AREA OF DISTURBANCE: 1.70 ACRES
- PROJECT SCHEDULE: CONSTRUCTION SCHEDULED TO START IN SPRING 2026 AND BE COMPLETED BY FALL 2028.
- BASE MAPPING PREPARED FROM SURVEYS PERFORMED BY JORGENSEN ASSOCIATES IN MAY 2021 AND SUPPLEMENTED IN MAY AND JULY 2023.
- GEOTECHNICAL REPORT PREPARED BY JORGENSEN GEOTECHNICAL IN JUNE 2023.
- THE PROJECT AREA IS NOT LOCATED IN A FLOODPLAIN.
- NO AVALANCHE PATHS ARE PRESENT ON THIS SITE.
- BUILDING TIES ARE TO FOUNDATION STEM WALLS.

WATER AND SEWER UTILITY NOTES

- WATER AND SEWER INSTALLATIONS SHALL BE IN ACCORDANCE WITH CURRENT WYOMING DEPARTMENT OF ENVIRONMENTAL QUALITY, WATER QUALITY DIVISION RULES AND REGULATIONS, AND CONFORM TO TOWN OF JACKSON WATER AND SEWER REGULATIONS.
- TYPE A TRENCH BACKFILL SHALL APPLY TO ALL PAVED SURFACES AND AROUND ALL APPURTENANCES INCLUDING VALVES, FIRE HYDRANTS AND MANHOLES. TYPE B TRENCH BACKFILL SHALL APPLY ONLY TO NON-TRAVELED AREAS. SEE SPECIFICATIONS.
- CONTINUOUS RIGID TYPE A PIPELINE INSULATION SHALL BE PROVIDED AS SHOWN ON THE TYPICAL TRENCH DETAIL. AT ALL LOCATIONS WHERE DEPTH OF COVER IS LESS THAN 5 FEET FOR SEWER MAINS AND SERVICES, LESS THAN 7 FEET FOR WATER MAINS AND SERVICES OR AS SHOWN ON THE PLANS. ALL SERVICES UNDER ROADWAYS, DRIVEWAYS, AND SIDEWALKS SHALL BE INSTALLED WITH 2" TYPE A INSULATION.
- MAINTAIN A MINIMUM OF 10 FEET HORIZONTAL SEPARATION BETWEEN WATER PIPES AND SEWER PIPES/MANHOLES, MEASURED EDGE TO EDGE. MAINTAIN A MINIMUM OF 18 INCHES VERTICAL SEPARATION AT WATER-SEWER PIPE CROSSINGS. WHERE SEWER PIPE CROSSES ABOVE WATER PIPE, SPECIAL CONSTRUCTION IS REQUIRED. SEE TYPICAL DETAILS.
- WATER SERVICE LINE SHALL BE POLYETHYLENE (PE) CONFORMING TO THE REQUIREMENTS OF AWWA C 901. PE PIPE SHALL BE PRESSURE TUBING CONFORMING TO TABLE 7 OF SAID SPECIFICATION. TUBING SHALL BE CLASS 200 WITH A DR OF 9.
- SANITARY SEWER GRAVITY LINES AND FITTINGS SHALL BE SCH 40 PVC AND CONFORM TO ASTM D1785. PRESSURE SEWER SERVICE LINES SHALL BE POLYETHYLENE, SDR11 IPS PE.
- LOCATIONS OF EXISTING FACILITIES ARE FROM DRAWINGS PROVIDED TO JORGENSEN ASSOCIATES. CONTRACTOR SHALL POT HOLE IN THE PRESENCE OF THE ENGINEER AND ANY ADJUSTMENTS NEEDED SHALL BE REFLECTED ON AS-CONSTRUCTED DRAWINGS.

REVEGETATION SPECIFICATIONS:

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

- SEED MIXTURE:

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
- SEED MIXES CONTAINING NATIVE FLOWERING PLANTS SUCH AS LUPINE, YARROW AND PAINTBRUSH ARE ACCEPTABLE.
- 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.
- 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.
- HARD PACKED OR CAKED TOPSOIL SURFACES SHALL BE SCARIFIED OR DISKED PRIOR TO SEEDING.
- 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.
- 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.

CONSTRUCTION NOTES & SPECIFICATIONS:

- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE PERMITS AND AGREEMENTS INCLUDING: TOWN OF JACKSON GRADING AND EROSION CONTROL PERMIT, WYDEQ PERMIT TO CONSTRUCT, WYDEQ WYPDES PERMIT, CONTACT ENGINEER FOR COPIES OF PERMITS AND PERMIT REQUIREMENTS. CONTRACTOR SHALL REVIEW AND BE RESPONSIBLE FOR PERMIT COMPLIANCE.
- IF NECESSARY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN A WYOMING DEPARTMENT OF ENVIRONMENTAL QUALITY NPDES STORMWATER PERMIT PRIOR TO COMMENCING ANY LAND DISTURBING ACTIVITIES.
- CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD AND SHALL PROMPTLY NOTIFY THE ENGINEER OF ANY VARIATIONS OR DISCREPANCIES.
- 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 AND SEWER LINES.
- CONTRACTOR TO CONFIRM STOCKPILE AND STAGING LOCATIONS WITH THE OWNER.
- CONTRACTOR TO LOCATE ALL UTILITIES PRIOR TO CONSTRUCTION.
- 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.
- 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.
- CRUSHED GRAVEL BASE MATERIAL SHALL BE GRADING H OR GRADING W.
- 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).
- DESTRUCTION AND DAMAGE TO TREES AND OTHER NATURAL VEGETATION SHALL BE MINIMIZED AND ALL DISTURBED SURFACES SHALL BE RESEDED AS SOON AS PRACTICABLE IN ACCORDANCE TO THE REVEGETATION SPECIFICATIONS.
- STRIP AND SALVAGE TOPSOIL FROM ALL EXCAVATED AREAS.
- WEEDS SHALL BE CONTROLLED BY SPRAYING, LIMITING DISTURBANCE AREA, OR OTHER MEANS PRIOR TO REVEGETATION AND AFTER REVEGETATION IS COMPLETE.
- REVEGETATION SHALL OCCUR AFTER CONSTRUCTION IS COMPLETE AND WILL BE COMPLETED IN THE SPRING OF 2028.
- FUGITIVE DUST WILL BE CONTROLLED BY WATERING DURING DRY PERIODS OR AS REQUIRED BY OWNER.
- ALL EXCAVATED MATERIALS SHALL BE STOCKPILED AND PROCESSED ON-SITE ONLY AT LOCATIONS AS DESIGNATED ON THE PLANS.
- TOPS OF CUT AND FILL SLOPES SHALL BE ROUNDED TO AVOID RAVELING AND EROSION.
- TOPSOIL SHALL BE PLACED ON ALL SLOPES AND AREAS STRIPPED FOR GRADING.
- CUT AND FILL SLOPES SHALL NOT EXCEED 2:1 WITHOUT SPECIAL STABILIZATION AND APPROVAL FROM ENGINEER.
- NO WETLANDS SHALL BE DISTURBED WITHOUT FIRST OBTAINING NECESSARY PERMITS FROM THE U. S. ARMY CORPS OF ENGINEERS.
- AREAS WITH UNSUITABLE SUBGRADE UNDER ROADWAYS OR BUILDING SHALL BE SUB-EXCAVATED AND REPLACED WITH APPROVED STRUCTURAL FILL. COORDINATE WITH ENGINEER FOR REMOVAL DEPTHS AND STRUCTURAL FILL SELECTION.
- ENGINEER SHALL BE CONTACTED PRIOR TO CONSTRUCTION TO PROVIDE CONSTRUCTION OBSERVATION.
- ALL DEVELOPMENT SHALL BE SETBACK A MINIMUM OF THIRTY (30) FEET FROM WETLANDS.
- ALL FENCING MUST COMPLY WITH SECTION 49220, WILDLIFE FRIENDLY FENCING, OF THE TETON COUNTY LAND DEVELOPMENT REGULATIONS. THIS SECTION INCLUDES A PROVISION FOR SPECIAL PURPOSE FENCING. ALL SPECIAL PURPOSE FENCING MUST BE APPROVED BY THE TETON COUNTY PLANNING DIRECTOR.
- BEFORE START OF CONSTRUCTION INSTALL CONSTRUCTION FENCE/SILT FENCE TO DEFINE LIMITS OF LAND DISTURBING ACTIVITIES. FENCE FILTER FABRIC SHALL BE SPUN BOND GEOTEXTILE FABRIC.
- CONTRACTOR IS RESPONSIBLE FOR PERIODIC INSPECTIONS, MAINTENANCE AND REPAIR OF EROSION CONTROL STRUCTURES TO INSURE PROPER SEDIMENT CONTAINMENT AND EROSION CONTROL.
- STORMWATER RUNOFF SHALL BE MANAGED IN ACCORDANCE WITH TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS. RUNOFF FROM THE SITE SHALL NOT EXCEED THE PRE-CONSTRUCTION VALUES, AND VOLUME OF STORAGE SHALL NOT BE REDUCED.
- ALL AVAILABLE TOPSOIL SHALL BE STORED FOR USE IN REVEGETATION OPERATIONS. 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.
- HARD PACKED OR CAKED TOPSOIL SURFACES SHALL BE SCARIFIED OR DISKED PRIOR TO SEEDING. REVEGETATE ALL DISTURBED AREAS AS SOON AS PRACTICAL AFTER GRADING.
- EXISTING VEGETATION IS TO BE MAINTAINED TO THE EXTENT POSSIBLE.
- DURING CONSTRUCTION CONTRACTOR SHALL OBSERVE THE PROJECT SITE FOR THE GROWTH OF NOXIOUS WEEDS. THE GROWN OF NOXIOUS WEED SHALL BE REPORTED TO THE TETON COUNTY WEED AND PEST DISTRICT OFFICE. CONTRACTOR AND OWNER SHALL IMPLEMENT A WEED CONTROL PROGRAM TO CONTROL NOXIOUS WEEDS.
- UNLESS OTHERWISE SPECIFIED, GRADING SHALL PROVIDE A MINIMUM OF 6 INCHES OF FALL IN THE FIRST 10 FEET AWAY FROM FOUNDATION WALL ADJACENT TO LANDSCAPED AREAS. HARDSCAPES SHALL BE SLOPED AT A MINIMUM 2% AWAY FROM THE BUILDING FOR THE FIRST 10 FEET.

=EXISTING LEGEND=

	IRON PIPE WITH 3" DIAMETER BRASS CAP INSCRIBED "RLS 164"
	NO MONUMENT FOUND OR SET, DEPICTED FOR DRAWING CLARITY ONLY
	REINFORCING STEEL BAR WITH 1/2" DIAMETER ALUMINUM CAP INSCRIBED "PLS 6193"
	BOUNDARY, SUBJECT PROPERTY
	BOUNDARY, ADJOINING PROPERTY
	BOUNDARY, EASEMENT, AS NOTED
	MEASURED BEARING & DISTANCE OR CURVE GEOMETRY
	CENTERLINE ROAD
	EDGE OF PAVEMENT
	TOP BACK OF CURB
	PAINT STRIPE, PARKING SPACE
	SIDEWALK
	BRICK/STONE PAVER SIDEWALK
	FLOWLINE
	INDEX CONTOUR, 5' INTERVAL
	INTERMEDIATE CONTOUR, 1' INTERVAL
	SPOT ELEVATION
	POST, CIRCULAR AND SQUARE
	SIGN
	BOLLARD
	FLAGPOLE
	HANDICAP PARKING SPACE
	FENCE, CHAINLINK
	FENCE, WOODEN, POST AND RAIL
	EDGE OF CONCRETE
	HANDRAIL
	MONITORING WELL
	BORE HOLE
	COMMUNICATIONS PEDESTAL
	UNDERGROUND COMMUNICATIONS LINE
	UNDERGROUND FIBER OPTIC LINE
	KEYPAD
	SPRINKLER VALVE
	CLIMATE CONTROL UNIT
	UTILITY VAULT
	UNDERGROUND UTILITY LINE
	GAS METER
	UNDERGROUND GAS LINE
	ELECTRIC JUNCTION BOX
	ELECTRIC METER
	ELECTRIC TRANSFORMER
	LIGHT POLE
	UTILITY POLE
	GUY ANCHOR
	OVERHEAD POWER LINE
	UNDERGROUND POWER LINE
	CLEANOUT
	SEWER MANHOLE
	SANITARY SEWER LINE
	STORM DRAIN INLET
	STORM DRAIN MANHOLE
	STORM DRAIN LINE
	HYDRANT, FIRE SUPPRESSION
	CURBSTOP
	WATER MANHOLE
	WATER VALVE
	WATER LINE
	ASPEN TREE
	COTTONWOOD TREE
	DECIDUOUS TREE
	CONIFER TREE
	SHRUB

=PROPOSED LEGEND=

	MAJOR CONTOUR
	MINOR CONTOUR
	SPOT ELEVATION
	TOP OF STEPS SPOT ELEVATION
	BOTTOM OF STEPS SPOT ELEVATION
	TOP OF WALL SPOT ELEVATION
	TOP BACK OF CURB SPOT ELEVATION
	FLOWLINE SPOT ELEVATION
	LIMITS OF DISTURBANCE
	SECURITY FENCE
	STRAW WATTLE
	BUILDING FOOTPRINT
	ASPHALT DRIVEWAY
	CONCRETE SURFACE
	CONCRETE SITE WALL
	BOLLARD
	CABLE UTILITY TRENCH
	LIGHT POLE
	EV CHARGING STATION OR JUNCTION BOX
	SEWER LINE
	SEWER MANHOLE
	SEWER CLEANOUT
	WATER LINE
	WATER VALVE
	WATER CURBSTOP
	STORM WATER LINE
	STORM WATER INLET
	STORM WATER MANHOLE
	TRENCH DRAIN
	PERFORATED PIPE/STORMWATER INFILTRATOR
	FIBER OPTIC LINE

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GENERAL CIVIL NOTES
& LEGEND

C1.0

- PRELIMINARY -
SUBJECT TO CORRECTION
AND APPROVAL

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ToJ: SKETCH PLAN	04 MARCH 2025
100% DESIGN DEVELOPMENT	07 AUGUST 2025
ToJ: DEVELOPMENT PLAN	19 SEPTEMBER 2025

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Locations of utilities depicted hereon are derived from surveyed visible structures. Underground locations derived from utility locates performed by NU Locating in May 2023. All utilities must be verified prior to any construction activity.

Elevations were derived using GPS RTK observation methods from the Town of Jackson permanent base station and reference NAVD88, geoid 12B. Site benchmark elevation is 6251.75' at the northwest corner of Lot 2 as shown herein.

Lot boundary and dimensions shown hereon are per 2007 boundary survey as part of Jorgensen Associates project number 07137.
BASIS OF BEARING for this survey is grid north based on the Wyoming West State Plane Coordinate System with a project convergence angle of -02°55".

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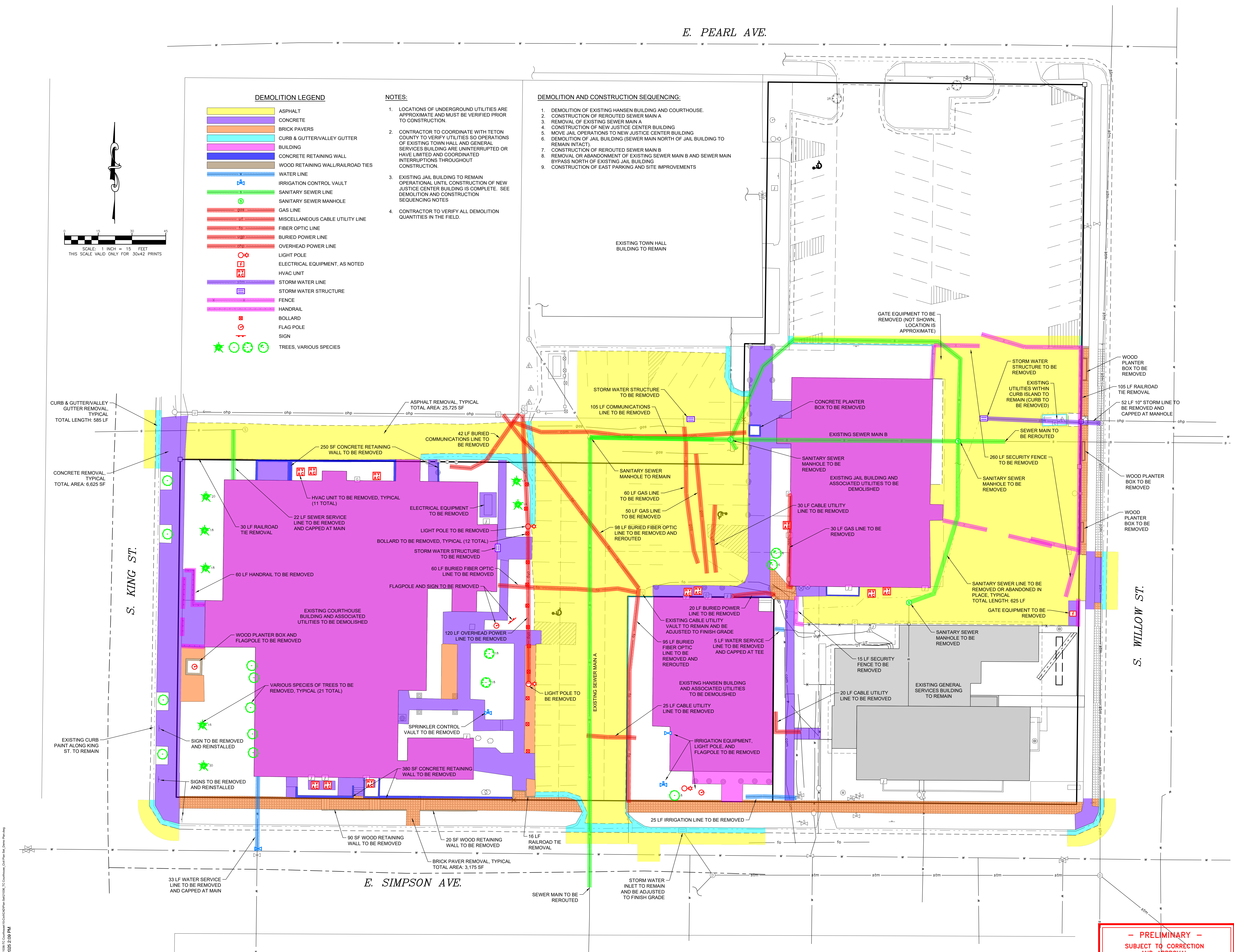
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801 403 9073
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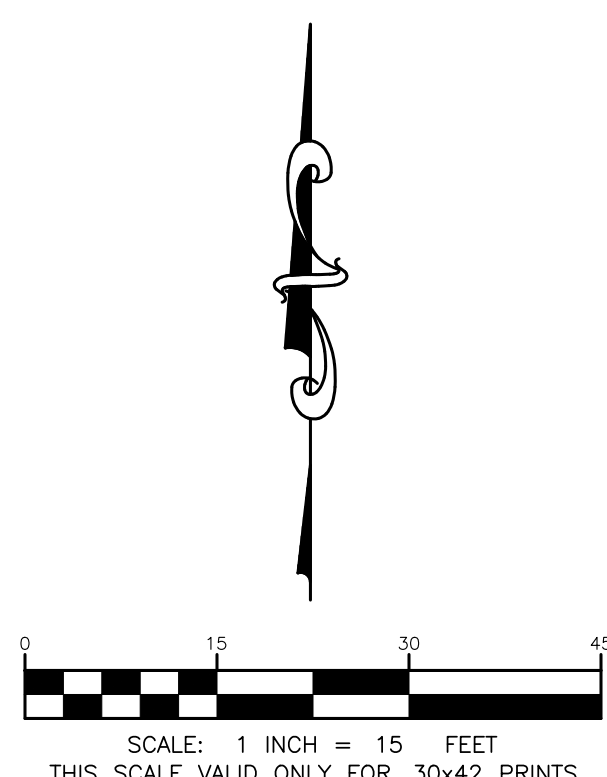
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SITE OVERVIEW

C3.0

=PROPOSED LEGEND=

- | | |
|--------------|--|
| 5825 | MAJOR CONTOUR |
| 5822 | MINOR CONTOUR |
| X 162.09 | SPOT ELEVATION |
| X TOS 162.09 | TOP OF STEPS SPOT ELEVATION |
| X BOS 162.09 | BOTTOM OF STEPS SPOT ELEVATION |
| X TOW 162.09 | TOP OF WALL SPOT ELEVATION |
| X TBC 162.09 | TOP BACK OF CURB SPOT ELEVATION |
| X FL 162.09 | FLOWLINE SPOT ELEVATION |
| --- | LIMITS OF DISTURBANCE |
| --- | SECURITY FENCE |
| --- | STRAW WATTLE |
| --- | BUILDING FOOTPRINT |
| --- | ASPHALT DRIVEWAY |
| --- | CONCRETE SURFACE |
| --- | CONCRETE SITE WALL |
| --- | BOLLARD |
| UT | CABLE UTILITY TRENCH |
| LP | LIGHT POLE |
| ES | EV CHARGING STATION OR JUNCTION BOX |
| S | SEWER LINE |
| SM | SEWER MANHOLE |
| SC | SEWER CLEANOUT |
| W | WATER LINE |
| WV | WATER VALVE |
| WC | WATER CURBSTOP |
| STM | STORM WATER LINE |
| SMI | STORM WATER INLET |
| SMH | STORM WATER MANHOLE |
| TD | TRENCH DRAIN |
| PI | PERFORATED PIPE/STORMWATER INFILTRATOR |
| FO | FIBER OPTIC LINE |

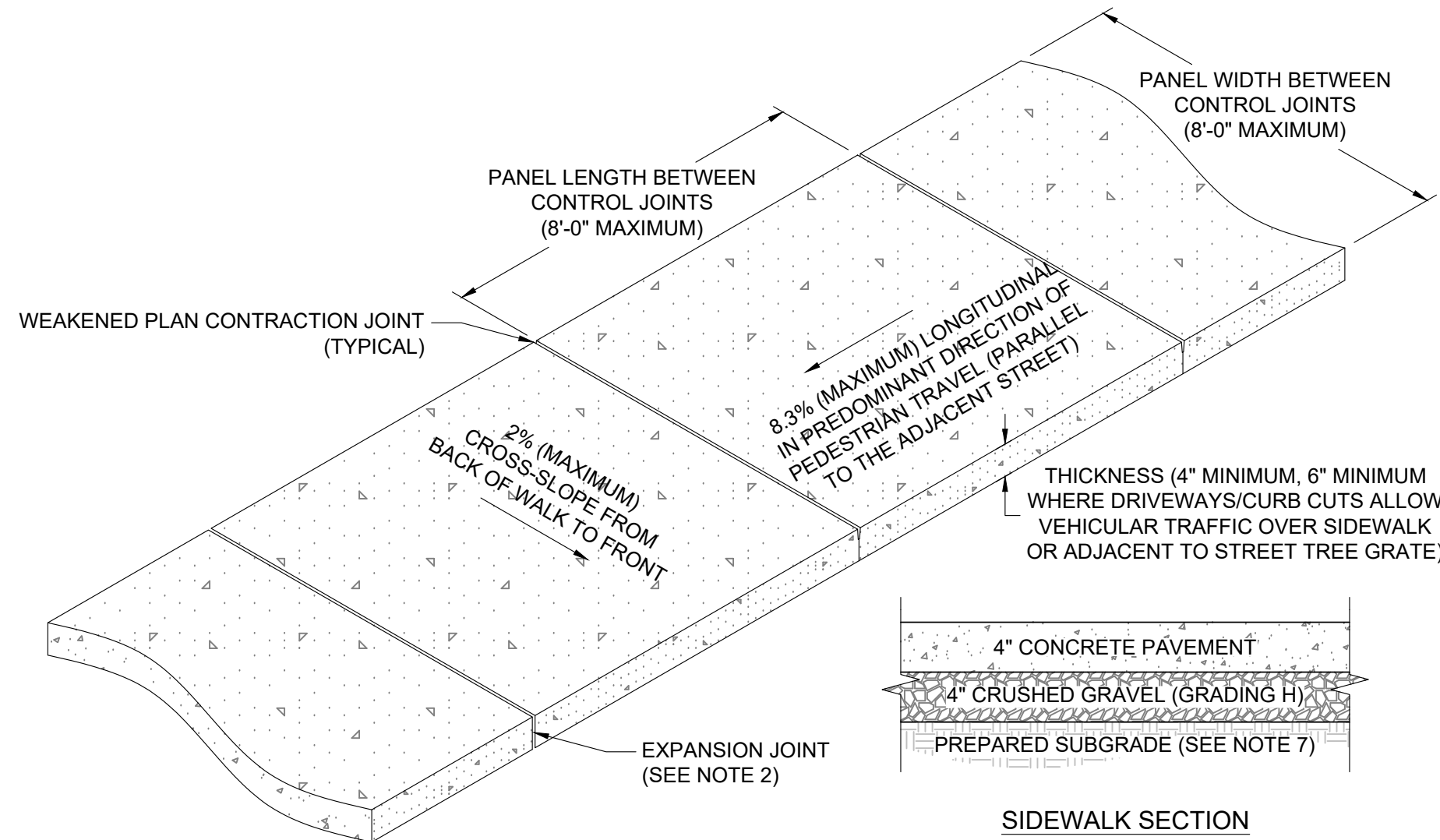


S. KING ST.

S. WILLOW ST.

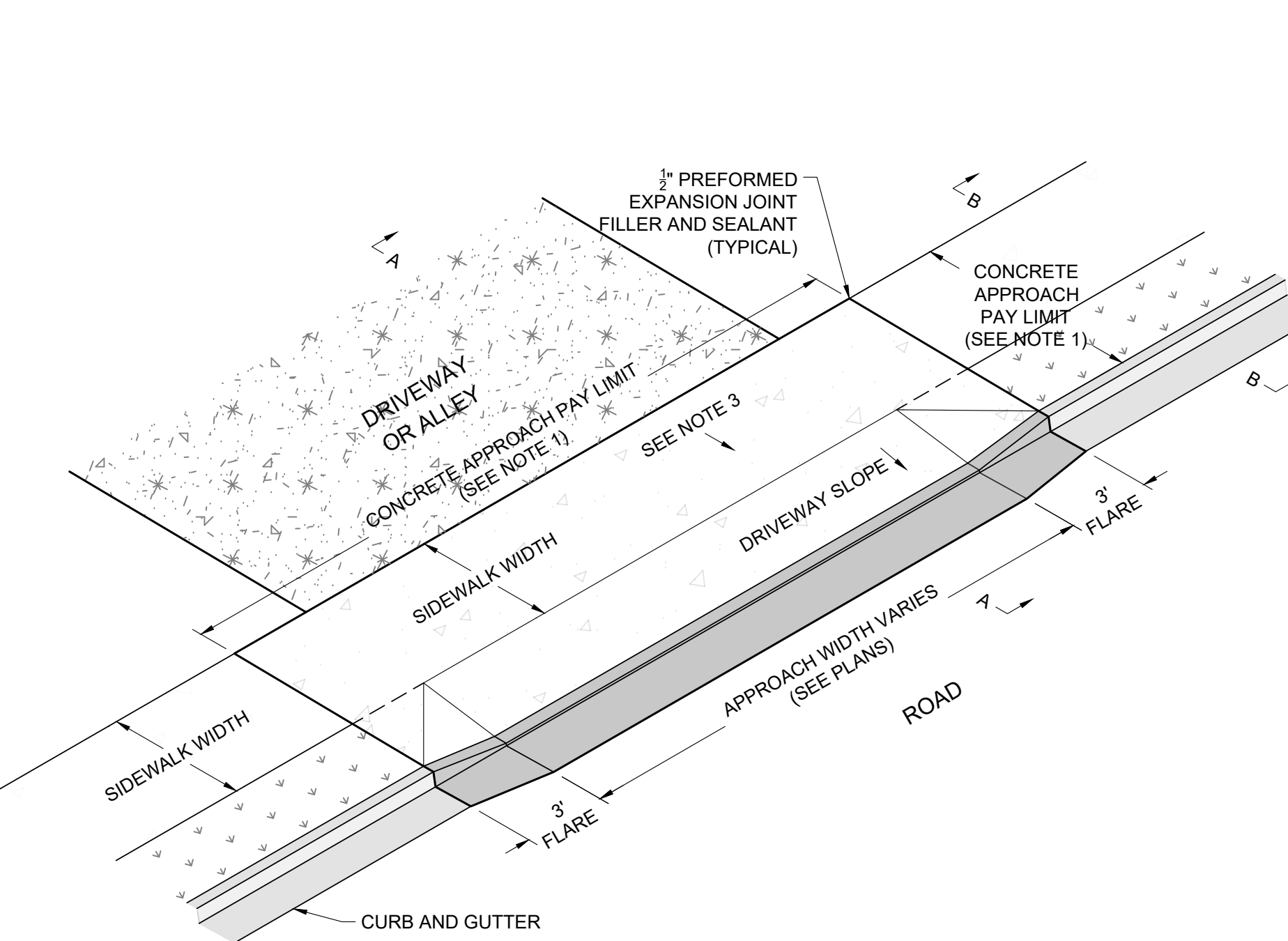
E. SIMPSON AVE.

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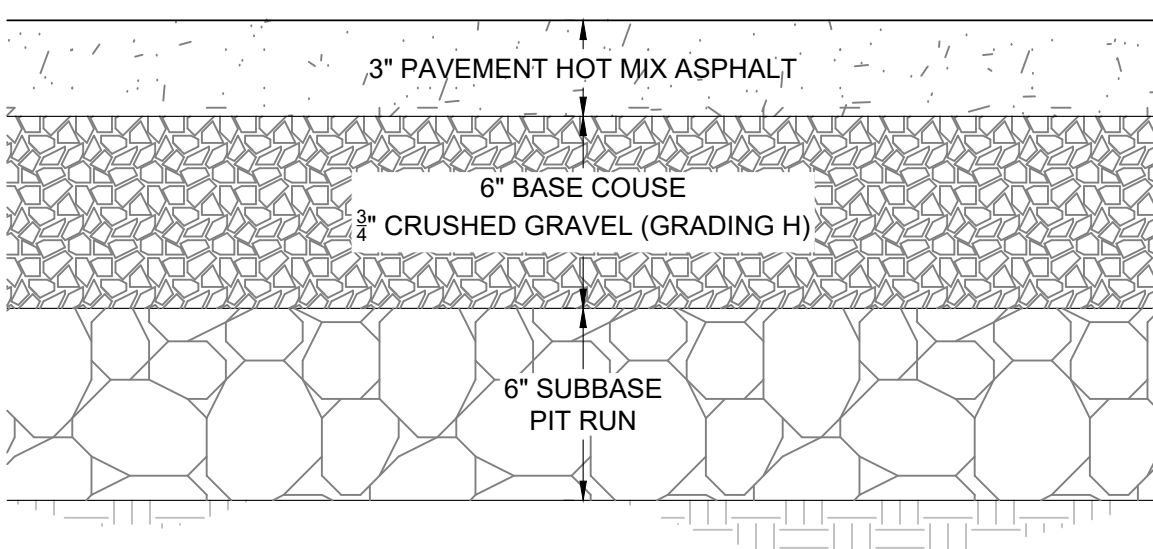
- NOTE
1. SIDEWALK SHALL CONFORM TO ALL APPLICABLE ADA STANDARD REQUIREMENTS SIDEWALKS SHALL CONFORM TO WPVSS SECTION 02776, EXCEPT THAT PORTLAND CEMENT CONCRETE CLASS 4000 CONCRETE CONFORMING WITH WPVSS SECTION 03304, PART 2.07.
 2. EXPANSION JOINTS SHALL BE PLACED IN SIDEWALK AT THE SAME LOCATIONS AS THOSE IN CURB AND GUTTER WHEN SIDEWALK IS ADJACENT TO CURB. (PER WPVSS SECTION 03251, PART 3.04 SPACING SHALL NOT EXCEED 32'-0" ON CENTER.)
 3. FOR SIDEWALKS GREATER THAN EIGHT FEET IN WIDTH, A LONGITUDINAL CONTROL JOINT SHALL BE INSTALLED AT THE CENTER OF THE WALK.
 4. REMOVAL AND REPLACEMENT OF SIDEWALK SHALL TAKE PLACE IN FULL PANELS.
 5. AGGREGATE BASE COURSE SHALL BE FOUR INCH MINIMUM THICKNESS, CONFORM TO WPVSS SECTION 02190, PART 2.03 GRADING H, AND BE INSTALLED PER WPVSS SECTION 02231, PART 3.03.
 6. CLEAR VEGETATION AND STRIP TOPSOIL TO SUBGRADE. SCARIFY, CONDITION, AND COMPACT. PROOF ROLL IN THE PRESENCE OF THE ENGINEER.
 7. MATERIAL STRIPPED TO DEPTH LOWER THAN SUBGRADE SHALL BE REPLACED WITH STRUCTURAL MATERIAL TO SUBGRADE ELEVATION.
 8. WHERE UNSUITABLE SUBGRADE SOIL EXISTS, OVER EXCAVATION AND REPLACEMENT WILL BE REQUIRED. GEOGRID MAY BE SUBSTITUTED FOR OVER EXCAVATION UPON APPROVAL FROM GEOTECHNICAL ENGINEER.

TYPICAL CONCRETE SIDEWALK DETAIL
NOT TO SCALE REVISED TOJ ST-127

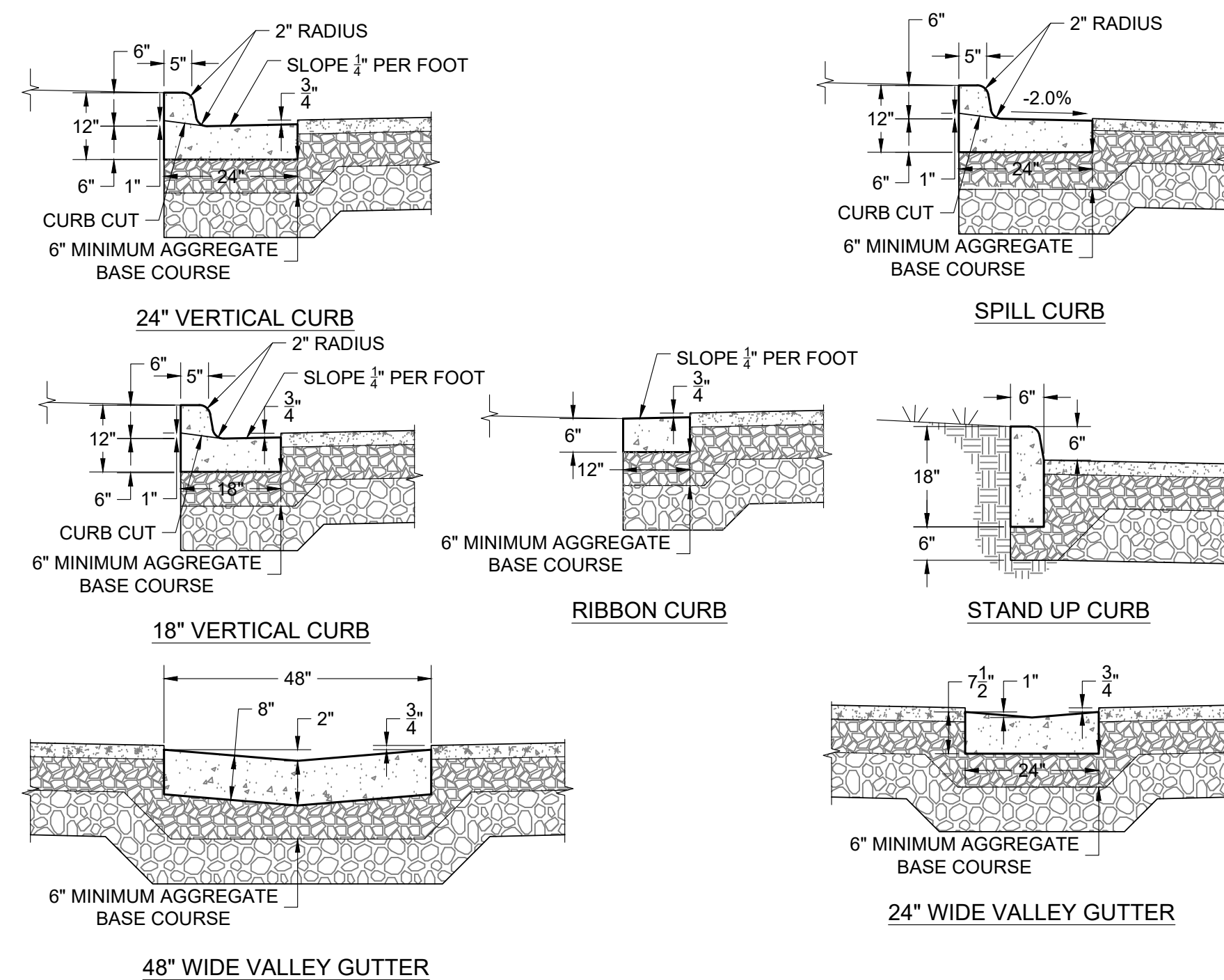


- NOTE
1. **DRIVEWAYS AND ALLEYWAY APPROACHES:** LABELED AREAS ARE PAY LIMITS FOR "CONCRETE APPROACH" BID ITEM. THE FLARES AND/OR RAMPS SHALL BE THE SAME THICKNESS AS THE APPROACH.
 2. **RAMP SLOPE:** DO NOT EXCEED A 1C:12H RAMP SLOPE.
 3. **CROSS SLOPE:** SLOPE SIDEWALK TOWARD STREET. DO NOT EXCEED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

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

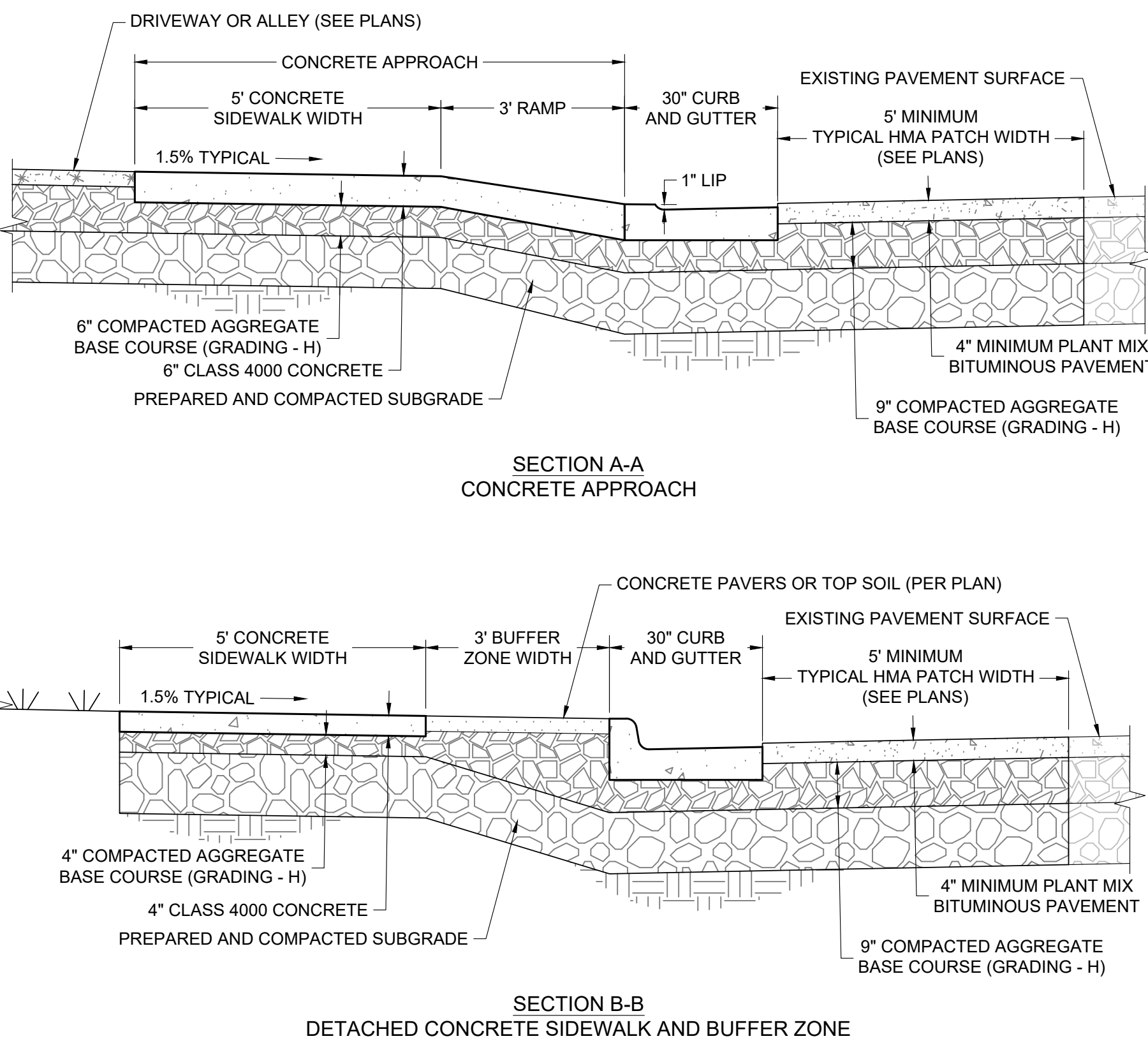


PAVEMENT SECTION
NOT TO SCALE

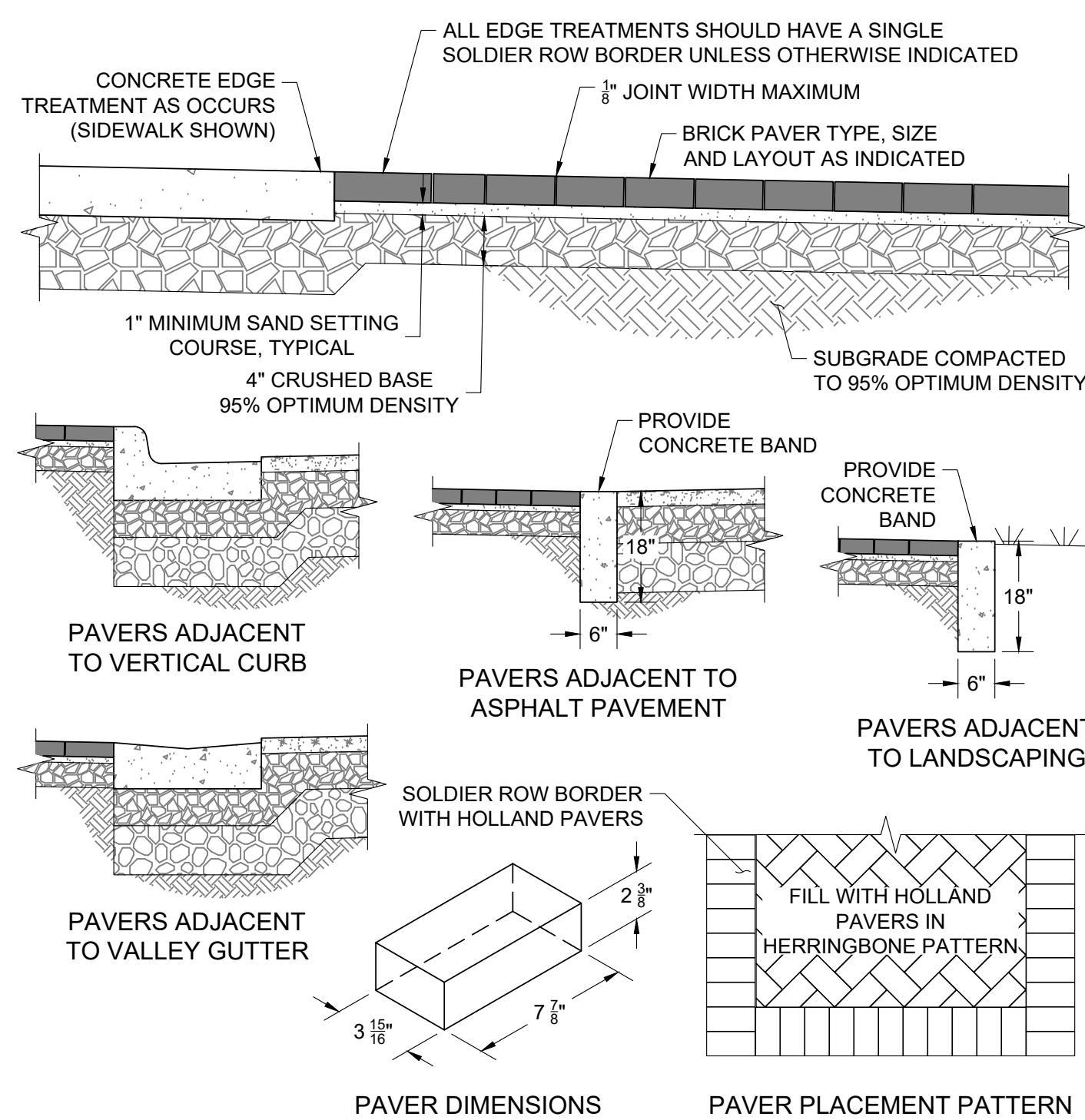


- NOTE
1. CURBS SHALL CONFORM TO SPECIFICATION 32 16 13, EXCEPT THAT PORTLAND CEMENT CONCRETE SHALL BE FIBERMESH-REINFORCED CLASS 4000 CONCRETE CONFORMING WITH SPECIFICATION 32 13 13.
 2. AGGREGATE BASE COURSE SHALL BE SIX INCH MINIMUM THICKNESS, CONFORM TO SPECIFICATION 31 05 16, PART 2.03, GRADING H, AND BE INSTALLED PER SPECIFICATION 32 11 23, PART 3.03.
 3. REMOVAL AND REPLACEMENT OF CURB SHALL TAKE PLACE IN FULL PANELS.
 4. VERTICAL CURB SHALL BE USED IN PREFERENCE TO ROLL CURB.

