

AGENDA
Planning and Zoning Commission
September 16, 2026 – REGULAR MEETING
5:30 PM

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

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

1. ZOOM LINK FOR PUBLIC PARTICIPATION

To join, [click link](https://us02web.zoom.us/j/86161463337?pwd=8X9HiWG7CULZssdweTngj1qTk5ZmQl.1) or copy it to your browser

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Or join at zoom.com with Webinar ID: **861 6146 3337** and Password: **83001**

2. PLEDGE OF ALLEGIANCE

3. CALL TO ORDER

4. ROLL CALL

5. MATTERS FROM THE PUBLIC

6. APPROVAL OF MINUTES

- I. September 2, 2026 Planning Commission Meeting Minutes

7. NEW BUSINESS

- I. P26-058: 655 & 665 South Cache Development Plan
- II. P26-116: 230 West Simpson & 235 South Millward Development Plan
- III. PM26-001: Transportation Impact Analysis and Transportation Demand Management

8. MATTERS FROM STAFF

9. ADJOURN

MINUTES
PLANNING AND ZONING COMMISSION
TOWN OF JACKSON, WYOMING
September 2, 2026
UNAPPROVED

The Planning and Zoning Commission met in a regular session on September 2, 2026 in the Town Council Chambers located at 150 E. Pearl Ave. in Jackson, at 5:30 pm. This meeting was held via Zoom.

Upon roll call the following were found to be present:

BOARD: Georgie Stanley, Thomas Smits, Geneva Chong, Megan Jennings, Laura Bonich, Steph Wise and Eliska Garcia appear over Zoom. A quorum is reached.

STAFF: Tyler Valentine, Andrew Bowen, Katelyn Page, Mary Tippetts

MATTERS FROM THE PUBLIC: None.

APPROVAL OF MINUTES:

A motion was made by Commissioner Chong and seconded by Commissioner Stanley to approve August 19, 2026, Planning Commission Meeting minutes. Commissioner Smits called for the vote. The vote showed all in favor and the motion carried.

NEW BUSINESS

I. P26-058 655 & 665 S Cache Development Plan

Staff requests that this item be continued pursuant to LDR Section 8.2.14.D.4 (Continuance of a Public Hearing) to allow the applicant additional time to post and maintain notice of the public hearing on the property as required by LDR Section 8.2.14.C.4.

A motion was made by Commissioner Smits and seconded by Commissioner Chong to continue Item P26-058 (655-665 S. Cache Street Development Plan), to the regularly scheduled Planning Commission meeting on September 16, 2026.

II. P26-116 230 W Simpson Ave & 235 S Millward St Development Plan

Staff requests that this item be continued pursuant to LDR Section 8.2.14.D.4 (Continuance of a Public Hearing) to allow the applicant additional time to post and maintain notice of the public hearing on the property as required by LDR Section 8.2.14.C.4.

A motion was made by Commissioner Smits and seconded by Commissioner Chong to continue Item P26-116 (Arts District South Development Plan), to the regularly scheduled Planning Commission meeting on September 16, 2026.

III. PM26-016 Biennial Land Development Regulation Update

STAFF PRESENTATION:

Tyler Valentine reviews potential changes which require additional Commission input:

1. Limiting parking which backs out onto commercial alleys. Brian Lenz, Town Engineer, clarifies Commissioner's questions. Commissioner Bonich moves to modify the changes to clarify that backing maneuvers are prohibited.
2. Add public trails to hillside exemptions to allow public pathways and trails on steep slopes.

No discussion or changes to changes 1-12, 14-34, 36, 38-48, 50, and 52-55.

Change 13 regarding the timing of large building CUPs differs from the recommendation of the planning director and the Commission wants to ensure their recommendation is given to Council.

Snow storage, change 35, is discussed. Commission suggests a change to where reference to a snow melt system appears in the amendment.

Trash enclosures, change 37 is discussed but no changes are recommended.

Virtual attendance and absences for Planning Commission, change 49, are discussed and clarified.

Commissioners Stanley & Chong would like to see more specifics and details regarding decorative features, change 51, but those changes are not accepted by the majority.

Clarification is given for change 55, definition of structures.

PUBLIC COMMENT:

None

MOTION:

A motion was made by Commissioner Wise and seconded by Commissioner Stanley to recommend approval to the Town Council of LDR Text Amendment PM26-016 for the 2026 Biennial LDR Update based upon factors 1-6 in Section 8.7.2.C of the Land Development Regulations as presented by staff in the staff report dated September 2, 2026, and as modified by the Commission at this meeting. Commissioner Smits called for the vote. The vote showed all in favor and the motion carried.

MATTERS FROM STAFF:

Several large projects will be in front of the Planning Commission in the next couple of months.

ADJOURN: A motion was made by Commissioner Jennings and seconded by Commissioner Jennings to adjourn the meeting. Commissioner Smits called for the vote. The vote showed all in favor and the motion carried. The meeting adjourned at 7:34 pm.

minutes:mt

STAFF REPORT



Meeting Date:	September 16, 2026	Meeting Title:	Planning Commission
Submitting Department:	Planning Department	Presenter:	Katelyn Page
Agenda Item:	Development Plan for a new 3-story mixed-use building at the properties addressed 655 and 665 South Cache Street (P26-058)	Public Comment:	Yes

Purpose & Policy Considerations.

A Development Plan is required in the Commercial Residential – 1 (CR-1) zoning district by the Town of Jackson Land Development Regulations (LDRs) for projects with qualifying floor area exceeding 9,750 square feet. Development Plans require Planning Commission recommendation and review at a public hearing. Council is the final decision maker on Development Plans.

Recommendations.

The Planning and Building Director **recommend approval** of the proposed Development Plan subject to the departmental reviews attached hereto, this staff report, and the following eight (8) conditions:

1. Within 90 days of Council approval of the Development Plan, the property owner shall record a sanitary sewer easement for Lot 14 benefiting the Town, to the satisfaction of the Town Attorney, with the Teton County Clerk.
2. Prior to issuance of building permit, an encroachment agreement for the proposed canopy along the eastern frontage of the structure shall be provided by the applicant to the Town and recorded with the Teton County Clerk.
3. Prior to certificate of occupancy, a public access easement for the portion of the pedestrian sidewalk located on private property shall be provided by the applicant to the Town and recorded with the Teton County Clerk.
4. Prior to issuance of building permit, the property owner is required to record a Partial Vacation Without Replat (Lot Combination) with the Teton County Clerk to vacate interior lot lines.
5. Prior to issuance of building permit, the property owner is required to provide a fee-in-lieu payment to the Town totaling \$8,500 for one vehicle parking space.
6. Prior to Town Council review, the applicant shall provide a written response indicating their awareness and support from the owners of Lot 11 concerning the proposed removal of LCE-P 100 (commercial parking space) from Plat 1429.
7. Prior to issuance of building permit, the property owner is required to record an updated parking and improvements easement and exhibit with the Teton County Clerk reflective of the changes to parking and improvements on Lots 12-14 required to fulfill associated requirements of Lot 11, including the new amount, description, and location of vehicle parking, trash and recycling enclosure, snow storage, and access.

8. Prior to issuance of certificate of occupancy, the property owner is required to record with the Teton County Clerk workforce deed restrictions for the applicable units, meeting the satisfaction of the Jackson Teton County Housing Department, for applicable residential units.

Background.

*A previous and similar proposed development plan (P23-105) was approved by Council on December 4, 2023, but has since **expired** without the required conditions of approval being met. The currently proposed development shall be reviewed as a new project, independent of previous review and approval.*

The properties are located at 655 and 665 South Cache Street and legally known as LOT 12, BLK. 4, KARNS-2 (PIDN: 22-41-16-33-1-69-003) and LOTS 13 & 14, BLK. 4, KARNS-2 (22-41-16-33-1-69-005) respectively. An aerial map is provided below.



Existing Site

The 20,157 sf site is comprised of three lots addressed as 655 South Cache Street (Lot 12) and 665 South Cache Street (Lots 13 and 14). The subject properties are zoned Commercial Residential – 1 (CR-1). Surrounding properties are zoned CR-1 to the north, Planned Unit Development - Urban Residential (PUD-UR) to the west, Neighborhood Medium Density-2 (NM-2) to the south, and Park and Open Space - Town (P-ToJ) and Snow King Planned Resort (PR-SK) to the east. Both properties are located within the Lodging Overlay (LO).

Lots 13 and 14 contain a surface parking lot. Lot 12 includes surface parking, trash and recycling enclosure, landscaping, and utilities (transformer) developed in conjunction with Lot 11 (645 South Cache Street) under building permit B19-0854 which received a certificate of completion in July 2021. A parking and improvements agreement was recorded with the Teton County Clerk formalizing access between those two lots (Doc. 1021489).

The condominium subdivision of Lot 11 was approved by Town (P21-118) and recorded with the Teton County Clerk as Plat 1429.

Staff previously approved Administrative Adjustment (P23-170) on Lot 12 to allow a 4-foot building setback from the side interior property line (north) where a zero or 5-foot setback is required.

Town-owned and maintained below-ground sewer and utility infrastructure exists along the southern extent of Lot 14. However, to date no sanitary sewer easement agreement has been recorded between the property owner and the Town.

Development Overview

The applicant is requesting approval of a Development Plan for a new three-story, mixed-use structure comprised of market residential units (2:1 Bonus), workforce deed-restricted residential units (2:1 Bonus), short-term rental units, commercial office, and structured vehicle parking. The building is approximately 49,297 sf (gross) and includes 33,530 sf of above-ground habitable floor area and 15,767 sf of below-ground structured parking. Vehicle parking is accessed from the alley to the west which takes access from West Snow King Drive.

The CR-1 zone allows buildings to exceed the zone's base FAR when the project includes Lodging use or floor area that qualifies for the Workforce Housing Floor Area Bonus (the "2:1 bonus") under LDR Sec. 7.8.4. The project proposes utilizing 18,825 sf of floor area under the 2:1 bonus.

A summary of floor area and unit type are provided in Table 1.

Table 1
Development Overview – Floor Area and Unit Type

Description	Floor Area (sf)
Total Above Ground	33,530 sf
Below Grade Parking Deck	15,767 sf (non-habitable)
Lodging Use	8,910 sf
2:1 Workforce housing bonus floor area (restricted and market)	18,825 sf
Commercial Use	5,795 sf
Unit Breakdown	
5 Market Residential Units (2:1 Bonus)	2 and 3 bedroom
4 Workforce Deed-Restricted Units (2:1 Bonus)	1, 2, and 3 bedroom
8 Short-term Rental Units	1 bedroom
3 Commercial Units	

Analysis & Key Questions.

The purpose of a Development Plan is to review a physical development or development option that is large and complex enough to benefit from a public review at a sufficient level of detail to determine compliance with these LDRs prior to preparation of final construction or plat documents.

Staff find that, as conditioned, the proposed development meets the necessary findings for approval for a Development Plan in the CR-1 zone. A summary of LDR compliance is provided as part of department reviews attached hereto. In addition, based on the amount of floor area proposed, the development plan complies with the 40,000 sf maximum

individual building size permitted in the CR-1 zone and does meet the level of review for a Conditional Use Permit required for larger buildings.

Staff pose three key questions below regarding the landscaping and utility improvements proposed by the applicant within the area of the designated sanitary sewer easement on Lot 14.

Lot 11 Maintenance of LDR Compliance

Because Lot 12 (655 South Cache Street) was developed in conjunction with Lot 11 in 2021, some site development required for LDR compliance of Lot 11 is currently provided on Lot 12, including vehicle parking, bicycle parking, a trash and recycling enclosure, utilities, snow storage, and landscaping. Continued accommodation of those requirements is a key element of staff analysis and recommended conditions of approval for the proposed redevelopment of Lots 12-14 has been added to Development Plan P26-058. These elements and conditions are addressed throughout the sections below. Figure 1 below provides a visual representation of Lot 12's interrelationship between existing and proposed development.

Figure 1
Lot 12 interrelationship between existing and proposed development



Building Design

The building incorporates a cantilevered canopy that extends beyond the eastern property line and partially encroaches into the public right-of-way along the pedestrian frontage of South Cache Street. This is a common design approach throughout Town and is supported by staff and the Design Review Committee for this project. Accordingly, staff recommend condition of approval #2 requiring an encroachment agreement with the Town to be recorded with the County Clerk.

Similarly, the pedestrian sidewalk along the South Cache Street frontage, which is required by the CR-1 zone, is located partially on private property. Therefore, staff recommend condition of approval #3 requiring a public access easement benefiting the public to be recorded with the County Clerk.

The CR-1 zone requires a building setback of either zero feet or a minimum of 5 feet from the side property line. Staff previously approved Administrative Adjustment P23-170 on Lot 12, which allows the building to be set back a minimum of 4 feet from the north property line for the purpose of accommodating the stair tower. The majority of the building, excluding the 10-foot-wide stair tower, is set back approximately 9 feet from the property line, thus meeting the purpose and intent of the typical CR-1 side setback.

Because the project utilizes 18,825 sf of floor area under the 2:1 Bonus, staff recommend condition of approval #8 requiring the applicable workforce housing deed restrictions to be recorded against the property prior to issuance of the certificate of occupancy for the associated building permit.

Lastly, as the footprint of building will span multiple interior lot lines, the property owner is required to vacate the existing interior lot lines in order for the building to meet the adopted building code. Staff recommend condition of approval #4 requiring a partial vacation of those lot lines prior to issuance of the associated building permit.

Operational Standards, Utilities, and Snow Storage

The existing parking and improvements easement noted above also addresses improvements including trash and recycling, snow storage, and internal access between Lot 11 and Lot 12. Staff recommended condition of approval #7 would also require the property owner to update the location and legal description of shared trash and recycling, snow storage, and internal access between Lot 11 and Lots 12-14 to ensure access across multiple properties and use of those elements for users of Lot 11.

The CR-1 zone requires trash and recycling enclosures to be provided for nonresidential developments and residential developments with more than four dwelling units. The applicant proposes to expand the existing trash and recycling enclosure located on Lot 12 – which currently serves the residential and commercial office uses on Lot 11 – to accommodate the additional trash and recycling demand of the new development on Lots 12-14. The expanded enclosure measures approximately 14.5' by 9' and can accommodate the anticipated trash and recycling dumpster needs for both buildings. Staff supports the applicant's methodology and calculations regarding the anticipated waste and recycling generated by the uses on Lot 11 and Lots 12–14. Supporting information is provided in the application packet and the attached department comments.