CURB SECTION DETAIL
NOT TO SCALE

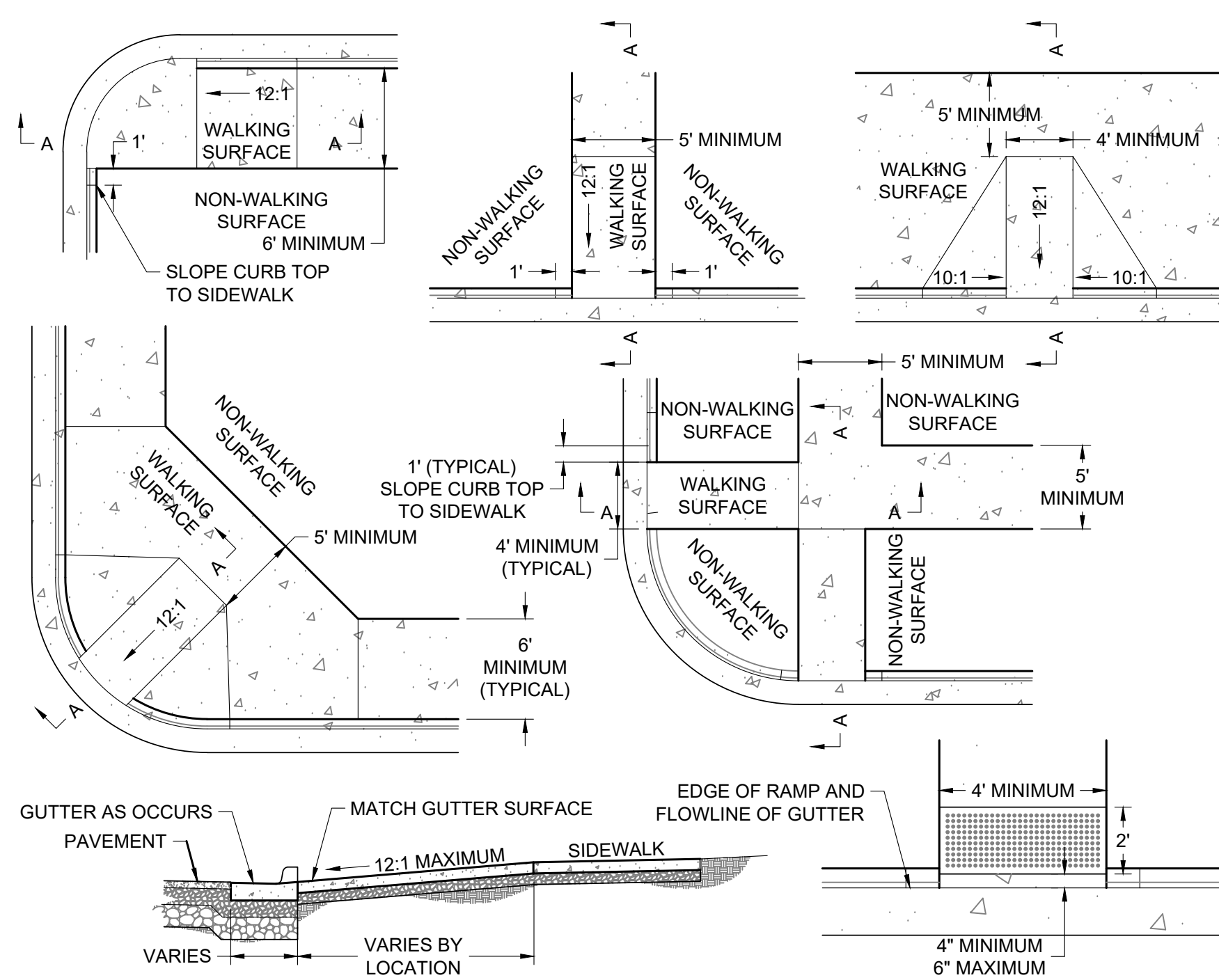


TYPE "A" DRIVEWAY/ALLEY APPROACH SECTIONS
NOT TO SCALE TOJ ST-TBD



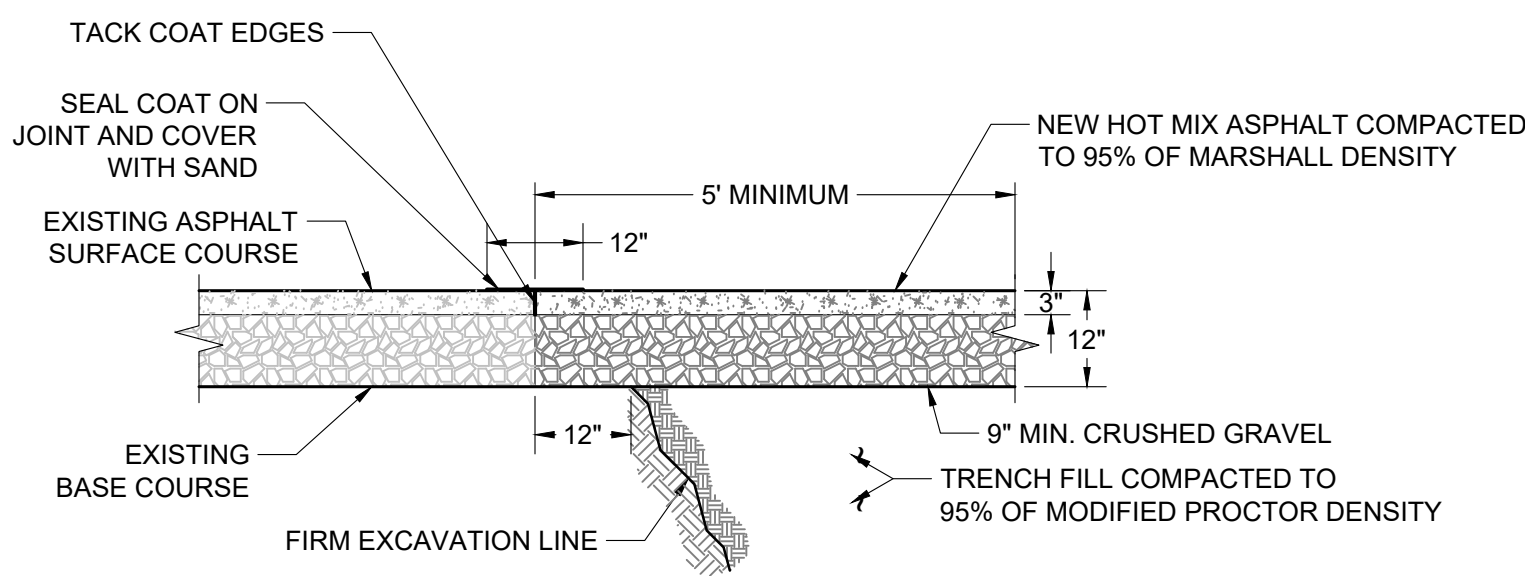
- NOTE
1. PAVERS IN THE BUFFER ZONE SHALL BE HOLLAND PAVERS MANUFACTURED BY MUTUAL MATERIALS. PAVERS SHALL WEIGH 6 LBS PER PAVER. COLOR SHALL BE RUSTIC BLEND.
 2. CONCRETE EDGE TREATMENTS INCLUDE CURB AND GUTTER, CONCRETE SIDEWALKS, AND CONCRETE BANDS. CONCRETE SHALL BE REINFORCED WITH FIBEROUS CONCRETE REINFORCEMENT AT THE RATE OF 1.5LB/CY.
 3. PAVERS, ASPHALT OR OTHER HARD PAVING SURFACES SHALL BE FLUSH WITH THE TOP OF CONCRETE EDGES.
 4. UNIT PAVERS AND EDGE TREATMENT SHALL BE APPROVED BY TOWN OF JACKSON PUBLIC WORKS DEPARTMENT PRIOR TO INSTALLATION.

PAVING AND UNIT PAVER INSTALLATION DETAIL
NOT TO SCALE ST-124

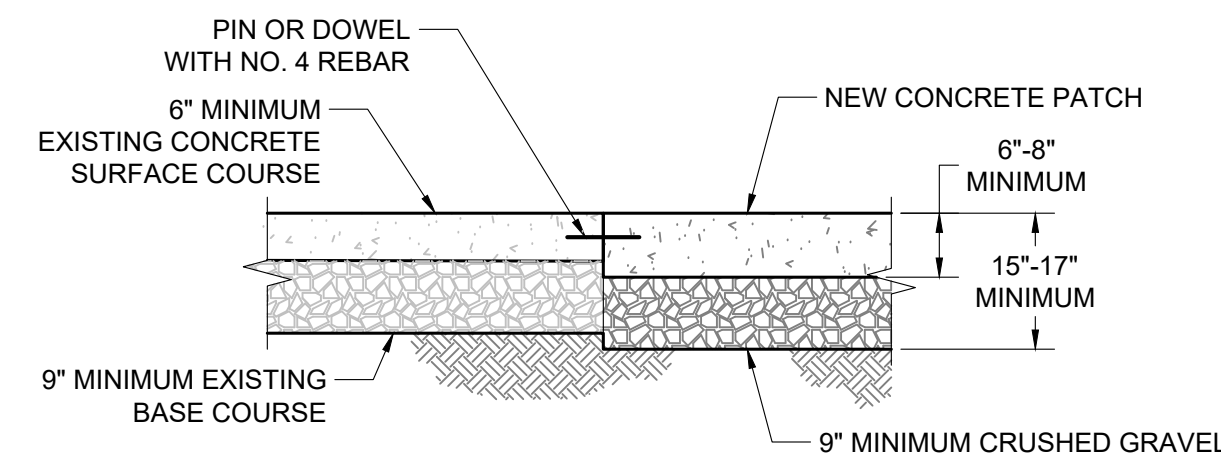


- NOTE
1. SIDEWALKS SHALL CONFORM TO ALL APPLICABLE ADA STANDARD REQUIREMENTS.
 2. LIP AT GUTTER TO BE NO MORE THAN 1" HIGH
 3. CONCRETE TO BE BROOM FINISH.
 4. ALL PEDESTRIAN RAMPS SHALL INCLUDE PLACEMENT OF CAST IRON TRUNCATED DOME DETECTION PANELS IN A BRICK RED COLOR. (PANELS SHALL BE PROVIDED BY TOJ.)

PEDESTRIAN RAMP DETAIL
NOT TO SCALE TOJ ST-112



ASPHALT PATCH REPAIR DETAIL



CONCRETE PATCH REPAIR DETAIL

- NOTE
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 1 1/2" 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 03304 AS DIRECTED BY TOWN OF JACKSON PUBLIC WORKS DEPARTMENT.

CONCRETE AND ASPHALT PATCH DETAIL
NOT TO SCALE TOJ ST-118

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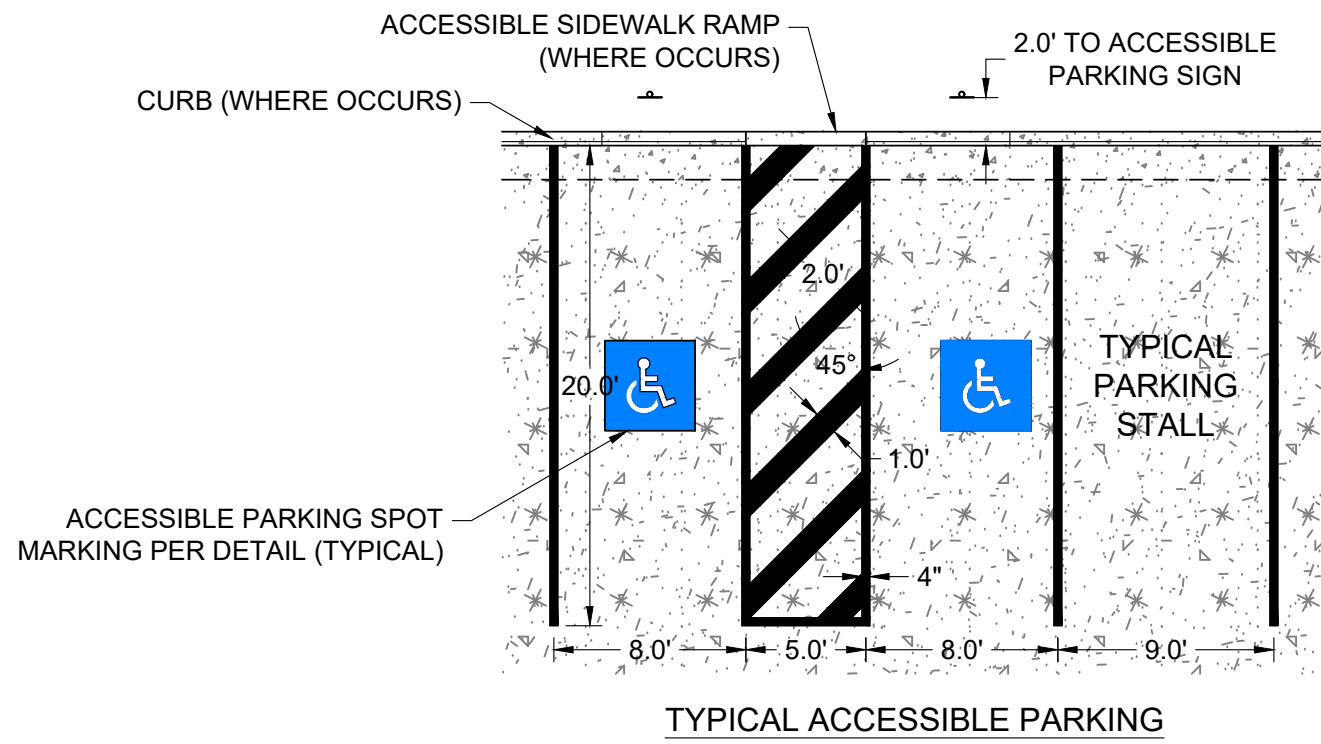
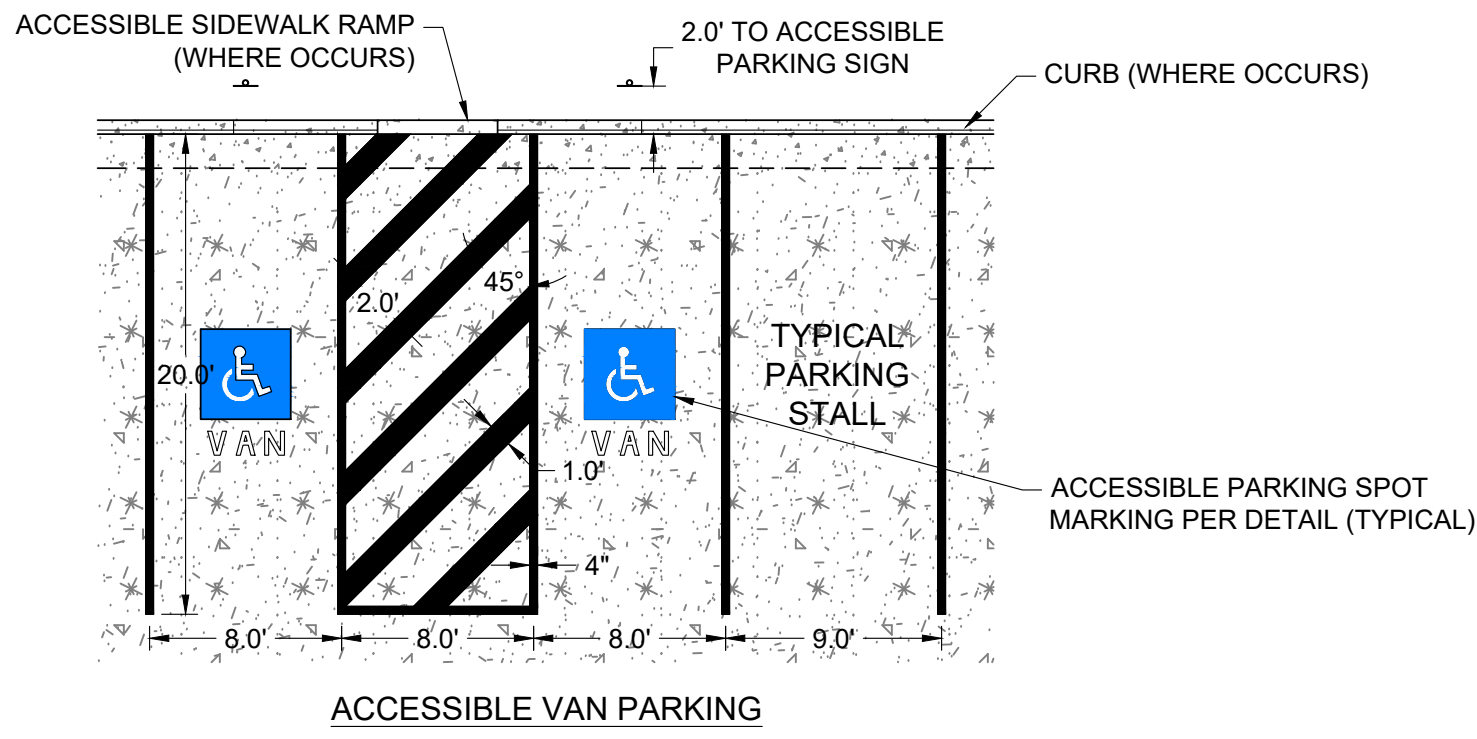
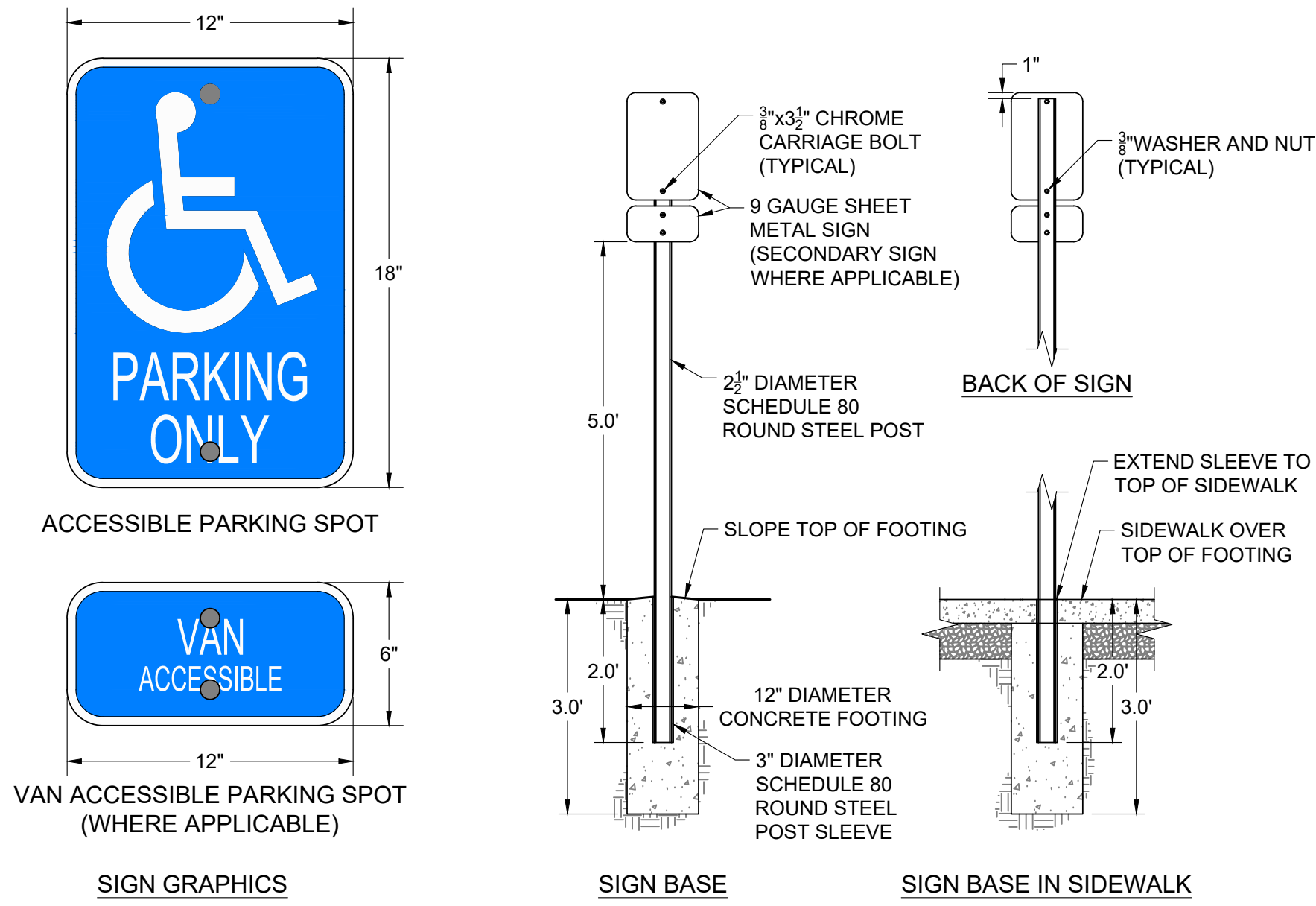
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GRADING DETAILS

- PRELIMINARY -
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C8.0



NOTE

1. PAVEMENT MARKINGS TO BE TYPE B, SOLID WHITE UNLESS OTHERWISE SPECIFIED

ACCESSIBLE PARKING SIGN DETAIL
NOT TO SCALE

ACCESSIBLE PARKING STALL DETAIL
NOT TO SCALE

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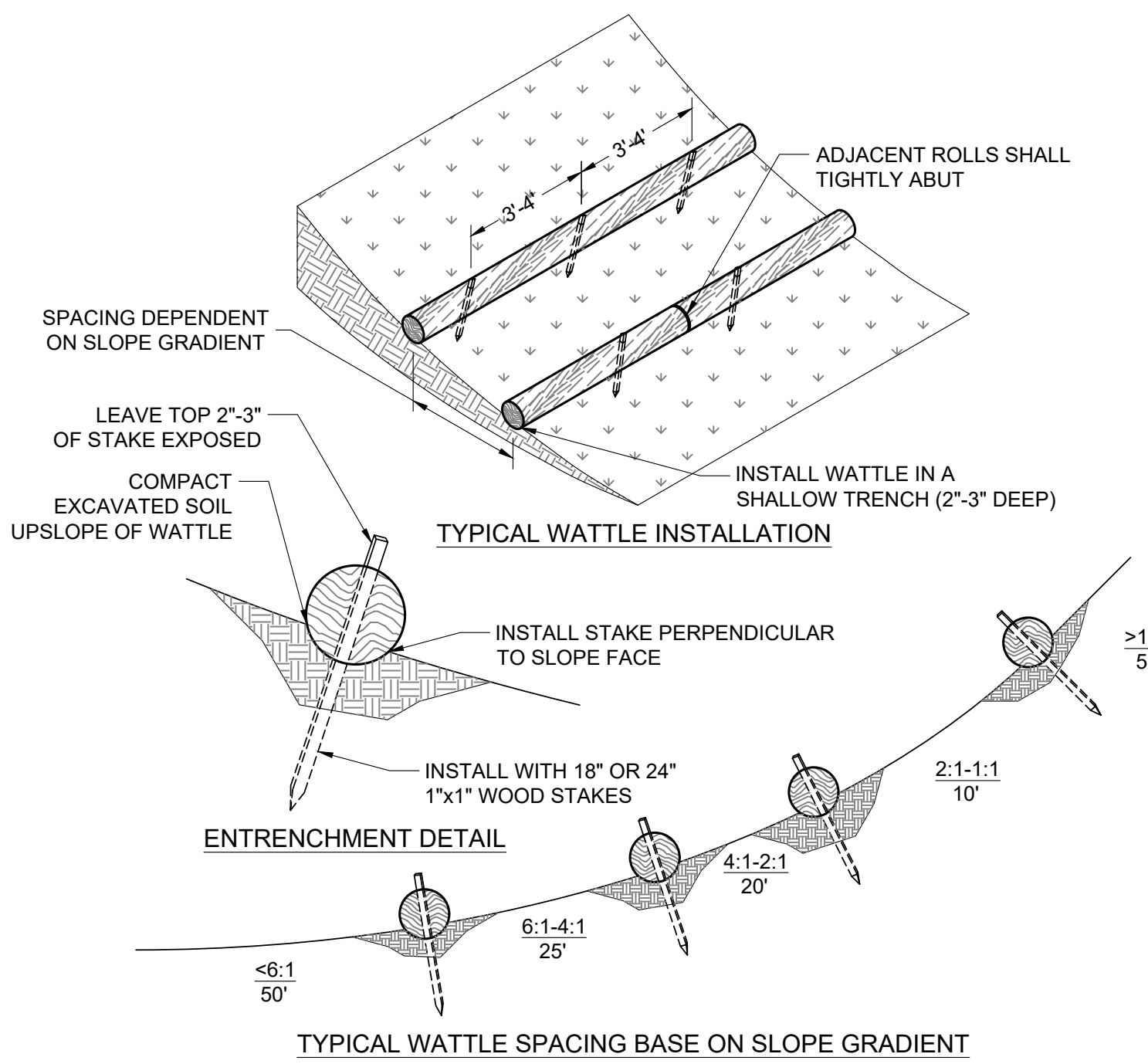
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ACCESSIBLE PARKING
DETAILS

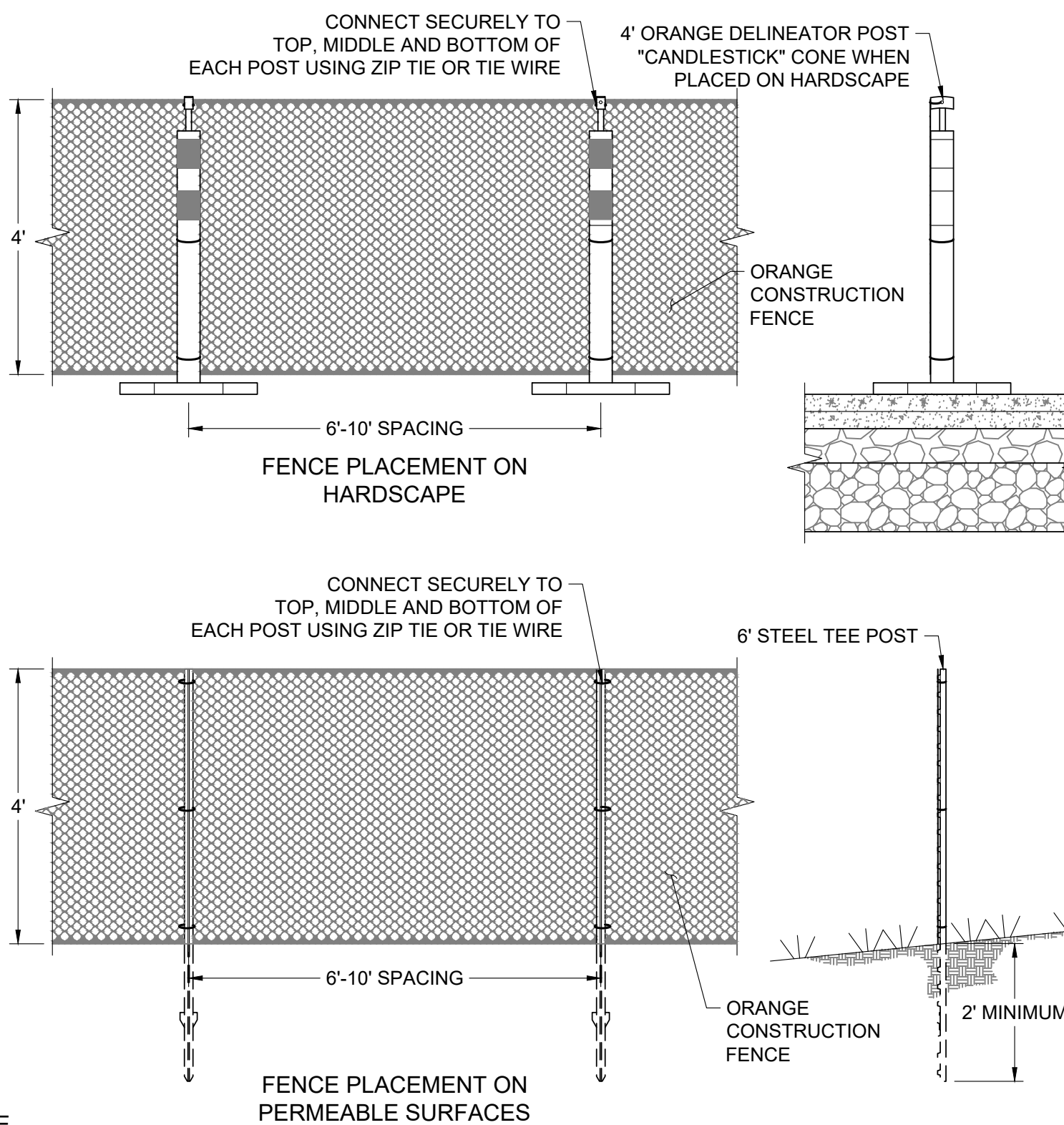
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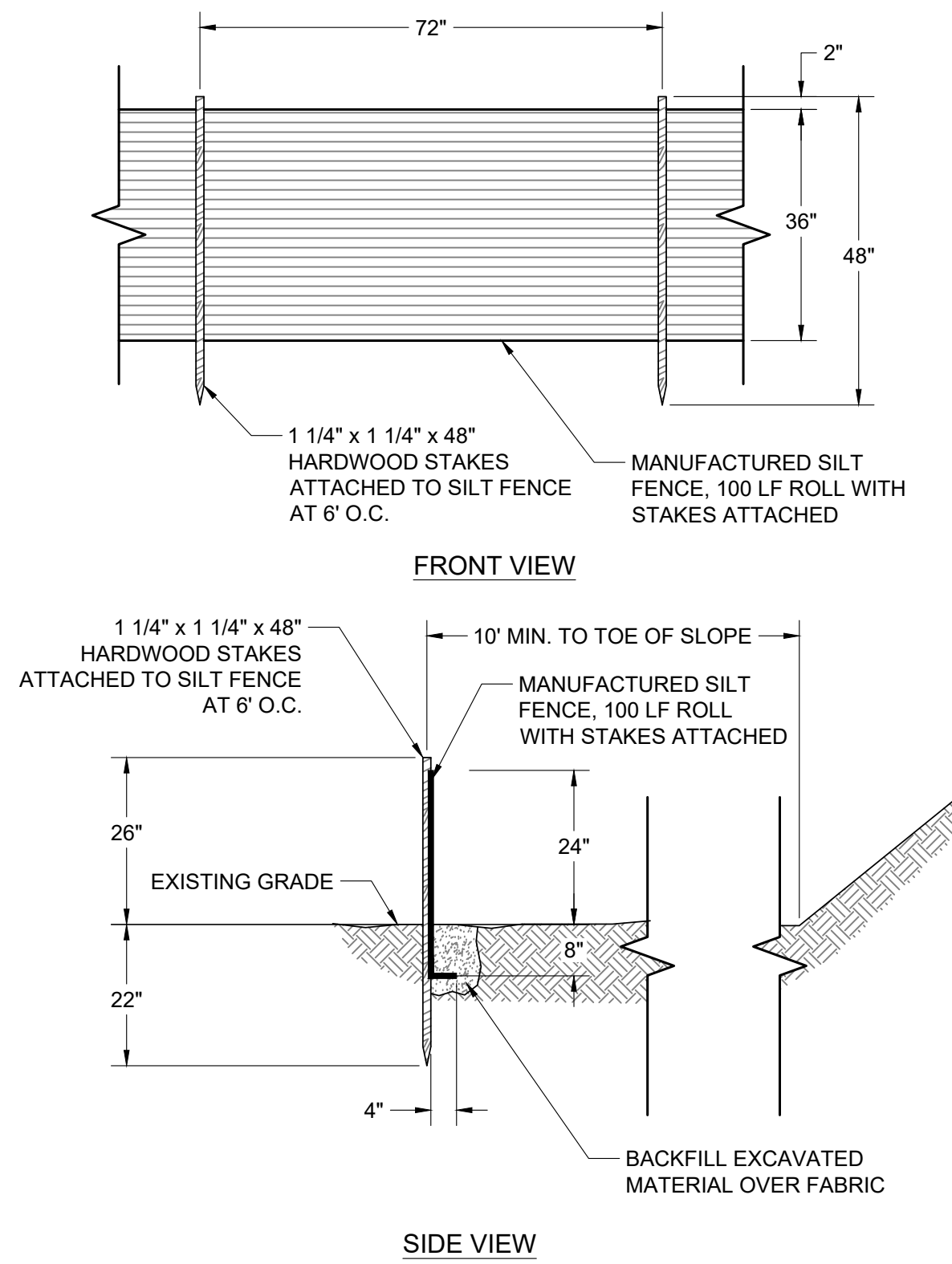
- NOTE
- BEGIN AT THE LOCATION WHERE THE WATTLE IS TO BE INSTALLED BY EXCAVATING A 2'-3" DEEP BY 9" WIDE TRENCH ALONG THE CONTOUR OF THE SLOPE. EXCAVATED SOIL SHALL BE PLACED UP-SLOPE FROM THE ANCHOR TRENCH.
 - PLACE THE WATTLE IN THE TRENCH SO THAT IT CONTOURS TO THE SOIL SURFACE. COMPACT SOIL FROM THE EXCAVATED TRENCH AGAINST THE WATTLE ON THE UPHILL SIDE. ADJACENT WATTLES SHOULD TIGHTLY ABUT.
 - SECURE THE WATTLE WITH 18"-24" STAKES EVERY 3'-4" AND WITH A STAKE ON EACH END. STAKES SHALL BE DRIVEN THROUGH THE MIDDLE OF THE WATTLE LEAVING AT LEAST 2'-3" OF STAKE EXTENDING ABOVE THE WATTLE. STAKES SHALL BE DRIVEN PERPENDICULAR TO THE SLOPE FACE.
 - EROSION CONTROL PLAN AND LOCATION OF STRAW WATTLES SHALL BE APPROVED BY THE TOWN OF JACKSON PUBLIC WORKS DEPARTMENT.

TYPICAL STRAW WATTLE DETAIL
NOT TO SCALE TOJ STM-107

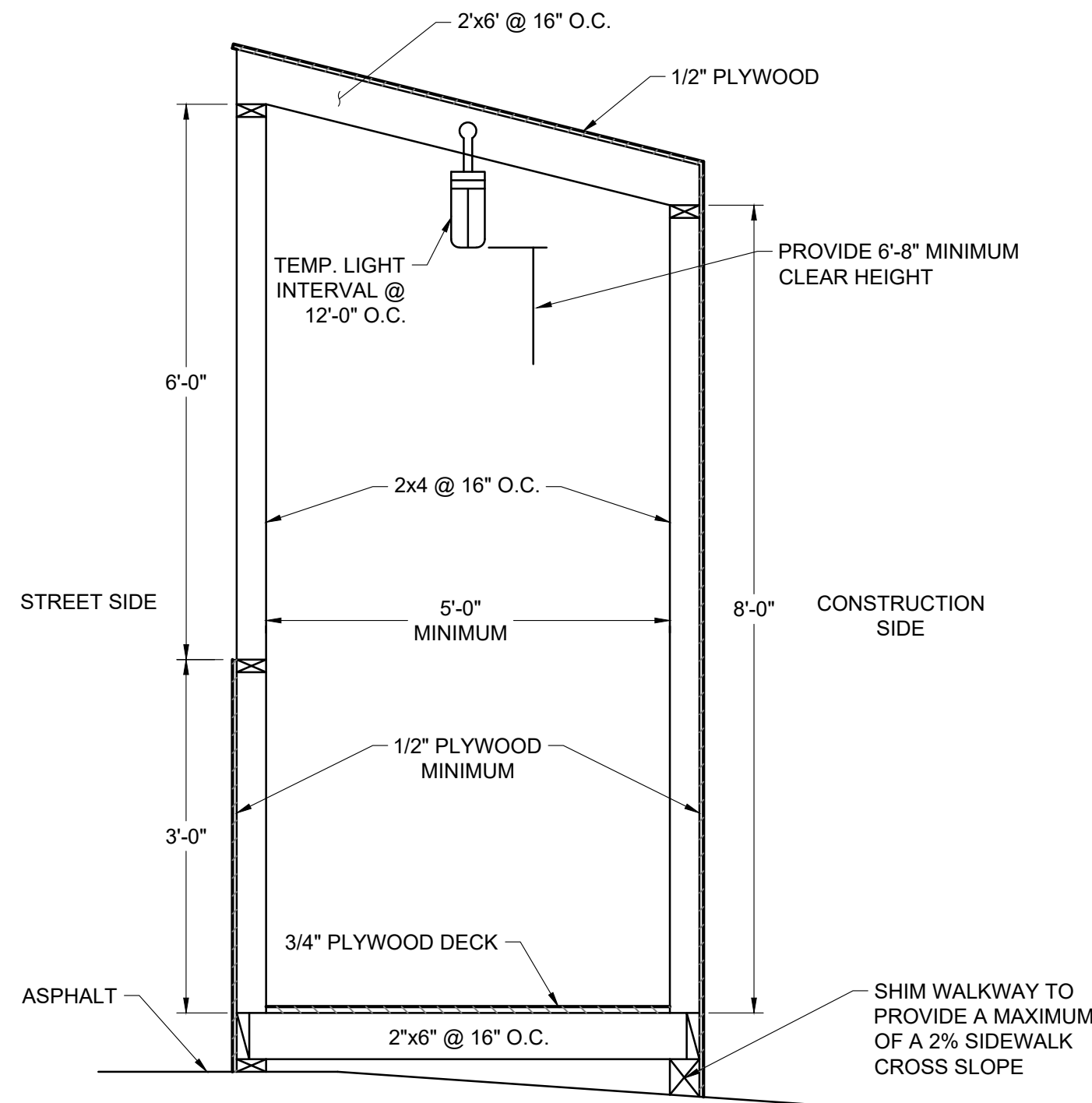


- NOTE
- CONSTRUCTION FENCE SHALL BE INSPECTED PERIODICALLY THROUGHOUT DURATION OF CONSTRUCTION AND REPAIRED AS NEEDED
 - FENCE SHALL BE HEAVY DUTY HDPE PLASTIC (APPROXIMATELY 1.4oz/ft²)

CONSTRUCTION FENCE DETAIL
NOT TO SCALE

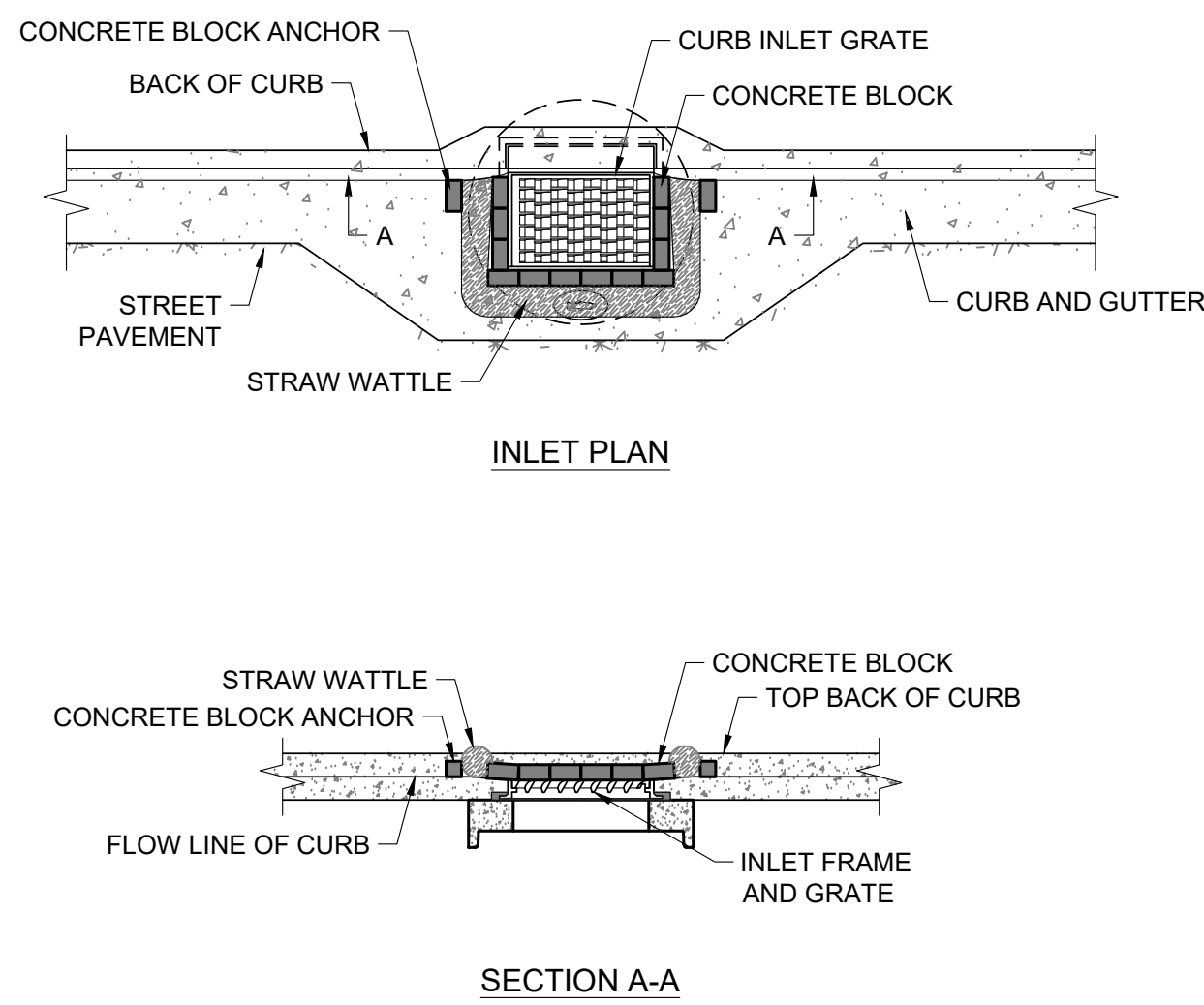


MANUFACTURED SILT FENCE DETAIL
NOT TO SCALE



- NOTES:
- CONSTRUCTION SIDEWALKS SHALL BE INSTALLED ONLY IN TOWN APPROVED LOCATIONS.
 - WALKWAY & RAMPED "END SECTION" SHALL MEET ADA STANDARDS.
 - ANCHORING SHALL BE PROVIDED TO PREVENT HOARDING FROM DISPLACEMENT DUE TO WIND.
 - HOARDING CONSTRUCTION SHALL BE APPROVED AND INSPECTED BY T.O.J. BUILDING DEPT.