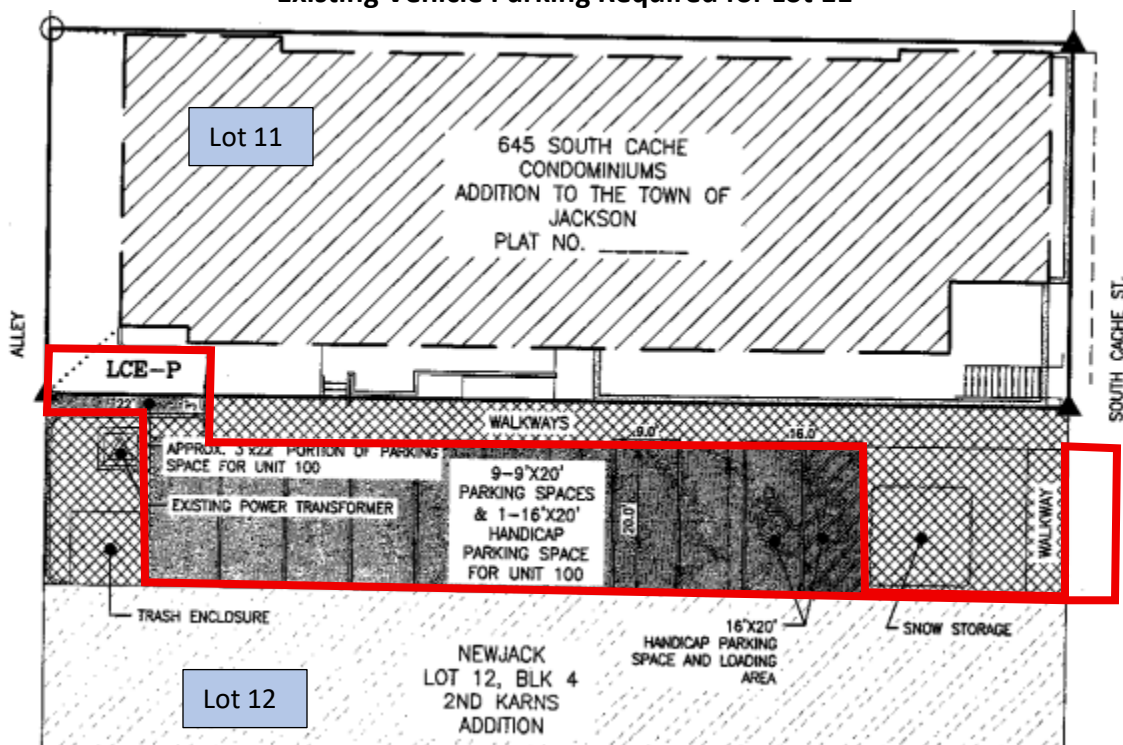
Vehicle Parking

The proposed mix of uses on Lots 12–14 require a total of 39.81 vehicle parking spaces, of which 26 spaces must be provided on-site because they serve residential or lodging uses. In addition to providing the required parking for the proposed new uses, the development of Lots 12-14 must also account for the required commercial parking for Lot 11 that will need to be relocated due to the location of the new building and relocation of a utility transformer. In short, 12 commercial parking spaces required for Lot 11 will be displaced and these spaces must be accommodated off-street on Lots 12–14 or addressed through a fee-in-lieu payment. To satisfy the commercial parking requirement for Lot 11, the applicant proposed dedicating 11 on-site spaces and paying a fee-in-lieu for the 12th space. Table 2 and Figure 2 on the following page provide the vehicle parking calculation and the existing location of vehicle parking provided on Lot 12 that benefit Lot 11.

Table 2
Required and Provided Vehicle Parking Calculation

Required Vehicle Parking	
Lot 11	20
Lots 12-14	39.81
Total	59.81
Provided Vehicle Parking As Proposed	
Lot 11 off-street vehicle spaces	4
Lot 11 on-street vehicle spaces	2
Lot 11 fee-in-lieu (B19-0854)	2
Lots 12-14 off-street vehicle spaces	48
Lots 12-14 on-street vehicle spaces	3
Total	59
Remaining required fee in-lieu	1

Figure 2
Existing Vehicle Parking Required for Lot 11



— Location of Vehicle Parking Spaces

To address the updates to parking location and requirement between Lot 11 and Lots 12-14, Staff have recommended the following three conditions to ensure compliance with the LDRs, previous approvals, and existing legal instruments: To meet the remaining vehicle parking requirement, staff recommend:

- Condition #5 – requires that the property owner dedicate 11 spaces on Lots 12-14 for the benefit of Lot 11, and provide a fee-in-lieu payment to the Town totaling \$8,500 for one vehicle parking space.
- Condition #6 – requires that prior to Town Council review, the applicant must provide written acknowledgement and support from the owners of Lot 11 regarding the need to remove the current LCE-P (limited common element for parking) on Plat 1429 to accommodate the applicant's proposal to replace the parking space with a utility transformer. This will ultimately require some amendment or vacation of the existing plat for Lot 11, but before Town Council review, Staff wants a written acknowledgement of this necessary change since it impacts an adjacent off-site property.
- Condition #7 – requires the property owner of Lots 12-14 to record an updated parking and improvements easement with the Teton County Clerk reflective of the new amount, description, and location of vehicle parking on Lots 12-14 used towards required vehicle parking of uses on Lot 11.

Sanitary Sewer Easement

As noted above in the Background section, Town-owned and maintained underground sewer and utility infrastructure exists along the southern boundary of Lot 14; however, no easement has been formally executed or recorded with the County Clerk. To ensure continued Town access to its infrastructure, and to establish the applicable maintenance and cost responsibilities, staff recommend condition of approval #1 requiring the necessary easement and agreement to be formally executed and recorded with the County Clerk. The proposed building is positioned 15 feet from the southern property line of Lot 14 to accommodate this requirement.

Note to reader - Town Council is the final decision maker for such easement agreements. The specific terms and language of the forthcoming agreement will ultimately be informed by the type and extent of landscaping and stormwater systems permitted (or not) within the easement area, as discussed in the following sections.

Private Stormwater System Proposed in the Designated Sanitary Sewer Easement

The applicant proposes locating the building's private stormwater system— which includes underground pipes and catch basin infrastructure – within the area of the designated sanitary sewer easement as recommended under condition of approval #1. Typically, private utility infrastructure is separate and not located within Town utility easements. Per the applicant, this is the most reasonable location and design based on the topography of the site, and locating the infrastructure elsewhere would require significant added cost and engineering solutions such as pumping stormwater against gravity. However, staff are generally supportive of allowing the applicant's stormwater system within the designated easement area as a reasonable accommodation to securing a sanitary sewer easement benefiting the Town.

- **Key Question #1** (stormwater system and sanitary sewer easement) – Does Planning Commission support the applicant's proposed plan to locate the building's stormwater system within the area of the designated Town sanitary sewer easement?

Staff recommendation is that the applicant may locate the stormwater system within the designated easement area as a reasonable accommodation to securing a sanitary sewer easement benefiting the Town so long as the easement agreement recognizes that infrastructure and addresses ownership, cost, and maintenance expectations.

Landscaping Plant Units Proposed in the Designated Sanitary Sewer Easement

Staff find that the proposed landscape plan meets the landscape requirements of the CR-1 zone. However, staff include a key question below regarding the proposed placement of landscape plant units within the proposed 15 foot utility easement area.

Because Lot 12 was developed in conjunction with Lot 11, the proposed development on Lots 12-14 is not only responsible for the provision of two plant units, but also responsible for replenishing one plant unit lost as a result of the new building.

To satisfy the total plant-unit requirement for new and existing development, the applicant proposes seven willows within the area designated as the 15 foot sanitary sewer easement.. Generally, locating plant units over underground utilities is not preferred because root systems can grow to damage infrastructure and plantings impede Town's accessibility to the infrastructure during maintenance and repair work. Thus, Town agreements for such easements typically include language that prohibits *"any buildings, structures, or other improvements of any nature whatsoever, or any shrubs, trees...**without the prior written consent of [the Town]**" (emphasis added)*. However, the Town can alter this language to allow plant units and other improvements if it sees fit. Town Council is the final decision maker on such easement agreements.

It's staff's preference that all required plant units be located outside of the 15 foot sanitary sewer easement while still meeting the general purpose of LDR Division 5.5. Landscaping Standards, namely providing buffering and screening to neighboring uses, particularly as a transition to the adjacent NM-2 residential zone immediately south. However, staff are generally supportive of smaller shrubs within the easement, provided that 1) plant species have shallow root systems, 2) plantings are located as far from Town-owned utilities as practical, and 3) any potential cost burden associated with Town's access of the easement or damage to Town-owned utilities resulting from the plant units be the responsibility of the property owner of Lot 12 rather than the Town. For example, in the event the Town must remove required plant units to access and repair its sanitary sewer, the cost and responsibility to restore the easement area to its original condition would be the responsibility of the property owner of Lot 12. Additionally, the property owner would bear the cost of any damage to the Town-owned infrastructure resulting from plant units on Lot 12.

This approach would minimize potential impacts to the Town utilities while still providing some landscaping buffer to the neighboring property to the south and allow the applicant to meet the plant unit requirements of the LDRs. This approach also recognizes that the CR-1 zone allows a zero lot-line development on the sides, and in accommodating the sanitary sewer easement area, the property effectively sacrifices approximately 15' x 130' of potential building footprint. The resulting benefit is a Town-secured utility easement along with a larger-than-usual development buffer from the adjacent single-family development to the south.

While staff find that, as conditioned, the proposed project meets LDR minimum requirements, including landscaping and plant units, the approach and trade off between density, landscaping, and the final sanitary sewer agreement language begs the below key question of Planning Commission.

- **Key Question #2** (Landscaping and the sanitary sewer easement) – Does Planning Commission support the applicant's proposed landscape plan which places required plant units within the area of the designated sanitary sewer easement?

Staff recommendation is that some plant units may be allowed in that area, so long as shallow root system plantings are specified and located as far as is practical from Town-owned infrastructure, and that the final language of the sanitary sewer easement agreement reflects appropriate cost burden as the responsibility of the property owner of Lot 12 rather than the Town.

- **Key Question #3** (Plant Unit Screening) – Does the Planning Commission find that the proposed landscaping plant units provide adequate screening and fulfill the purposes of LDR Division 5.5 if a plant species with shallower root systems is ultimately used within the designated sanitary sewer easement area?

Staff recommendation is that the public benefit of securing an executed sanitary sewer easement from the property owner is a reasonable trade-off for some reduction in landscape screening on Lot 14 immediately adjacent to the property line. Additionally, because the CR-1 zone permits a 0' setback – in the absence of the sewer infrastructure – development could be constructed directly along the property line, leaving no space for landscape plant units along the side property lines.

Affordable Workforce Housing Mitigation

The proposed development will not incur an affordable workforce housing mitigation requirement because the property's existing credit of 2.884 units from the previous restaurant/bar use exceeds the estimated 2.247 units generated by the proposed development. The above figure is an estimate. The final mitigation requirement will be determined at the time of building permit review based on the final building permit plans, allowing for any minor changes in use or floor area calculations.

Design Review Committee (DRC).

The DRC recommended approval of the building design at the July 8, 2026, meeting. DRC was generally supportive of the building's materiality and upper story articulation and felt the building's scale and massing were appropriate with neighboring development and appropriate for the location adjacent to Snow King Mountain. Per the applicant, the building design intentionally complements the neighboring building to the north at Lot 11 because the two buildings are intended to read as a "campus". Overall, DRC determined there was adequate distinction between the existing and proposed structure so that they do not read as monotonous.

Public Comment.

Staff received two public comment submissions on the proposed project, both from neighboring property owners. One comment addressed concerns of overall level of intensity, use of the alley for access to the structure, use of the alley for services such as waste and snow removal, the amount of vehicle parking and EVSE provided, pedestrian frontage design, and the general cumulative impacts from existing and proposed development to the neighborhood. The second comment expressed general concerns over the scale and massing of the structure and its proximity to existing power lines. The comments are provided in full as an attachment to this staff report.

Findings.

Per LDR Sec. 8.3.3.C (Findings of Approval Development Plan), a Development Plan shall be approved upon finding the application:

1. Is consistent with the purposes and organization of the LDRs;

Complies. Staff find that the proposed project is consistent with the purposes and organization of the LDRs and, as conditioned, is generally compatible with the desired character of the CR-1 zone in providing mixed-use development of offices, residential development, and lodging uses.

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

Complies. The Property is not located within the NRO or SRO.

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

Complies as conditioned. Staff find that, as conditioned, the proposed development does not have a significant impact on public facilities and services. The property owner shall execute and record a sanitary sewer easement benefiting the Town which serves to protect public sanitary sewer facilities and services to the public. The terms of that agreement will address parameters under which the property owner may place landscaping and utilities for the proposed development. No other significant impacts have been identified to other public facilities and services, including transportation, parks, schools, police, fire, or EMS facilities.

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

Complies. Based on DRC review and recommendation of the building's design, staff find that the design of the building meets the required criteria of the Town of Jackson Design Guidelines.

5. *Other Relevant Standards/LDRs.* Complies with all relevant standards of these LDRs and other Town Ordinances;

Complies as conditioned. Staff find that, as conditioned, the proposed development meets all relevant standards of these LDRs and other Town Ordinances. The proposed building meets required physical development, use, and operational standards of the CR-1 zone generally and as allowed by Administrative Adjustment P23-170. Also, as conditioned, the property owner shall record the necessary encroachment agreement for the proposed canopy encroachment into the public right-of-way, a public access easement for the pedestrian sidewalk, and a partial vacation of interior lot lines for the building to meet the adopted building code. Lastly, the property owner shall record workforce deed restrictions for applicable floor area allowed by LDR Sec. 7.8.4 (Workforce Housing Floor Area Bonus).