TEMPORARY CONSTRUCTION SIDEWALK
NOT TO SCALE TOJ ST-129



CURB INLET SILTATION PROTECTION DETAIL
NOT TO SCALE

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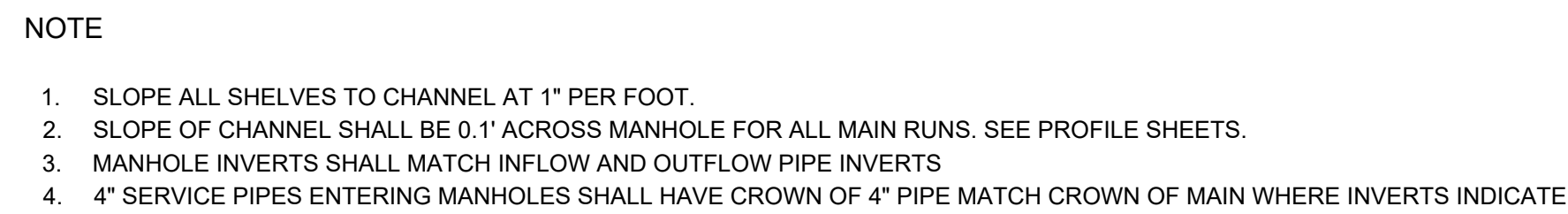
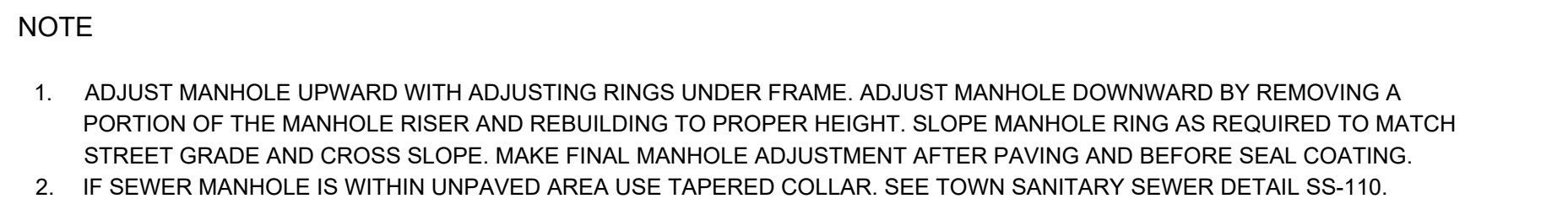
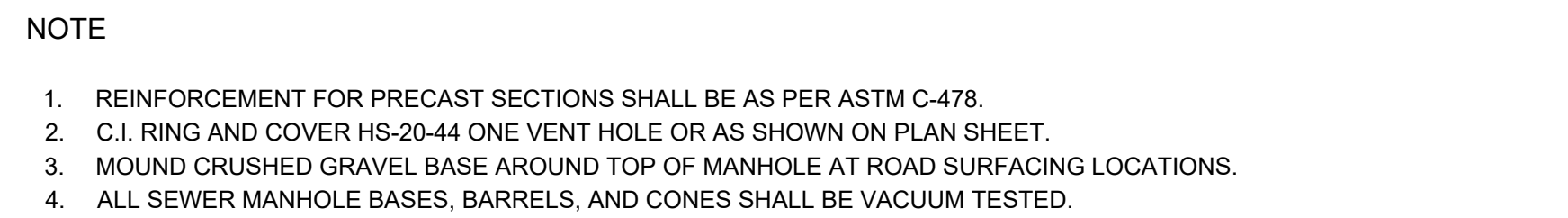
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SCHEMATIC DESIGN 06 DECEMBER 2024
TOJ: SKETCH PLAN 04 MARCH 2025
100% DESIGN DEVELOPMENT 07 AUGUST 2025
TOJ: DEVELOPMENT PLAN 19 SEPTEMBER 2025

EROSION CONTROL & SITE
PREPARATION DETAILS

- PRELIMINARY -
SUBJECT TO CORRECTION
AND APPROVAL

C8.2



DAYLIGHT CLEANOUT OR COMPLETE PER THE CLEANOUT SURFACE CONDITION DETAIL

BUILDING FOUNDATION

VARIES MINIMUM 2" MAXIMUM 5" FROM ANY STRUCTURE

4" MINIMUM DIAMETER PIPE

SEE NOTE 3

6"

GRADE REQUIREMENTS
1/2" PER FOOT MINIMUM

SEWER WYE

4" MINIMUM DIAMETER SEWER PIPE
1/2" PER FOOT MINIMUM SLOPE

BUILDING CLEANOUT DETAIL
NOT TO SCALE

DAYLIGHT CLEANOUT OR COMPLETE PER THE CLEANOUT SURFACE CONDITION DETAIL

4" MINIMUM DIAMETER PIPE

SEE NOTE 3

6"

GRADE REQUIREMENTS
1/2" PER FOOT MINIMUM

SEWER WYE

4" MINIMUM DIAMETER SEWER PIPE
1/2" PER FOOT MINIMUM SLOPE

This diagram illustrates a cross-section of a sewer wye connection. A horizontal sewer pipe at the bottom has a 1/2" per foot minimum slope and is labeled '4" MINIMUM DIAMETER SEWER PIPE'. A vertical pipe, also labeled '4" MINIMUM DIAMETER PIPE', connects to it at a 'SEWER WYE'. The vertical pipe extends upwards through a concrete slab, where it is capped with a 'DAYLIGHT CLEANOUT OR COMPLETE PER THE CLEANOUT SURFACE CONDITION DETAIL'. A horizontal section of the vertical pipe within the slab is dimensioned as '6"'. A callout 'SEE NOTE 3' points to the wye connection. The ground surface is indicated by a hatched line, and the 'GRADE REQUIREMENTS' are specified as '1/2" PER FOOT MINIMUM'.

IN-LINE CLEANOUT DETAIL

NOT TO SCALE

The image contains four technical drawings of a round sewer valve box installation in a landscape area, arranged in a 2x2 grid.

- Top Left: DAYLIGHT IN LANDSCAPE AREA**
 - Shows a cross-section of the valve box with its PVC pipe cap at ground level.
 - Labels include: "PVC PIPE CAP AT GRADE PAINT AS DESIRED" (pointing to the cap), "CLEAN OUT PER SEPARATE DETAIL" (pointing to the side access), and "DAYLIGHT IN LANDSCAPE AREA" (caption).
- Top Right: BURIED IN LANDSCAPE AREA**
 - Shows the valve box buried 6 inches below ground level.
 - Labels include: "BURY 6\" (pointing to the depth), "PVC PIPE CAP" (pointing to the top), "CLEAN OUT PER SEPARATE DETAIL" (pointing to the side access), and "24\" NO. 5 REBAR FOR LOCATING" (pointing to a rebar around the box).
- Bottom Left: IRRIGATION BOX IN LANDSCAPE AREA**
 - Shows the valve box with a round sewer valve box and a round overlapping cover or similar on top.
 - Labels include: "PVC PIPE CAP" (pointing to the top), "ROUND SEWER VALVE BOX AND ROUND OVERLAPPING COVER OR SIMILAR" (pointing to the top assembly), "CLEAN OUT PER SEPARATE DETAIL" (pointing to the side access), and "IRRIGATION BOX IN LANDSCAPE AREA" (caption).
- Bottom Right: HARDSCAPE AREA**
 - Shows the valve box installed under a hard surface, with a frame and lid (DXL foundry H-8020 or similar) on top.
 - Labels include: "HARDSCAPE PER PLAN AND SEPARATE DETAIL" (pointing to the top surface), "FRAME AND LID DXL FOUNDRY H-8020 OR SIMILAR" (pointing to the top assembly), "CLEAN OUT PER SEPARATE DETAIL" (pointing to the side access), and "HARDSCAPE AREA" (caption).

CLEAN OUT SURFACE CONDITION DETAIL
NOT TO SCALE

C8.5

— PRELIMINARY —
SUBJECT TO CORRECTION
AND APPROVAL

C8.5

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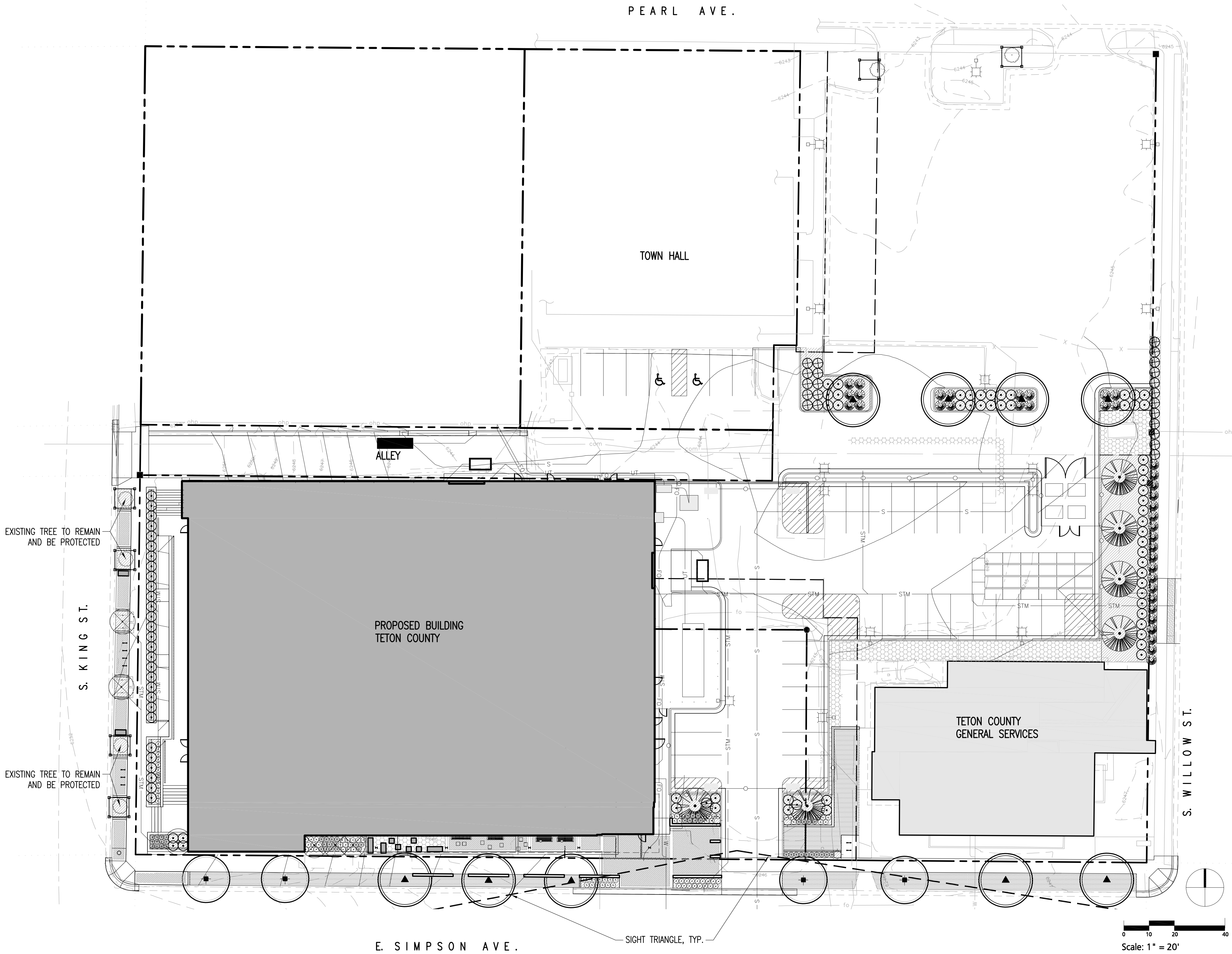
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Issue	Date
SCHEMATIC DESIGN	06 DECEMBER 2024
Tol: SKETCH PLAN	09 MARCH 2025
100% DESIGN DEVELOPMENT	07 AUGUST 2025
Tol: DEVELOPMENT PLAN	19 SEPTEMBER, 2025

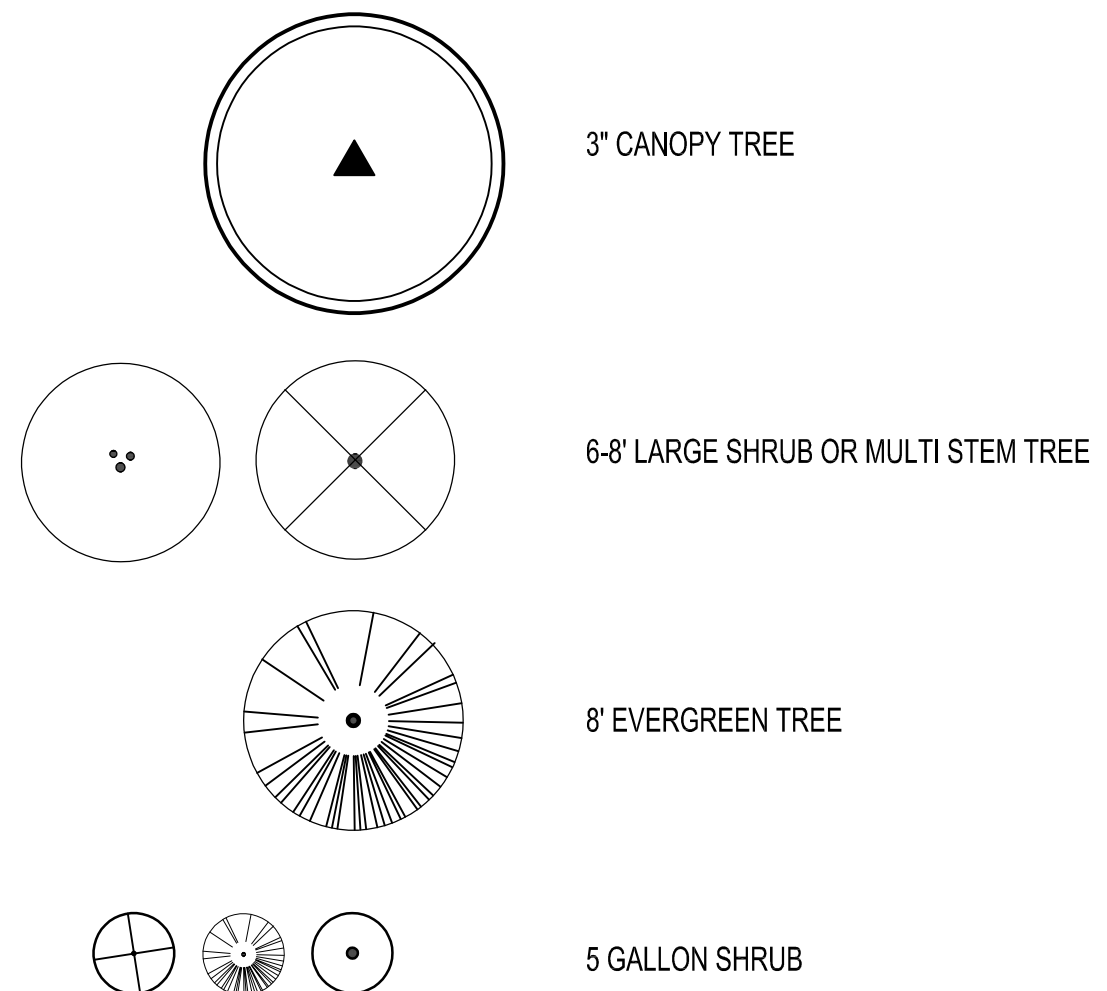
Project Number:	24-031
Drawn By:	Author
Reviewed By:	Checker
Approved By:	Approver

Landscape Plan

L-201



LEGEND



IRRIGATION NOTES

- IRRIGATION WATER DEMAND IS 40 GPM.
- TYPE OF BACKFLOW TO BE WATT'S SERIES 009. BACKFLOW PREVENTER TO BE LOCATED INSIDE THE WATER ENTRY ROOM.
- IRRIGATION WILL NOT BE METERED SEPARATELY FROM DOMESTIC.

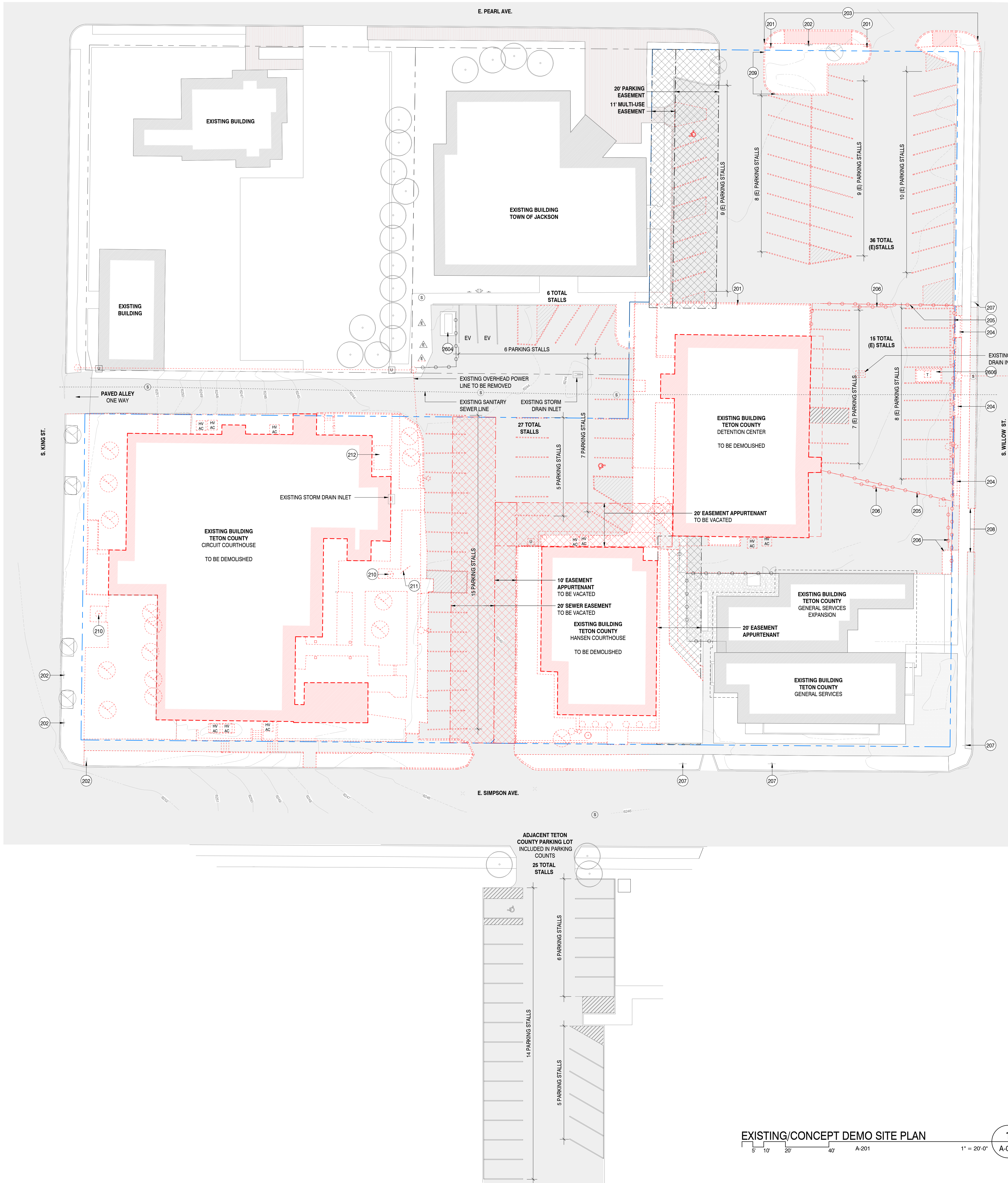
BIKE PARKING CALCULATIONS

DESCRIPTION:	LDR REQUIRED:	PROVIDED:
	BIKE PARKING SPACES	BIKE PARKING SPACES
ASSEMBLY: 8,200 SF	1/2,200 SF	8,200/2,200=4 BIKE SPACES 2 SHORT TERM 2 LONG TERM (LOCATED LEVEL 1.5)
BUSINESS/OFFICE: 34,980 SF	1/1,650 SF	34,980/1,650=21 BIKE SPACES 15,75 SHORT TERM 5,25 LONG TERM (LOCATED LEVEL 1.5)
		TOTAL (17.75) 16 SHORT TERM (7.25) 7 LONG TERM (LOCATED LEVEL 1.5)

STANDARD PLANT UNIT ALTERNATIVE B - 2 UNITS REQUIRED

DESCRIPTION:	LDR REQUIRED:	PROVIDED:
3" CAL. CANOPY TREE	4	4
6-8' LARGE SHRUB OR MULTI-STEM TREE	4	4
8' HIGH EVERGREEN TREE	6	6

PLANTS TO BE IRRIGATED WITH AN AUTOMATIC SYSTEM



GENERAL NOTES

1. REFER TO LANDSCAPE AND CIVIL DRAWINGS FOR ADDITIONAL DEMOLITION SCOPE AND COORDINATION
2. REFER TO ELECTRICAL SITE PLAN FOR ADDITIONAL DEMOLITION SCOPE AND COORDINATION

LEGEND

- PROJECT PROPERTY LINE
- ADJACENT PROPERTY LINES
- EXISTING EASEMENTS
- EXISTING SANITARY SEWER LINE
- SEWER MANHOLE
- ELECTRIC TRANSFORMER
- UTILITY VAULT
- TELEPHONE BOX
- CHAIN LINK FENCE
- WOOD FENCE
- METAL FENCE
- EXISTING SITE ELEMENT TO BE DEMOLISHED
- EXISTING EASEMENTS TO BE VACATED
- EASEMENT

WORK NOTES

- 201 DEMOLISH (E) STREET SIGN
- 202 SALVAGE AND REINSTALL (E) STREET SIGN, RE: CIVIL
- 203 DEMOLISH (E) CURB AND SIDEWALK, RE: CIVIL
- 204 DEMOLISH (E) PLANTER BOX, RE: LANDSCAPE
- 205 DEMOLISH (E) CHAINLINK FENCE, RE: CIVIL
- 206 DEMOLISH (E) AUTOMATIC GATE, OPERATOR AND KEYPAD
- 207 (E) STREET SIGN TO REMAIN
- 208 DEMOLISH (E) CURB CUT, PREP FOR CURB AND GUTTER INFILL, RE: CIVIL
- 209 DEMOLISH (E) CURB, GUTTER AND LANDSCAPE ISLAND, RE: CIVIL
- 210 SALVAGE (E) FLAG POLE, TURN OVER TO OWNER
- 211 SALVAGE (E) TETON COUNTY SHERIFFS OFFICE BUILDING SIGNAGE, TURN OVER TO OWNER
- 212 SALVAGE (E) GENERATOR, TURN OVER TO OWNER
- 2604 (E) GENERATOR TO REMAIN
- 2606 (E) TRANSFORMER TO REMAIN

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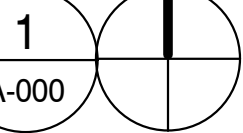
EXISTING/CONCEPT DEMO
SITE PLAN

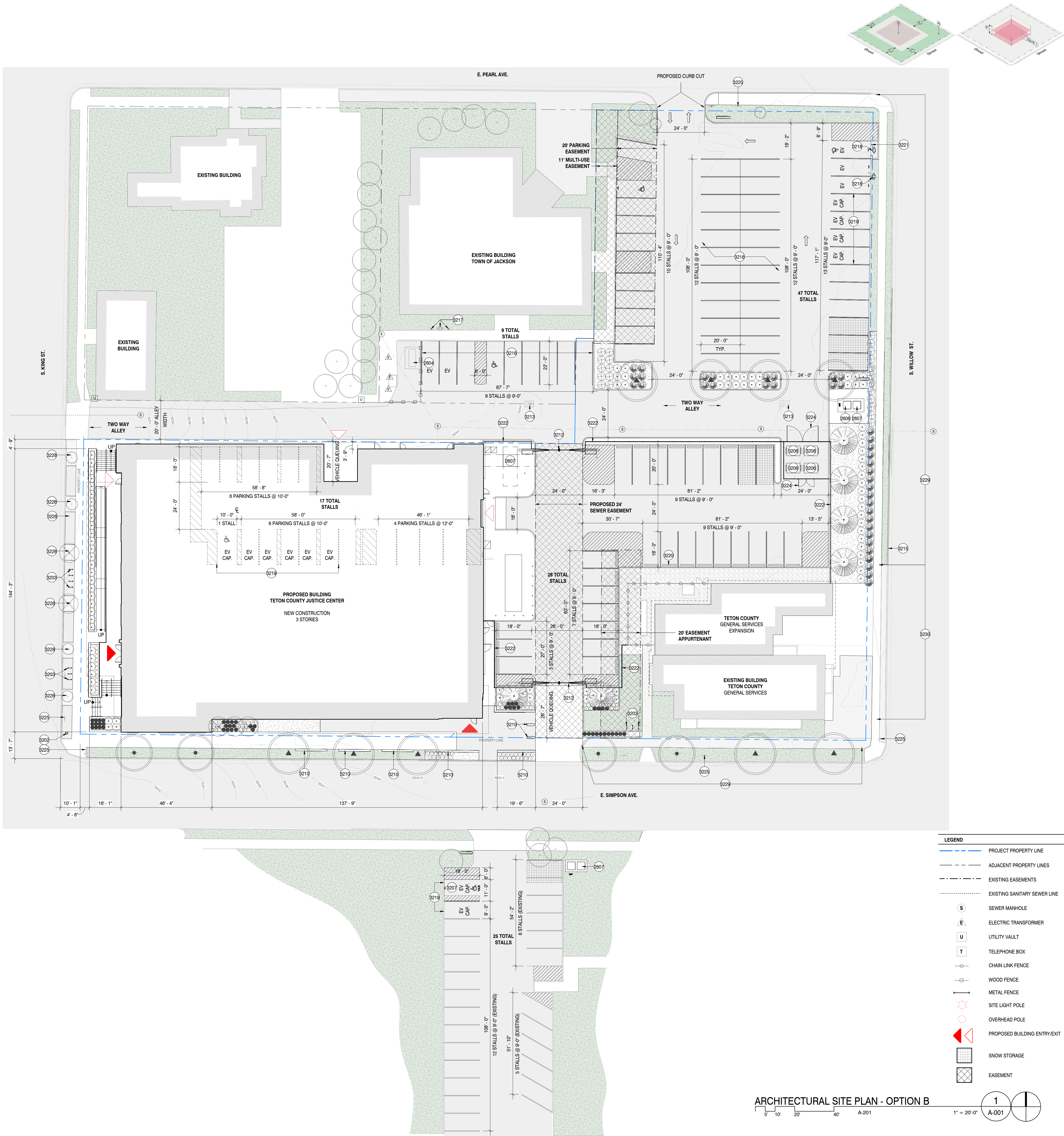
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EXISTING/CONCEPT DEMO SITE PLAN

5' 10' 20' 40' A-201

1" = 20'-0"





ZONING 4.2.1 PUBLIC / SEMI-PUBLIC - TOWN (P/SP-T04)	
1. STRUCTURE LOCATION AND MASS	
A. LSR (MIN):	N/A
B. LOT COVERAGE (MAX):	N/A
C. STREET SETBACK (MIN):	N/A
D. SIDE SETBACK (MIN):	N/A
E. REAR SETBACK (MIN):	N/A
F. HEIGHT (MAX):	N/A
G. STORIES (MAX):	N/A
H. STORIES (LO) (MAX):	N/A
I. FAR (MAX):	N/A
2. MAXIMUM SCALE OF DEVELOPMENT:	N/A
3. BUILDING DESIGN	
NON-RESIDENTIAL BUILDING DESIGN GUIDELINES (DIV.5.8)	
- North Half of Lot 2 in "Downtown Design Area 2"	
4. SITE DEVELOPMENT:	N/A
5. LANDSCAPING (DIV. 5.8):	N/A
6. FENCING:	N/A
7. ENVIRONMENTAL STANDARDS	
NATURAL RESOURCE BUFFERS	
• CACHE CREEK 20' N/A	N/A
• FLAT CREEK NORTH OF HANSEN AVE. 25'	N/A
• FLAT CREEK SOUTH OF HANSEN AVE. 50'	N/A
• WETLAND 30'	N/A
IRRIGATION DITCH SETBACK (MIN) (7.7.4.D):	N/A
NATURAL RESOURCE OVERLAY (NRO) (SEC 5.2.1)	N/A
8. SCENIC STANDARDS	
EXTERIOR LIGHTING	
• LIGHT TRESPASS PROHIBITED	
• LIGHTS OVER 800 INITIAL LUMENS FULLY SHIELDED	
• LUMENS PER SF OF DEV. (MAX): 3 LUMENS	
• LUMEN PER SITE (MAX):	
• ALL FIXTURES:	100,000 LUMENS
• UNSHIELDED FIXTURES:	5,500 LUMENS
• LIGHT COLOR: ≤3000 KELVIN	
9. NATURAL HAZARDS TO AVOID	
PROJECT IS NOT LOCATED WITH:	
• STEEP SLOPES (LOT AVERAGE CROSS-SLOPE ≥ 10%)	
• AREAS OF UNSTABLE SOILS	
• FAULT AREAS	
• FLOODPLAIN	
• WILDLAND URBAN INTERFACE	
10. SIGNS (DIV. 5.8):	N/A
11. GRADING, EROSION CONTROL, STORMWATER	
GRADING (SEC. 5.7.2)	
EROSION CONTROL (SEC. 5.7.3)	
• EROSION SHALL BE CONTROLLED AT ALL TIMES	
STORM WATER MANAGEMENT (SEC. 5.7.4)	
• NO INCREASE IN PEAK FLOW RATE OR VELOCITY ACROSS PROPERTY LINES	
12. REQUIRED PHYSICAL DEVELOPMENT PERMITS	
• SKETCH PLAN (SEC. 8.3.2)	
• DEVELOPMENT PLAN (SEC. 8.3.3)	
• BUILDING PERMIT (SEC. 8.3.4)	
• DRC REVIEW (SEC. 8.2.6)	
PARKING REQUIREMENTS (TABLE 4-6)	
INSTITUTIONAL & ASSEMBLY USES	
(COURTS, INSTITUTIONAL OFFICES, DETENTION CENTER)	
RATIO: INDEPENDENT CALCULATION BASED ON EXISTING USE	
EXISTING ON-SITE PARKING COUNT	
105 STANDARD STALLS	
4 ACCESSIBLE STALLS	
109 TOTAL STALLS	
SHARED TOWN & COUNTY LOT: 36 STALLS	
INCLUDING TO/PARKING EASEMENT: 9 STALLS	
TOWN LOT: 6 STALLS	
TETON COUNTY LOTS: 67 STALLS	
PROPOSED ON-SITE PARKING COUNT	
121 STANDARD STALLS	
5 ACCESSIBLE STALLS (INCLUDING 1 VAN SPACE)	
126 TOTAL STALLS	
SHARED TOWN & COUNTY LOT: 47 STALLS	
INCLUDING TO/PARKING EASEMENT: 10 STALLS	
TOWN LOT: 9 STALLS	
TETON COUNTY LOTS: 70 STALLS	
TOTAL PROPERTY PARKING INCREASED BY 17 STALLS.	
NO ANTICIPATED CHANGE OF USE OR DEMAND	
EVSE REQUIREMENTS (DIV. 6.2.2)	
USE: OTHER NON RESIDENTIAL	
EVSE CAPABLE: 30%	15 STALLS
47x30' = 14.1	
EVSE INSTALLED: 5%	3 STALLS
47x05' = 2.35	
GENERAL NOTES	
1. REFER TO LANDSCAPE AND CIVIL DRAWINGS FOR ADDITIONAL SCOPE AND COORDINATION	
2. REFER TO ELECTRICAL SITE PLAN FOR ADDITIONAL SCOPE AND COORDINATION	
3. REFER TO CODE SITE PLAN FOR FIRE SEPARATION DISTANCE INFORMATION	
4. REFER TO SHEET A-003 & A-004 FOR SITE WAYFINDING	
5. REFER TO SHEET A-003 FOR ACCESSIBLE SITE ROUTES	
WORK NOTES	
2604	(E) GENERATOR TO REMAIN
2606	(E) TRANSFORMER TO REMAIN
2607	PAD MOUNTED TRANSFORMER, RE: ELEC
3202	FLAG POLE
3203	BIKE RACKS, RE: LANDSCAPE
3206	DUMPSTER AND RECYCLING CONTAINERS, PROVIDED BY OWNER
3207	ACCESSIBLE PARKING SPACE AND SIGNAGE
3210	BOARD FORM CIP CONCRETE SITE WALL, RE: STRUC
3212	MOTORIZED HORIZONTAL SLIDING GATE
3213	EXISTING STORM DRAIN INLET, RE: CIVIL
3215	INFILL CURB AND GUTTER AT CURB CUT, RE: CIVIL
3216	RE-STRIPED PARKING STALLS AT EXISTING PARKING LOT, RE: PLANS FOR STALL DIMENSIONS
3217	EXISTING ELECTRIC VEHICLE CHARGING STATION, AND ASSOCIATED PARKING SIGN
3218	ELECTRIC VEHICLE CHARGING STATION, AND ASSOCIATED PARKING SIGNS
3219	ELECTRIC VEHICLE CHARGING STATION CAPABLE, PROVIDE CONDUIT ROUTE TO PARKING STALL, RE: ELEC
3220	WHEEL STOP
3221	PAINTED STEEL BOLLARDS
3222	IMPACT RESISTANT FENCE
3224	PAINTED SWING GATE
3225	EXISTING STREET SIGN
3226	BRICK PAVING, RE: LANDSCAPE
3228	TREE IN WOOD MULCH, RE: LANDSCAPE
3229	REPLACE SIDEWALK TO CORNER OF WILLOW ST. AND SIMPSON AVE, RE: CIVIL AND LANDSCAPE
3230	RECENTLY REPLACED SIDEWALK AS PART OF GENERAL SERVICES ADDITION TO REMAIN UNDISTURBED, RE: CIVIL AND LANDSCAPE

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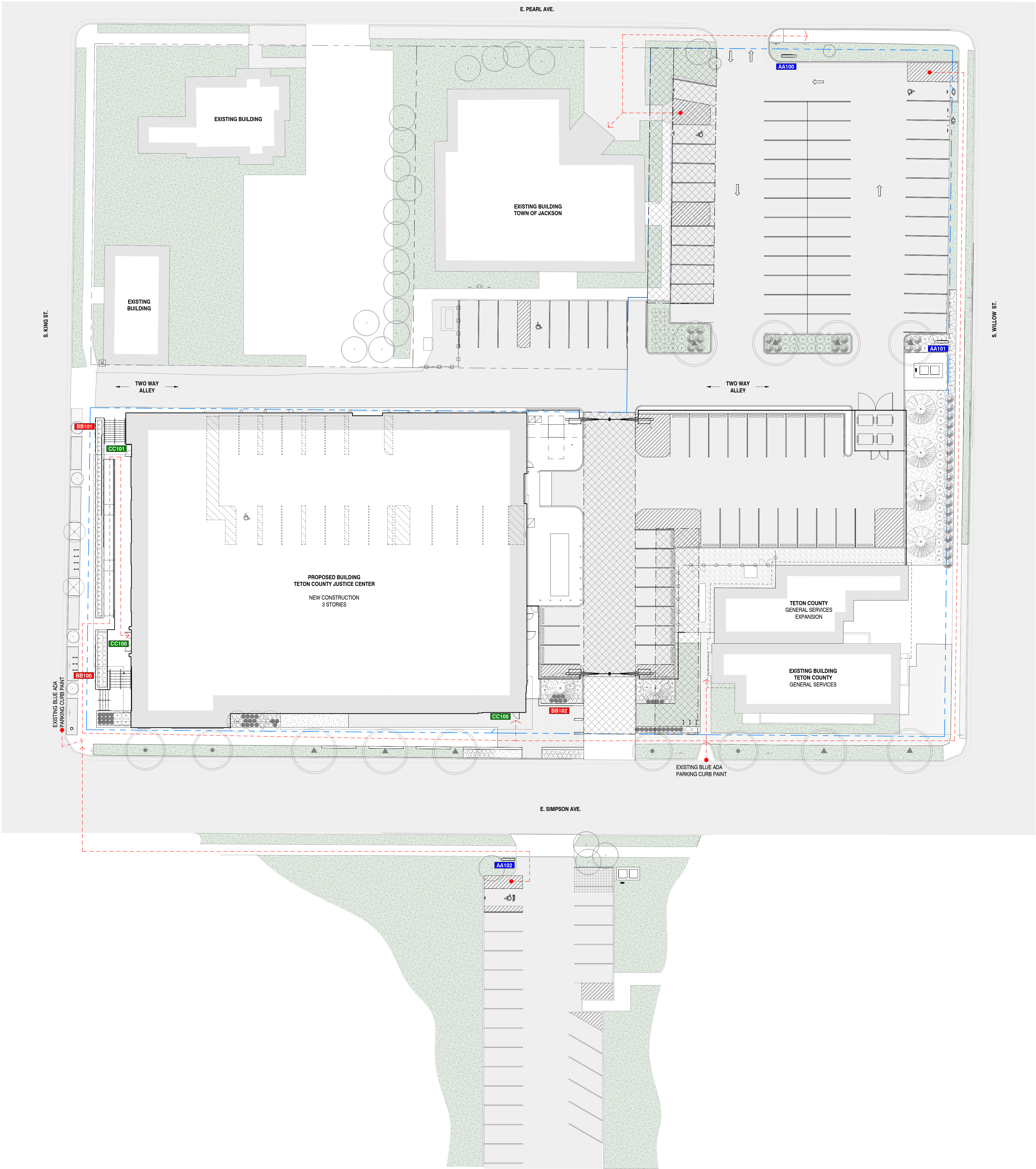
ARCHITECTURAL SITE
PLAN

A-001

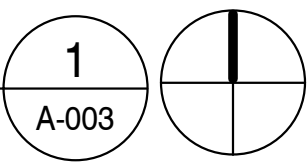
ARCHITECTURAL SITE PLAN - OPTION B

A-201

1" = 20'-0"



ARCHITECTURAL SITE PLAN - OPTION B



GENERAL NOTES	
1. REFER TO LANDSCAPE AND CIVIL DRAWINGS FOR ADDITIONAL SCOPE AND COORDINATION	
2. REFER TO ELECTRICAL SITE PLAN FOR ADDITIONAL SCOPE AND COORDINATION	
3. REFER TO CIVIL DRAWINGS FOR ALL ON-STREET PARKING AND ACCESSIBLE PARKING SIGNAGE	
SIGN TYPES	
AA	SITE IDENTIFICATION
BB	BUILDING IDENTIFICATION
CC	ADDRESS IDENTIFICATION
LEGEND	
---	PROJECT PROPERTY LINE
---	ADJACENT PROPERTY LINES
---	EXISTING EASEMENTS
---	EXISTING SANITARY SEWER LINE
←	ACCESSIBLE ROUTES PARKING TO ENTRY
S	SEWER MANHOLE
E	ELECTRIC TRANSFORMER
U	UTILITY VAULT
T	TELEPHONE BOX
—	CHAIN LINK FENCE
—	WOOD FENCE
---	METAL FENCE
⊙	SITE LIGHT POLE
⊙	OVERHEAD POLE
◀▶	PROPOSED BUILDING ENTRY/EXIT
■	

WORK NOTES

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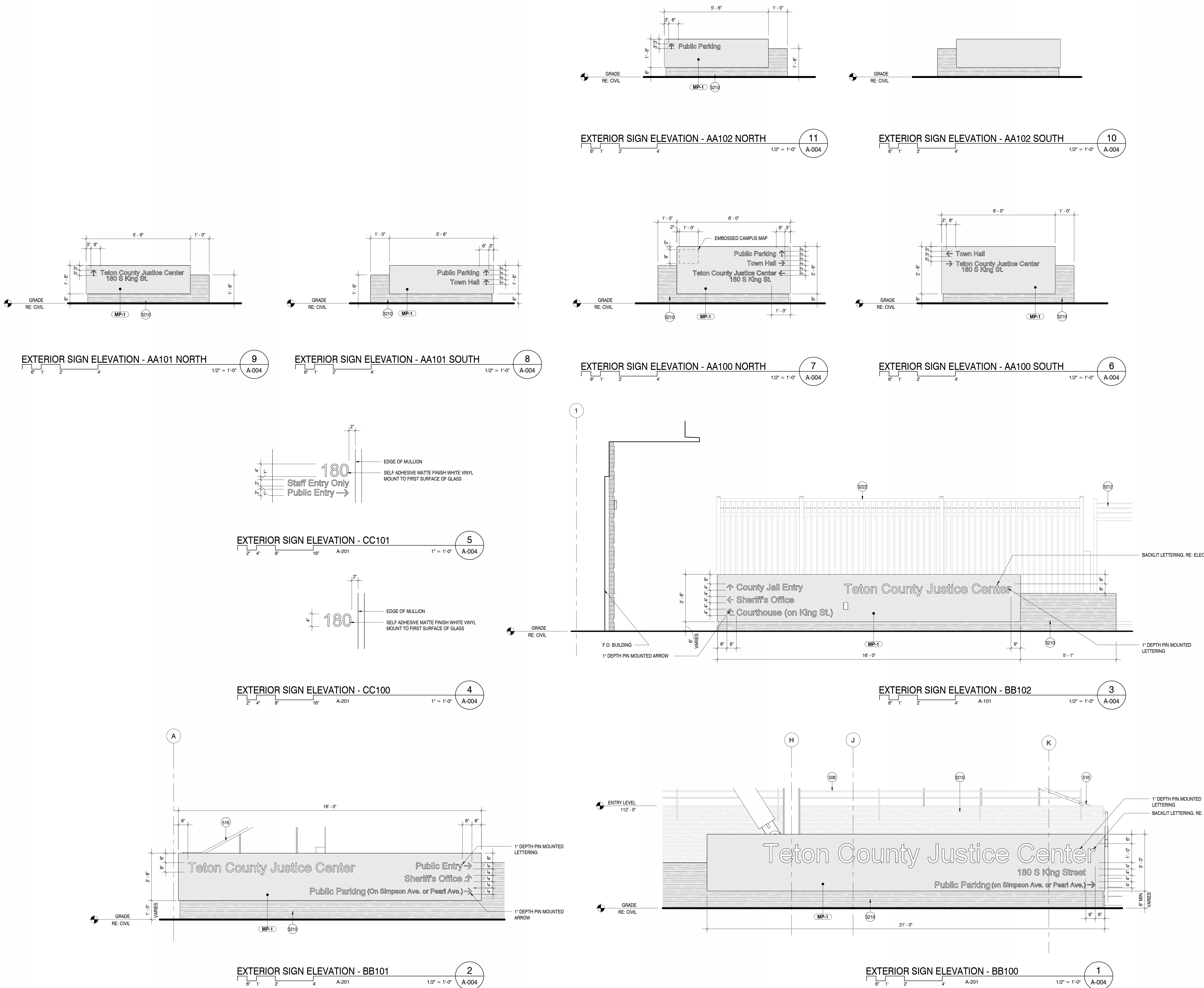
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Schematic Design	06 DECEMBER 2024
Tol: Sketch Plan	04 MARCH 2025
100% Design Development	07 AUGUST 2025
Tol: Development Plan	19 SEPTEMBER 2025

EXTERIOR WAYFINDING
PLAN



WORK NOTES	
508	DECORATIVE METAL GUARDRAIL, WITH 5/8" X 2 1/2" TOP RAIL AND 5/8" X 2 1/2" PICKETS AT FACE OF CP CONCRETE SITE WALL, GALVANIZED WITH HIGH PERFORMANCE COATING (PNT-10)
516	5/8" X 2" VERTICAL POSTS AND 1 1/2" DIA. HANDRAIL, GALVANIZED W/ HIGH PERFORMANCE COATING (PNT-10)
3210	BOARD FORM CP CONCRETE SITE WALL, RE: STRUC
3212	MOTORIZED HORIZONTAL SLIDING GATE
3222	IMPACT RESISTANT FENCE

LEGEND	
	(BRK-1) BRICK UNIT MASONRY VENEER
	(FCS-1) FIBER-CEMENT SIDING
	(MP-1) METAL PLATE WALL PANELS
	(MP-3) FORMED METAL WALL PANELS, FOR PATTERN RE:
	(MP-4) STANDING SEAM WALL PANELS
	(MP-5) CORRUGATED METAL WALL PANELS
	(MP-6) CORRUGATED, PERFORATED, METAL WALL PANELS

GENERAL NOTES	
1.	REFER TO FINISH LEGEND FOR MATERIAL TAGS.
2.	REFER TO EXTERIOR ASSEMBLIES SHEET FOR EXTERIOR WALL TYPES.
3.	REFER TO CIVIL AND LANDSCAPE FOR EXTERIOR SURFACE MATERIALS.
4.	ALL EXTERIOR STRUCTURAL STEEL THAT IS EXPOSED SHALL RECEIVE A HIGH-PERFORMANCE COATING (PNT-10)
5.	SIGNAGE IS SHOWN FOR WAYFINDING REPRESENTATION ONLY. FINAL WORDING AND FONT TO BE CONFIRMED WITH OWNER.

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FLOOR PLAN - LEVEL 1

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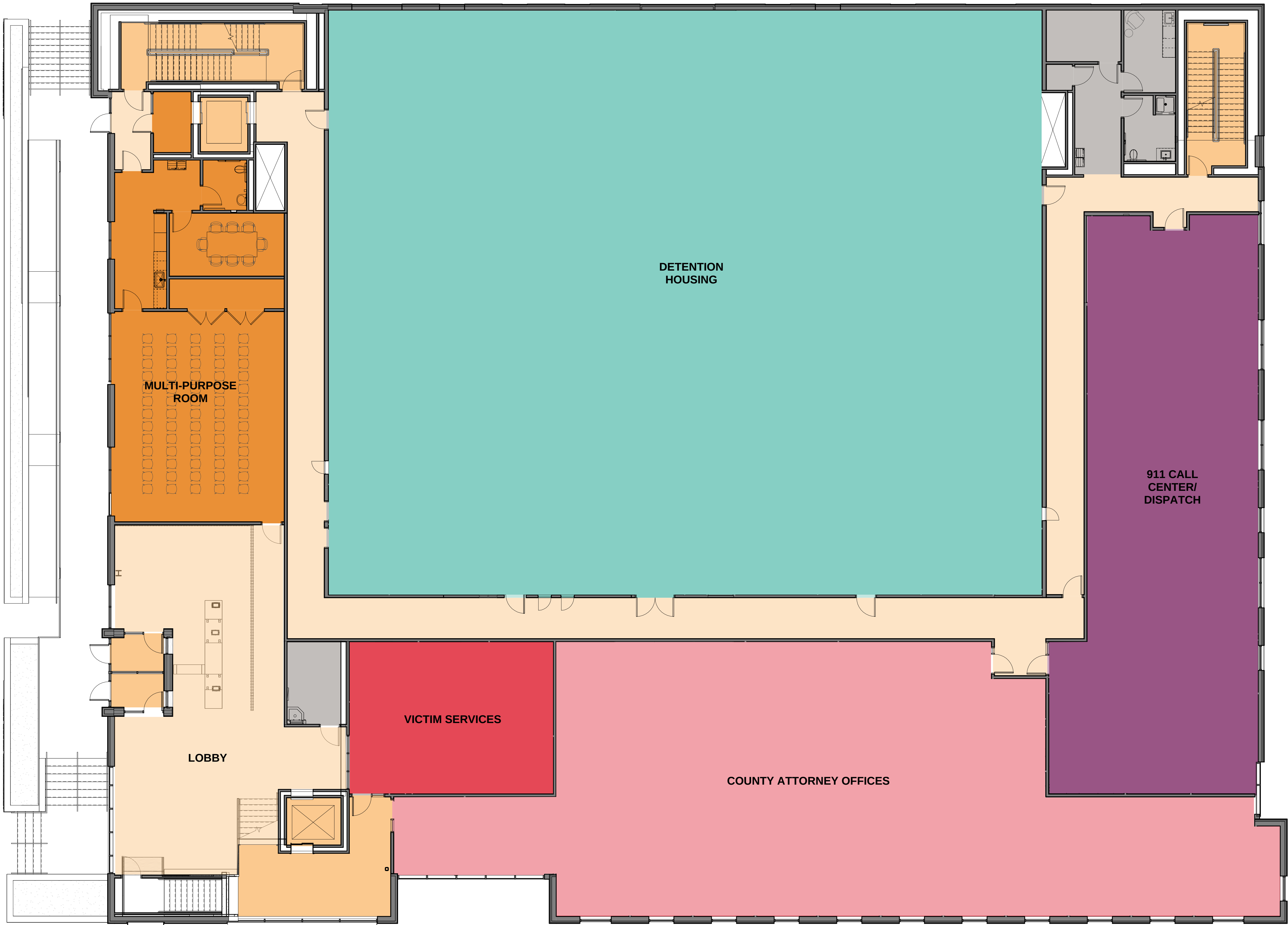
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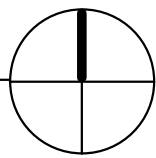
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T.O. SKETCH PLAN	04 MARCH 2025
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T.O. DEVELOPMENT PLAN	19 SEPTEMBER 2025

PRESENTATION FLOOR
PLAN - LEVEL 1



FLOOR PLAN - LEVEL 2



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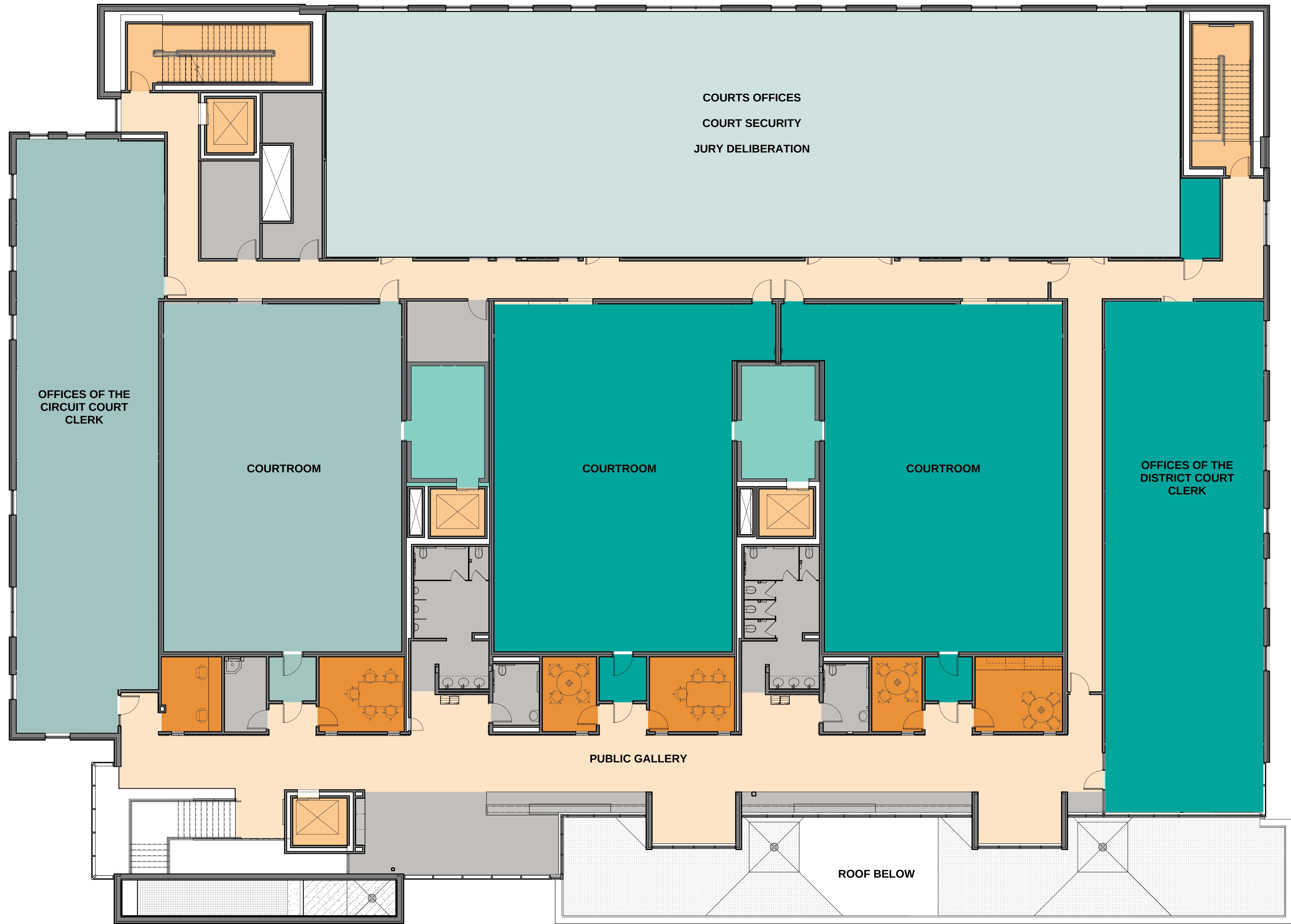
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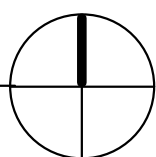
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**PRESENTATION FLOOR
PLAN - LEVEL 2**



FLOOR PLAN - LEVEL 3



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PRESENTATION FLOOR
PLAN - LEVEL 3

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EXTERIOR ELEVATIONS -
SOUTH & WEST

PR-201

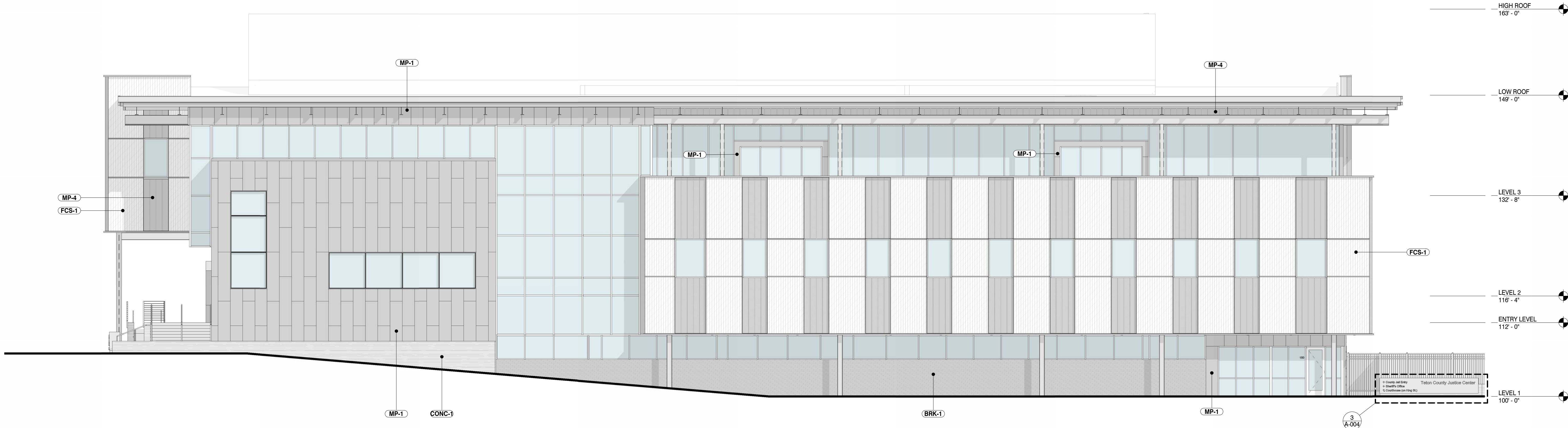
WORK NOTES

LEGEND

- (BRK-1) BRICK UNIT MASONRY VENEER
- (FCS-1) FIBER-CEMENT SIDING
- (MP-1) METAL PLATE WALL PANELS
- (MP-3) FORMED METAL WALL PANELS,
FOR PATTERN RE:
- (MP-4) STANDING SEAM WALL PANELS
- (MP-5) CORRUGATED METAL WALL
PANELS
- (MP-6) CORRUGATED, PERFORATED,
METAL WALL PANELS
- (CONC-1) BOARD FORMED CONCRETE, RE:
STRUCTURAL
- (XX-00) GLAZED CURTAINWALL / STOREFRONT,
RE: WINDOW SCHEDULE

GENERAL NOTES

- REFER TO WINDOW SCHEDULE SHEETS FOR WINDOW TYPES.
- REFER TO FINISH LEGEND FOR MATERIAL TAGS.
- REFER TO EXTERIOR ASSEMBLIES SHEET FOR EXTERIOR WALL TYPES.
- REFER TO CIVIL AND LANDSCAPE FOR EXTERIOR SURFACE MATERIALS.
- ALL EXTERIOR STRUCTURAL STEEL THAT IS EXPOSED SHALL RECEIVE A HIGH-PERFORMANCE COATING, PNT-10.



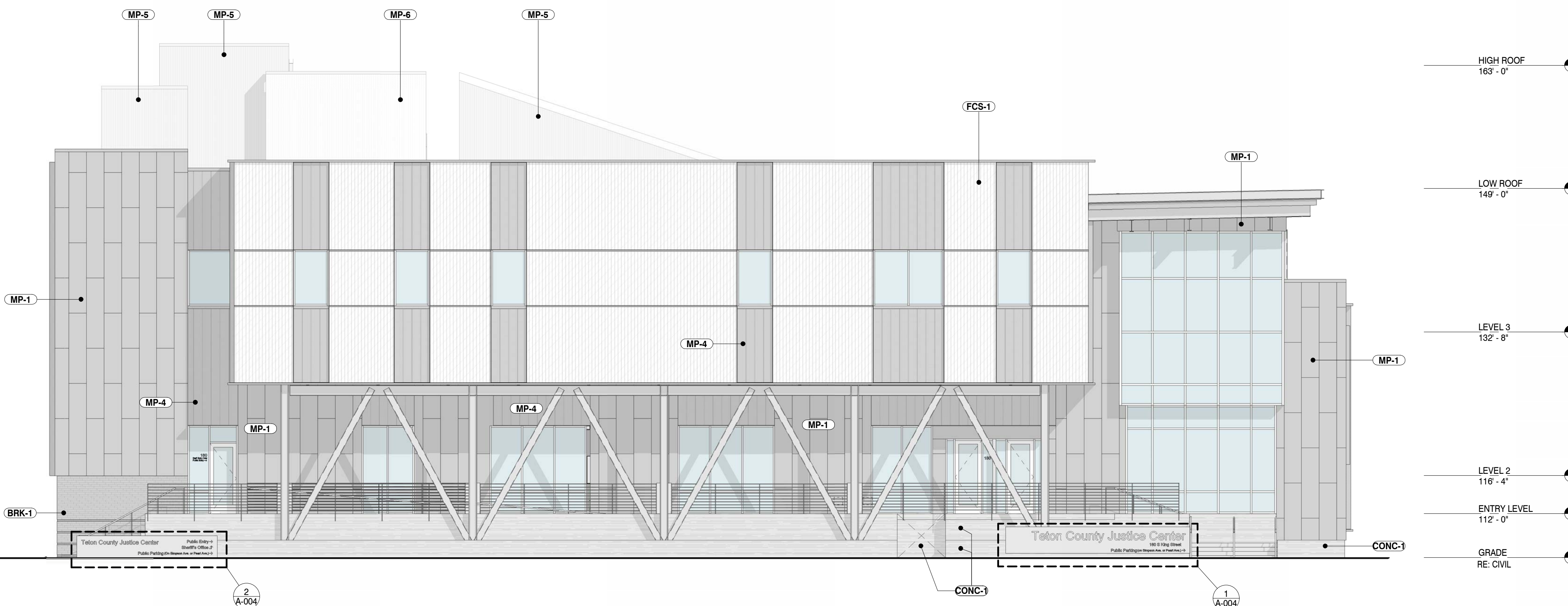
SOUTH EXTERIOR ELEVATION

1/8" = 1'-0" PR-201

Material Palette



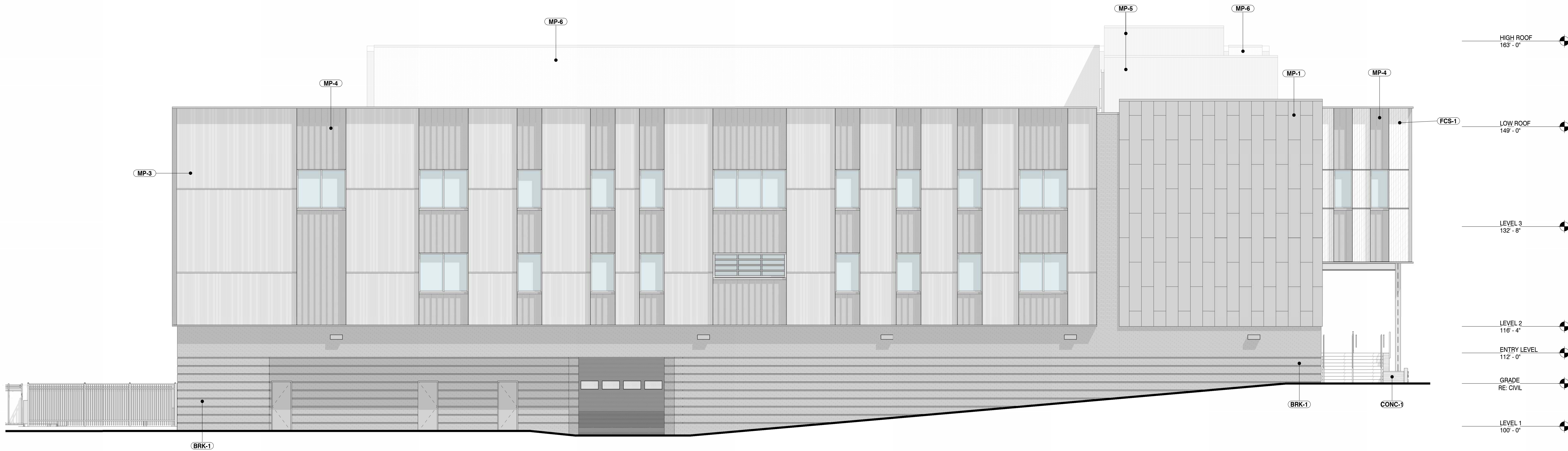
Materials Board | Update



WEST EXTERIOR ELEVATION

1/8" = 1'-0" PR-201

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Material Palette



Materials Board | Update

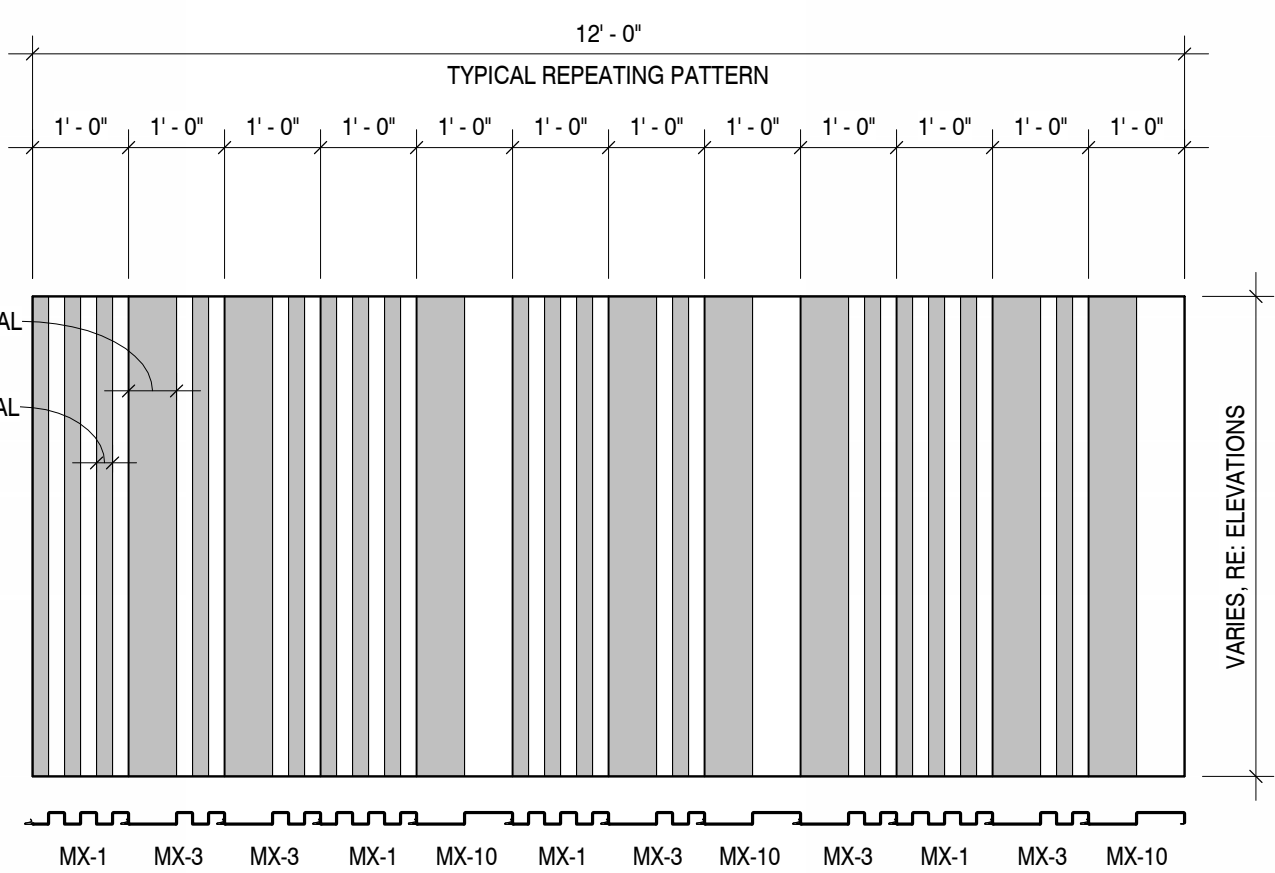


NORTH EXTERIOR ELEVATION

1
PR-202

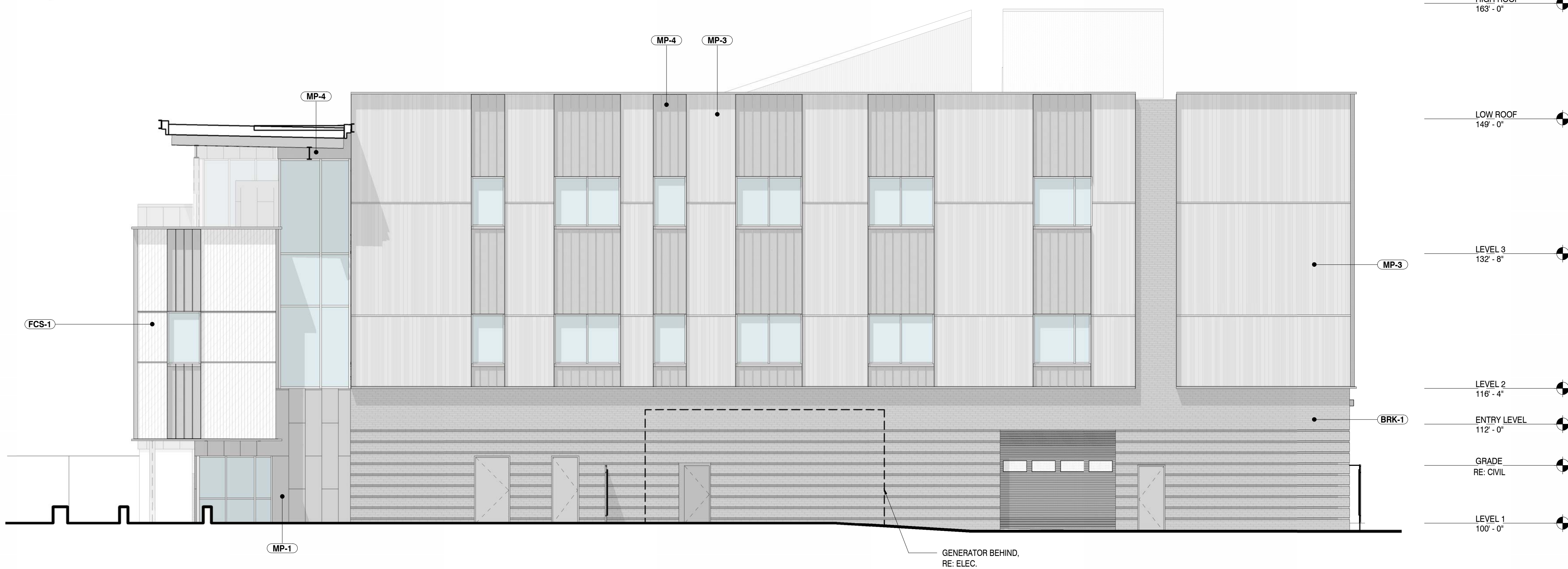
GENERAL NOTES

1. REFER TO WINDOW SCHEDULE SHEETS FOR WINDOW TYPES.
2. REFER TO FINISH LEGEND FOR MATERIAL TAGS.
3. REFER TO EXTERIOR ASSEMBLIES SHEET FOR EXTERIOR WALL TYPES.
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5. ALL EXTERIOR STRUCTURAL STEEL THAT IS EXPOSED SHALL RECEIVE A HIGH-PERFORMANCE COATING, PNT-10.



TYPICAL METAL PANEL PATTERN (MP-3)

3
PR-202



EAST EXTERIOR ELEVATION

2
PR-202

GENERAL NOTES

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EXTERIOR ELEVATIONS - NORTH & EAST

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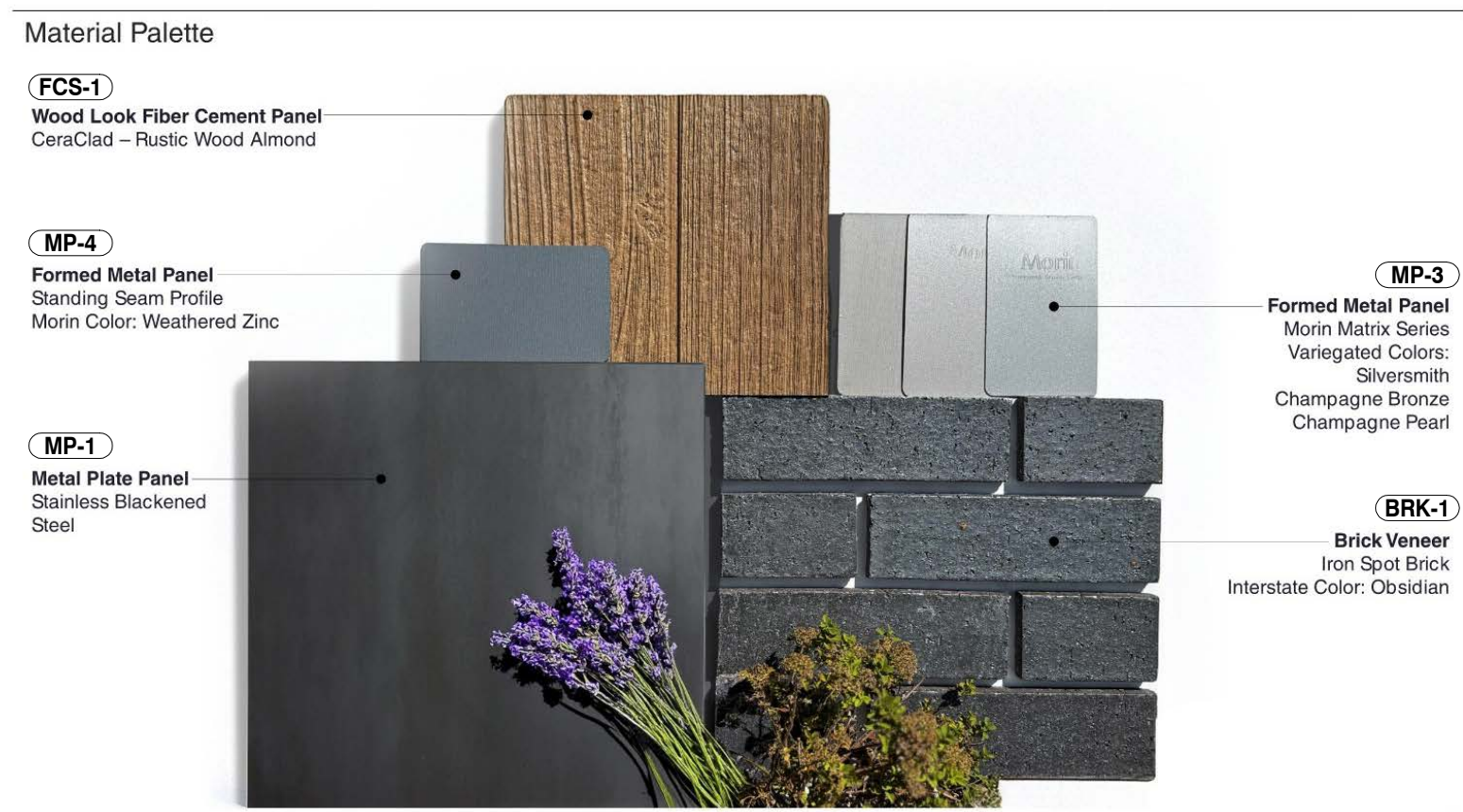
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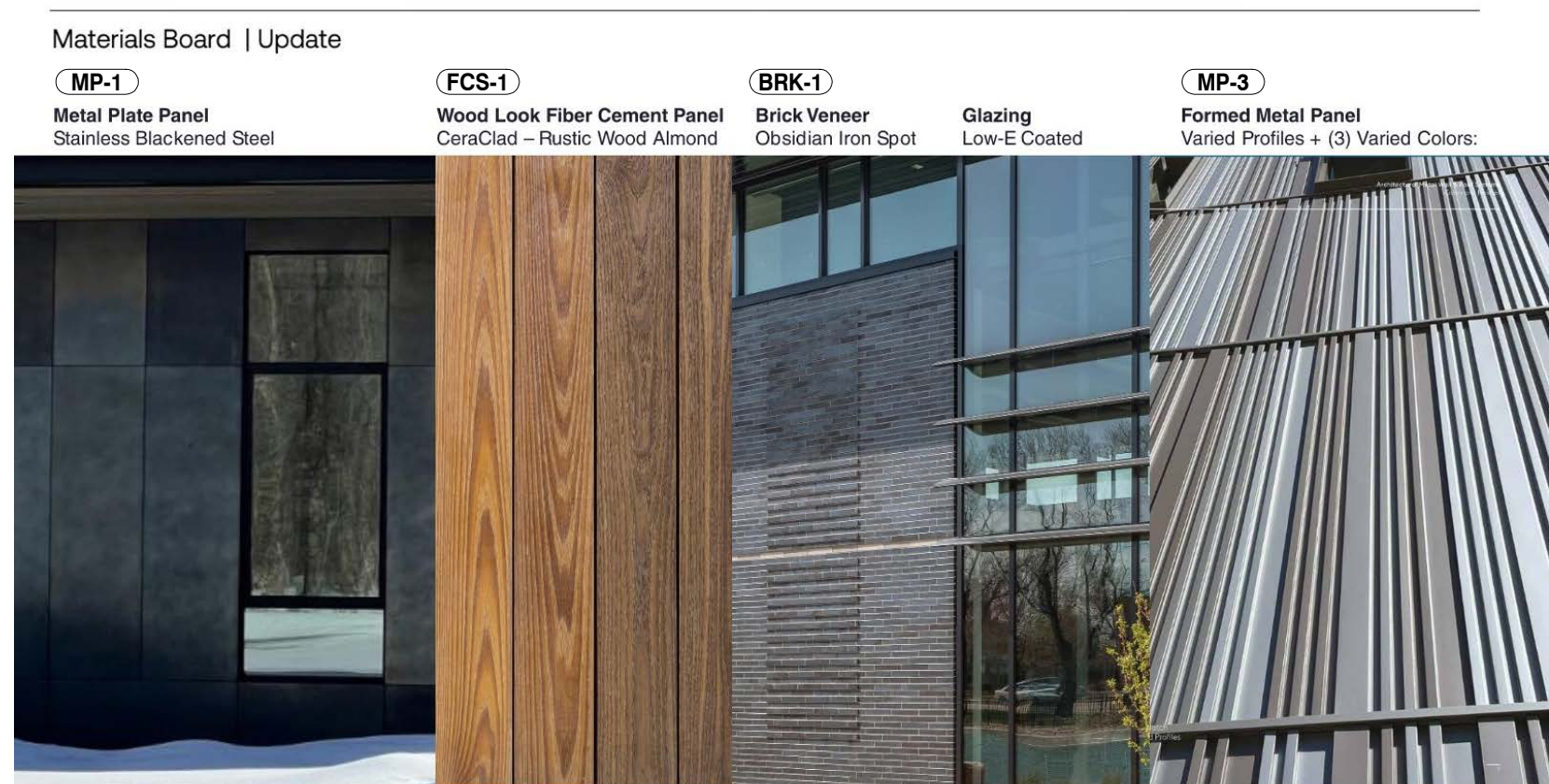
EXTERIOR PERSPECTIVES



SCREENED PERSPECTIVE ACROSS WILLOW ST



2



3



SCREENED PERSPECTIVE FROM WILLOW ST



MAIN ENTRY - CORNER OF KING AND SIMPSON



MAIN ENTRY - CORNER OF KING AND SIMPSON



NORTH VIEW FROM KING STREET



SOUTH ELEVATION PERSPECTIVE



SOUTH ELEVATION CLOSE-UP GLASS STITCH



SIMPSON AVE - SHERIFF ENTRY & SECURE YARD DRIVE



SIMPSON AVE 'PORCH'



SIMPSON AVE - SHERIFF ENTRY CANOPY & PORCH

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Owner's Representatives

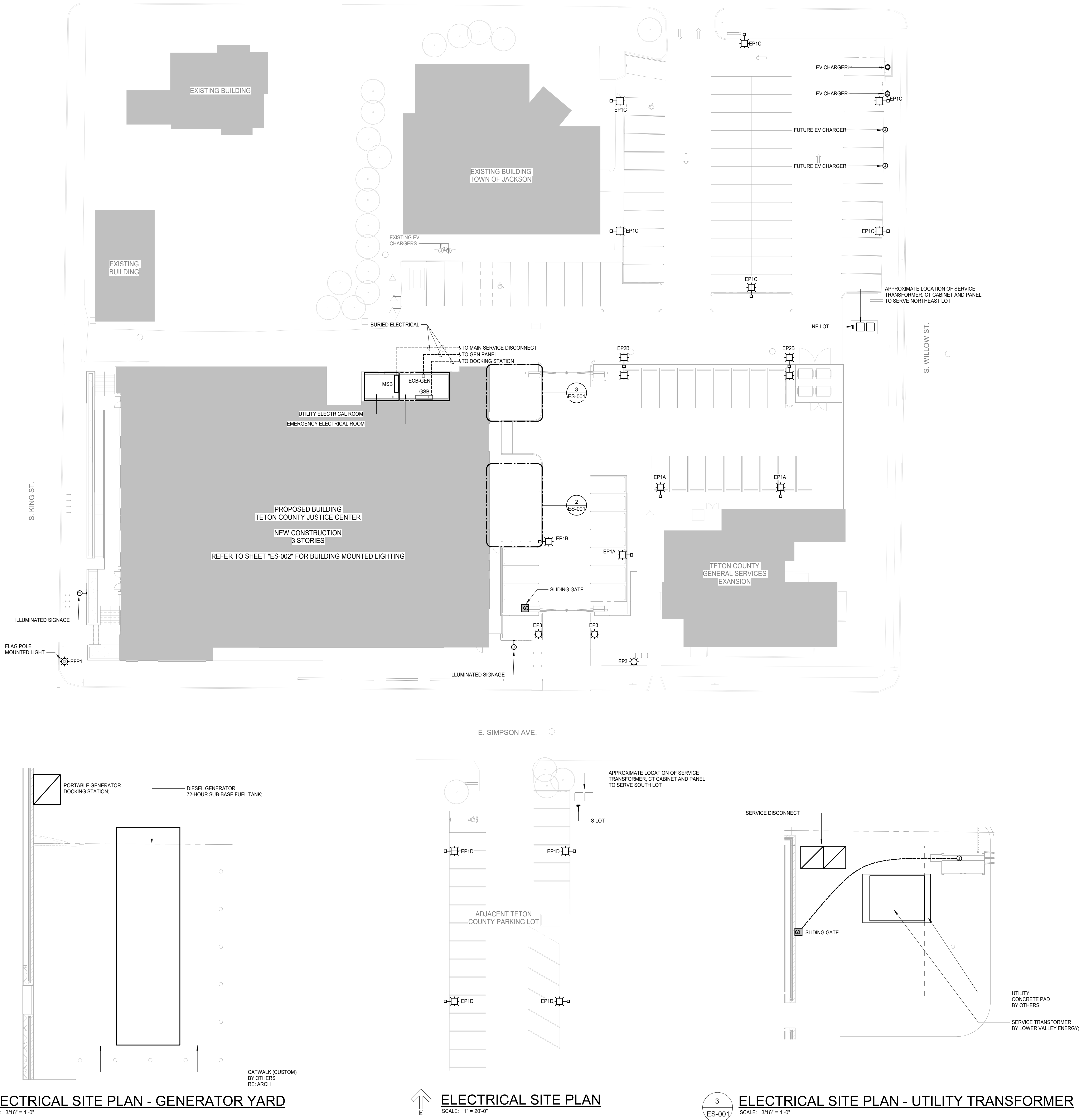
Berning Project Management
PO Box 485
Victor, ID 83455
307 699 3733

Wember
7350 E Progress Pl #100
Greenwood Village, COO 80111
303 378 4130

SCHEMATIC DESIGN 06 DECEMBER 2024
Tol: SKETCH PLAN 04 MARCH 2025
100% DESIGN DEVELOPMENT 07 AUGUST 2025
Tol: DEVELOPMENT PLAN 19 SEPTEMBER 2025

ELECTRICAL SITE PLAN

ES-001



**TETON COUNTY
JUSTICE CENTER**
150 E Simpson Ave
Jackson, WY 83001

24-031

Owner

Teton County
P.O. Box 3594
185 S. Willow Street
Jackson, WY, 83001
307 732 8409

Architect

Anderson Mason Dale
3198 Speer Boulevard
Denver, Colorado 80211
303 294 9448
www.amdarchitects.com

Associate Architect

CLB Architects
215 S. King Street
Jackson, WY 83001
307 733 4000
www.clbarchitects.com

Structural Engineer

KL&A
215 North 12th St, Unit E
Cortland, CO 80623
970.510.5703
www.klaa.com

**Mechanical, Electrical
& Plumbing Engineers**

Cator, Ruma & Associates, Co.
896 Tabor Street
Lakewood, CO 80401
303 232 200
www.catoruma.com

**Technology, AV & Security
Engineers**

BCER Engineering Inc
5420 Ward Road
Arvada, CO 80002
719 933 1112
www.bcer.com

Detention Specialist

HMN Architects
7400 W. 110th St, Suite 200
Overland, KS, 66210
913 451 9075
www.hmnarchitects.com

Civil Engineer

Jorgensen Associates
1315 HWY 89 S., Suite 201
PO Box 9550
Jackson, WY 83002
307 733 1150
www.jorgeng.com

Landscape Architect

Limegreen Design
1165 S. Pennsylvania Street
Suite 120A
Denver, CO 80210
303 733 7558
www.lgdinc.com

Owner's Representatives

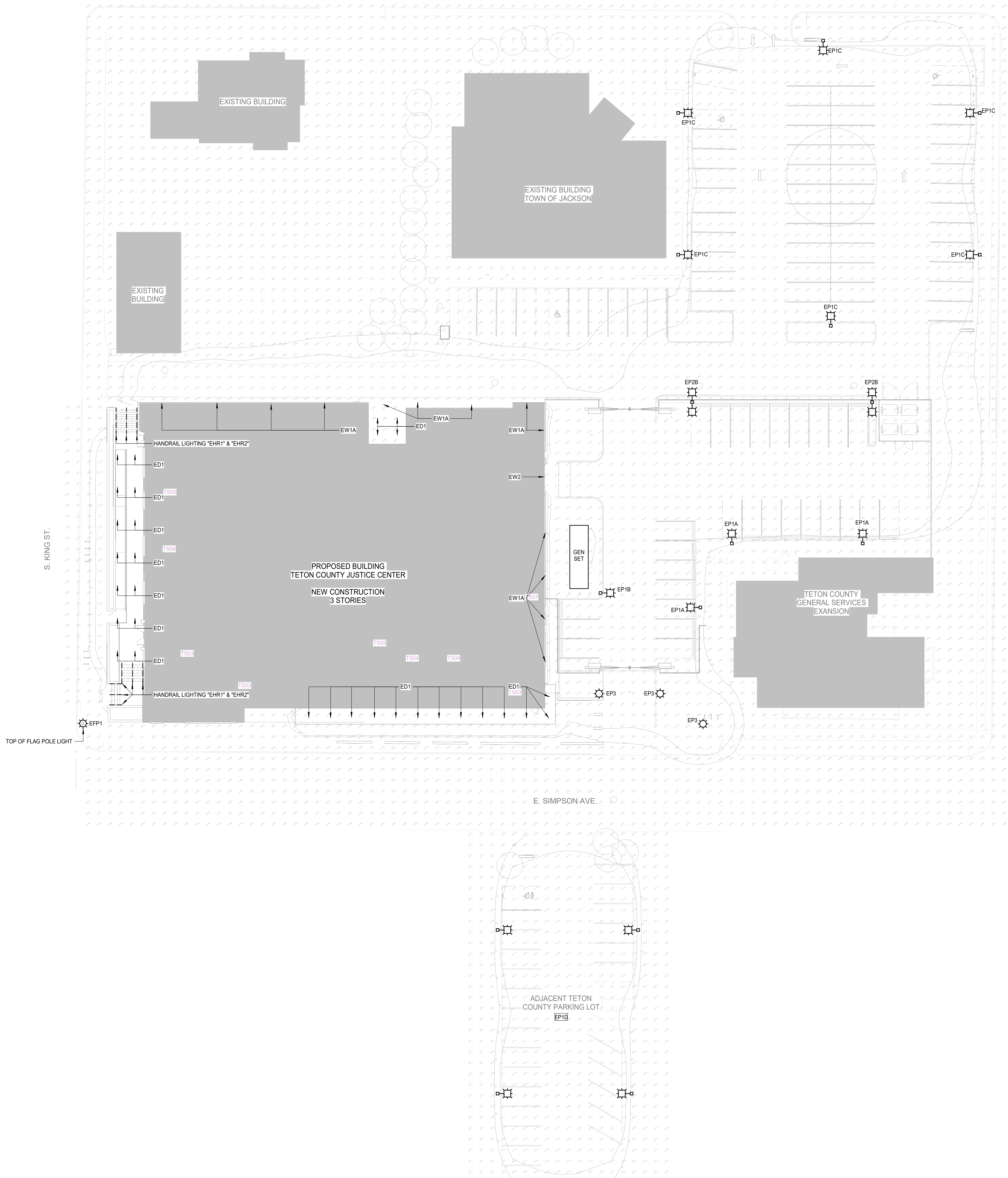
Berning Project Management
PO Box 465
Victor, ID 83455
307 699 3733

Wember
7350 E Progress Pl #100
Greenwood Village, COO 80111
303 378 4130

SCHEMATIC DESIGN	06 DECEMBER 2024
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Tot: DEVELOPMENT PLAN	19 SEPTEMBER 2025

**ELECTRICAL SITE PLAN -
PHOTOMETRICS**

ES-002



ELECTRICAL SITE PLAN - PHOTOMETRICS

SCALE: 1" = 20'-0"

August 5, 2025

Dear Property Owner or Resident:

This letter is being sent to you to let you know about a development proposal, the Teton County Justice Center, to replace the existing Teton County Courthouse and Detention Center, and to invite you to a neighborhood information meeting / open house where you can learn about the proposed project and ask questions of the applicant.