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

Complies as conditioned. Staff find that, as conditioned, the proposed development is in substantial conformance with previous approval B19-0854 for Lot 11 and Lot 12. Through noted legal agreements, the property owner is required to maintain use and operational requirements of the CR-1 zone upon redevelopment of Lots 12-14. Namely, the property owner is required to maintain the minimum vehicle parking requirement established in B19-0854 via a fee in-lieu payment and an updated parking and improvements easement which also addresses trash and recycling, access, and snow storage. Lastly, the applicant is required to work with the neighboring property owners of condominium subdivision Lot 11 to first, provide written confirmation of awareness and support of the proposed limited common element at Lot 11 and later, properly document changes to the platted common element parking.

Possible Alternatives.

Alternative 1 (Continuation to provide additional information or design changes): Planning Commission may continue the item to a future meeting and direct the applicant to provide additional detail or design changes. In doing so, Planning Commission shall explicitly state what items shall be provided and specify a certain meeting date to which the item is continued.

Alternative 2 (findings of approval): Planning Commission may recommend denial of the request if it is unable to make one or more of the findings for approval for a Development Plan required by LDR Sec. 8.3.3.C (Findings for Approval).

Comprehensive Plan & Priority Alignment.

Staff find that the proposed development plan is consistent with the Comprehensive Plan. The Property is located in Subarea 2.2 (Snow King and South Cache Corridors) of the Jackson/Teton County Comprehensive Plan. This is a transitional subarea envisioned as a pedestrian-oriented mixed-use corridor comprised of mixed-use and multifamily residential structures, of which the proposed projects provide by way of pedestrian improvements, street activation, and a mix of commercial, residential and lodging uses. A goal of the subarea, which staff finds has generally been achieved, is to provide an attractive pedestrian link between Downtown and Snow King achieved through active, ground-level uses and upper floor residential. Finally, this subarea is designed to promote workforce housing, which the project achieves through the provision of four workforce deed-restricted units.

Subarea 2.2 states that “particular care and attention will be necessary to ensure a successful integration between this mixed use subarea and the adjacent Core Residential (Subarea 3.2). Particular attention will need to be given to the location of buildings, parking, types of uses, and intensity of uses to ensure a successful transition. Subarea 3.2 is located immediately south where Aspen Drive is zoned NM-2. Staff’s analysis is that the position of the building on Lot 14, 15’ from the southern property line to clear the designated area of the 15’ sanitary sewer easement, serves as a successful transition area despite the building not making other intentional design steps such as a step back or a tiered design. The proposed structure is setback 15’ from the southern property line and neighboring residential zone where a 0’ setback is otherwise allowed in the CR-1 zone.

Fiscal Impact.

No fiscal impact is identified at this time.

Staff Impact.

The amount of staff time to review this Development Plan, including response to public comment and report drafting, is approximately 90 hours. An additional 80 staff hours are estimated to review applications and documents required by the recommended conditions of approval, including the amended plat, amended parking and improvements easement, sanitary sewer easement, canopy and sidewalk agreements, partial vacation of lot lines, and affordable workforce housing deed restrictions.

Attachments or Links.

Department Reviews

Public Comment

Affordable Workforce Housing Mitigation Memo

Applicant Submittal

Suggested Motion.

I move to **recommend approval** of Development Plan P26-058 for a new 49,297 sf (gross), three-story, mixed-use building at the properties addressed 655 and 665 South Cache Street based upon the findings and conditions presented in the staff report, the departmental reviews, and subject to this staff report dated September 16, 2026.



PERMIT NOTES

Permit # P26-058 Parcel # : 22-41-16-33-1-69-005
Site Address: 665 S CACHE STREET
Project Name: 665 S Cache Development Plan

Note Type	Note Code	Text	Created By	Begin Date	End Date
CONDITIONS		1. Remove references to expired Dev. Plan (P23-105) Previous Development Plan P23-105 expired on June 4, 2025. Including references to that expired plan frustrates the clarity of the public record. Revise application packet to remove/update date references for current submittal packet. (ex: FAR calc. sheet is dated 10/2023 but unit mix has been updated for current submittal) and to delete references to previous Planning Commission or Town Council reviews. (ex: PDF sheet Responses to Planning Commission Comments dated October 16, 2023). These are not a comprehensive list of examples. Staff notes approval letter and staff report P23-170 can remain but is not necessary. 2. Findings of approval: Revise for current date and current findings of approval. References to June 15, 2023 and Finding #1 (comprehensive plan) are outdated. 3. LDR Compliance Detail Transparency Update architectural elevations (sheet A201) to provide calculation for window transparency in order to confirm compliance with Building Frontage Type Office per LDR Sec. 2.2.1.D.3 (office transparency). Specifically, please provide the calculations showing ground floor min 40% and second story meets min 20% transparency. See Rules of Measurement LDR Sec. 9.4.14 for calculating transparency measurement. 4. LDR Compliance Detail Stepback Confirm the portions of the 3rd story stepback (40% of the building that is required to be stepback 10) meet allowed encroachments per LDR Sec. 9.4.12.B (Stepback - Encroachments). For these areas, Balcony railings shall be a maximum height of four feet and are at least 75 percent open and roof overhangs/canopies shall extend no more than three feet into the stepback. Provide dimensions/calcs conforming compliance on elevations (sheet A201) and architectural plan (sheet A105). 5. FAR Calculation Sheet Review and update for accuracy. For the 3rd floor STR units, it appears the floor areas on architectural sheet (G014) vs that on FAR calc do not match and that G014 likely include exterior deck area. ex: unit ST5 on FAR calc sheet totals 976sf but totals 1041sf or 886sf. Revise for consistency throughout. 6. Housing Revise housing mitigation calculator to list all accurate existing and proposed uses. Submitted	KPAGE@JACKSONWY.GOV	05/15/26	5/15/26



PERMIT NOTES

calc. can be overwritten for housing credit cell for the 2.884 units associated with B19-0854 (there are no other active uses on 665/655 south cache), and all proposed uses in Proposed uses Step 3 need to be entered. For example, Step 3 shall list all units, even exempt 2:1 units, and shall include input for Circulation space (ex: interior hallway ground floor). Circulation = common hallways, entryways, stairways, and other circulation areas in buildings with multiple residential or nonresidential units, that are not within any individual unit. Mechanical floor area is not exempt and shall be assigned proportionally to the various uses. The total habitable floor area listed on Housing Calc. shall correspond with that listed on floor plans (G012-G015) and FAR calcs (SHEET-665 S Cache FAR Calculations sheet 10/2023).

The Housing Authority has not reviewed submittal as of 05.15.2026 Dept. Review comments. Housing Dept review shall be updated following receipt of updated housing mitigation calculator.

7. Landscaping

Redevelopment of 655 S. Cache impacts the existing LSR and PU required for Lot 11 (645 S. Cache). Thus, staff will apply a campus approach for compliance of LSR and PU between Lot 11 and Lots 12-14.

Revise landscape plan to provide gross site area, base site area, minimum required LSR, provided LSR, min. required PU and provided PU for the entire campus of 645/655/665 S Cache. Confirm area of campus that is included in public access easements (645 S Cache too). Include landscape area and plantings existing on Lot 11. (ex: SW and northern portions of Lot 11).