Teton County Justice Center is an application for new construction at 180 S King Street. The project is being submitted for the Final Development Plan. The property is zoned Public/Semi-Public (P/SP) and is 1.8 acres in size. The property presently contains the Teton County Courthouse, Hansen Courthouse, Teton County Detention Center, and the Teton County General Services Building. The proposed project would demolish the existing Courthouse and Detention Center and construct a new Judicial Center Building that will house the County Courthouse and Detention Center. The Hansen Courthouse and General Services Building will remain. Additional parking is part of the project and will be built in the location of the existing Detention Center.

We welcome and encourage your participation, as your input is an important part of the development review process. Please join us for a neighborhood meeting/open house to discuss the proposal on August 20th from 5:00 pm to 7:00 pm. The meeting will be held at Jackson Hole Firehouse #1 training room at 60E. Pearl Ave, Jackson, WY (the training room can be accessed from the alley behind Firehouse #1). The meeting is an opportunity for you to provide input on the project and to have your questions answered directly by the applicant and their consultants. Planning Department Staff may attend to provide advice about the applicable provisions of the Land Development Regulations, but staff will not facilitate or become involved in discussions about the advantages or disadvantages of the proposal.

If you are unable to attend the meeting, but would like to provide input or ask questions, please contact the County's Owner's Representative, Tom Farrens, Project Manager at Wember at 307-677-2219 or tfarrens@wemberinc.com. We look forward to seeing you at the meeting.

NOTICE OF NEIGHBORHOOD MEETING / OPEN HOUSE

August 20th, 5:00 pm -7:00 pm

Location of Meeting: Jackson Hole Firehouse #1 training room at 60E.
Pearl Ave, Jackson, WY

A neighborhood meeting / open house will be held to inform interested parties about:

REQUEST: Information prior to Development Plan submission

PROPOSAL: Teton County Justice Center construction project

For information regarding this meeting or the proposal, please contact:

Teton County Owner's Representative - Tom Farrens at (307)-677-2219

Posting Date: August 6th, 2025



Meeting Agenda

Project Name:	Teton County Relocation Services / Justice Center
Wember Inc. Project Number:	2023.18
Meeting Date:	August 20, 2025, 5:00 – 7:00 PM
Location:	On-line – Teams Meeting
Purpose:	Neighborhood Meeting Development Plan Meeting

1. Introduction

- a. Teton County
 - i. Introduction
 - ii. Mark Erwin – Director of General Services
 - iii. Josiah Nash – Facilities Maintenance Manager
- b. Wember / Berning Project Management
 - i. Tom Farrens – Main Contact (307) 677-2219
 - ii. Jason Berning – (307) 699-3733
- c. Anderson Mason Dale - Architect
 - i. Role on the Project
 - ii. James Taylor – Principal
 - iii. Stephan Hall – PM
 - iv. CLB Architects – Cary Lakeman – Senior PM
- d. DPR Construction (formerly GE Johnson Construction – Wyoming) – Construction Manager
 - i. Role on the Project
 - ii. Tony Glawe – Project Executive
 - iii. Steve Piel – Superintendent
 - iv. John Seal – Project Manager

2. PROJECT INTRODUCTION/DESCRIPTION

- a. This meeting is required to be held prior to the submittal of the Development plan review to the Town of Jackson. Additional meetings will be held prior to the start of construction with the CMAR to inform the neighborhood of timelines and possible disruptions.
- b. This project will require a Conditional Use Permit and will include a Public Hearing that will be advertised.
- c. The project is located at 180 S. King Street, Jackson, WY 83001
- d. All addresses within 200' of the site were invited to this meeting.
- e. The Teton County Justice Center is projected to be approximately 78,000 to 83,000 sf. It will involve the demolition of the existing Teton County Courthouse and the construction of a new facility that will also include three courtrooms, a Detention Center, a Sheriff's Office, a Dispatch Center, and the County attorney's offices, along with other Courthouse-related functions. Additional small remodel projects at the temporary office space, as identified by the owner, may be required prior to the start of the Justice Center project.

3. COMMUNICATIONS

- a. All questions are to be addressed to the Owner's Representative – Tom Farrens – Project Manager.
tfarrens@wemberinc.com

4. SCHEDULE

- a. Proposed Project Timeline:

Design Development	January 2025 - July 2025
Construction Documents	August 2025 – January 2026
Permitting/ GMP	December 2025 – February 2026
Construction	Spring 2026 – Fall 2028 (30 Months)

(subject to change)

5. Presentation

- a. Review of public presentation.

6. QUESTIONS

7. WRAP UP AND NEXT STEPS

- a. Major Questions and comments will be included in the Development Plan Submittal

8. ADJOURNMENT

Only one community member attended the August 20th Neighborhood Meeting. One community member, who was not able to attend the meeting called Tom Farrens for information regarding the meeting and had additional questions about the project.

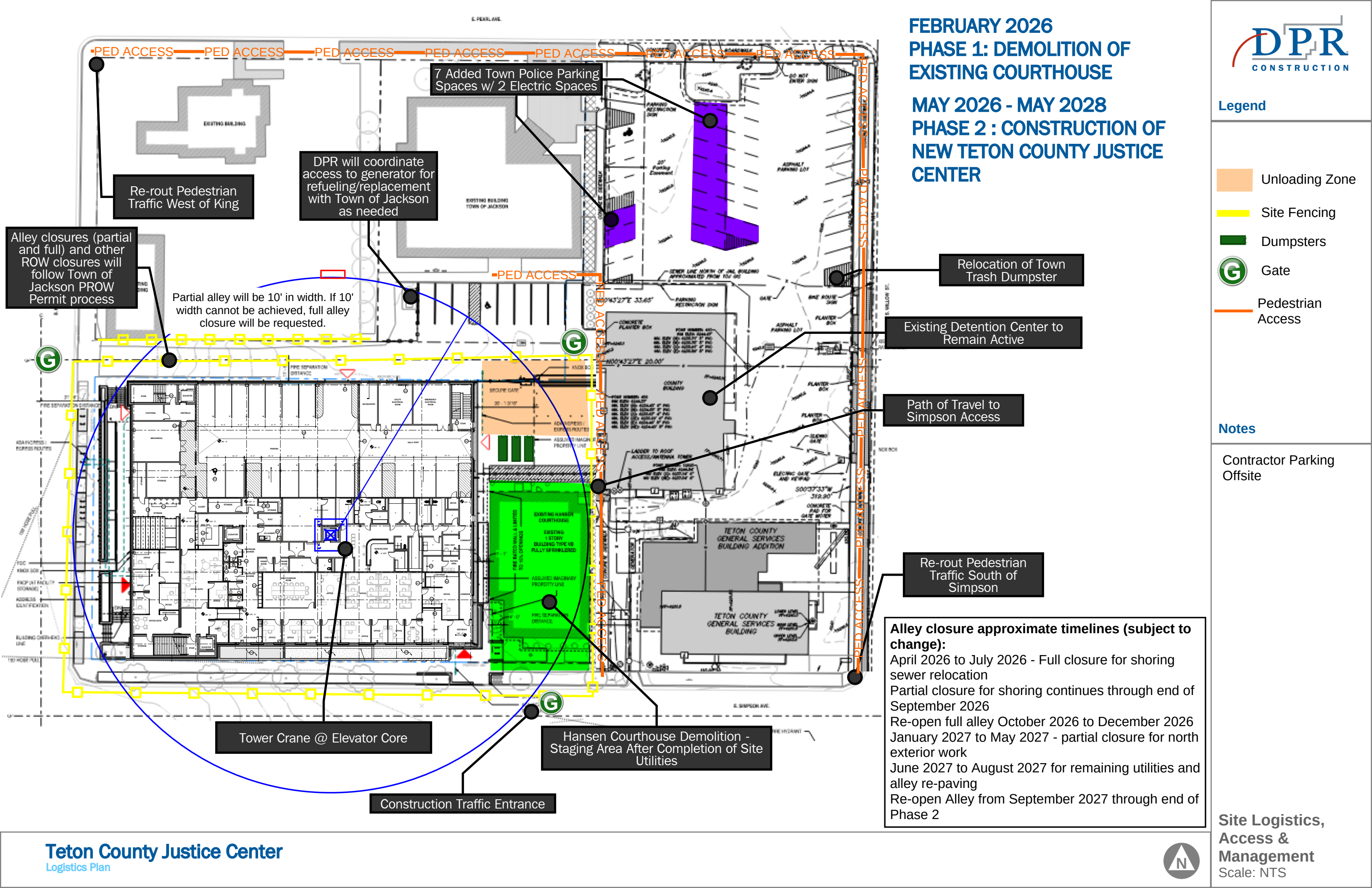
Comments from Attendee:

Pam Niner requested general information about the project.

Comments and questions from pre-meeting phone call:

Bill Barnes (called Tom Farrens August 18, 2025) asked questions about the size of the new building and its location on the project site. He was concerned that his views to the south would be blocked by the new building. His residence is located on the second level of 199 E. Pearl street. He was informed that the project is located on the west side of the block and would not directly block his view to the south. Mr. Barnes had additional general questions about the project regarding schedule and scope of the project. These were answered during the phone call.

[illegible]



FEBRUARY 2026
PHASE 1: DEMOLITION OF
EXISTING COURTHOUSE

MAY 2026 - MAY 2028
PHASE 2 : CONSTRUCTION OF
NEW TETON COUNTY JUSTICE
CENTER

Legend

- Unloading Zone
- Site Fencing
- Dumpsters
- Gate
- Pedestrian Access

Notes

Contractor Parking
Offsite

Site Logistics,
Access &
Management
Scale: NTS



- Unloading Zone
- Site Fencing
- Dumpsters
- Gate
- Pedestrian Access

Notes

Contractor Parking
Offsite

Contractor to Utilize Temporary Courthouse Modulares for Construction Admin Offices and Parking

**Site Logistics,
Access &
Management**
Scale: NTS



AUGUST - OCTOBER 2028
PHASE 3 : DEMOLITION OF
EXISTING DETENTION CENTER &
COMPLETION OF PARKING LOT

Legend

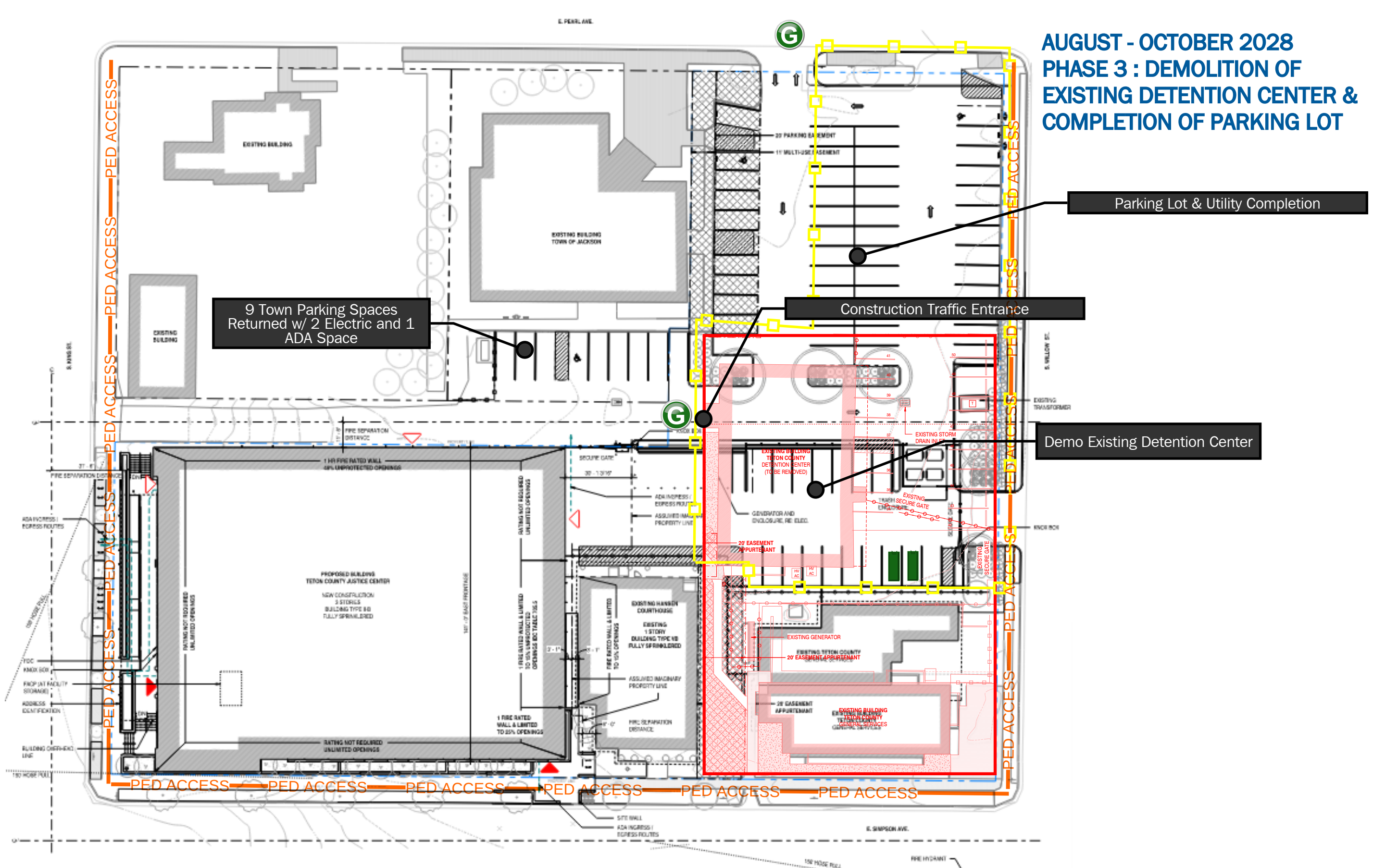
- Unloading Zone
- Site Fencing
- Dumpsters
- Gate
- Pedestrian Access

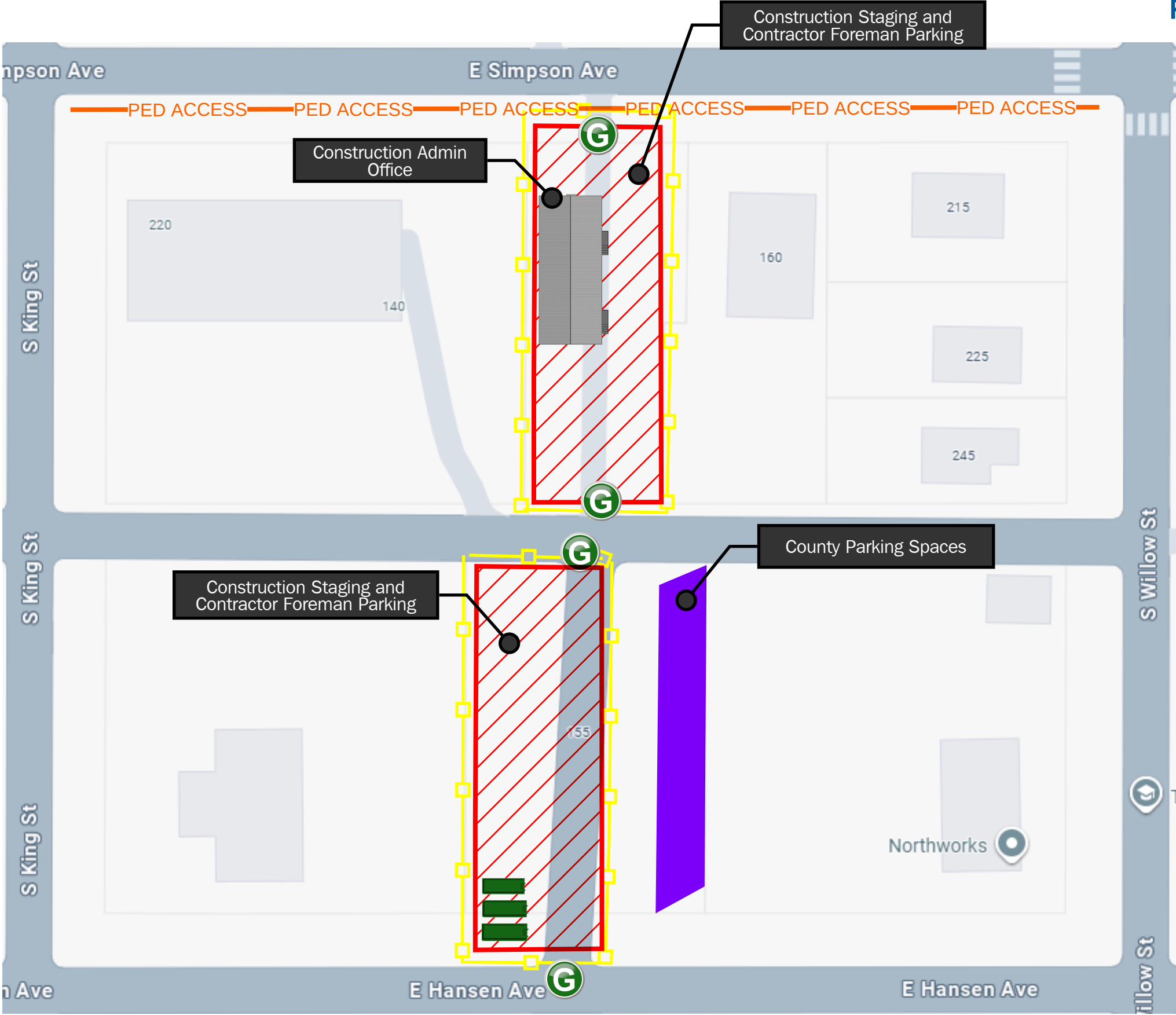
Notes

Contractor Parking Offsite

Contractor to Utilize Temporary Courthouse Modulares for Construction Admin Offices and Parking

Site Logistics, Access & Management
Scale: NTS





Legend

- Unloading Zone
- Site Fencing
- Dumpsters
- Gate
- Pedestrian Access

Notes

Contractor Parking Offsite

Lots for Construction Staging and Parking have been secured for duration noted

MAY - SEPTEMBER 2028
PHASE 3: STAGING/ PARKING
PLAN



Legend

- Unloading Zone
- Site Fencing
- Dumpsters
- Gate
- Pedestrian Access

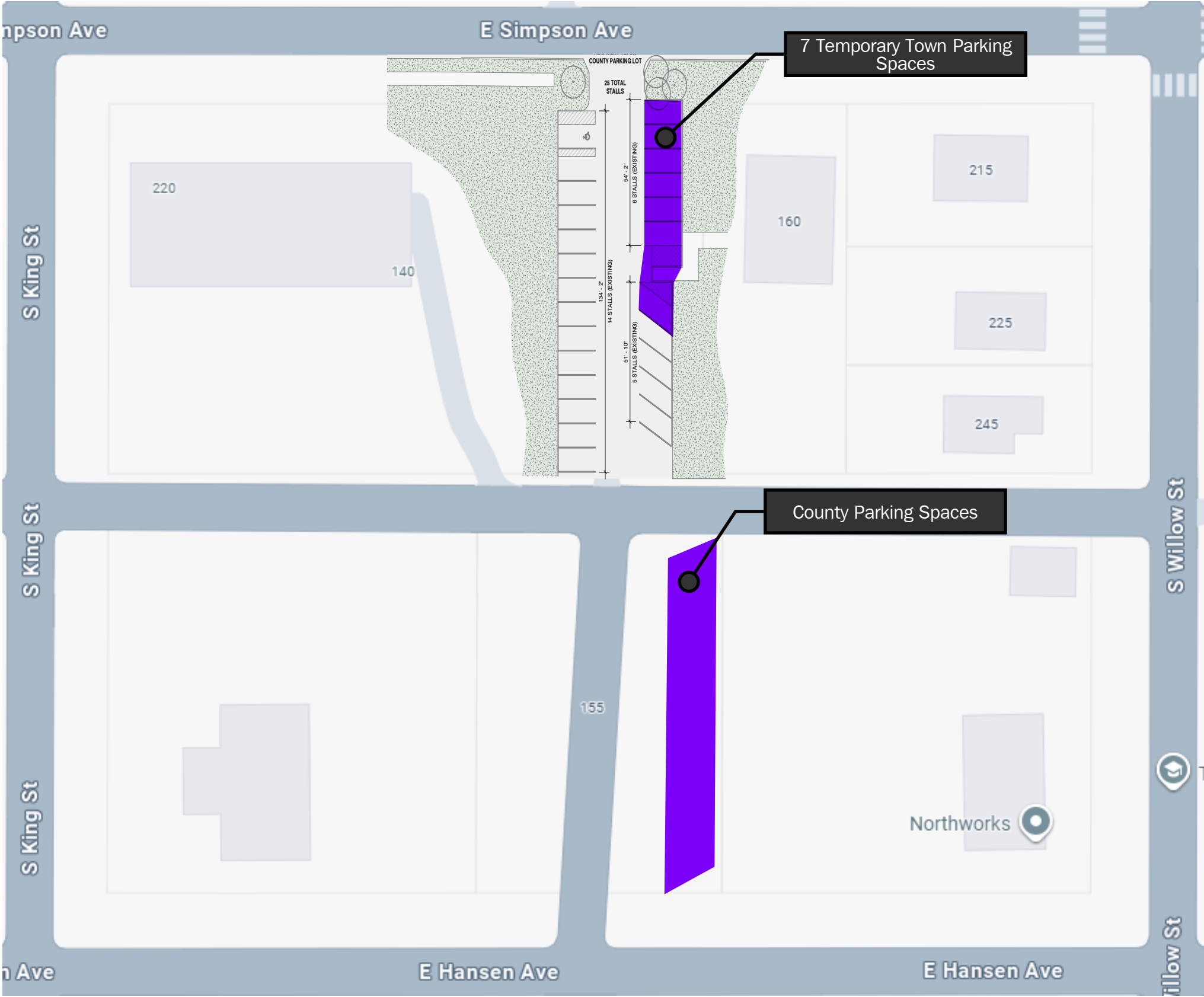
Notes

Contractor Parking Offsite

Contractor to Utilize Temporary Courthouse Modulares for Construction Admin Offices and Parking

Lots for Construction Staging and Parking have been secured for duration noted

Site Logistics, Access & Management
Scale: NTS



Teton County Justice Center - Development Plan Town Comment Written Responses

ToJ Department	Comment	Design / Owner / Contractor Response
Planning	1. As part of the Development Plan and CUP submittal, a landscape plan prepared by a Wyoming Landscape Architect shall be provided showing at least 2 plant units that meet the intent of LDR Division 5.5. The applicant shall also further study and increase landscape screening around the building along E. Simpson Ave. and S. King St. to improve the pedestrian experience and soften the urban feel of the building.	Alternative B was used to achieve over 2 plant units per LDR Division 5.5. A chart has been provided on the Landscape drawings with the LDR's required and provided quantities for trees and large shrubs. The pedestrian experience has been improved by lowering the height of planter wall at the corner of King and Simpson. Brick paving now wraps this corner on the south side. The design team is exploring adding sculptural artwork at the corner of King and Simpson too. The addition of the building overhang along E. Simpson creates a 'front porch' to the sheriff's entrance. Different configurations of benches have been added under the overhang to create an eddy space for pedestrians.
Planning	2. As part of the Development Plan and CUP submittal, the applicant shall explore other locations for snow storage that prioritize storing snow on pervious surfaces versus impervious surfaces.	The Design Team and owner explored pervious surfaces for snow storage, however weighing the cost / benefit of providing more landscape planting material and trees for screen of the parking lot and secure yard AND maximizing parking took precedent over omitting landscape to provide permeable snow storage. It seems there is precedent and this is not uncommon practice on in the downtown urban core of Town. Requirement: A minimum site area representing 2.5% of the total required off-street parking and loading area, inclusive of drive aisles and access drives, shall be provided as the snow storage area. Provided: Sheriff's Secure Parking Lot and associated driveway: • Paved Area: 13,650 SF • 2.5% Snow Storage; 341 SF (equivalent to 2 Parking Spaces) • Snow Storage will occur inside the secure yard on the north end of the site taking up two parking spaces in the winter months. NE Parking Lot and associated driveways • Paved Area: 20,200 SF • 2.5% Snow Storage; 505 SF (equivalent to 2.75 Parking Space) • Snow Storage will occur in NE parking lot taking up three adjacent parking spaces in winter months. South Parking Lot and associated driveways • Paved Area: 8,075 SF • 2.5% Snow Storage; 200 SF (equivalent to 1.25 Parking Space)
Planning	3. As part of the Development Plan and CUP submittal, the applicant shall revise the plans to show a two-way alley for its entire length.	The site plan has been updated to note the alley as two-way for its entire length. The existing alley is 20'-0" wide, which Town Planning has noted is consistent with other 2-way alleys within the Town.
Planning	4. As part of the Development Plan and CUP submittal, the construction management plan shall address how the proposed closure of the public alley and town-owned parking, trash, and utilities immediately south of Town Hall will be mitigated through the provision of and access to off-site parking including ADA and Electric Vehicle Supply Equipment, trash, and utilities to the satisfaction of the Town.	Understood. Please see attached Construction Logistics Plan and Construction Management Narrative within project narrative document.
Planning	5. As part of the Development Plan and CUP submittal, the sidewalk along S. King Street shall maintain a consistent width of 6 feet throughout its entire length.	The sidewalk along S. King Street is a minimum of 6 feet wide throughout its entire length. The S. King Street curb is not parallel to the building's west exterior wall, resulting in a wider sidewalk width on the south portion than the north. Please refer to the drawings, sheet C3.0 for sidewalk dimensions.

Teton County Justice Center - Development Plan Town Comment Written Responses

ToJ Department	Comment	Design / Owner / Contractor Response
Planning	6. As part of the Development Plan and CUP submittal, the applicant shall modify the main parking lot circulation to include the removal of the east curb cut on E. Pearl Avenue with a counterclockwise circulation pattern. This includes widening the westernmost curb cut to allow two-way travel.	The site plan has been revised to modify the main NE parking lot circulation with the removal of the east curb cut on E. Pearl Avenue. The proposed curb has been revised to widen the westernmost curb cut to 24 feet in width. A street sign is proposed at the revised curb cut to indicate parking lot entry & exit. The NE parking lot circulation will be counterclockwise travel. This revision resulted in the loss of 4 parking stalls in the lot. Please refer to the drawings for the revised main parking lot circulation and curb cut.
Planning	7. As part of the Development Plan and CUP submittal, the applicant shall provide a comprehensive internal circulation, wayfinding, and signage plan to assist the general public in effectively navigating the site and locating their intended destinations. This includes ADA parking and accessible routes to the building.	Understood please see Development Plan Drawings, A-002,A-003, A-004 and C3.0 for a comprehensive site circulation, wayfinding plan to assist the general public in effectively navigating the site and locating their intended destinations. Wayfinding plans includes the accessible routes to the building entries. Refer to civil drawing C3.0 for ADA parking signage.
Planning	8. As part of the Development Plan and CUP submittal, the applicant shall clarify the intended use of the secured parking lot, including whether the Willow St. access will function as a primary or secondary point of entry relative to the alley.	The intended use for the secured parking lot is to provide secure and controlled parking for Sheriff and County fleet vehicles. A fence will enclose the parking lot on all sides. The generator and other electrical utilities serving the Justice Center are also within the secure lot to prevent public access to essential utilities. Since the submission and approval of the Sketch Plan, the County has decided to demolish the existing Hansen Courthouse. This adjustment ensures the Justice Center is built on reliable infrastructure in a more cost-effective way, demonstrating responsible stewardship of taxpayer dollars and a commitment to public safety. With the demolition of Hansen Courthouse, the Justice Center's vehicular access to the secure parking lot will be revised. The proposed curb cut at Willow Street has been removed and replaced with a curb cut on E Simpson Avenue. The proposed curb cut at E. Simpson Avenue will serve as the primary point of entry, while the alley will serve as the secondary point of entry. An automatic gate will be provided at each entry point. Please refer to the drawings for the revised secure parking lot layout and curb cuts.
Planning	9. As part of the Development Plan and CUP submittal, the applicant shall provide a final construction staging plan that identifies the final intended improvements to the main parking lot, the timing and duration of its closure, the location of all proposed off-site County office space and parking, a temporary solution for the loss of the Town's nine dedicated parking spaces when they are restriped, and identify locations for construction worker parking to ensure it does not impact on-site or nearby on-street spaces, while preserving availability for Town and public use as much as possible.	See updated narrative and construction staging plan
Planning	10. As part of the Development Plan and CUP submittal, the applicant shall provide a square footage breakdown of office uses, assembly uses, and jail-related uses for the purpose of determining the correct amount of required short-term and long-term bike parking.	Refer to Landscape Plan - a chart has been provided that shows square footage breakdown of assembly/business/office use and related quantity of short term and long term bike parking.
Planning	11. As part of the Development Plan and CUP submittal, the County-owned property located at 140 E. Simpson Ave, which includes a 25-space parking lot for the Justice Center, shall be included in the overall project boundaries.	Understood. The County-owned property at 140 E. Simpson Avenue has been included in the site plan and the parking count provided in Sheet A-001.
Engineering	1. Maintain ADA parking space with blue curb and signage along S. King St. frontage, including a parallel parking access aisle and ramp.	Blue curb and a ADA parralel parking space with appropriate signage will be provided along a portion of King St. as indicated on drawings

Teton County Justice Center - Development Plan Town Comment Written Responses		
ToJ Department	Comment	Design / Owner / Contractor Response
Engineering	2. Maintain yellow curb and 15-minute parking signage along S. King St. frontage.	Yellow curb and appropriate 15 minute signage will be provided along King St. frontage.
Engineering	3. Provide signage for ADA Van parking space(s).	This will be accommodated. ADA Signage Details are included in Development Plan. A dedicated signage and striping plan will be
Engineering	4. Is the gate on Willow access an exit-only gate? If it is two-way then you will have vehicles queueing in the southbound lane/bike lane/sidewalk for the gate to open. This also occurs in the alley for the proposed parking garage door, which is not allowed by Resolution 09-25 (Underground Parking Regulations).	The Willow access has been removed from the project and the secure yard will now be accessed from Simpson St. and the Alley
Engineering	5. Show sidewalks across proposed entrances as elevated (maintaining same longitudinal grade as existing sidewalk) to provide pedestrian priority.	All sidewalk crossings will be elevated with a uniform cross slope from the edge of sidewalk to the top back of curb. Longitudinal grade to match existing curb grade. Pedestrians will be the priority. At parking lot access locations, all sidewalks will be elevated.
Engineering	6. Provide snow storage and stormwater management.	Snow storage, stormwater management, and relevant calcs will be provided by civil.
Engineering	7. Provide stormwater management plan and calculations and runoff treatment unit(s) prior to discharge off site or infiltration.	Stormwater will be retained on site with an overflow connection to ToJ storm system. Calcs and treatment will be provided.
Engineering	8. Sewer Option 2 appears to be the layout preferred by TOJ Public Works. Provide invert elevation, slopes, existing service conflicts and other design details necessary to review the complete design.	Sewer Option 1 is the preferred route with the Hansen Building removal. Relevant sewer information will be provided by civil.
		Since the submission and approval of the Sketch Plan, the County has decided to demolish the existing Hansen Courthouse. This adjustment ensures the Justice Center is built on reliable infrastructure in a more cost-effective way, demonstrating responsible stewardship of taxpayer dollars and a commitment to public safety.
		The sewer line re-route will be located between the proposed Justice Center and the GSB building.
Engineering	9. Provide all existing easement documents or references for easements within the project area. Clarify grantors and grantees, purpose, etc. and how each easement will be addressed with the proposed plan, e.g. vacation, relocation, etc.	We acknowledge that the Town's preference is a 30'-0" wide easement. However, due to site constraints, we are proposing a 24'-0" wide sewer easement aligned with the secure lot drive.
		This can be provided. See description of process and steps required for vacating or modifying an existing easement.
Engineering	10. Identify all monitoring wells to be impacted, their owner, status, and plan for them with the proposed plan, e.g. seal and abandon, relocate, etc.	Conduct initial research to confirm the extent of the easements that need to be modified, as well as the respective grantors and grantees. This will be done by procuring a title report, producing a preliminary map, and confirming the process with Town of Jackson (TOJ) staff. Jorgensen will also confirm with TOJ Planning whether a partial vacation without a replat or a full replat will be required. We suspect it will be the less onerous option of a partial vacation without replat. Either way, we will need to draft new easement exhibits, write legal descriptions, and file an application with the TOJ. The TOJ has approval authority, and Jorgensen will work with both the TOJ and Teton County attorneys to record the appropriate documentation. The cost for this work can only be accurately estimated after the initial research and the meeting with TOJ staff are completed.
		Jorgensen can identify monitoring wells, status, etc with final design.

Teton County Justice Center - Development Plan Town Comment Written Responses

ToJ Department	Comment	Design / Owner / Contractor Response
Engineering	11. Town's preference is to maintain our dumpster and recycling on our site.	It is anticipated the current dumpster location for the town is will be accommodated as currently exists in the final built condition of the new justice center. However, there will be a disruption during construction. Site fencings and limits of construction will be changing through multiple phases of construction activities. Fencing will extend north of the ally between King St. and encompass all parking spots south of Town Hall. Egress pathways will be maintained from the south access of Town Hall to Simpson St. Town Police spaces, including electric parking spaces, and the dumpster will be relocated to the parking lot to the East of Town Hall, as indicated in the site logistics plan.
Engineering	12. Preference is to manage the existing parking lot east of Town Hall as continuing the one way in and one way out or eliminate the eastern access. The Eastern access does not meet current LDRs. Parking spaces as drawn on C3.0 do not scale to meet current LDRs. Maintaining angle parking may improve flow. Accesses to Pearl do not meet current standards for elevated crossings. Review the design with Town Engineering and Planning prior to resubmittal.	Please see Sketch Plan condition for approval #6: As part of the Development Plan and CUP submittal, the applicant shall modify the main parking lot circulation to include the removal of the east curb cut on E. Pearl Avenue with a counterclockwise circulation pattern. This includes widening the westernmost curb cut to allow two-way travel. The site plan has been revised to modify the main NE parking lot circulation with the removal of the east curb cut on E. Pearl Avenue. The proposed curb has been revised to widen the westernmost curb cut to 24 feet in width. A street sign is proposed at the revised curb cut to indicate parking lot entry & exit. The NE parking lot circulation will be counterclockwise travel. This revision resulted in the loss of 4 parking stalls in the lot. Please refer to the architectural site plan for the revised main parking lot circulation and curb cut. The Civil site plan is in progress and will be updated to show the modified main parking lot circulation.
Engineering	13. Review pavement section, ADA, Sidewalk, etc. details with Town Engineering.	Coordination with ToJ Engineering will take place.
Engineering	14. Review and coordinate construction staging with Town Staff, primarily restricting access to the south parking, trash, and EV space, and emergency access.	Construction Management Plan and Narrative Update has been provided, with this submittal. We look forward to continued coordination with ToJ
Engineering	15. Sidewalk work on Simpson and Willow should extend to the corners.	See updated Architectural Site Plan for extension of Sidewalk work on Simpson and Willow that extends to corners
Engineering (Pre-App)	1. Provide the street sections of King Street and Simpson Avenue showing the existing street components relative to the right-of-way boundary and the Community Streets plan. Adjusting the curb lines may be warranted to bring the street up to a current section.	Street Sections will be provided. Currently curb alignments are not changing. We are not demolishing or replacing any curb other than for new access locations or removal of old access locations. Coordination with ToJ to review the curb alignment and determine if changes to the alignment are warranted.
Engineering (Pre-App)	2. Review the corner of King and Simpson with Town Engineering, Pathways, and Planning, for a possible bulb out and ramping locations.	Coordination with ToJ Engineering will take place. The current design proposing new ramping at the corner of King and Simpson but not a bulb out curb condition
Engineering (Pre-App)	3. Depending on exterior lighting of the building, a street light at the corner may be warranted at the corner and the alley.	See attached Site Electrical / Lighting Plan and Photometric calculations. Calculations would suggest this corner should not need an additional street and alley pole lighting, as building mounted lighting should cover these locations
Engineering (Pre-App)	4. Verify the location of water and sewer services for the Clifford Hansen courthouse and plan for relocation and abandonment if conflicting with the new structure.	Hansen Courthouse to be demolished. Sewer and water services for the building will be capped and abandoned at the main.
Engineering (Pre-App)	5. Review whether vehicular access can be provided to the new GSB maintenance shop from the parking lot.	It is not anticipated the GSB maintenance shop access will be provided from the Sheriff's secure yard. These are two distinct county operations and due to security for the Sheriff is not the desired condition

Teton County Justice Center - Development Plan Town Comment Written Responses		
ToJ Department	Comment	Design / Owner / Contractor Response
Engineering (Pre-App)	6. Provide information and clarification on how the parking lot east of Town Hall is and will be administered and maintained.	
Engineering (Pre-App)	7. Review the overhead utilities in the alley. Verify that adequate clearance is provided. If not, plan to bury the utilities, rather than raising them. Burying utilities may provide more room for two way traffic in the alley.	Adequate clearance will be provided.
Engineering (Meeting 9/12/2025)	No Encroachment of door swings into the alley and provide queuing space for one vehicle into garage alley	See Updated Architectural Site Plan, We have created a niche within the building at the utility and parking garage to ensure no encroachment of door swings or meters occur in the alley and also have created a recessed drive entry into the parking garage entry from the alley, accommodated vehicle queuing.
Engineering (Meeting 9/12/2025)	Construction Management. Move Construction Fence line to ensure protected Pedestrian Access behind curb on King and Simpson	There will be times when the construction fence line will be beyond the existing curb line – i.e. when curb and sidewalk work is being performed. However as much as possible through construction the fence line will allow for protected pedestrian access along King St. and Simpson ave. When sidewalk access is not feasible clear signage will be provided at intersections / corners to inform pedestrian to cross to opposite side of the street at corners and crosswalk, not at mid-block.
Engineering (Meeting 9/12/2025)	Ensure Town trash / recycle operations have access to dumpster through construction	As indicated on construction logistics plans, access to Town and County dumpster will remain operational. The town dumpster specifically will be located in a striped space on the east side of the NE parking lot during phase 1.



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

June 23, 2023

Teton County
C/O Paul Cote, Facilities Maintenance Manager
PO Box 3594
Jackson, WY 83001

**RE: GEOTECHNICAL-ENGINEERING REPORT, TETON COUNTY COURTHOUSE, 180 S KING STREET, JACKSON,
TETON COUNTY, WYOMING
PROJECT NO: 21036**

Hello, Paul.

We are pleased to present this report on our subsurface exploration and geotechnical-engineering analyses for the Teton County Courthouse project at 180 S King Street in Jackson, Wyoming. Previously, Jorgensen Geotechnical (JG) prepared a Report of Anticipated Geotechnical Conditions (RAGC) issued on April 14, 2021, and conducted a Phase I subsurface exploration on October 20, 2021. JG issued a subsurface-exploration report dated November 24, 2021. JG conducted a Phase II subsurface exploration on May 19 and 20, 2023.

Within this report, we:

- include data and information from previously issued documents,
- describe site conditions observed throughout the multi phased subsurface exploration, and
- present engineering analyses and recommendations to support the design and construction of foundation elements.

The recommendations in this report are applicable for the design and construction of Phases 1 and 2 of the proposed project.

We recommend that the building foundation systems be placed entirely on native stony material or approved engineered fill, if necessary. Topsoil, fill, and any native, fine-grained deposits should be removed from beneath foundation elements.

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 for you.

Respectfully submitted,

JORGENSEN GEOTECHNICAL

Forrest Maclean, E.I.
Geotechnical Design Engineer Technician

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

Geotechnical-Engineering Report

Teton County Courthouse Additions | 180 S King Street | Teton County, Wyoming



Latitude: 43.48 Longitude: -110.76

June 23, 2023

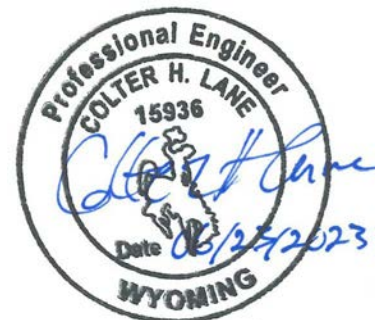
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1.0 REPORT SUMMARY

Jorgensen Geotechnical (JG) issued a Report of Anticipated Geotechnical Conditions (RAGC) on April 14, 2021, and conducted a Phase I subsurface exploration on October 20, 2021. JG issued a subsurface-exploration report dated November 24, 2021. JG conducted a Phase II subsurface exploration on May 19 and 20, 2023.

The project site is located at 180 S King Street in Jackson, Wyoming (Figure 1). JG explored subsurface conditions by drilling seven (7) exploratory boreholes during two project phases on the subject site. JG also installed two standpipe piezometers centralized within the subject site for further groundwater monitoring. Borehole locations are shown on Figure 2.

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

- site soils include fine grained topsoil and stony alluvium,
- we observed groundwater at the time of drilling approximately 29-ft below ground surface (bgs), and
- seismic and fault-related hazards exist – with the primary concern being ground shaking associated with movement along the Teton Fault.

We recommend over-excavation and replacement of native fine-grained material to reduce the risk of future settlement.

The information contained in this summary is not sufficient to describe all the details of our engineering services. Please read the report in its entirety.

2.0 INTRODUCTION

Jorgensen Geotechnical, LLC (JG), was commissioned by Teton County to perform a multi phased subsurface exploration for the proposed Teton County Courthouse project. The purposes of the exploration were to provide information and geotechnical-engineering recommendations pertaining to:

- | | |
|---|--|
| ▪ Subsurface soil conditions | ▪ Evaluation of collapse 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 |

Our specific scope of services is described in proposal letters dated April 2, 2021 (RAGC), August 9, 2021 (Phase I Drilling), and April 7, 2023 (Phase II Drilling). In summary, the work we performed included drilling and logging seven (7) exploratory boreholes to depths ranging from 15 to 30-ft below ground surface (bgs), installing two (2) standpipe piezometers, performing engineering analyses, and preparing this report. A detailed description of the subsurface exploration and graphical logs are included as Appendix A.



3.0 PROJECT DESCRIPTION

Preliminary plans indicate the project will consist of two multi-story court buildings with at least three levels each. The existing County Courthouse will be demolished to make room for the first building as part of Phase 1. The existing Hansen Courthouse will be demolished, and the Phase 2 building constructed in its place. We understand a basement, or other below grade space, are not currently proposed. We have assumed traditional construction techniques.