Update Landscape Plan to clarify use of LDR Sec. 5.5.4.A.3 as needed. Up to 20 percent of required landscape area may include public amenities, (e.g., bike racks, public art, benches) planters, and vegetated roof areas.

Revised landscape plan shall remove outdated bike parking calculations from landscape sheets. (i.e. the requirement is no longer 1 space per 10 vehicle space)

Planning staff is overall supportive of some plant units with shallow root systems within sewer easement area in order to provide buffer and screening, however, will ultimately defer to the Engineering dept. in terms of how/to what extent plantings and other development interfere with sewer easement (and subsequent agreement required). Planning staff recommends minimizing plantings in this area to the greatest extent possible and considering PU alternatives.

Staff will consider alternatives to plant units allowed in LDR Sec. 5.5.3.E.4, particularly if the result reduces impact to the sewer easement area.



PERMIT NOTES

Revise sheet A102 to accurately reflect any landscape changes (or not show PU at all)

Prior to resubmittal and Planning Commission review, Planning and Engineering staff request meeting with the projects landscape architect to discuss sewer easement area.

8. Trash and Recycling Adequate amount
Revise narrative to confirm trash/recycling compliance with LDR Sec. 2.2.11.E.2 (Loading Requirement) and LDR Sec. 6.4.2 (Refuse and Recycling). The applicant must address how their specific loading needs [trash, recycling, etc] are being met in the proposed application. Provide detailed justification that proposed trash and recycling enclosure is adequate to meet the needs of the proposed development at 655/665 S Cache AND 645 S. Cache. Must provide adequate space for recycling as determined by the Planning Director (Sec. 6.4.2). Staff have concerns that the proposed trash/recycling enclosure provided will be inadequate for both buildings. Justification shall include proposed trash/recycling size (CY), amount of expected waste/recycling generated, and estimated pick schedule ex: 1x per week or more? It is likely this analysis ultimately impacts Finding #3 and #5.

9. Trash and Recycling Design
It is anticipated that trash/recycling enclosure will be required to be bear proof as of August 2026. Plan receptable or enclosure design accordingly.

10. Vehicle Parking
Revise parking calculations on sheets A101 and A102 to reflect 17 residential or lodging units for parking calculation rather than 13 units.

11. EVSE Parking
EVSE calculation shall will be based on parking amount less spaces provided for existing uses at 645 S Cache. Thus a total of 12 capable and 2 installed spaces are required and provided on planset.

12. Underground parking (Reso. 09-25)
Revise alignment of underground vehicle parking spaces for compliance with Resolution 09-25. Typical spaces shall be 9x18 min. A max. of 15% of spaces (7 max) may be compact size.

Length Some spaces near entrance of deck are less than 18 (but it appears dimension can be accommodated by reducing drive aisle width). Revise plans and confirm all (noncompact spaces) are at least 18 in length.

Width Staff shows 8 compact spaces provided (less than 9 width) where max 7 are permitted per Reso. 09-25. Too many spaces are less than 9 in width but it appears the garage can accommodate a shift is spaces for compliance. Confirm all space dimension are suitable and label any width less than 9 as compact.



PERMIT NOTES

Confirm height clearance in deck for all ADA van spaces. If adequate clearance is not available, provide ADA van spaces along alley

13. Bicycle Parking Updated calculations and dimensions required

Bicycle parking required is 8 ST and 20 LT. This includes 2 racks required for 645 S Cache which will be redeveloped. Of that total a min. of 2 ST and 5 LT spaces shall accommodate larger, alternative bikes such as e-bikes. (updated bike standards adopted by Ord. 1368 and 1369).

Short-term bike parking Proposed ST bike parking does not meet LDR Sec. 6.2.2.D and Appendix A for type (min 25% must accommodate larger and alternative bicycles) and dimensional standards required by LDR Appendix A. Revise sheet A102 for both alley and street frontage ST bike parking spaces to provide dimensions and confirm compliance with Sec. 6.2.2.D and Appendix A.

Long-term bike parking Staff supports the use of basement storage lockers for LT bicycle parking, except for the minimum 25% required for e-bikes and alternative bicycle models, which require larger dimensions and cannot be wall-mounted, so long as racks are provided and reasonable dimensions are provided to accommodate the bicycle. Thus, a max of 15 of the 20 LT spaces required may be provided in basement storage lockers.

Revise plan to demonstrate the installation location of 15 LT bike parking spaces (racks) that provide reasonable dimensions for a standard bicycle. Standard dimensions for a typical bicycle are 2 feet wide by 6 feet long. For hanging vertical rack, an acceptable storage dimension is 2 wide x 6 tall x 3.5 deep

Revise plan to demonstrate location of 5 LT bike parking spaces that accommodate larger and alternative bicycles models (Sec. 6.2.2.D.2.b.iv)

Clarify if the existing 2 ST bike racks on SW of Lot 11 required to serve 645 S Cache will remain, relocate, or removed upon redevelopment. A min. of 2 ST bike parking spaces (1 U-rack) must be provided to fulfill 645 S Cache requirement (B19-0854)

Remove all references to outdated bicycle parking requirement calculations (primarily seen on landscape plan as 1 per 10 vehicle spaces).

14. Lighting

Revise lighting plan to clarify exempt (required for building code) vs nonexempt lighting fixtures in terms of lumen calculation and photometric map.

Revise lighting plan include photometric plan showing no light trespass occurring over west and south property lines. Light trespass over northern property line is acceptable to accommodate visitors utilizing parking and



PERMIT NOTES

access easement with 645 S. Cache. Light trespass along the eastern property line into PROW pedestrian sidewalk shall be installed/designed to avoid light trespass to the greatest extent possible.

15. Other Easements, Encroachments, and Lot Lines Vacation

Prior to issuance of building permit, applicant shall record encroachment agreement with the Town of Jackson for any items that encroach into the public right of way. Staff specifically notes canopy on S. Cache frontage (A202). Staff also notes public works department review requesting encroachment agreement for use of shoring/soil nails and micro piles.

Prior to certificate of occupancy, applicant shall record public access easement for portion of required sidewalk frontage that provided across private property.

Prior to issuance of building permit, applicant shall record updated or new Declaration of parking and improvements easement (existing Document 1021489) showing updated location of 11 parking spaces now provided on 655-665 S. Cache that fulfill parking requirement of 645 S. Cache. Precise locations of parking stalls shall be called out in exhibit.

Prior to issuance of building permit, applicant shall record with the County Clerk a Shared Trash and Recycling Easement to allow shared use of trash/recycling between 645 S. Cache and 655/665 S. Cache.

Lot line vacation - Prior to issuance of building permit, applicant shall record partial vacation of lot lines (lot combination) with the Teton County Clerks office to vacate the shared lot line between 655 and 665 S. Cache. This is required to meet building code. Staff notes a Partial vacation must be reviewed by Town Council as a separate project number and requires estimated 2-2.5months. For review and recordation.

CONDITIONS

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

SMOHROR@JA 05/07/26
CKSONWY.GOV

5/7/26

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

PROJECT SPECIFIC COMMENTS

1. Enter into a sanitary sewer easement agreement with the Town of Jackson. The Town has drafted an easement agreement for review.
2. Proposed grading in the public rights-of-way is not acceptable. Building design needs to accommodate elevation changes, do not use the public right-of-way to makeup elevation changes.
3. Proposed uses within the south easement area would interfere with maintenance of the Towns wastewater collection system. Uses



PERMIT NOTES

include the 5-ft sidewalk, subsurface storm system and shrubs. Revise plans accordingly.

4. Provide mechanical room for water service entry into the building.

5. Proposed access route on the west side of the building indicates ramps at the ADA access aisle. Verify no handrails would be required.

6. Provide cleanouts for the sand/oil separator.

7. Show all encroachments into the Towns right-of-way or easements. Encroachment agreements are required for encroachments of buildings, retaining walls, foundations, canopies, balconies, roofs, shoring, etc.

LAND DEVELOPMENT REGULATIONS

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

CONSTRUCTION MANAGEMENT PLAN

8. Please review CMP checklist located here:

<https://www.jacksonwy.gov/DocumentCenter/View/7098/Checklist-CONST-MGMT-PLANv4>

9. Include all requested statements from the checklist.

10. Additional language will be required as the design phase progresses to construction phase.

11. Add language to how contractor parking will be enforced to assure current occupants of 645 S Cache Street will have street parking.

12. Verify working hours including if there will be any work on Holidays. Include language under Site Logistics to address work hours and holidays.

13. Provide pedestrian protection for 645 S Cache Street in accordance with the Towns Construction Management Checklist.

14. A crane agreement will be required for any crane working in the public right-of-way.

15. A shoring agreement will be required for temporary shoring in the public right-of-way.

16. ALL agreements require Town Council approval and sufficient time for the approval process should be planned.

17. Drawing plan indicates material staging/storage in the same location as snow storage and drainage area. Access to utilities will be required within the utility easement dedicated for material staging/storage.

18. The west construction fence shown on the plans needs to be clearly shown on private property.

19. Engineering understands the CM Plan at this stage is not fully developed to address all the requirements.



PERMIT NOTES

Note Type	Note Code	Text	Created By	Begin Date	End Date
CONDITIONS		Project must meet the requirements of the current International Fire Code (IFC) at the time of building permit, including but not limited to the following. 1.) The owner or owner's authorized agent shall be responsible for the development, implementation, and maintenance of an approved, written site safety plan establishing a fire prevention program at the site throughout all phases of construction. The plan shall be submitted to this department for review. 2.) Premises shall be provided with approved identification as specified in the IFC, Section 505. 3.) Fire apparatus access roads shall be provided for every facility, building, or portion of a building in accordance with the IFC, Section 503. 4.) A key box shall be installed in an approved location per the IFC, Section 506. 5.) A construction permit from the fire department is required for an automatic sprinkler system. 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 department. 6.) A construction permit from the fire department is required for a fire alarm system, including 2-way communication. 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 department. 7.) A standpipe system shall be installed throughout buildings where the floor level of the highest story is located more than 30 feet above the lowest level of the fire department vehicle access. A construction permit from the fire department is required for a standpipe system. 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 department. 8.) All new commercial construction with 1 or more levels being built below grade or built 2 or more stories above grade are required to comply with the IFC, Section 510 Emergency Responder Communication Coverage. Buildings that cannot support the required level of in-building emergency responder communications may require an enhancement system. This department advises pre-installing raceways for anticipated emergency radio coverage. 9.) Means of egress shall meet the requirements of the IFC, Chapter 10. 10.) Portable fire extinguishers shall be installed for the occupancy per the IFC, Section 906. 11.) Where elevators are installed, they shall comply with Chapter 30 of the IBC and the IFC, Sections 604.2 through 604.7. 12.) 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.	LPOTZ@JACKSONWY.GOV	05/04/26	5/4/26



PERMIT NOTES

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Report Run On: Friday, 15 May 2026
12:26

Note Type	Note Code	Text	Created By	Begin Date	End Date
CONDITIONS		Structures must meet the most current adopted Building Codes of the Town of Jackson at the time of Permitting.	KSLUDER@JAC KSONWY.GOV	04/09/26	4/9/26

DEVELOPMENT REVIEW – APPROVED WITH CONDITIONS

P26-058 **Development Plan**
ADDRESS: **665 S Cache Street**
OWNER: **Newjack, LLC**
APPLICANT: **Hoyt Architects**

5/7/2026

Scott Mohror, (307) 733-3079

DATE OF SUBMITTAL: 4/2/2026

DATE OF MATERIALS: 2/20/2026

REVISION NO.: 00

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

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

PROJECT SPECIFIC COMMENTS

1. Enter into a sanitary sewer easement agreement with the Town of Jackson. The Town has drafted an easement agreement for review.
2. Proposed grading in the public rights-of-way is not acceptable. Building design needs to accommodate elevation changes, do not use the public right-of-way to makeup elevation changes.
3. Proposed uses within the south easement area would interfere with maintenance of the Town's wastewater collection system. Uses include the 5-ft sidewalk, subsurface storm system and shrubs. Revise plans accordingly.
4. Provide mechanical room for water service entry into the building.
5. Proposed access route on the west side of the building indicates ramps at the ADA access aisle. Verify no handrails would be required.
6. Provide cleanouts for the sand/oil separator.
7. Show all encroachments into the Town's right-of-way or easements. Encroachment agreements are required for encroachments of buildings, retaining walls, foundations, canopies, balconies, roofs, shoring, etc.

LAND DEVELOPMENT REGULATIONS

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

CONSTRUCTION MANAGEMENT PLAN

8. Please review CMP checklist located here:
<https://www.jacksonwy.gov/DocumentCenter/View/7098/Checklist-CONST-MGMT-PLANv4>

9. Include all requested statements from the checklist.
10. Additional language will be required as the design phase progresses to construction phase.
11. Add language to how contractor parking will be enforced to assure current occupants of 645 S Cache Street will have street parking.
12. Verify working hours including if there will be any work on Holidays. Include language under Site Logistics to address work hours and holidays.
13. Provide pedestrian protection for 645 S Cache Street in accordance with the Town's Construction Management Checklist.
14. A crane agreement will be required for any crane working in the public right-of-way.
15. A shoring agreement will be required for temporary shoring in the public right-of-way.
16. ALL agreements require Town Council approval and sufficient time for the approval process should be planned.
17. Drawing plan indicates material staging/storage in the same location as snow storage and drainage area. Access to utilities will be required within the utility easement dedicated for material staging/storage.
18. The west construction fence shown on the plans needs to be clearly shown on private property.
19. Engineering understands the CM Plan at this stage is not fully developed to address all the requirements.