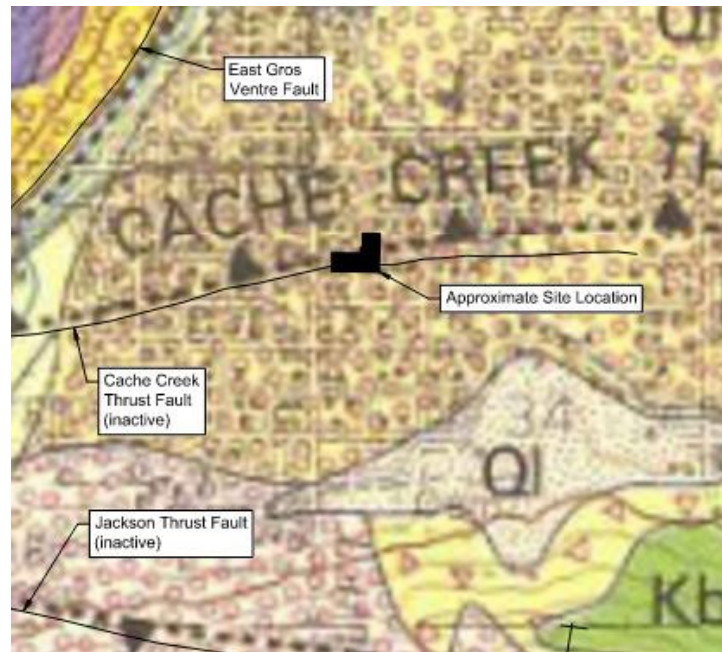


Figure 1: Site Location and Geologic Map

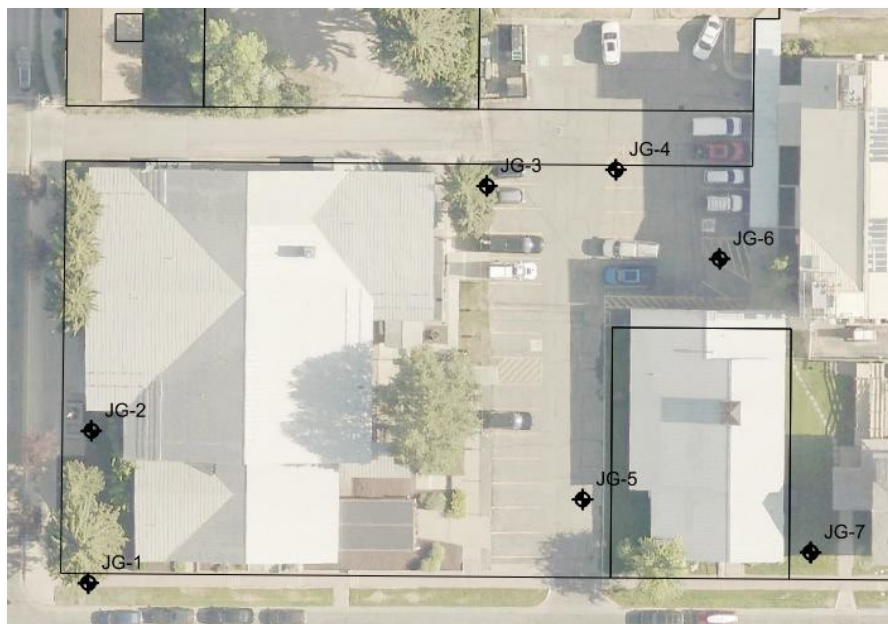


Figure 2: Bore Hole Location Map



4.0 SITE CONDITIONS

4.1 Description

JG developed the following description of the site based on site visits, meetings with the owner, historical aerial imagery reviewed by this office, and observations we made during the subsurface exploration.

Item	Description
Location and Parcel Information	The site is located at 180 S King Street in Teton County, Wyoming. Commercial Residential and County Buildings surround the site to the North and West, and the site is bounded by S King Street to the West and E Simpson Ave to the South.
Existing Improvements	The subject site is currently developed with Teton County Circuit Court buildings.
Current Ground Cover	Ground cover includes hardscaped surfaces, existing structures, shrubs, grasses, and small diameter deciduous trees (i.e., aspens).
Existing Topography	According to the Teton County Mapserver, the site is gently sloped to the east, ranging in elevation from 6,251-ft to 6,247-ft.
Geologic Setting	▪ The project site is found on the Geologic Map of Grand Teton National Park (Love et al., 1992), which is adapted as Figure 1. The map shows the location of surficial deposits, bedrock units, and geologic structures (i.e., faults and folds). The map indicates the project site is underlain by alluvial-fan deposits (Qf) emanating from the Cache Creek Drainage, with alluvium (Qa) and swamp deposits (Qs) also mapped nearby. Also shown on the map are the postulated traces of the Jackson and Cache Creek Thrust Faults. These faults are old and believed to be inactive. ▪ Numerous Quaternary faults (i.e., relatively young and potentially active) are mapped throughout the area. The Teton Fault is mapped approximately 7 miles northwest of the site at the base of the eastern flank of the Teton Range (Zellman, 2019). Slip rates along the Teton fault estimated to be between 0.2 and 1.0 mm/year.



4.2 Subsurface Soil Conditions

Three layers of soil were generally observed to cover the site: a layer of asphalt or topsoil, fill, fine-grained alluvium, and stony alluvium. Detailed test pit logs are represented graphically in Appendix A.

Layer	Layer Name	Description
1	Surface Layer: Asphalt or Topsoil	The topsoil consists of a silt with sand, moist, dark-brown, and soft to medium stiff, extending from grade to a depth of approximately 1.5-ft below the existing ground surface (bgs). We observed asphalt in paved parking-areas.
2	Fill	We encountered fill under paved areas to depths ranging from 2.5 to 3.5-ft bgs. The fill is described as Well-Graded GRAVEL with Sand.
3	Fine Grained Alluvial Fan	Fine-grained alluvial fan was encountered from approximately 2.5-ft (ground surface in some boreholes) to depths ranging from 3 to 5-ft bgs. JG logged these soils as LEAN CLAY with Sand: slightly moist to moist, dark brown, and soft to medium dense, with greater than 50% fines of medium plasticity.
4	Stony Alluvial Fan	We encountered stony alluvial-fan deposits underlying the fine-grained deposits until termination of the boreholes. Field staff generally described it as brown, slightly moist, and dense to very dense, with observed clasts consisting predominantly of limestone and sandstone. The soil comprises approximately 80% cobbles and gravels and 20% sand. These soils were visually classified as a sandy gravel and cobble. Based on visual classification and SPT data, this stony layer is predicted to be an adequate bearing layer.

4.3 Groundwater

Groundwater was encountered in borehole JG-4 at a depth of 29 feet at the time of drilling. Soil moisture conditions on this site are most likely influenced by surface infiltration due to precipitation, snowmelt, and irrigation systems. Further groundwater monitoring is possible with the installation of standpipe piezometers in JG-4 and JG-5. Monitoring performed in the surrounding area indicates groundwater levels remain relatively deep throughout the year. In general, we do not expect groundwater to influence design or construction at the site.

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, located along the eastern margin of the Teton Range, approximately 7-miles northwest of the site, 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 risk 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). The IBC references ASCE 7-16 to determine the ground motion accelerations. Based on observed 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) =		1.033	
1-Second Period (S_1) =		0.34	
Site Coefficients and Adjusted MCE Spectral Response Acceleration Parameters			
F_a = 1.087		S_{MS} = 1.123	
$*F_v$ = 1.96		$*S_{M1}$ = 0.666	
Design Spectral Response Parameters			
S_{DS} =		0.749	
$*S_{D1}$ =		0.444	
*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 in an area of moderate seismic activity. The current site modified peak ground acceleration (PGA_M) with a probability of occurrence of 2% in 50 years is approximately 0.523 (SEAOC, 2023). This has been applied for the analysis of seismic lateral loading on retaining walls 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. Older faults mapped nearby are believed to be old and inactive. Surface rupture or displacement due to faulting is **unlikely**. Liquefaction or slope instability associated with liquefaction (e.g., lateral spreading and lateral flow) are **not predicted to occur**.



4.5.2 Compressible Soils

Any fine-grained, alluvial-fan deposits are anticipated to be compressible. Previous laboratory testing indicates similar soils have moderate to high settlement potential if foundation elements are placed directly on the unimproved native fine-grained soils. Over-excavation and replacement of any such material is expected to be viable.

5.0 GEOTECHNICAL RECOMMENDATIONS

5.1 Recommendations Overview

The subsurface soils at the site consist of fine-grained compressible material overlying stony soils. This stony material is anticipated to provide adequate support for the proposed foundation loads. We recommend topsoil, fill, and any native fine-grained deposits be removed and the building foundation systems be placed entirely on native stony soils or approved engineered fill. The depth to stony soils is anticipated to be near the elevation of the proposed foundation system and significant over-excavation is not anticipated.

In general, all foundation elements should be placed below the frost line, including exterior footings for awnings and porches. The building code for Teton County requires that footings be placed at a minimum depth of 34 inches from finished grade, with a minimum foundation exposure of 6 inches above finished grade. Minor cracks in the foundation walls, floor slabs, and sheetrock are normal and should not be a cause for concern. Cracking is caused by many factors other than soil movement, such as concrete shrinkage, or daily and seasonal variability in temperature and humidity.

5.2 Earthwork Recommendations

5.2.1 Site Preparation

Prior to the placement of any fill or concrete slabs and grade beams, the site should be cleared and stripped of hardscape, topsoil, fine grained soils, 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 over-excavation, the excavation equipment may disturb and loosen the surface of the stony alluvium. 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 footing 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.

5.2.2 Excavation and Cut Slope Stability

OSHA regulations (29CFR1926) appear to classify the fine-grained material at the site as Type B soil, and the coarse-grained material 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



investigation. The contractor shall be responsible for adherence to OSHA and other safety regulations by observing soil conditions at the time of construction.

5.2.3 Over-Excavation

JG recommends over-excavation and replacement of any native fine grained material with an approved engineered fill. **Fine grained, alluvial-fan deposits are not recommended as a load-bearing layer.** Stony deposits were encountered in boreholes from 1.5-ft to 5.5-ft bgs across the project site.

All native fine-grained material overlying the stony load bearing soils should be over-excavated to one footing width (B) laterally on either side of continuous (i.e., strip) footings and ½ footing width (1/2B) on all sides of square or circular footings, as shown on Figure 3 (see Appendix B). The over-excavation should extend to the surface of the stony load-bearing soils. Imported structural fill should contact directly with native stony material. Non-woven separation fabric (e.g., Mirafi 140N) should be placed between the compacted fill and native fine-grained soils. Prior to fill placement, a representative of JG should verify the excavation has reached the stony soils. Placement and compaction of fill should proceed following the recommendations of Section 5.2.5.

5.2.4 Fill Material Types

Engineered fill to replace native fine-grained soils may consist of imported, coarse-grained material (i.e., “pit-run” or similar). Structural fill – supporting foundation elements – should be separated from fine-grained site soils using a 4-oz. non-woven separation fabric (e.g., Mirafi 140N). Pit-run (i.e., unprocessed aggregate sourced from local sources) is approved for use as structural fill, whether site-derived or imported.

Approved site-derived soil – including fine-grained soils – may be used for the following:

- exterior backfill,
- utility-trench backfill, and
- general landscape grading.

5.2.5 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 5.2.10.

5.2.6 Compaction Requirements

We recommend the following requirements for fill materials:

Material Type and Location	Minimum Compaction Requirement	Moisture
Pit-Run ¹ : All Locations	Non-yielding Condition	Usually 6-8% ²
Fine-Grained Soils: All Approved Locations	92%	± 2%

1. Pit-run may be imported or site-derived.
2. Clean, 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 or fine-grained fills do not achieve the recommended compaction requirements, the area represented by the test should be reworked and retested as required to meet the requirements.

5.2.7 Final Backfilling and Grading

Properly compacted backfill and site drainage are important. Final grading should provide positive drainage of at least 0.5 foot in the first 10 feet away from the structure. We recommend installing adequate gutter and stormwater-management systems. Roof runoff should be discharged at least 3 feet away from the building or exterior slabs. Swales or other moisture collection points should be avoided within 20 feet of the footings. Drainage swales should slope a minimum of 2%.

Exterior backfill around buildings should consist of moisture-conditioned site materials placed in lifts and compacted to at least 92% of the maximum dry density as determined by Standard Proctor testing (ASTM D698). Soil should be moisture conditioned to between ±2% of the optimum moisture content. Fine-grained soils require a sheepsfoot or padfoot roller.



Exterior fills should be placed as early as possible to reduce moisture infiltration along foundation walls. However, do not over-compact exterior backfills against “green” foundation walls. Utility trenches should also be backfilled in lifts and compacted with the same care as exterior backfills, lest the fill settles causing damage to overlying landscaping, hardscapes, etc.

5.2.8 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.

5.2.9 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.

5.2.10 Observation During Construction

Recommendations in this report are contingent upon our involvement. If any unexpected soils or conditions are revealed during construction, JG 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 can 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, and to verify stony alluvial soils have been reached and prepared in accordance with Sections 5.2.1 and 5.2.3.
2. During over-excavation and replacement, we can observe placement and compaction of fill and aid in the development of a method specification, Section 5.2.5.



5.3 Shallow Foundations

We recommend the following considerations for shallow foundation systems, assuming recommendations for site preparation, over-excavation, and compaction are followed.

Item	Description	
	Soil Layer 2: Fine Grained Alluvial Fan	Soil Layer 3: Stony Alluvial Fan
Bearing Layer	Not recommended as a bearing layer	Stony alluvial-fan, or structural fill placed in contact with native stony soil
Settlement	Settlement is anticipated. Not recommended as a bearing layer.	Significant settlement (i.e., greater than 1-inch of total settlement or greater than 0.5-inches of differential settlement) is not anticipated, assuming the site is prepared according to the recommendations of this report.
Bearing Capacity ^{1,2}	Not recommended as a bearing layer	6,000 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°) = 0.58 – for the interface of cast-in-place concrete on structural fill	

1.

Soil parameters (i.e., inputs to the bearing capacity equation) were derived based on local knowledge and experience working with similar soil deposits.

2.

Soil bearing capacity is dependent not only on the soil strength, but also the geometry of the foundation elements. The calculated bearing capacity assumes 2-ft wide strip footings placed a minimum of 3-ft feet bgs, all fine-grained soil has been removed from beneath foundation elements, and stony “pit-run” material has been properly compacted. If footing size and depth differs from these assumptions, this office should be notified to evaluate the foundation configuration. It is often the case that heavily loaded, isolated footings may be optimized (i.e., made smaller) using a larger bearing capacity, thereby reducing the quantity of concrete required. Please contact JG for an evaluation.

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 alluvium 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 experience working with similar soil deposits. Calculations assume level backfill against foundation walls or retaining walls.

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.



Table 5-2: Lateral Pressure Parameters for Stony Soils

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	$K_{ae} = 0.45$ $K_{pe} = 3.14$	61 pcf 423 pcf

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 Acceleration ¹	$k_h = 0.23g$ ($\frac{1}{2}$ PGA) per the USGS (2014)
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 Location ²	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

Application ¹	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
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
Design Control	$k_h = 0.23g$ ($\frac{1}{2}$ PGA) per the USGS (2014)
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 can 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. 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.

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.

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APPENDIX A

Subsurface-Exploration Procedures and Borehole Logs



Field Exploration: Hollow-Stem Auger Drilling

Borehole Locations and Elevations

Jorgensen Geotechnical (JG) staff selected the borehole locations to bracket the extents of the proposed project while avoiding existing underground utilities and reducing – as much as possible – damage to existing infrastructure. Borehole locations are presented on Figure 2. We recorded borehole locations using a professional-grade, real-time corrected, multi-constellation GNSS/GPS receiver with submeter accuracy. The receiver will provide sub-meter accuracy. We verified the latitude and longitude of each location based on surrounding landmarks. We estimated borehole elevations using data from the topographic survey completed by Jorgensen Associates. Borehole elevations can be found in the logs.

Subsurface Exploration Procedure

JG conducted a subsurface exploration on October 20, 2021. Three boreholes – JG-1, JG-2, and JG-3- were drilled to approximately 14.5 to 25.5 ft below ground surface (bgs) using a rubber-tracked Mobile B-57 drill rig 4.5” hollow-stem auger. Boreholes JG-1 and JG-2 were stopped due to refusal, and JG-3 was stopped due to achieving a target depth of 25.5-ft bgs. A crew from SK Geotech operated the drilling equipment. JG personnel recorded *standard penetration test* (SPT) results at an interval of 2.5-ft to a depth of 15-ft bgs, then at an interval of 5-ft to the total depth explored.

JG conducted a subsequent subsurface exploration on May 19 and May 20, 2023. Four boreholes – JG-4, JG-5, JG-6, and JG-7 – were drilled to approximately 26.5 to 30.4-ft bgs using a CME 85 truck-mounted drill rig and 4.5” hollow-stem auger (see Photo 1). A crew from Inberg-Miller Engineering (IME) operated the drilling equipment. JG personnel recorded SPT results at an interval of 2.5-ft to a depth of 15-ft bgs, then at an interval of 5-ft to the total depth explored.

Blow counts for SPT (field N-values) were adjusted to a standard hammer efficiency of 91% for the track-mounted CME 85 and 84% for the rubber-tracked Mobile B-57 drill rig, and an overburden pressure of one atmosphere, as suggested by Youd and Idriss (1997) and Fang (1991), to obtain adjusted $(N_1)_{60}$ values in blows per foot.

JG collected disturbed samples during each SPT an interval of 2.5-ft to a depth of 15-ft, then every 5-ft to an approximate depth of 30-ft bgs. Each sample was obtained using a 1.5-ft long split spoon (see example in Photo 2). JG personnel observed, photographed, and documented soil type, consistency, and relative moisture content of each sample. We did not collect thin-wall tube samples of fine-grained soils. JG directed IME to install a standpipe piezometer – consisting of 2-inch PVC pipe – in JG-4 and JG-5. The standpipes are protected with a flush-mount vault.

Although samples were collected during the exploration, we did not submit specimens for lab testing. The sandy gravel and cobble soils are like soil conditions encountered in the area, and the soil’s engineering properties are reasonably well-understood. In addition, a representative sample would be inordinately large. We estimated soil-engineering properties based on visual classification and our experience with similar deposits in the area.



Photo 1: Drill rig and auger at borehole location JG-4 on 05/18/2023. Borehole Logs

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



Photo 2: Split spoon sample from JG-5 at 12.5-ft bgs

[illegible]



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Borehole ID: JG-2

Sheet 1 of 1

Client: Teton County

Project Number: 21036

Date Started: Oct 20 2021 **Completed:** Oct 20 2021

Drilling Contractor: SK Geotechnical

Drilling Method: 3.25" I.D. HSA

Equipment: Mobile B-57

Hammer Type: Automatic

Project Name: TC - Courthouse

Project Location: Jackson, Wyoming

Total Depth: 17.0 ft

Logged By: NA

Checked By: CHL

Latitude: 43.477691

Longitude: -110.760485

Elevation:

Notes: Stopped due to refusal at 17-ft. Tried to take sample at 17-ft. 50 0". No groundwater encountered during time of investigation. Dry cave in depth 10-ft.

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	▲ SPT N1(60) 20 40 60 80 ● MC (%) — PL & LL (%) 20 40 60 80 ☐ Fines Content (%) 20 40 60 80	Well
1		D1		50	0-2-5 10		Sandy Lean CLAY	▲	
2		D2		59	6-13-29 58		Sandy GRAVEL: Slightly moist, dense to very dense, no apparent structure, approximately 70-80% gravel, 15-25% sand, trace fines	▲	
3		D3		67	18-29-26 69				
4		D3		67	18-29-26 69				
5		D3		67	18-29-26 69				
6		D3		67	18-29-26 69				
7		D3		0	50/5" 50			▲	
8		D3		0	50/5" 50				
9		D4		100	50/4" 50			▲	
10		D4		100	50/4" 50				
11		D4		100	50/4" 50				
12		D4		100	50/4" 50				
13		D4		100	50/4" 50				
14		D5		67	28-29-49 85				
15		D5		67	28-29-49 85			▲	
16		D5		67	28-29-49 85				
17		D5		67	28-29-49 85				
18		D5		67	28-29-49 85				
19		D5		67	28-29-49 85				



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Borehole ID: JG-3

Sheet 1 of 2

Client: Teton County

Project Number: 21036

Date Started: Oct 20 2021 **Completed:** Oct 20 2021

Drilling Contractor: SK Geotechnical

Drilling Method: 3.25" I.D. HSA

Equipment: Mobile B-57

Hammer Type: Automatic

Project Name: TC - Courthouse

Project Location: Jackson, Wyoming

Total Depth: 25.5 ft

Logged By: NA **Checked By:** CHL

Latitude: 43.477939 **Longitude:** -110.759946 **Elevation:**

Notes: Target depth achieved at 25.5-ft. No groundwater observed during time of investigation. Backfilled with spoils and covered with cold-patch asphalt.

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	▲ SPT N1(60) 20 40 60 80 ● MC (%) — PL & LL (%) 20 40 60 80 ☐ Fines Content (%) 20 40 60 80	Well
1							Asphalt		
2		D1	45	4-5-4	11		Sandy GRAVEL with Silt: Slightly moist, brown to dark brown, loose, no apparent structure [Subbase]	▲	
3									
4		D2	39	3-3-7	13		Sandy SILT: Slightly moist, brown to light brown, soft, pinhole voids, 75-80% silt, 10-15% sand, trace gravel [ALLUVIAL FAN]	▲	
5									
6							Sandy GRAVEL: Dry to slightly moist, dense to very dense, no apparent structure [ALLUVIAL FAN]		
7		D3	55	8-16-18	40			▲	
8									
9									
10		D4	50	12-28-50	85				▲
11									
12									
13									
14									
15		D5	55	13-18-22	44			▲	
16									
17									
18									
19									
		D6	67	40-38-33	74				▲



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Borehole ID: JG-3

Sheet 2 of 2

Client: Teton County

Project Number: 21036

Date Started: Oct 20 2021 **Completed:** Oct 20 2021

Drilling Contractor: SK Geotechnical

Drilling Method: 3.25" I.D. HSA

Equipment: Mobile B-57

Hammer Type: Automatic

Project Name: TC - Courthouse

Project Location: Jackson, Wyoming

Total Depth: 25.5 ft

Logged By: NA

Checked By: CHL

Latitude: 43.477939

Longitude: -110.759946

Elevation:

Notes: Target depth achieved at 25.5-ft. No groundwater observed during time of investigation. Backfilled with spoils and covered with cold-patch asphalt.

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	▲ SPT N1(60) 20 40 60 80 ● MC (%) ┐ PL & LL (%) 20 40 60 80 ▢ Fines Content (%) 20 40 60 80	Well		
21		▲		67	18-22-21 43		Sandy GRAVEL: Dry to slightly moist, dense to very dense, no apparent structure [ALLUVIAL FAN]				
22											
23											
24											
25			D7							▲	
26											
27											
28											
29											
30											
31											
32											
33											
34											
35											
36											
37											
38											
39											

At time of drilling 29.00 on May 18 2023

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	▲ SPT N1(60) 20 40 60 80 ● MC (%) ├─ PL & LL (%) 20 40 60 80 □ Fines Content (%) 20 40 60 80				Well
1				73	1-2-2 6		Asphalt % fines					
2							Well-Graded GRAVEL with Sand (GW): dry, tan, medium dense, 50% gravel, 40% sand, 10% fines, subrounded, [FILL]					
3		D1		73	1-2-2 6		LEAN CLAY (CL): slightly moist, dark brown, soft, 10% sand, 90% fines, medium plasticity, [ALLUVIUM]	▲				
4												
5		D2		73	16-25-22 60		LEAN CLAY with Gravel (CL): moist, dark brown, medium stiff, 30% gravel, 20% sand, 50% fines, medium plasticity, [ALLUVIUM]					
6		D2		73	16-25-22 60		Well-Graded GRAVEL with Sand (GW): slightly moist, orangish brown, dense, 40% cobbles by volume, remaining 50% gravel, 30% sand, 20% fines by mass, angular, [ALLUVIUM]			▲		
7												
8		D3		87	18-31-29 72						▲	
9												
10		D4		73	19-19-18 41					▲		
11												
12												
13		D5		93	12-20-29 60					▲		
14												
15												
16		D6		53	12-33-39 83						▲	
17												
18												
19												

At time of drilling 29.00 on May 18 2023

[illegible]



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Borehole ID: JG-5

Sheet 1 of 2

Client: Teton County

Project Number: 21036

Date Started: May 18 2023 **Completed:** May 19 2023

Drilling Contractor: Inberg Miller Engineers

Drilling Method: 4-1/4" Hollow stem auger

Equipment: CME 85

Hammer Type: Automatic hammer

☒ At time of drilling May 19 2023 - not encountered

Project Name: TC - Courthouse

Project Location: Jackson, Wyoming

Total Depth: 30.0 ft

Logged By: Marlie Schell **Checked By:** CHL

Latitude: 43.477627 **Longitude:** -110.759811 **Elevation:** 6245.30

Notes: -Target depth achieved

-Backfilled with spoils and covered with concrete and a flush mount

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	▲ SPT N1(60) 20 40 60 80 ● MC (%) — PL & LL (%) 20 40 60 80 □ Fines Content (%) 20 40 60 80	Well
1							Asphalt % fines		
2							Well-Graded GRAVEL with Sand (GW): dry, tan, medium dense, 50% gravel, 40% sand, 10% fines, subrounded, [FILL]		
3		D1		60	1-7-7		LEAN CLAY (CL): slightly moist, dark brown, stiff, 10% sand, 90% fines, medium plasticity, [ALLUVIUM]	▲	
4		D1			21		Well-Graded GRAVEL with Sand (GW): slightly moist, orangish brown, dense, 40% cobbles by volume, remaining 50% gravel, 30% sand, 20% fines by mass, angular, [ALLUVIUM]		
5									
6		D2		87	15-30-50				▲
7									
8		D3		100	12-27-40				▲
9									
10									
11		D4		100	9-38-29				▲
12									
13		D5		100	23-45-38				▲
14									
15									
16		D6		100	20-25-17				▲
17									
18									
19							SANDY LEAN CLAY with Gravel (CL): moist, orangish brown, stiff, 15% gravel, 30% sand, 55% fines, medium plasticity, [ALLUVIUM]		

- Backfilled with spoils and covered with concrete and a flush mount

[illegible]

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	▲ SPT N1(60) 20 40 60 80					Well
								● MC (%)					
								┤ PL & LL (%) 20 40 60 80					
								□ Fines Content (%) 20 40 60 80					
1				80	3-10-27 56		Asphalt % fines						
2							Well-Graded GRAVEL with Sand (GW): dry, tan, medium dense, 50% gravel, 40% sand, 10% fines, subrounded, [FILL]						
3			D1	80	3-10-27 56		SANDY LEAN CLAY with Gravel (CL): slightly moist, dark brown, stiff, 10% gravel, 20% sand, 70% fines, medium plasticity, [ALLUVIUM]						
4			D1				Well-Graded GRAVEL with Clay and Sand (GW-GC): slightly moist, orangish brown, dense, 40% cobbles by volume, remaining 50% gravel, 20% sand, 30% fines by mass, angular, [ALLUVIUM]						
5			D2	93	9-19-30 67		Well-Graded GRAVEL with Sand (GW): slightly moist, grayish tan, dense, 40% cobbles by volume, remaining 50% gravel, 35% sand, 15% fines by mass, angular, [ALLUVIUM]						
6													
7			D3	87	30-39-33 82								
8													
9			D4	75	17-41-50/ 4" 100								
10													
11			D5	80	6-34-50 100								
12													
13			D6	105	25-50/5" 100								
14													
15													
16													
17													
18													
19													

Client: Teton County

Project Number:	21036
------------------------	-------

Date Started: May 19 2023 **Completed:** May 19 2023

Drilling Contractor: Inberg Miller Engineers

Drilling Method:	4-1/4" Hollow stem auger
-------------------------	--------------------------

Equipment: CME 85

Hammer Type:	Automatic hammer
---------------------	------------------

At time of drilling	May 19 2023 - not encountered
---------------------	-------------------------------

Project Name: TC - Courthouse

Project Location: Jackson, Wyoming

Total Depth: 26.5 ft

Logged By: Marlie Schell

Checked By: CHL

Latitude: 43.477868

Longitude: -110.759626

Elevation: 6244.50

Notes: -Target depth achieved

- Backfilled with spoils and covered with cold-patch asphalt

[illegible]

Client: Teton County

Project Number:	21036
------------------------	-------

Date Started: May 19 2023 **Completed:** May 19 2023

Drilling Contractor: Inberg Miller Engineers

Drilling Method: 4-1/4" Hollow stem auger

Equipment: CME 85

Hammer Type: Automatic hammer

At time of drilling May 19 2023 - not encountered

Project Name: TC - Courthouse

Project Location: Jackson, Wyoming

Total Depth: 26.5 ft

Logged By: Marlie Schell

Checked By: CHL

Latitude: 43.477576

Longitude: -110.759498

Elevation: 6247.50

Notes: -Target depth achieved

- Backfilled with spoils

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	▲ SPT N1(60) 20 40 60 80					Well
								● MC (%)					
								┐ PL & LL (%) 20 40 60 80					
								□ Fines Content (%) 20 40 60 80					
1							% fines, [TOPSOIL]						
2							SANDY LEAN CLAY with Gravel (CL): very moist, dark brown, medium stiff, 20% gravel, 30% sand, 50% fines, medium plasticity, Grass to 0.3 feet bgs [ALLUVIAL FAN]						
3		D1	73	3-11-39									
4													
5		D2											
6		D2	60	4-8-923			Well-Graded GRAVEL with Sand (GW): slightly moist, grayish tan, medium dense to very dense, 50% cobbles by volume, remaining 50% gravel, 35% sand, 15% fines by mass, angular, [ALLUVIAL FAN]						
7													
8		D3	80	9-10-1733									
9													
10		D4	80	50/3"100									
11													
12													
13		D5	80	13-30-5097									
14													
15		D6											
16			D6	14-21-2148									
17													
18													
19													



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Borehole ID: JG-7

Sheet 2 of 2

Client: Teton County

Project Number: 21036

Date Started: May 19 2023 **Completed:** May 19 2023

Drilling Contractor: Inberg Miller Engineers

Drilling Method: 4-1/4" Hollow stem auger

Equipment: CME 85

Hammer Type: Automatic hammer

☒ At time of drilling May 19 2023 - not encountered

Project Name: TC - Courthouse

Project Location: Jackson, Wyoming

Total Depth: 26.5 ft

Logged By: Marlie Schell

Checked By: CHL

Latitude: 43.477576

Longitude: -110.759498

Elevation: 6247.50

Notes: -Target depth achieved

-Backfilled with spoils

Depth	Graphic	Sampler Type	Number	Recovery %	SPT Blow Count (N1)60	Pocket Pen. (tsf)	Material Description	▲ SPT N1(60) 20 40 60 80					Well
								● MC (%)					
								┌ PL & LL (%) 20 40 60 80					
								□ Fines Content (%) 20 40 60 80					
21		▲	D7	101	27-50/6" 100		Well-Graded GRAVEL with Sand (GW): slightly moist, grayish tan, medium dense to very dense, 50% cobbles by volume, remaining 50% gravel, 35% sand, 15% fines by mass, angular, [ALLUVIAL FAN]						▲
22													
23													
24													
25													
26		▲	D8	122	37-50/5" 100								▲
27													
28													
29													
30													
31													
32													
33													
34													
35													
36													
37													
38													
39													

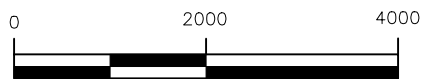
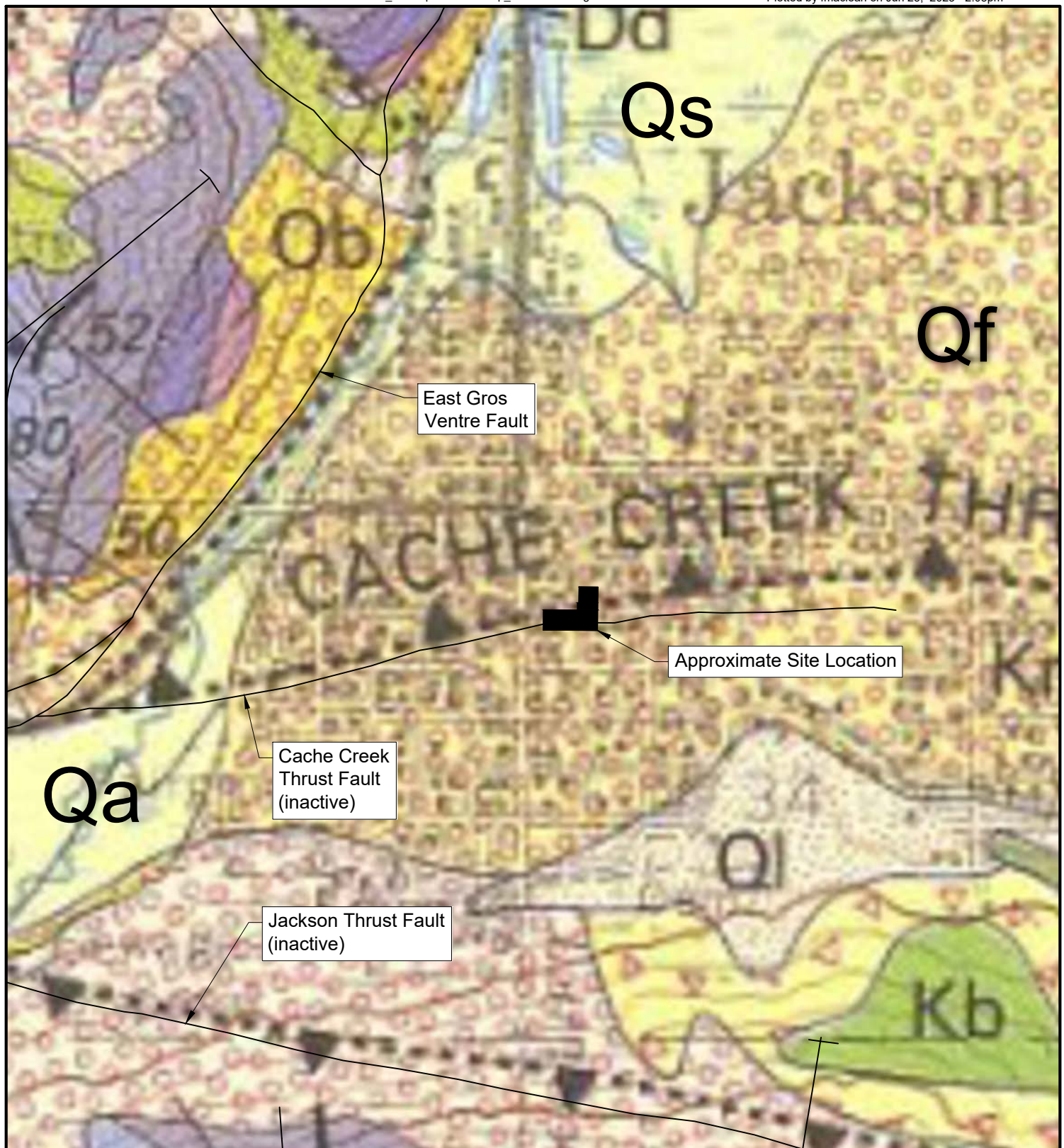


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APPENDIX B

Figures



SCALE: 1 INCH = 2000 FEET

THIS SCALE VALID ONLY FOR 8.5x11 PRINTS

Map symbols: Qa - Alluvium, gravel and sand, and flood plain deposits
Qf - Alluvial-fan deposits
Qs - Swamp deposits



From Love et. al, Geologic Map of Grand Teton National Park, 1992

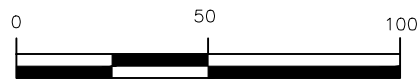
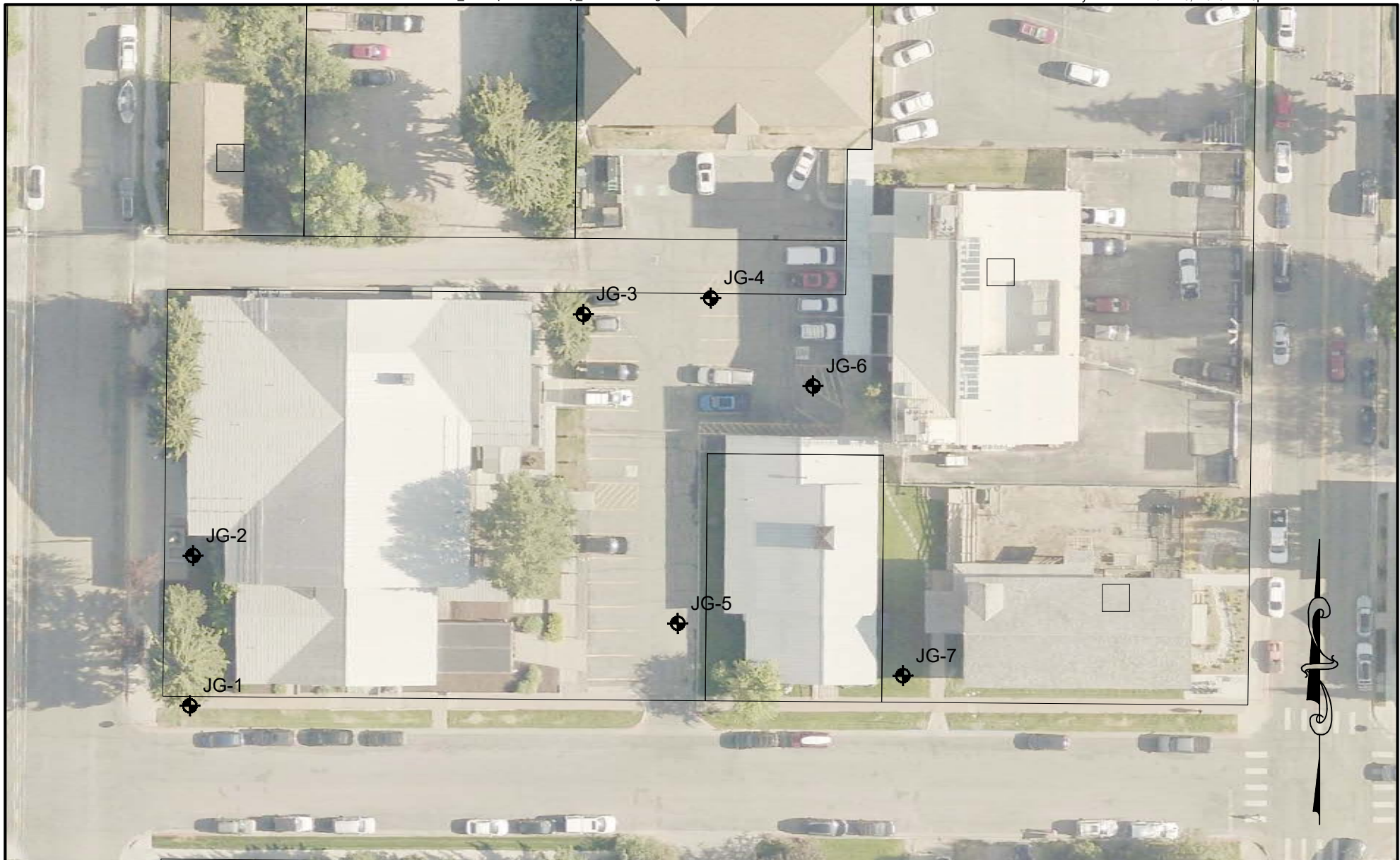
DRAFTED BY: FRM
REVIEWED BY: CHL
PROJECT NUMBER
21036

SHEET TITLE:
Figure 1
Site Location and
Geologic Map

PROJECT TITLE:
Geotechnical-Engineering Report
180 S King Street, Jackson,
Teton County, Wyoming



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SCALE: 1 INCH = 50 FEET
THIS SCALE VALID ONLY FOR 8.5x11 PRINTS

NOTE:
BOREHOLE LOCATIONS WERE RECORDED USING A GNSS/GPS RECEIVER WITH SUB-METER ACCURACY AND CONFIRMED WITH JORGENSEN TOPOGRAPHIC SURVEY.

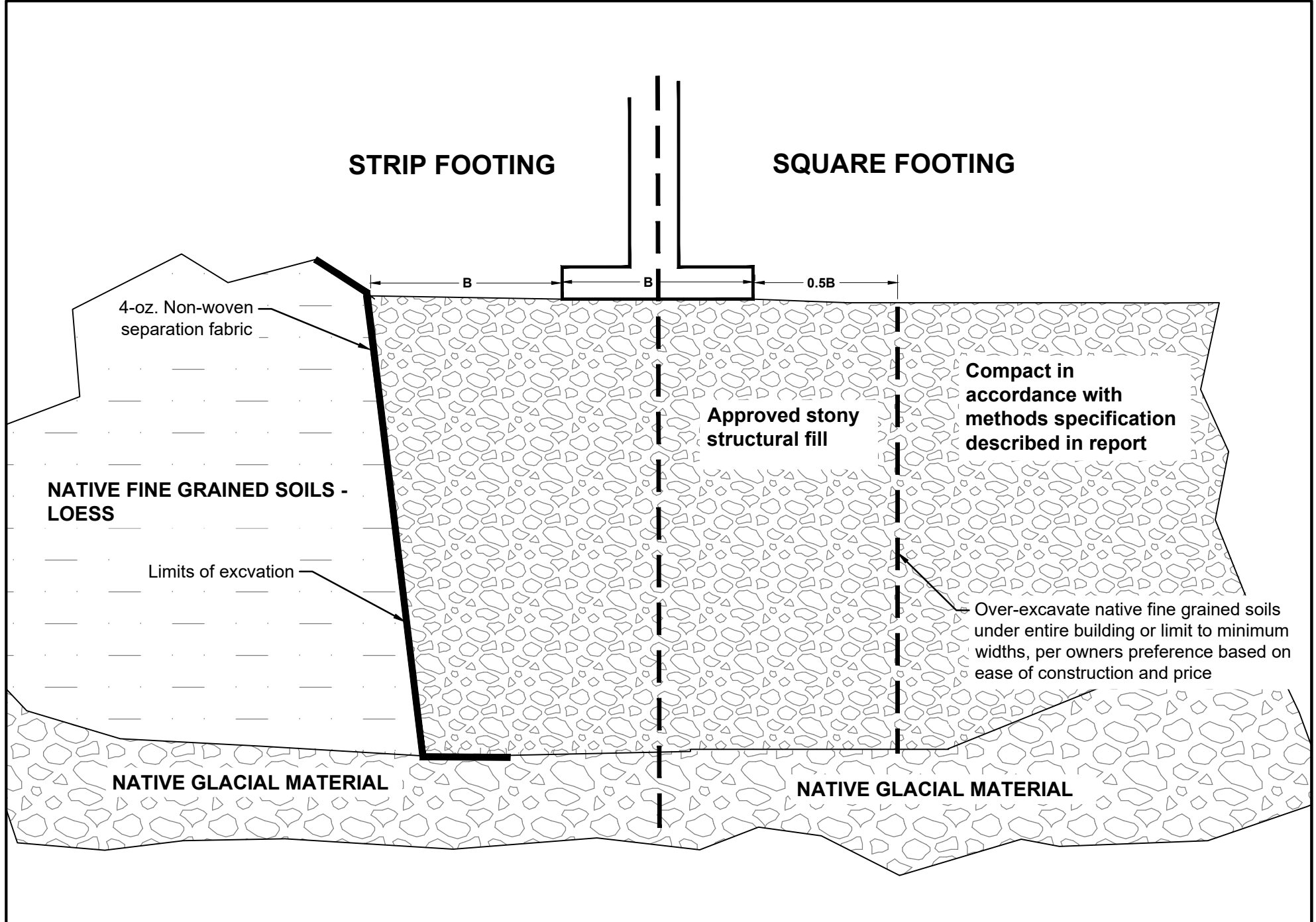
DRAFTED BY:	FRM
REVIEWED BY:	CHL
PROJECT NUMBER 21036	

SHEET TITLE:
Figure 2
Bore Hole Location Map

PROJECT TITLE:
Geotechnical-Engineering Report
180 S King Street, Jackson,
Teton County, Wyoming



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DRAFTED BY:	FRM
REVIEWED BY:	CHL
PROJECT NUMBER	21036

SHEET TITLE:
Figure 3
 Over-Excavation and Replacement of
 Native Fine-Grained Material

PROJECT TITLE:
 Geotechnical-Engineering Report
 180 S King Street, Jackson,
 Teton County, Wyoming



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APPENDIX C

Important Information about your Geotechnical Report

Important Information about This Geotechnical-Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

The Geoprofessional Business Association (GBA) has prepared this advisory to help you – assumedly a client representative – interpret and apply this geotechnical-engineering report as effectively as possible. In that way, you can benefit from a lowered exposure to problems associated with subsurface conditions at project sites and development of them that, for decades, have been a principal cause of construction delays, cost overruns, claims, and disputes. If you have questions or want more information about any of the issues discussed herein, contact your GBA-member geotechnical engineer. Active engagement in GBA exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project.

Understand the Geotechnical-Engineering Services Provided for this Report

Geotechnical-engineering services typically include the planning, collection, interpretation, and analysis of exploratory data from widely spaced borings and/or test pits. Field data are combined with results from laboratory tests of soil and rock samples obtained from field exploration (if applicable), observations made during site reconnaissance, and historical information to form one or more models of the expected subsurface conditions beneath the site. Local geology and alterations of the site surface and subsurface by previous and proposed construction are also important considerations. Geotechnical engineers apply their engineering training, experience, and judgment to adapt the requirements of the prospective project to the subsurface model(s). Estimates are made of the subsurface conditions that will likely be exposed during construction as well as the expected performance of foundations and other structures being planned and/or affected by construction activities.

The culmination of these geotechnical-engineering services is typically a geotechnical-engineering report providing the data obtained, a discussion of the subsurface model(s), the engineering and geologic engineering assessments and analyses made, and the recommendations developed to satisfy the given requirements of the project. These reports may be titled investigations, explorations, studies, assessments, or evaluations. Regardless of the title used, the geotechnical-engineering report is an engineering interpretation of the subsurface conditions within the context of the project and does not represent a close examination, systematic inquiry, or thorough investigation of all site and subsurface conditions.

Geotechnical-Engineering Services are Performed for Specific Purposes, Persons, and Projects, and At Specific Times

Geotechnical engineers structure their services to meet the specific needs, goals, and risk management preferences of their clients. A geotechnical-engineering study conducted for a given civil engineer

will not likely meet the needs of a civil-works constructor or even a different civil engineer. Because each geotechnical-engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client.

Likewise, geotechnical-engineering services are performed for a specific project and purpose. For example, it is unlikely that a geotechnical-engineering study for a refrigerated warehouse will be the same as one prepared for a parking garage; and a few borings drilled during a preliminary study to evaluate site feasibility will not be adequate to develop geotechnical design recommendations for the project.

Do not rely on this report if your geotechnical engineer prepared it:

- for a different client;
- for a different project or purpose;
- for a different site (that may or may not include all or a portion of the original site); or
- before important events occurred at the site or adjacent to it; e.g., man-made events like construction or environmental remediation, or natural events like floods, droughts, earthquakes, or groundwater fluctuations.

Note, too, the reliability of a geotechnical-engineering report can be affected by the passage of time, because of factors like changed subsurface conditions; new or modified codes, standards, or regulations; or new techniques or tools. *If you are the least bit uncertain about the continued reliability of this report, contact your geotechnical engineer before applying the recommendations in it. A minor amount of additional testing or analysis after the passage of time – if any is required at all – could prevent major problems.*

Read this Report in Full

Costly problems have occurred because those relying on a geotechnical-engineering report did not read the report in its entirety. Do not rely on an executive summary. Do not read selective elements only. *Read and refer to the report in full.*

You Need to Inform Your Geotechnical Engineer About Change

Your geotechnical engineer considered unique, project-specific factors when developing the scope of study behind this report and developing the confirmation-dependent recommendations the report conveys. Typical changes that could erode the reliability of this report include those that affect:

- the site's size or shape;
- the elevation, configuration, location, orientation, function or weight of the proposed structure and the desired performance criteria;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project or site changes – even minor ones – and request an assessment of their impact. *The geotechnical engineer who prepared this report cannot accept*

responsibility or liability for problems that arise because the geotechnical engineer was not informed about developments the engineer otherwise would have considered.

Most of the “Findings” Related in This Report Are Professional Opinions

Before construction begins, geotechnical engineers explore a site’s subsurface using various sampling and testing procedures. *Geotechnical engineers can observe actual subsurface conditions only at those specific locations where sampling and testing is performed.* The data derived from that sampling and testing were reviewed by your geotechnical engineer, who then applied professional judgement to form opinions about subsurface conditions throughout the site. Actual site-wide subsurface conditions may differ – maybe significantly – from those indicated in this report. Confront that risk by retaining your geotechnical engineer to serve on the design team through project completion to obtain informed guidance quickly, whenever needed.

This Report’s Recommendations Are Confirmation-Dependent

The recommendations included in this report – including any options or alternatives – are confirmation-dependent. In other words, they are not final, because the geotechnical engineer who developed them relied heavily on judgement and opinion to do so. Your geotechnical engineer can finalize the recommendations *only after observing actual subsurface conditions* exposed during construction. If through observation your geotechnical engineer confirms that the conditions assumed to exist actually do exist, the recommendations can be relied upon, assuming no other changes have occurred. *The geotechnical engineer who prepared this report cannot assume responsibility or liability for confirmation-dependent recommendations if you fail to retain that engineer to perform construction observation.*

This Report Could Be Misinterpreted

Other design professionals’ misinterpretation of geotechnical-engineering reports has resulted in costly problems. Confront that risk by having your geotechnical engineer serve as a continuing member of the design team, to:

- confer with other design-team members;
- help develop specifications;
- review pertinent elements of other design professionals’ plans and specifications; and
- be available whenever geotechnical-engineering guidance is needed.

You should also confront the risk of constructors misinterpreting this report. Do so by retaining your geotechnical engineer to participate in prebid and preconstruction conferences and to perform construction-phase observations.

Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can shift unanticipated-subsurface-conditions liability to constructors by limiting the information they provide for bid preparation. To help prevent the costly, contentious problems this practice has caused, include the complete geotechnical-engineering report, along with any attachments or appendices, with your contract documents, *but be certain to note*

conspicuously that you’ve included the material for information purposes only. To avoid misunderstanding, you may also want to note that “informational purposes” means constructors have no right to rely on the interpretations, opinions, conclusions, or recommendations in the report. Be certain that constructors know they may learn about specific project requirements, including options selected from the report, *only* from the design drawings and specifications. Remind constructors that they may perform their own studies if they want to, and *be sure to allow enough time* to permit them to do so. Only then might you be in a position to give constructors the information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions. Conducting prebid and preconstruction conferences can also be valuable in this respect.

Read Responsibility Provisions Closely

Some client representatives, design professionals, and constructors do not realize that geotechnical engineering is far less exact than other engineering disciplines. This happens in part because soil and rock on project sites are typically heterogeneous and not manufactured materials with well-defined engineering properties like steel and concrete. That lack of understanding has nurtured unrealistic expectations that have resulted in disappointments, delays, cost overruns, claims, and disputes. To confront that risk, geotechnical engineers commonly include explanatory provisions in their reports. Sometimes labeled “limitations,” many of these provisions indicate where geotechnical engineers’ responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Geoenvironmental Concerns Are Not Covered

The personnel, equipment, and techniques used to perform an environmental study – e.g., a “phase-one” or “phase-two” environmental site assessment – differ significantly from those used to perform a geotechnical-engineering study. For that reason, a geotechnical-engineering report does not usually provide environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated subsurface environmental problems have led to project failures.* If you have not obtained your own environmental information about the project site, ask your geotechnical consultant for a recommendation on how to find environmental risk-management guidance.

Obtain Professional Assistance to Deal with Moisture Infiltration and Mold

While your geotechnical engineer may have addressed groundwater, water infiltration, or similar issues in this report, the engineer’s services were not designed, conducted, or intended to prevent migration of moisture – including water vapor – from the soil through building slabs and walls and into the building interior, where it can cause mold growth and material-performance deficiencies. Accordingly, *proper implementation of the geotechnical engineer’s recommendations will not of itself be sufficient to prevent moisture infiltration.* Confront the risk of moisture infiltration by including building-envelope or mold specialists on the design team. *Geotechnical engineers are not building-envelope or mold specialists.*



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Fasching Consulting



November 26th, 2025

Mr. Brian Simon, PE
Senior Principal Engineer
Jorgensen
1315 Highway 89 S., Suite 201
PO Box 9550
Jackson, WY 83002

**RE: Traffic Impact Study
Teton County Courthouse Redevelopment (Fasching Consulting Job 24-15)**

Dear Mr. Simon:

This traffic impact study provides transportation information associated with the Teton County Courthouse campus located in Jackson, WY between Simpson Avenue, Pearl Avenue, Willow Street, and King Street. This is an update of the March 5th, 2025 study driven by changes in the site location is shown in **Figure 1**.

The County is planning to redevelop the Courthouse and detention facility such that these two buildings are razed and a combined building will be constructed where the Courthouse currently stands. In addition, the Hansen building is planned to be demolished as well. The new facility will provide a greater number of hearing rooms as well as expanded detention holding facilities. A site plan is shown in **Figure 2**, and the redevelopment would afford a combined parking area that will serve the Courthouse and Town Hall (they are separate today). Vehicular access to the campus will slightly change from existing conditions including:

- Converting the One-way alley onto King Street, along the north side of the Courthouse, to provide two-way traffic
- Removal of the eastern access onto Pearl Avenue and allowing two-way traffic at the western access
- Removal of the secured driveway onto Willow Street and instead providing a secure area access onto Simpson Avenue

The existing driveway onto Simpson Avenue will be removed. The parking area on the south side of Simpson Avenue also serves the existing Courthouse campus and is planned to remain.

This memo provides information relative to existing traffic demands around the campus, parking demands of the same, and gives a sense of functionality with respect to the future access scheme.

EXISTING CONDITIONS

Adjacent Street Traffic

AM and PM peak hour turning movement data were collected at the site's access point intersections. Since the parking area east of Town Hall would become integrated into the redevelopment, its access intersections were also counted, as was the intersection of Willow Street/Pearl Avenue since it is in close proximity to the eastern Town Hall parking access point. Currently, the western access is signed for inbound traffic only and the eastern access is signed for outbound-only traffic. The parking spaces within the lot are angled along both sides to emphasize a one-way, counter-clockwise circulation.

Figure 3 shows turning movement count data that were collected on December 19th, 2025. The busiest intersection in the mix was Pearl Avenue/Willow Street which served a total of 536 vehicles per hour (vph) during the AM peak hour and 618 vph during the PM peak hour. Bicycles were not observed during either peak hour at this intersection, but pedestrian activity was noted; 20 pedestrian-crossings were observed during the AM peak hour and 43 during the PM peak hour. Most of the pedestrian traffic was traveling north and south crossing Pearl Avenue.

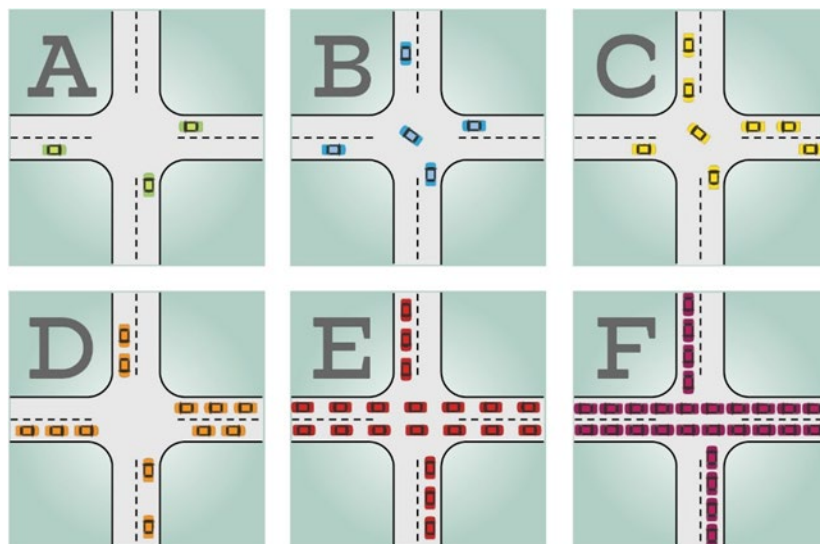
Intersection Levels of Service were calculated for this intersection given the counts shown in **Figure 3**. Detailed calculations were conducted using Synchro software to assess operations given current traffic demands (reflective of December 19th, 2024). This software employs techniques documented in the Highway Capacity Manual (Transportation Research Board, 7th Edition). The worksheets are attached.

LOS is a qualitative measure of traffic operational conditions, based on roadway capacity and vehicle delay, described by a letter designation ranging from A to F. A LOS A represents nearly free-flow travel indicative of very little delay, while LOS F represents congested conditions and excessive delay. The LOS is defined by the amount of delay drivers endure, on average, during a peak hour, and the Highway Capacity Manual procedures are geared toward calculating the average delay for each movement or lane group (as compared to free-flow conditions if the intersection did not exist).

Table 1 shows the LOS scale for signalized and unsignalized intersections. These scales differ since delay at a stop-signed intersection is more tense for the driver in that they are making a decision on whether to proceed based on traffic gaps, versus simply waiting for a green light. A graphical depiction of intersection LOS is provided immediately after **Table 1**.

Table 1. Level of Service (LOS)/Delay Scales

LOS	Signalized Intersections	Unsignalized Intersections
A	<10 Sec/Veh	<10 Sec/Veh
B	10-20 Sec/Veh	10-15 Sec/Veh
C	20-35 Sec/Veh	15-25 Sec/Veh
D	35-55 Sec/Veh	25-35 Sec/Veh
E	55-80 Sec/Veh	35-50 Sec/Veh
F	>80 Sec/Veh	>50 Sec/Veh



The current Teton County TIS Guidelines objective with respect to LOS is to achieve no worse than a LOS D during the peak hours of the day. This is indicative of a delay of no more than 55 seconds per vehicle through a signalized intersection and no more than 35 seconds per vehicle through a stop-sign controlled intersection. Collected data pertaining to heavy vehicle presence, peak hour factor (which measures the concentration of traffic within the peak hour), pedestrian presence, and bicycle presence have all been entered into the calculations.

The results of the LOS analyses show that the Willow/Pearl intersection approaches are currently operating at a LOS B or better during both peak hours given its current all-way stop traffic control. The HCM All-way stop methodology does not properly account for pedestrian activity, so the actual delays and LOS's might be slightly worse given the moderate level of pedestrian activity tallied in the counts.

Site Accesses

Figure 3 shows that the peak hour turning movements at the access intersections were much less than those at Pearl Avenue and Willow Street. The Town Hall lot was the busiest in which 25 vph hour entered during the AM peak hour and 22 exited during the PM peak hour. (the reflections were 6 vph out during the AM peak hour and 9 vph during the PM peak hour). The lot

immediately east of Town Hall lot is currently served by an in-only access and an out-only access onto Pearl Avenue that are internally connected via a counter-clockwise circulation scheme.

The access onto Willow Street serves a secure area, and very little traffic was recorded using this access during each peak hour. The alley access onto King Street is signed for one-way use (westbound), and only one vehicle used it during the AM peak hour and 2 movements occurred during the PM peak hour. This alley access serves the parking area at the center of the campus which is used by the Courthouse, jail staff, and Town staff. This lot is currently not connected to the lot east of Town Hall.

The Simpson Avenue access also serves the central parking area, and movements into and out of the campus at this location totaled 16 vph during the AM peak hour and 13 vph during the PM peak hour. The parking area access south of Simpson Avenue saw 5 vph during the AM peak hour and 2 vph during the PM peak hour. **Table 2** was created to illustrate the peak hour trips associated with each use within the campus including Town Hall, detention facilities, and Courthouse operations.

Table 2 Campus User Trip Generation

Campus Use	AM Peak Hour Trips ¹	PM Peak Hour Trips ¹
Town Hall (lot to its east)	31	31
Detention Facility (secured access onto Willow Street)	2	1
Courthouse (Access onto Simpson and parking lot access on south side of Simpson)	20	15
Totals	53	47

1. Includes inbound and outbound movements.

Parking

A parking survey of the campus was also conducted. The data were collected on January 14th, 2025 which was considered to be a busy day. **Figure 4** shows the parking lot count data collected between 1:30 and 2:00 PM on January 14th. The on-street parking was also collected along all four sides of the campus as it is realized that some of the patrons choose to park along the street. Willow Street was open for parking at this time and parked vehicles were recorded making use of Willow. This roadway restricts parking during other times of the year to accommodate the bike lanes along each side.

The results shown in **Figure 4** were assessed with respect to the capacity of each parking area, which is shown in **Table 3**

Table 3. Campus Parking Data (January 14th, 2025)

Parking Area	Counted Parked Vehicles	Approx. Space Capacity	Percentage Utilized
East of Town Hall	29	36	81%
Secured Detention Facility	7	14	50%
Central Area	18	33	55%
South of Simpson Ave.	17	26	65%
Along Pearl Ave. ¹	23	24	96%
Along Willow St. ^{1,2}	16	24	67%
Along Simpson Ave. ¹	20	25	80%
Along King St. ¹	9	20	45%
Totals	138	202	68%

1.Includes both sides of the roadway.

2.Parallel parking allowed in winter. Parking lanes are used as bicycle lanes during summer.

The parking on and around the site was 68 percent utilized on January 14th, 1:45 PM (plus or minus 15 minutes). The on-street parking along Pearl Avenue was the most highly utilized with essentially all of its parking being used. The businesses along the north side also generate parking along this roadway. The second highest utilization was the Town Hall lot and the parallel parking along Simpson Avenue which were each 80 percent utilized.

While on-street parking along the adjacent roads serves the uses, it is not all being generated by campus uses. For purposes of this study, 50 percent was assumed to be associated with either the Courthouse or Town Hall. Given that assumption and the parking counts in the lots, the Courthouse and Town Hall collectively generated an estimated 104 parked vehicles on January 14th.

FUTURE CONDITIONS

The proposed site plan shows that the current Simpson Avenue access would be removed with the parking being reconfigured on the east side of the campus such that it is directly connected to the alley out to King Street. A new access will be provided onto Simpson Avenue to serve the reconfigured secure area. The primary public accesses to the campus will be provided via Pearl Avenue and King Street. This section provides a sense of future conditions given this site plan and access scheme.

Trip Generation

A courthouse or justice center is not a land use category included in the Institute of Transportation Engineers' (ITE) Trip Generation manual. For purposes of this effort, future trip-making was estimated by applying growth factors to the existing driveway counts. The day of the traffic counts (December 19th, 2024) was subsequently found to possibly not be as busy a day as originally thought for Courthouse activity. As such, the Courthouse-specific traffic counts were increased 50 percent in an attempt to represent a typical day peak hour traffic. No such adjustments were made to the turning movements at the Pearl Avenue accesses which primarily serve Town functions.

Subsequent to applying the 50 percent growth to the Courthouse traffic, all counts (Courthouse and Town Hall driveways) were increased another 25 percent to reflect county-wide growth over the next 20 years. This was based on data prepared by the Wyoming Department of Administration & Information, Economic Analysis Division growth out to 2040 which could occur at a rate of approximately 0.6 percent per year. A 25 percent flat increase reflects an approximate 1.1 percent annual increase over 20 years and could therefore be considered as a conservatively high growth factor.

Resulting trip generation estimates for the 20-year planning horizon is shown in **Table 4**. The 20-year trip generation estimates for the entire campus are estimated to reach 81 trips during the AM peak hour and 70 trips during the PM peak hour.

It should be noted that the trip estimates of **Table 4** reflect movements into and out of the site. There are also trips taking place associated with the Courthouse and Town Hall that park along the adjacent streets. While not quantified here, this component's impact is captured in the collected turning movement data and the factors being applied to those counts in developing 20-year traffic forecasts.

Table 4. Future Trip Generation Estimates

Use/Planning Horizon	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
<i>Courthouse and Detention Facility</i>				
Existing Counts	20	2	4	12
Typical Day ¹	30	3	6	18
20-Year Projection	38	4	8	23
<i>Town Hall</i>				
Existing counts	25	6	9	22
Typical Day	25	6	9	22
20-Year Projection	31	8	11	28
<i>Totals²</i>				
Existing Counts	45	8	13	34
Typical Day	55	9	15	40
20-Year Projection	69	12	19	51

1.Existing Dec 19th counts increased 50 percent to estimate a typical day.

2.Sum of above values.

Traffic Assignment

The Courthouse parking and Town Hall parking will be in a combined lot given the proposed site plan. The accesses onto Pearl Avenue and King Street (via an improved alley) will serve the vast majority of the combined generation. The secure area adjacent to Simpson Avenue and the remote lot south of Simpson Avenue will each serve much less site traffic than the Pearl Avenue and King Street accesses.

From the counts and based on surrounding area, the largest component of campus traffic is projected to be oriented to/from the northwest of the site to/from the state highway since that facility passes through town. A distant second highest distribution orientation is projected to be southerly oriented, in part due to Snow King Road serving as a parallel east-west route to the state highway relative to serving western Jackson. Realizing this in combination with most of the parking being located in the northeast quadrant of the site, the site driveway peak hour

turning movement estimates were developed and are shown in **Figure 5**. The Pearl Avenue access, which will serve most of the site trips, is projected to see a western orientation of site trips entering and exiting.

The Pearl Avenue access point has been analyzed under a scheme in which it serves two-way traffic, which is a shift from the current dual-access one-way counter-clockwise scheme. The redevelopment will reorient the parking on the east side of Town Hall.

Total Long-Term Traffic

The traffic projections shown in **Figure 5** were combined with projected background traffic which was estimated by increasing the existing traffic by 25 percent, again conservatively based on the previously referenced state agency forecasts. **Figure 6** shows the total 20-year traffic projections at the access intersections as well as at the Pearl Avenue/Willow Street intersection. In addition, intersection LOS's are shown for the Pearl Avenue/Willow Street intersection.

The results show that LOS's would meet the LOS D or better criteria at the Pearl Avenue/Willow Street intersection. Functionally, these intersections are all projected to operate without issue with respect to the LOS calculations. However, there are other considerations associated with the access intersections:

PARKING

A total of 104 parked vehicles were estimated to be parked in association with the Town Hall and the Courthouse today, as previously mentioned. Two methodologies were applied in estimating future demand. A simple approach entails applying the 25 percent growth to the estimated 104 vehicles that yields a 20-year projected total of 130 parked vehicles in association with the campus uses.

A second approach pertains to applying a series of assumptions/parameters to anticipated operations. This second approach was initially applied to existing operation conditions to assess whether the result is comparable to the 104 parked vehicles previously determined.

The following information was obtained concerning current Courthouse activity:

- 26 full time staff associated with clerk's office, attorney's office, and courts. Assume 15 percent utilize non-single-occupant vehicles (SOV) to commute, resulting in **23 parked vehicles of demand at peak**.
- 78 Sheriff staff, assume 33 percent are parked on site during the day, resulting in **26 parked vehicles of demand at peak**.
- Sheriff patrol vehicles, plan for **6 parked vehicles of demand at peak**.
- Visitors and deliveries, plan for **4 parked vehicles of demand at peak**.

From the above, the total parking demand associated with current County Courthouse operations totals 59 vehicles.

The following information was obtained concerning current Town activity:

- 22 full time staff, assume 15 percent utilize non-single-occupant vehicles (SOV) to commute, **resulting in 19 parked vehicles of demand at peak.**
- 5 occasional visits associated with council, assume 20 percent are on site, resulting in **1 parked vehicle of demand at peak**
- Police patrol vehicles, information from Town staff yields up to **4 parked vehicles of demand at peak**
- 38 police staff, assume 33 percent are on-site, resulting in **13 parked vehicles of demand at peak.**
- Visitors and deliveries, plan for **4 parked vehicles of demand at peak.**

From the above, the total parking demand associated with current Town operations totals 41 parked vehicles.

Courthouse operations yielded an estimate of 59 parked vehicles and Town operations yielded an additional 41, resulting in a total of 100 parked vehicles using the second estimation approach. This compares well with the 104 vehicles cited earlier based on parking lot counts and assuming one-half of the on-street parking along these uses' frontage. This suggests that the same assumptions / parameters would be a reasonable approach in predicting future demand for the campus as an alternative to simply applying a growth factor.

With respect to the future conditions at the Courthouse, increases are anticipated which include 42 staff associated with the clerk's office/attorney's office/courts (26 exist today) and 84 Sheriff staff (78 exist today). Deliveries/visitor parking needs to continue to reserve 4 spaces, and 6 reserved spots for Sheriff patrol vehicles also needs to continue. In addition, the General Services Building, that may now be completed, will house approximately 20 staff which will generate parking needs above and beyond the Courthouse functions. As such, the future Courthouse and General Services Building parking demand is comprised of:

- 42 full time staff associated with clerk's office, attorney's office, and courts. Assume 15 percent utilize non-single-occupant vehicles (SOV) to commute, results in **36 parked vehicles of demand at peak.**
- 84 Sheriff staff, assume 33 percent are parked on site during the day, results in **28 parked vehicles of demand at peak.**

- Sheriff patrol vehicles, plan for **6 parked vehicles of demand at peak.**
- Visitors and deliveries, plan for **4 parked vehicles of demand at peak.**
- 20 staff in the General Services Building. Assume 15 percent utilize non-SOV to commute, resulting in **17 parked vehicles of demand at peak.**

From the above assumptions regarding each component, the total future parking demand associated with County Courthouse operations totals 91 vehicles.

The number of spaces that are being proposed on site (including the parking lot south of Simpson Avenue and excluding 9 spaces that are currently leased by the Town) is 117 spaces which includes 17 located below the new courthouse building. As such, the Courthouse technically meets its parking requirements based on this analysis (117 spaces of off-street supply versus 91 spaces of demand).

Many of the parking spaces will not necessarily be reserved / signed exclusively for Courthouse use, and the reality is that the Town functions will continue to use the parking located on the site as occurs today. When incorporating the Town's functions, a total of 132 parked vehicles of demand is estimated for the entire campus (91 plus 41) which exceeds the proposed on-site supply by 6 spaces. But when also considering 50 percent of the on-street parking capacity along the campus block (excluding Willow Street since it will likely be configured to accommodate bike lanes during the summer), an additional 34 spaces would be available. With this, the supply increases to 151 spaces which would exceed the demand of 132 vehicles when combining the Courthouse and Town function uses.

Jury pools, when needed, will also generate parking demand. However, summoning jury pools is not an activity that occurs on a regular continuous basis, so jury pool demands were not included in this analysis. On large jury pool days, on-street parking will play a key role adjacent to the campus as well as within a block, possibly two. The parking structure on Milward Street can also be utilized to meet some of this demand on an extreme day. Ideally, juror summons notices will contain information regarding alternative modes of travel to encourage non-auto use as well as including information concerning parking options including the parking structure.

TRANSPORTATION DEMAND MANAGEMENT (TDM)

The traffic projections shown in this study do not incorporate any additional TDM measures that are not already implemented today, but the County and Town could explore implementing additional measures to encourage users to alternative modes other than automobile. Possible considerations include:

- Bike lockers

- Bike Share programs
- Showers/locker rooms
- Information on alternatives including bus schedules
- Paid parking
- Employee Transit passes (if not already provided)
- Telecommuting allowance

Additional TDM measures can be explored for this campus as a means of limiting its trips

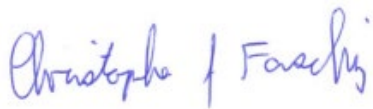
SUMMARY AND RECOMMENDATIONS

The following provides a summary of the findings and recommendations as a result of this traffic assessment.

- The eastern Pearl Avenue access is proposed to be closed, and the western access will be configured to provide for two-way traffic, including its widening.
- The existing access onto Simpson Avenue will be closed, and a new access will be established (located east of the existing one) that will be limited to use by the secure parking area.
- The alley way onto King Street will be improved to provide two-way traffic.
- Additional TDM measures should be identified and researched to help limit vehicular trips associated with the campus.
- On-street parking along the campus will continue to serve the combined Town and Courthouse uses. With respect to the Courthouse function (and the General Service Building), adequate parking will be provided on-site to meet projected demands. Adjacent on-street parking is also needed to meet combined Courthouse and Town demands. Parking beyond the campus area, including the parking structure at Milward Street, will be needed to serve when large jury pools are summoned.

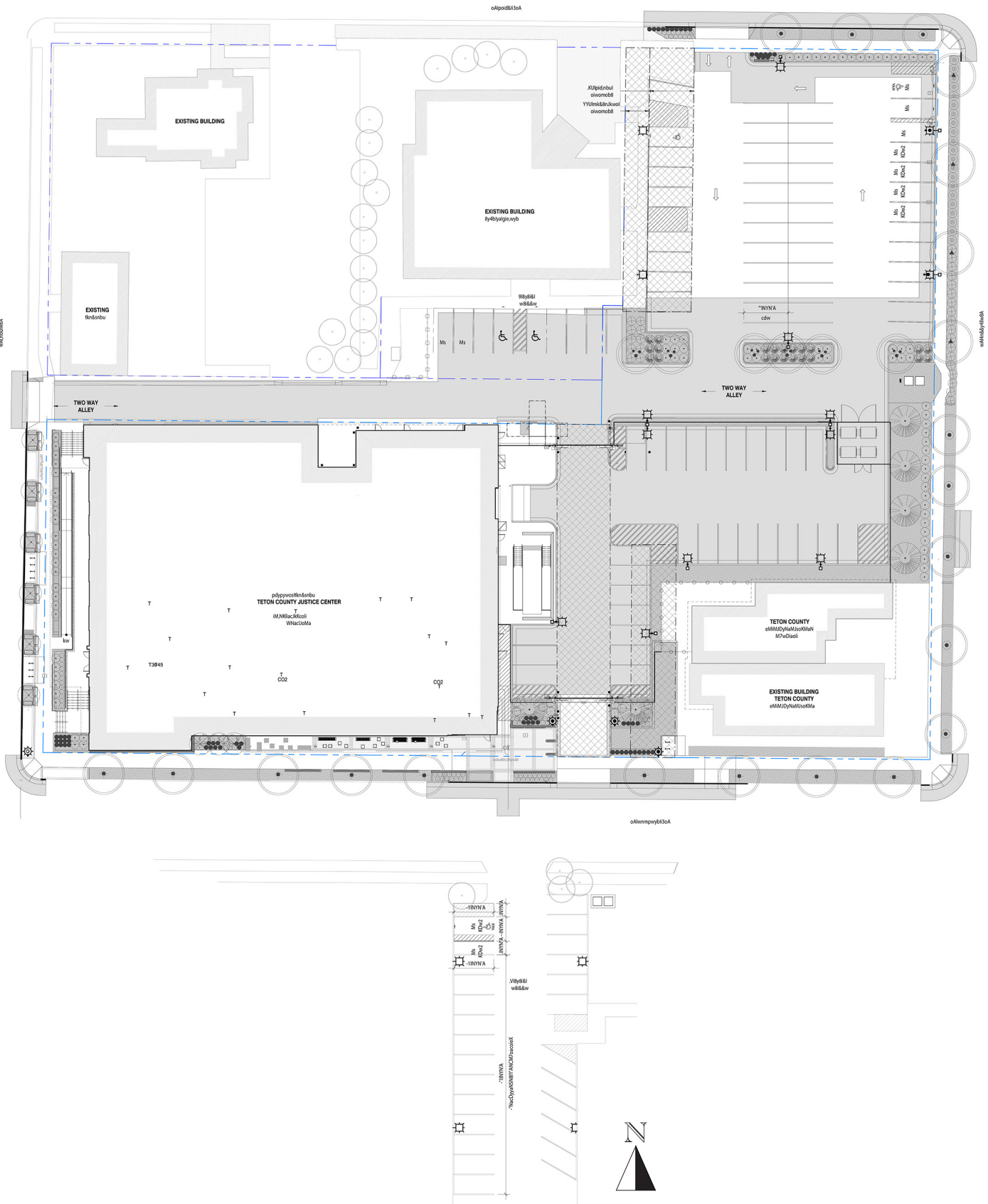
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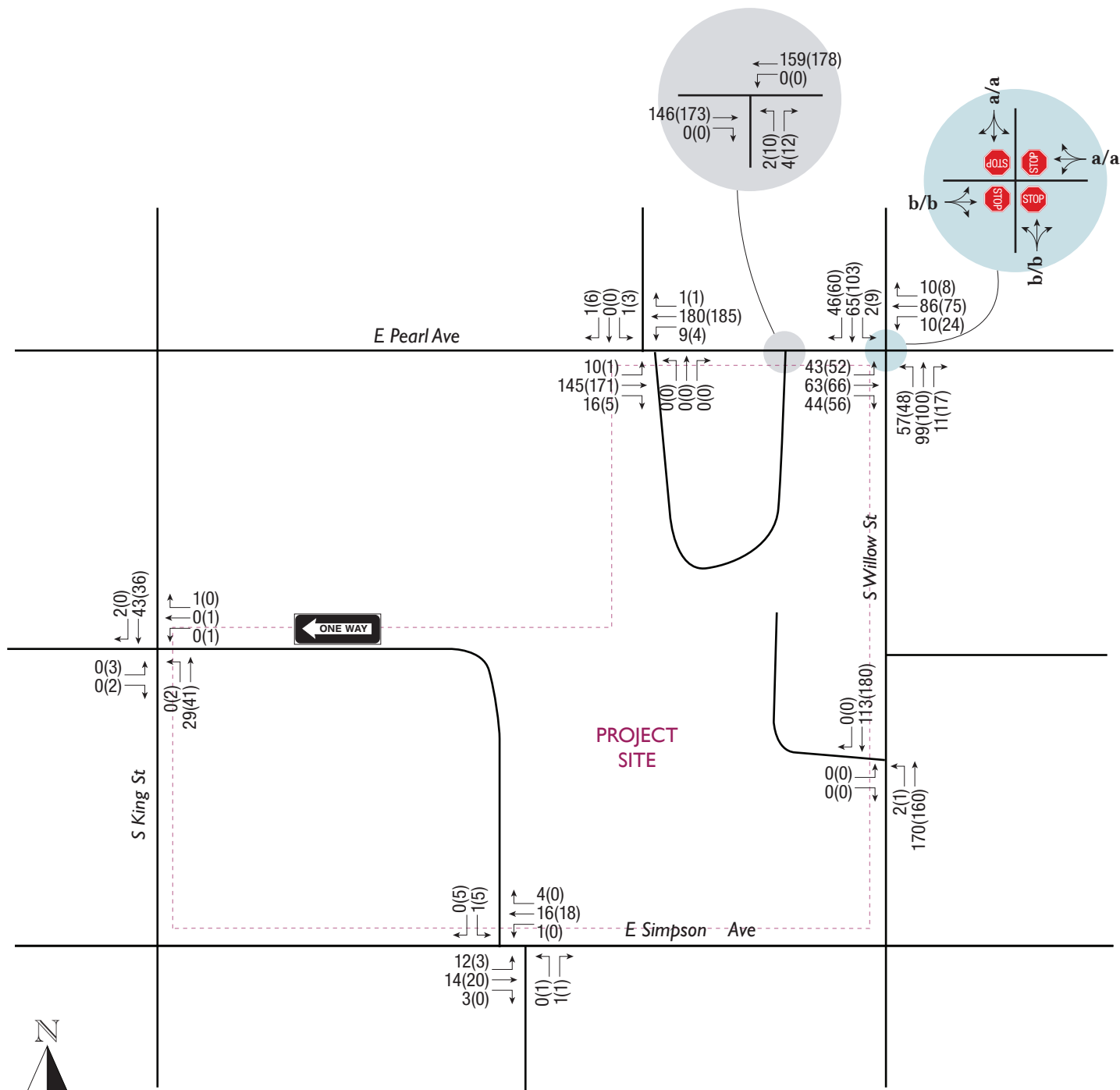
Sincerely,
Fasching Consulting, LLC



Christopher J. Fasching, PE
President/Owner



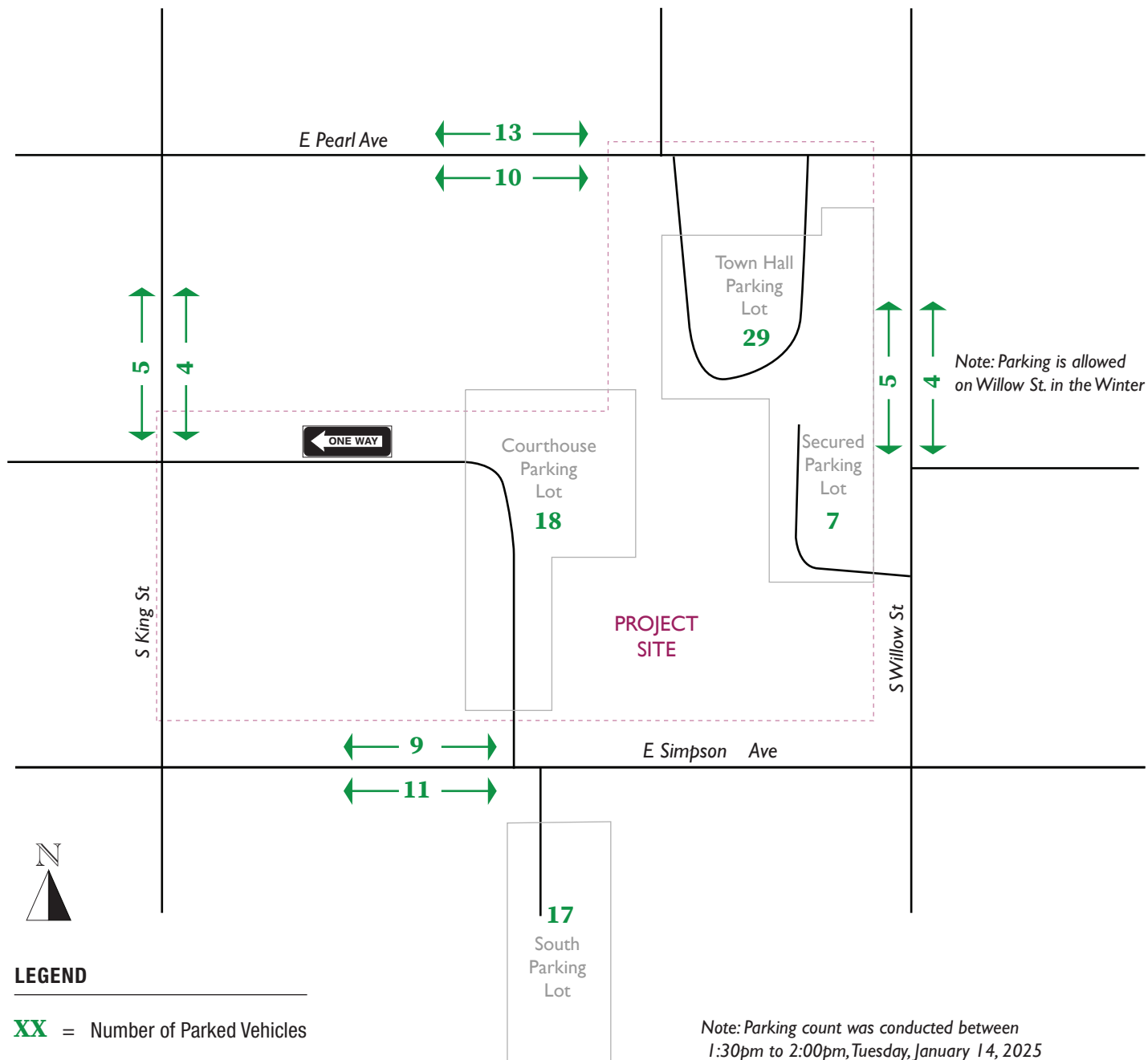


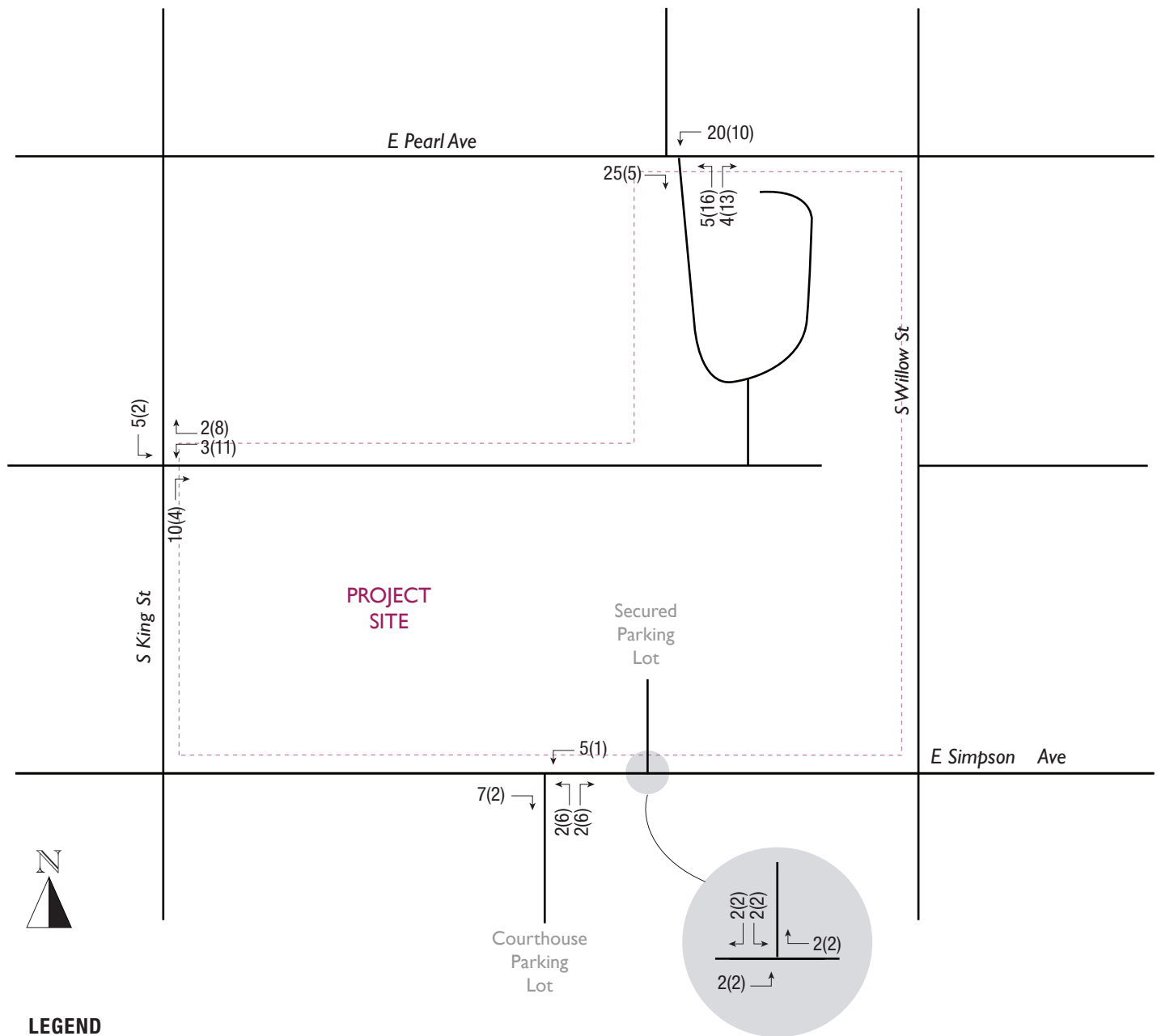


LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

x/x = Am/PM Level of Service (LOS)

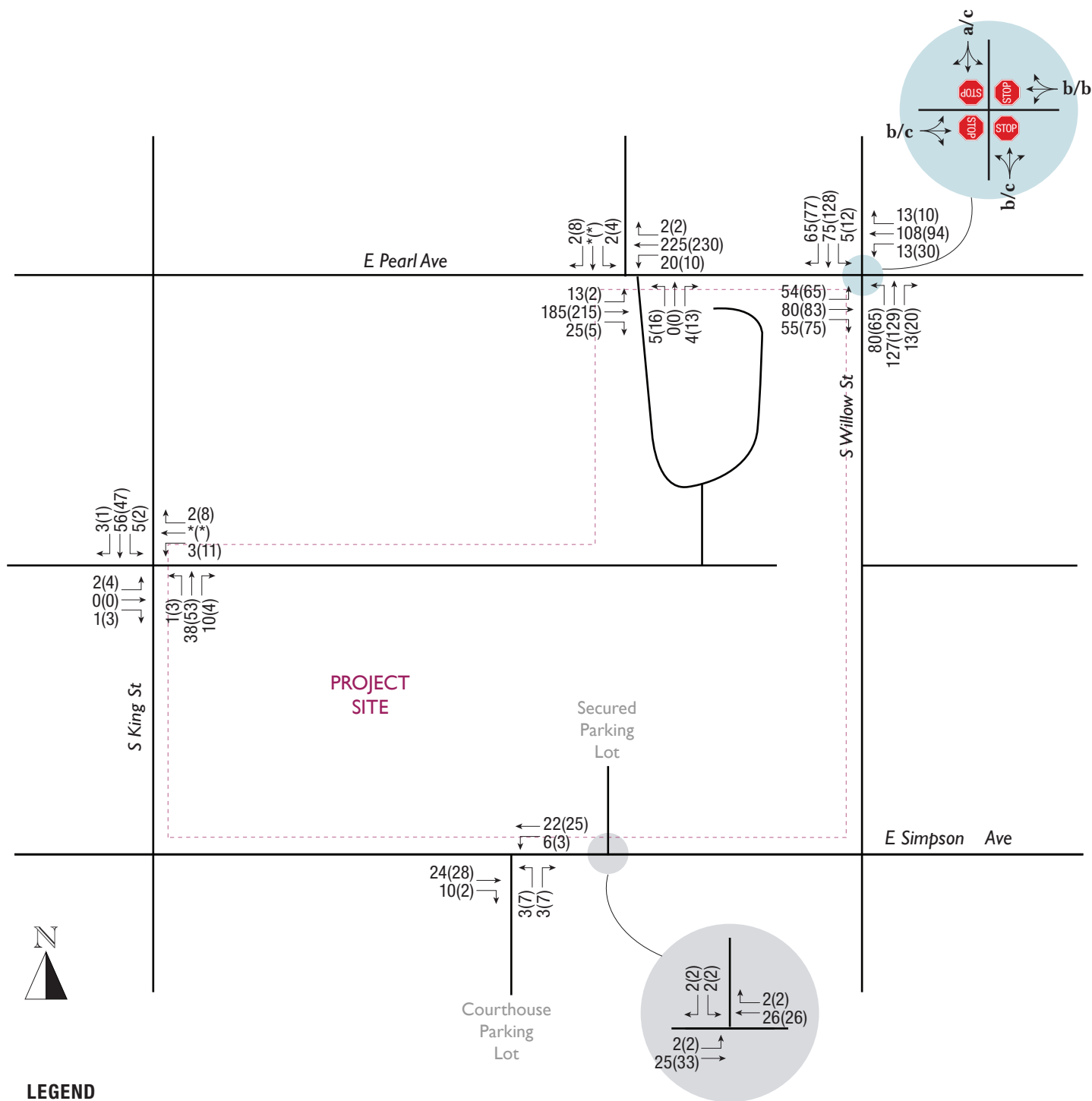




LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes





LEGEND

XXX(XXX) = AM(PM) Peak Hour Traffic Volumes

x/x = AM/PM Level of Service (LOS)

* = Minimal



ALL TRAFFIC DATA SERVICES

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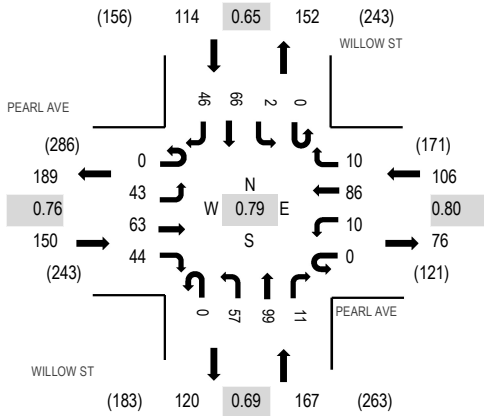
Location: 1 WILLOW ST & PEARL AVE AM

Date: Thursday, December 19, 2024

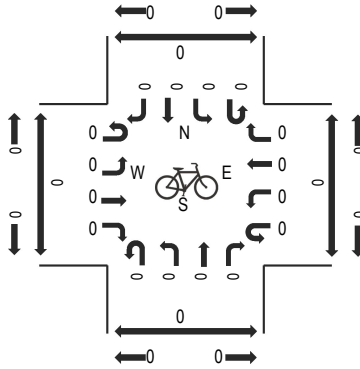
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

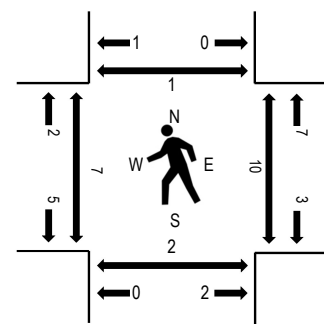
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				WILLOW ST Northbound				WILLOW ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	8	7	0	2	8	2	0	3	15	0	0	1	2	1	50	296	0	0	0	0
7:15 AM	0	3	4	4	0	5	8	0	0	6	11	1	0	2	5	2	51	415	3	1	1	2
7:30 AM	0	9	17	5	0	2	17	1	0	8	12	0	0	1	10	5	87	502	1	3	1	0
7:45 AM	0	13	8	14	0	2	16	2	0	15	22	3	0	0	5	8	108	530	1	10	3	3
8:00 AM	0	20	13	18	0	2	25	6	0	14	45	3	0	1	14	8	169	537	0	6	0	0
8:15 AM	0	7	16	8	0	2	24	3	0	12	21	1	0	1	27	16	138		1	2	0	0
8:30 AM	0	10	17	11	0	2	14	1	0	15	16	4	0	0	13	12	115		2	0	1	0
8:45 AM	0	6	17	7	0	4	23	0	0	16	17	3	0	0	12	10	115		4	2	1	1
Count Total	0	69	100	74	0	21	135	15	0	89	159	15	0	6	88	62	833		12	24	7	6
Peak Hour	0	43	63	44	0	10	86	10	0	57	99	11	0	2	66	46	537		7	10	2	1



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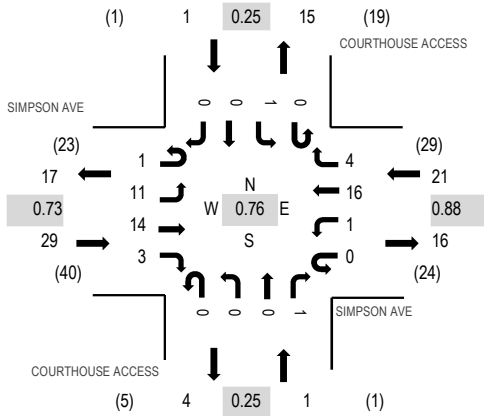
Location: 3 COURTHOUSE ACCESS & SIMPSON AVE AM

Date: Thursday, December 19, 2024

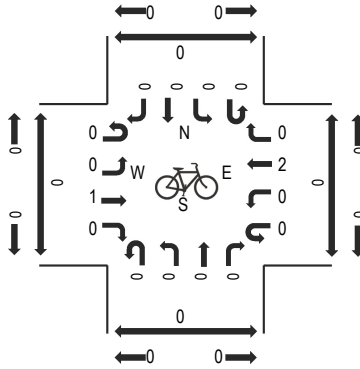
Peak Hour: 07:30 AM - 08:30 AM

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

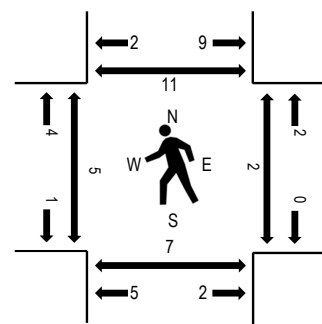
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SIMPSON AVE Eastbound				SIMPSON AVE Westbound				COURTHOUSE ACCESS Northbound				COURTHOUSE ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	1	0	0	0	4	0	0	0	0	0	0	0	0	0	6	35	0	0	0	0
7:15 AM	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5	43	1	0	1	0
7:30 AM	0	1	2	0	0	1	3	0	0	0	0	0	0	0	0	0	7	52	0	0	1	1
7:45 AM	0	3	6	1	0	0	6	0	0	0	0	0	0	1	0	0	17	51	3	1	1	8
8:00 AM	0	3	3	2	0	0	4	1	0	0	0	1	0	0	0	0	14	36	2	1	5	0
8:15 AM	1	4	3	0	0	0	3	3	0	0	0	0	0	0	0	0	14		0	0	0	2
8:30 AM	0	1	2	0	0	0	2	1	0	0	0	0	0	0	0	0	6		0	0	1	2
8:45 AM	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	2		0	0	0	0
Count Total	1	13	22	4	0	1	22	6	0	0	0	1	0	1	0	0	71		6	2	9	13
Peak Hour	1	11	14	3	0	1	16	4	0	0	0	1	0	1	0	0	52		5	2	7	11



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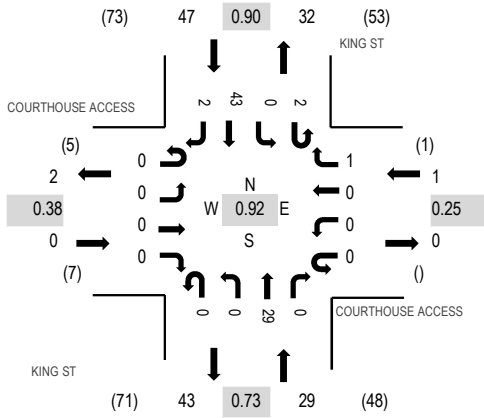
Location: 4 KING ST & COURTHOUSE ACCESS AM

Date: Thursday, December 19, 2024

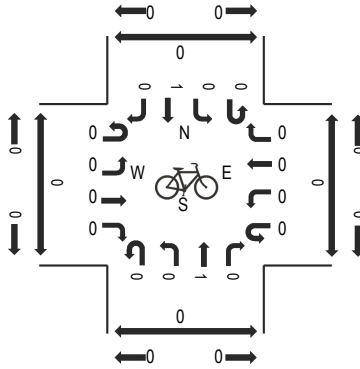
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

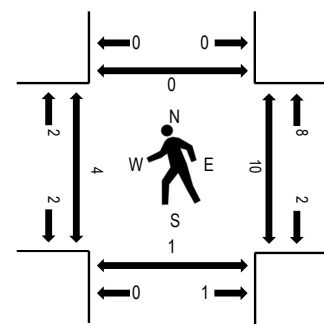
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COURTHOUSE ACCESS Eastbound				COURTHOUSE ACCESS Westbound				KING ST Northbound				KING ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	1	0	0	0	0	1	1	5	0	0	0	5	0	13	58	1	0	0	0
7:15 AM	0	3	0	1	0	0	0	0	0	0	3	0	0	0	6	1	14	64	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	2	0	0	0	8	0	11	71	1	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	8	0	0	0	12	0	20	77	1	2	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	6	0	0	0	12	1	19	71	1	3	1	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	10	0	1	0	9	0	21		1	3	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	1	0	10	1	17		1	2	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	1	6	0	1	0	5	0	14		1	2	0	0
Count Total	0	4	0	3	0	0	0	1	1	2	45	0	3	0	67	3	129		7	12	1	0
Peak Hour	0	0	0	0	0	0	0	1	0	0	29	0	2	0	43	2	77		4	10	1	0



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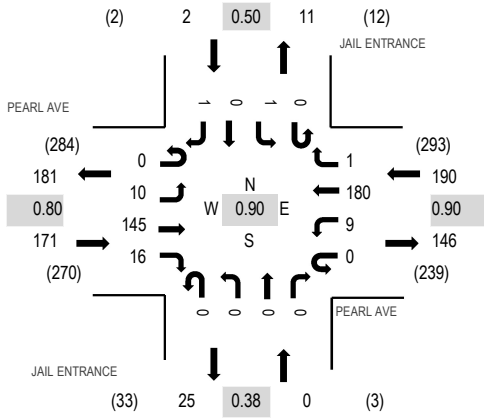
Location: 5 JAIL ENTRANCE & PEARL AVE AM

Date: Thursday, December 19, 2024

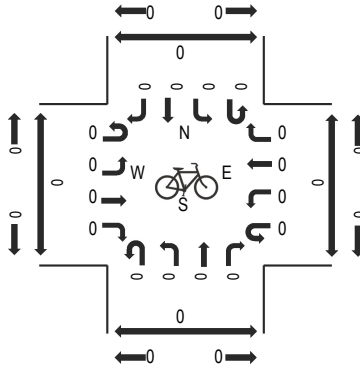
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

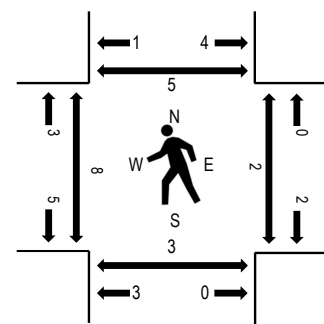
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				JAIL ENTRANCE Northbound				JAIL ENTRANCE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	17	0	0	0	14	0	0	1	0	1	0	0	0	0	33	205	0	0	0	0
7:15 AM	0	0	9	2	0	0	16	0	0	0	0	0	0	0	0	0	27	273	0	0	0	0
7:30 AM	0	0	31	1	0	1	30	0	0	0	0	0	0	0	0	0	63	336	0	0	1	1
7:45 AM	0	1	35	3	0	1	41	0	0	1	0	0	0	0	0	0	82	356	0	0	2	5
8:00 AM	0	3	48	3	0	0	45	1	0	0	0	0	0	1	0	0	101	363	3	0	0	1
8:15 AM	0	1	31	5	0	2	51	0	0	0	0	0	0	0	0	0	90		0	0	0	0
8:30 AM	0	2	36	4	0	1	39	0	0	0	0	0	0	0	0	1	83		2	1	1	0
8:45 AM	0	4	30	4	0	6	45	0	0	0	0	0	0	0	0	0	89		3	1	2	4
Count Total	0	11	237	22	0	11	281	1	0	2	0	1	0	1	0	1	568		8	2	6	11
Peak Hour	0	10	145	16	0	9	180	1	0	0	0	0	0	1	0	1	363		8	2	3	5



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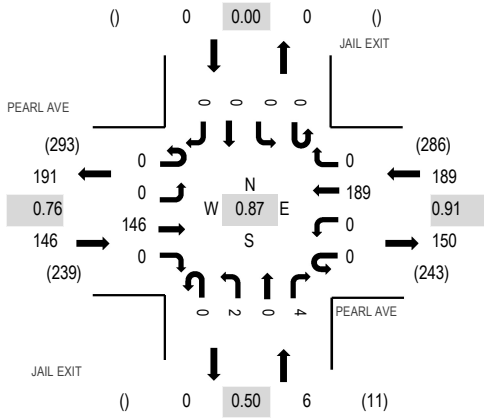
Location: 6 JAIL EXIT & PEARL AVE AM

Date: Thursday, December 19, 2024

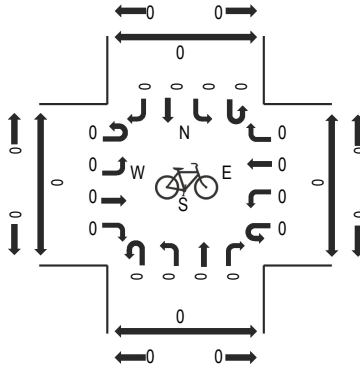
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

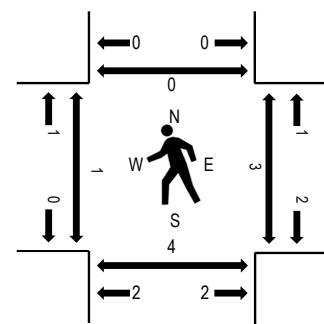
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				JAIL EXIT Northbound				JAIL EXIT Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	17	0	0	0	12	0	0	2	0	0	0	0	0	0	31	195	0	0	0	0
7:15 AM	0	0	10	0	0	0	17	0	0	0	0	0	0	0	0	0	27	262	0	0	0	0
7:30 AM	0	0	31	0	0	0	29	0	0	0	0	0	0	0	0	0	60	318	0	0	1	0
7:45 AM	0	0	35	0	0	0	39	0	0	3	0	0	0	0	0	0	77	337	0	0	2	0
8:00 AM	0	0	50	0	0	0	47	0	0	0	0	1	0	0	0	0	98	341	0	0	0	0
8:15 AM	0	0	31	0	0	0	52	0	0	0	0	0	0	0	0	0	83		0	0	1	0
8:30 AM	0	0	36	0	0	0	41	0	0	0	0	2	0	0	0	0	79		0	0	1	0
8:45 AM	0	0	29	0	0	0	49	0	0	2	0	1	0	0	0	0	81		1	3	2	0
Count Total	0	0	239	0	0	0	286	0	0	7	0	4	0	0	0	0	536		1	3	7	0
Peak Hour	0	0	146	0	0	0	189	0	0	2	0	4	0	0	0	0	341		1	3	4	0



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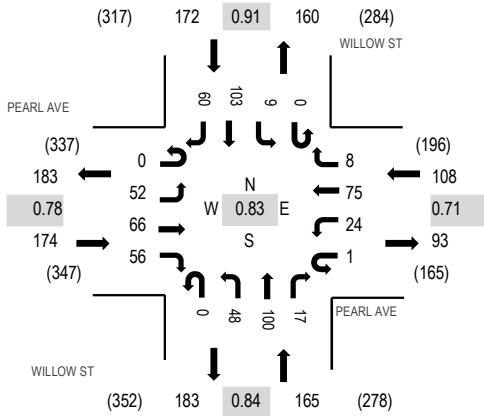
Location: 1 WILLOW ST & PEARL AVE PM

Date: Thursday, December 19, 2024

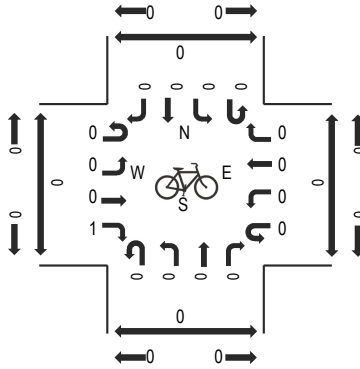
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

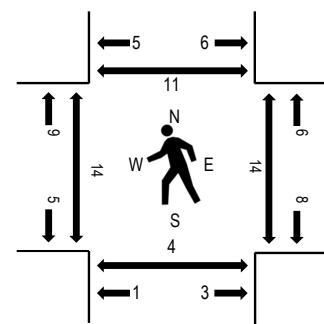
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				WILLOW ST Northbound				WILLOW ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	11	16	17	0	1	20	2	0	12	15	2	0	1	25	16	138	568	1	2	0	3
4:15 PM	0	9	14	24	0	2	18	3	0	6	21	2	0	1	19	16	135	617	4	7	0	2
4:30 PM	0	12	13	16	0	7	19	2	0	8	21	8	0	3	25	12	146	619	2	0	0	0
4:45 PM	0	13	14	9	0	5	12	3	0	8	37	4	0	3	25	16	149	614	6	3	1	2
5:00 PM	0	15	24	20	0	7	29	3	0	19	19	4	0	2	31	14	187	570	4	8	3	4
5:15 PM	0	12	15	11	1	5	15	0	0	13	23	1	0	1	22	18	137		2	3	0	5
5:30 PM	0	15	17	18	0	1	18	3	0	8	24	1	0	1	23	12	141		3	0	1	2
5:45 PM	0	4	14	14	0	2	16	2	0	5	15	2	0	1	23	7	105		3	3	0	0
Count Total	0	91	127	129	1	30	147	18	0	79	175	24	0	13	193	111	1,138		25	26	5	18
Peak Hour	0	52	66	56	1	24	75	8	0	48	100	17	0	9	103	60	619		14	14	4	11



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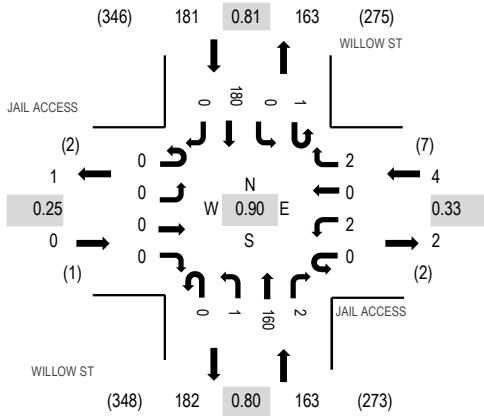
Location: 2 WILLOW ST & JAIL ACCESS PM

Date: Thursday, December 19, 2024

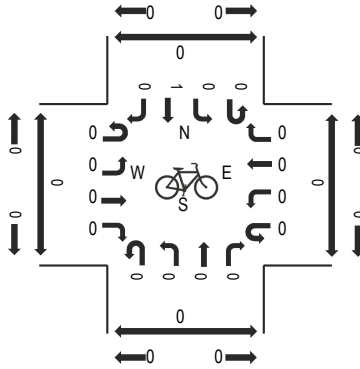
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

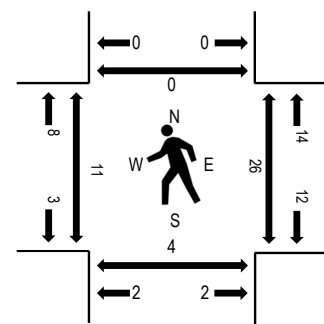
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JAIL ACCESS Eastbound				JAIL ACCESS Westbound				WILLOW ST Northbound				WILLOW ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	1	0	0	0	3	0	0	26	0	0	0	44	0	74	319	5	2	3	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	28	0	0	0	43	0	71	342	3	8	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	37	0	1	0	45	0	83	348	2	0	4	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	49	2	0	0	39	0	91	339	5	11	0	0
5:00 PM	0	0	0	0	0	0	0	1	0	0	39	0	0	0	57	0	97	308	2	8	0	0
5:15 PM	0	0	0	0	0	1	0	1	0	1	35	0	0	0	39	0	77		2	7	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	41	0	74		2	1	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	1	22	0	0	0	37	0	60		1	0	0	0
Count Total	0	0	0	1	0	2	0	5	0	2	269	2	1	0	345	0	627		22	37	7	0
Peak Hour	0	0	0	0	0	2	0	2	0	1	160	2	1	0	180	0	348		11	26	4	0



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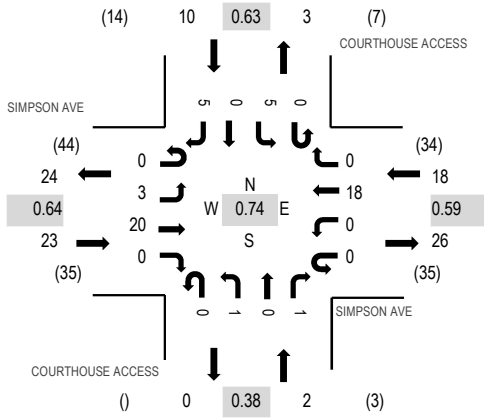
Location: 3 COURTHOUSE ACCESS & SIMPSON AVE PM

Date: Thursday, December 19, 2024

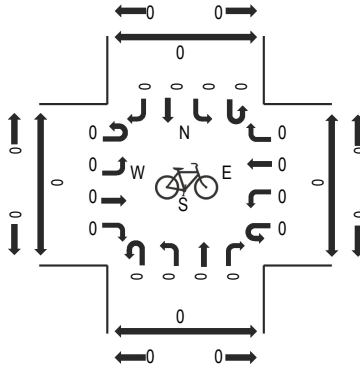
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

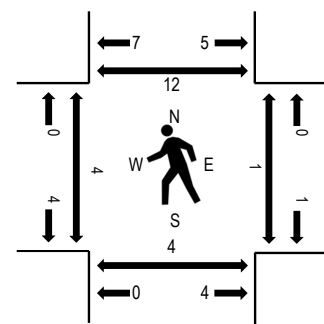
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SIMPSON AVE Eastbound				SIMPSON AVE Westbound				COURTHOUSE ACCESS Northbound				COURTHOUSE ACCESS Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	9	0	0	0	2	0	0	0	0	0	0	1	0	1	13	53	0	1	1	4
4:15 PM	0	1	3	0	0	0	5	0	0	0	0	0	0	1	0	1	11	49	1	0	1	4
4:30 PM	0	0	6	0	0	0	8	0	0	0	0	0	0	3	0	1	18	48	3	0	2	3
4:45 PM	0	2	2	0	0	0	3	0	0	1	0	1	0	0	0	2	11	40	0	0	0	1
5:00 PM	0	2	3	0	0	0	2	0	0	1	0	0	0	0	0	1	9	33	1	1	1	2
5:15 PM	0	0	2	0	0	0	6	0	0	0	0	0	0	1	0	1	10		0	1	1	2
5:30 PM	0	1	2	0	0	0	6	0	0	0	0	0	0	0	0	1	10		0	0	0	0
5:45 PM	0	1	1	0	0	0	2	0	0	0	0	0	0	0	0	0	4		0	0	0	0
Count Total	0	7	28	0	0	0	34	0	0	2	0	1	0	6	0	8	86		5	3	6	16
Peak Hour	0	3	20	0	0	0	18	0	0	1	0	1	0	5	0	5	53		4	1	4	12



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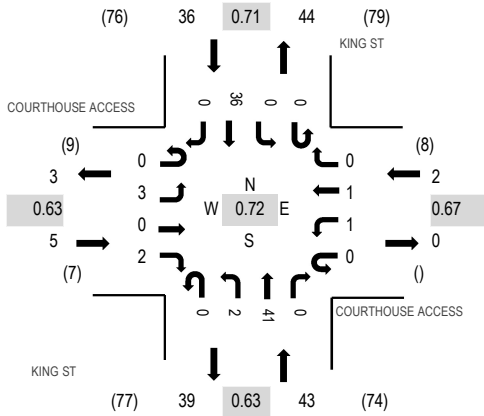
Location: 4 KING ST & COURTHOUSE ACCESS PM

Date: Thursday, December 19, 2024

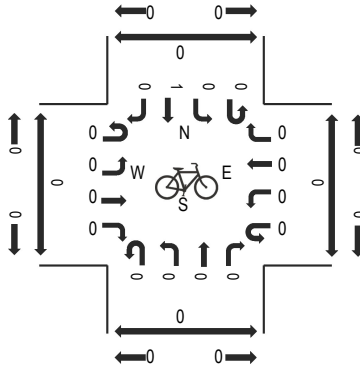
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

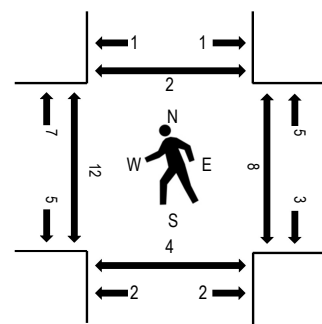
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COURTHOUSE ACCESS Eastbound				COURTHOUSE ACCESS Westbound				KING ST Northbound				KING ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	2	0	0	0	0	0	0	17	0	0	0	11	0	30	86	4	4	3	2
4:15 PM	0	2	0	0	0	0	0	0	0	1	7	0	0	0	11	0	21	81	0	2	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	13	75	4	0	0	0
4:45 PM	0	1	0	0	0	1	1	0	0	1	10	0	0	0	8	0	22	78	4	2	1	0
5:00 PM	0	1	0	0	0	0	1	1	0	1	8	0	0	0	13	0	25	79	4	3	0	1
5:15 PM	0	0	0	0	0	0	0	1	0	0	10	0	0	0	4	0	15		2	5	0	0
5:30 PM	0	0	0	0	0	0	0	3	0	0	4	0	0	0	9	0	16		0	3	0	0
5:45 PM	0	0	0	1	0	0	0	0	0	1	7	0	0	0	11	3	23		2	1	1	0
Count Total	0	4	0	3	0	1	2	5	0	4	70	0	0	0	73	3	165		20	20	5	3
Peak Hour	0	3	0	2	0	1	1	0	0	2	41	0	0	0	36	0	86		12	8	4	2



ALL TRAFFIC DATA SERVICES

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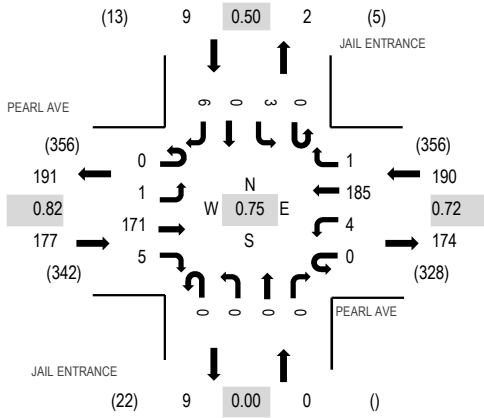
Location: 5 JAIL ENTRANCE & PEARL AVE PM

Date: Thursday, December 19, 2024

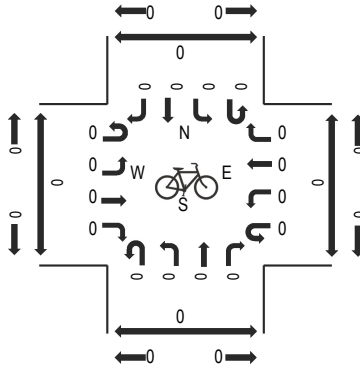
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

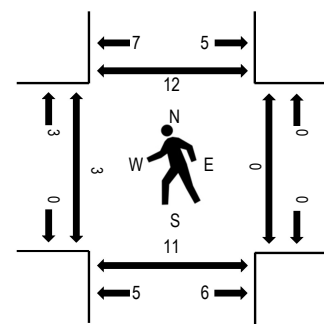
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				JAIL ENTRANCE Northbound				JAIL ENTRANCE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	44	4	0	1	49	0	0	0	0	0	0	0	0	0	99	345	2	0	3	3
4:15 PM	0	1	42	1	0	0	43	0	0	0	0	0	0	0	0	0	87	371	2	0	1	0
4:30 PM	0	0	38	2	0	0	41	1	0	0	0	0	0	1	0	3	86	369	1	0	1	1
4:45 PM	0	0	35	0	0	1	36	0	0	0	0	0	0	0	0	1	73	376	3	0	2	5
5:00 PM	0	1	52	1	0	3	63	0	0	0	0	0	0	3	0	2	125	366	0	0	4	2
5:15 PM	0	0	36	3	0	0	45	1	0	0	0	0	0	0	0	0	85		0	0	0	4
5:30 PM	0	0	48	1	0	0	41	0	0	0	0	0	0	0	0	3	93		0	0	5	1
5:45 PM	0	0	29	3	0	2	29	0	0	0	0	0	0	0	0	0	63		0	0	3	0
Count Total	0	3	324	15	0	7	347	2	0	0	0	0	0	4	0	9	711		8	0	19	16
Peak Hour	0	1	171	5	0	4	185	1	0	0	0	0	0	3	0	6	376		3	0	11	12



ALL TRAFFIC DATA SERVICES

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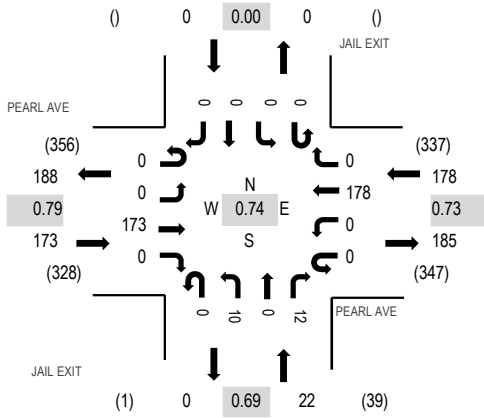
Location: 6 JAIL EXIT & PEARL AVE PM

Date: Thursday, December 19, 2024

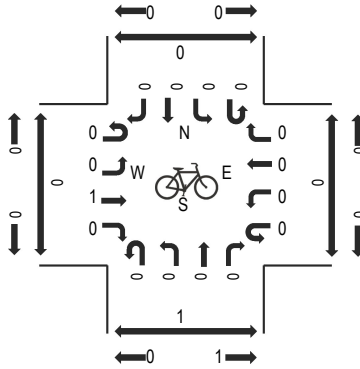
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

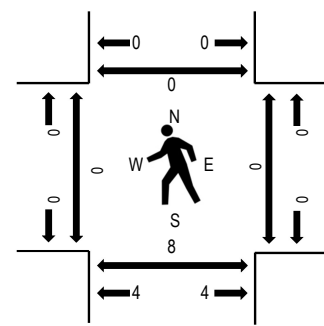
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PEARL AVE Eastbound				PEARL AVE Westbound				JAIL EXIT Northbound				JAIL EXIT Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	42	0	0	0	48	0	0	2	0	3	0	0	0	0	95	342	0	0	3	0
4:15 PM	0	0	44	0	0	0	40	0	0	3	0	4	0	0	0	0	91	373	0	0	1	0
4:30 PM	0	0	39	0	0	0	39	0	0	3	0	2	0	0	0	0	83	365	0	0	1	0
4:45 PM	0	0	35	0	0	0	36	0	0	1	0	1	0	0	0	0	73	373	0	0	2	0
5:00 PM	0	0	55	0	0	0	63	0	0	3	0	5	0	0	0	0	126	362	0	0	4	0
5:15 PM	0	0	36	0	0	0	45	0	0	1	0	1	0	0	0	0	83		0	0	0	0
5:30 PM	0	0	47	1	0	0	38	0	0	3	0	2	0	0	0	0	91		0	0	1	0
5:45 PM	0	0	29	0	0	0	28	0	0	3	0	2	0	0	0	0	62		0	0	0	0
Count Total	0	0	327	1	0	0	337	0	0	19	0	20	0	0	0	0	704		0	0	12	0
Peak Hour	0	0	173	0	0	0	178	0	0	10	0	12	0	0	0	0	373		0	0	8	0

Intersection	
Intersection Delay, s/veh	10
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	63	44	10	86	10	57	99	11	2	65	46
Future Vol, veh/h	43	63	44	10	86	10	57	99	11	2	65	46
Peak Hour Factor	0.76	0.76	0.76	0.80	0.80	0.80	0.69	0.69	0.69	0.65	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	57	83	58	13	108	13	83	143	16	3	100	71
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10	9.6	10.7	9.5
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	34%	29%	9%	2%
Vol Thru, %	59%	42%	81%	58%
Vol Right, %	7%	29%	9%	41%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	167	150	106	113
LT Vol	57	43	10	2
Through Vol	99	63	86	65
RT Vol	11	44	10	46
Lane Flow Rate	242	197	133	174
Geometry Grp	1	1	1	1
Degree of Util (X)	0.336	0.274	0.194	0.238
Departure Headway (Hd)	5.005	5.109	5.276	4.937
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	709	709	684	732
Service Time	3.103	3.109	3.284	2.937
HCM Lane V/C Ratio	0.341	0.278	0.194	0.238
HCM Control Delay, s/veh	10.7	10	9.6	9.5
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.5	1.1	0.7	0.9

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	66	56	24	75	8	48	100	17	9	103	60
Future Vol, veh/h	52	66	56	24	75	8	48	100	17	9	103	60
Peak Hour Factor	0.78	0.78	0.78	0.71	0.71	0.71	0.84	0.84	0.84	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	85	72	34	106	11	57	119	20	10	113	66
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	10.4	9.8	10.3	9.9
HCM LOS	B	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	30%	22%	5%
Vol Thru, %	61%	38%	70%	60%
Vol Right, %	10%	32%	7%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	174	107	172
LT Vol	48	52	24	9
Through Vol	100	66	75	103
RT Vol	17	56	8	60
Lane Flow Rate	196	223	151	189
Geometry Grp	1	1	1	1
Degree of Util (X)	0.284	0.314	0.221	0.264
Departure Headway (Hd)	5.203	5.075	5.286	5.027
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	691	712	680	714
Service Time	3.23	3.075	3.316	3.055
HCM Lane V/C Ratio	0.284	0.313	0.222	0.265
HCM Control Delay, s/veh	10.3	10.4	9.8	9.9
HCM Lane LOS	B	B	A	A
HCM 95th-tile Q	1.2	1.3	0.8	1.1

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	80	55	13	108	13	80	127	13	5	75	65
Future Vol, veh/h	54	80	55	13	108	13	80	127	13	5	75	65
Peak Hour Factor	0.78	0.78	0.78	0.71	0.71	0.71	0.84	0.84	0.84	0.91	0.91	0.91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	69	103	71	18	152	18	95	151	15	5	82	71
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	11.2	10.7	11.9	9.9
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	29%	10%	3%
Vol Thru, %	58%	42%	81%	52%
Vol Right, %	6%	29%	10%	45%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	220	189	134	145
LT Vol	80	54	13	5
Through Vol	127	80	108	75
RT Vol	13	55	13	65
Lane Flow Rate	262	242	189	159
Geometry Grp	1	1	1	1
Degree of Util (X)	0.393	0.355	0.285	0.234
Departure Headway (Hd)	5.401	5.28	5.44	5.284
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	665	681	659	679
Service Time	3.44	3.321	3.485	3.328
HCM Lane V/C Ratio	0.394	0.355	0.287	0.234
HCM Control Delay, s/veh	11.9	11.2	10.7	9.9
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.9	1.6	1.2	0.9

Intersection	
Intersection Delay, s/veh	15
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	65	83	75	30	94	10	65	129	20	12	128	77
Future Vol, veh/h	65	83	75	30	94	10	65	129	20	12	128	77
Peak Hour Factor	0.76	0.76	0.76	0.80	0.80	0.80	0.69	0.69	0.69	0.65	0.65	0.65
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	86	109	99	38	118	13	94	187	29	18	197	118
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	15.1	12.5	15.7	15.6
HCM LOS	C	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	30%	29%	22%	6%
Vol Thru, %	60%	37%	70%	59%
Vol Right, %	9%	34%	7%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	214	223	134	217
LT Vol	65	65	30	12
Through Vol	129	83	94	128
RT Vol	20	75	10	77
Lane Flow Rate	310	293	168	334
Geometry Grp	1	1	1	1
Degree of Util (X)	0.524	0.498	0.305	0.542
Departure Headway (Hd)	6.084	6.113	6.555	5.849
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	592	590	548	614
Service Time	4.129	4.16	4.61	3.894
HCM Lane V/C Ratio	0.524	0.497	0.307	0.544
HCM Control Delay, s/veh	15.7	15.1	12.5	15.6
HCM Lane LOS	C	C	B	C
HCM 95th-tile Q	3	2.8	1.3	3.2

December 9, 2025

To: Town of Jackson Planning Commission

From: K&K on Simpson, LLC

RE: Comment for 180 S. King St. Courthouse Development

To the Members of the Town of Jackson Planning Commission:

The members of K&K on Simpson, LLC ("K&K"), owner of 70/72 E. Simpson Ave., request the following be considered in the application for approval of sketch plan and all future permitting for development of the proposed Courthouse complex to be located at 180 S. King St., Jackson, WY.

Before discussing the details of the proposed Courthouse plan, I would like to point out that the basis for K&K's perspective is largely the result of having been located on East Simpson Ave. for over 43 years. The members of K&K are George and Lea Kuvinka. For 40 years we operated our law office at 70 E. Simpson. Since our retirement, the property has been a rental property. We continue to have nearly daily contact with the property as we perform much of the maintenance on the property. From the top of Snow King, you might notice that our property includes the largest and greenest backyard in the area. We have chosen not to develop but, rather, to preserve and renovate. During the same period, there have been several long term major construction projects at the 180 S. King St. location which include the current jail, the Hansen Courthouse and the renovation of the current courthouse.

The comments in this letter are limited to practical matters which I raised at the neighborhood meeting this last winter. Nobody from the Town planning office or commission attended the meeting. We may have opinions regarding the size and necessity for such a large building. However, it appears that there is already a commitment to a single 80,000 square foot building.

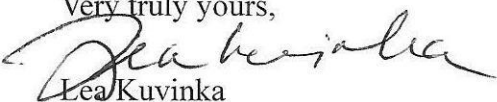
1. Construction Noise and Hours. This project is in the fringe between a commercial area and a residential area. Many properties in the area are mixed use or residential. During the previous courthouse remodel, jackhammering was constant for hours each day over lengthy periods of time. Much more noise and disruption will likely occur considering the proposed structure is 80,000 square feet to be constructed over the three years. It would seem appropriate that strict time limits on the days and hours of construction including a maximum number of hours per day during which the noisier activities can

occur. For instance, noisier construction activities could be limited to a few hours per day. The contractor should be required to inform those who request notification of a schedule of expected noise and other disruptions on a regular basis before they occur so that businesses can plan their activities and residents know what to expect.

2. Staging. At the neighborhood meeting, there was brief mention of the proposed staging area being in the parking area across from the Hansen Courthouse. This 50'X150' lot seems inadequate for such a large project. My understanding is that some of the parking near the jail and general services building will remain in service further limiting on-site staging. The result of inadequate staging areas will likely be that construction materials will be stored in trailers on the local streets and other areas which interfere with the current use of the streets and sidewalks. A plan for adequate staging should be required which considers the current neighborhood use of these areas.
3. Parking. On any given day, the streets around the current courthouse are solidly parked. As the courthouse offices now moving to Simpson St., the parking problem will not be resolved but will, likely, be worse given staging will take over current parking spots. Visitors as well as employees of the commercial area park where limits are more generous. Similar to the current construction area on Pearl Street, street parking will be further limited and pushed in every direction due to closed curb parking. No doubt, the Town staff as well as the neighborhood occupants will find the parking issue an incredible challenge when the construction gets going. One obvious strategy would be to require the contractor to prohibit workers from parking anywhere in the area by providing parking elsewhere with transportation to the construction site. The Town might also consider strategies to redirect visitor and downtown employee parking away from this area. I am sure there are other strategies as well. The point being that this issue needs to be addressed in detail with a specific traffic and parking plan for the area.

While we have been informed that there are customary noise standards, etc., made as a condition to construction, the character of the neighborhood which is on the border of mixed use and residential use would make more stringent standards appropriate. We realize there is no way to completely mitigate the effect of an 80,000 square foot building with a three year construction timeline, our request is that the Town do as much as possible to retain the character and quality of our neighborhood, from the design of the project to the disruption the construction process may cause.

Very truly yours,



Lea Kuvinka

On behalf of K&K on Simpson, LLC

December 9, 2025

To: Town of Jackson Planning Commission

From: K&K on Simpson, LLC

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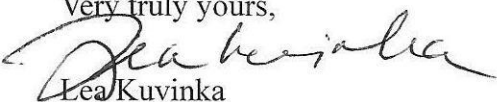
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Very truly yours,



Lea Kuvinka

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