APPLICATION #:

P26-058

Name of Application:	655-665 S. Cache Development Plan
Associated Applications:	Expired P23-105
Prerequisite Applications:	DRC P26-115 Pre-App P25-203
Agent/Applicant:	Brad Hoyt / HoytArchitects
Property Owner:	New Jack LLC
Reviewer:	Katelyn Page

Standard	Allowed/Required	Proposed	Complies
Zoning	CR-1	CR-1	Yes
Primary Street Setback (east)	0-5'	3'-4" (C3.0/A102)	Yes
Side interior (north)	0 or 5'	4' (C3.0/A102) Admin Adj. P23-170	Yes
Side interior (south)	0 or 5'	15' (easement) (C3.0/A102)	Yes
Rear (west)	10'(min)	>27' (C.3/A102) 1 st 10'-0 ¼" (A103) 2 nd 10'-0 ¼" (A104) 3 rd	Yes
LSR	10% = 2,689.5 Base site area 26,895.25sf (Campus 645,655,665)	655-665 3035sf (11.23%) L0.4 / L0.5 (Campus 645,655,665)	Yes
PU	1/1000sf of landscape area	3 PU – Alternative A (Campus 645,655,665)	Yes Condition Easement
Fencing	6' max rear	Enclosure Heights 6'-6" (L0.4)	Dept. review height
Parking setbacks	30' / 30' / 0'	Underground or rear	Yes
Underground Parking Standards	Compact Turning radius	7 compact spaces 24' (A101)	Yes
Access / Curb cut	24'	NA	Yes
Street Façade	Width of Ground/Second Story in primary setback	Ground 120/129 = 93% (A201 / G002)	Yes

	Min 80% of lot width		
Building Height	42'	42' (A201, A202, A300) Roof hatch encroachment	Yes
Stories	3	3	Yes
Building Stepback	10' 3 rd story 60% encroachment of overall façade width	60% $72'-3''/120'-3'' = (A201)$ 10' (A104)	Yes
View Easement	25x10 third story	(A104)	Yes
FAR	0.80 2:1 bonus exempt	Base 14,705sf/20,157sf (.73) Effective Total 33,530sf (1.66) See FAR Calculation Sheet	Yes
Pedestrian Frontage Trees in lawn	13.5' 6' sidewalk 5' furnishing zone	13.7' (C3.2) 6' sidewalk 5' furnishing zone	Yes
Building Frontage	Office Ground floor 10' Upper floors 9' Transparency Blank Wall	(A201) Ground floor 12' Upper floors 10' >40% and 20% < 25'	Yes
Canopy Encroachment		Approx 2.1 (A103)	Condition
Affordable Housing		Credit: 2.884 units Proposed Est.: 2.247 units	Yes. Condition deed
Vehicle Parking	1.5/DU (res + STR) 2.7/1000 office (5782*(2.47/1000))	48 onsite (40 garage / 8 tuck) 3 street, 1 fee in lieu	Condition Easement / Fee
EVSE	30% capable 5% installed	12 capable 2 installed	Yes
Bicycle Parking	New Per 6.2.2.D +2 ST spaces for 645 8 ST 20 LT	8ST (L0.2) 15 LT Basement (A101) 6 LT alley (L0.3)	Yes. Dept. review
Trash/Recycling		(C3.0 / L0.4) Capacity	Yes
Snow Storage	82sf	850sf includes 645 S Cache (C 3.0)	Yes



MEMORANDUM

To: Katelyn Page
Town of Jackson Planning and Building

From: Kristi Malone
Jackson/Teton County Housing Department

Re: Housing Department Review of Development Plan Application (P23-105) for New Mixed-use Building at 665 S Cache St.

Date: August 29, 2023

The applicant is requesting approval of a Development Plan for approximately 32,685 square feet of mixed-use development in a three-story structure at 665 S. Cache St. Proposed uses include office, lodging, and residential with associated circulation, parking, and mechanical space. To achieve this development proposal, the applicant will utilize the Workforce Housing Floor Area Bonus tool.

Affordable Workforce Housing Standards:

The applicant asserts that housing credits were produced from prior use and redevelopment of the adjacent lots at 645 and 655 S Cache St and that proposed development is part of this comprehensive "site." The Planning Department is responsible for verifying the existence and applicability of these credits to proposed development. If it is determined by the Planning Department that housing mitigation is due, any required housing mitigation shall follow the amount and type standards specified in LDR Sections 6.3.3 and 6.3.4 and shall be subject to the recommended conditions of approval listed below.

Workforce Housing Floor Area Bonus:

The applicant proposes using the Workforce Housing Floor Area Bonus tool to obtain additional unrestricted residential Floor Area in exchange for permanent restriction of some dwelling units for Workforce occupancy. In exchange for 12,184sf of additional market-rate residential floor area, 6,735sf of Workforce-restricted residential floor area will be accommodated on site. Per proposed plans, this amounts to four permanently restricted Workforce housing units (three restricted units on Level 1 and one restricted unit on Level 2/3).

Based on my initial review of the plans provided, the four Workforce-restricted units meet Livability Standards required by the Housing Department Rules & Regulations, with the

following exceptions that must be addressed by the applicant prior to finalizing building plans for Building Permit application submittal:

- Confirm materials and finishes:
 - Countertops must be new, durable and cleanable material.
 - Flooring must be new carpet, wood, tile, vinyl, linoleum or concrete with 10-year warranty. Water resistant (no carpet) flooring required in kitchen and bathrooms.
 - Bedroom closets must include installed shelf over rod. All other closets must include necessary shelving and/or fixtures for resident use.
 - Noise mitigation material must be installed in shared walls, ceilings and floors.
- Confirm appliances meet these standards:
 - Refrigerators must be a minimum of 20 cubic feet in 1-bedroom units, and 25 cubic feet in 2 and 3-bedroom units.
 - New, Energy Star, UL-listed with 1-year warranty.
 - Include ventilation fan over range.
 - Garbage disposals are required in restricted units if they are included in market (unrestricted) units.
 - Furnace/ boiler/water heater must be appropriately sized for number of residents and have minimum 5-year warranty.
- Windows:
 - "All living areas and bedrooms shall have a minimum of one window that can be opened" (Jackson/Teton County Housing Department Rules & Regulations section 3-3.D.6). It does not appear that the primary bedroom in Unit R4 has a window.
 - Confirm that windows can open for ventilation and access to outside air.
 - Where pedestrian/vehicle access is adjacent to a window, top-down window coverings are required.
- Basement additional storage units:
 - Must be numbered and accessible only to corresponding unit residents.
 - Access must be codified in writing (resident lease or CC&Rs, etc.)
- Parking:
 - Parking provided for restricted units must be equivalent to parking provided for market units in the development.
 - Must be numbered with at least one space accessible per restricted housing unit.
 - Assignment/use must be codified in writing (resident lease or CC&Rs, etc.)

Process & Conditions of Approval:

The following conditions of approval are recommended by the Housing Department to be included upon approval of this Development Plan.

1. **Required components of livability.** Each required restricted housing unit shall include, at a minimum, the components of Livability Standards required by Sec. 3-3 of the Housing Department Rules and Regulations.

Prior to applicant's submittal of Building Permit,

- ☐ the Livability Standards Questionnaire (<https://www.tetoncountywy.gov/DocumentCenter/View/15860/Livability-Standards-Questionnaire-Interactive>) shall be completed for each unit type and submitted to the Housing Department for review along with floor plans that include dimensions and a functional furniture placement diagram.
- ☐ a letter from the Housing Department will be issued to the applicant stating whether the unit(s) are compliant with Livability Standards or whether there are required changes.
- ☐ a Livability Standards Letter from the Housing Department that confirms approval is required to be included in any Building Permit application.

Prior to issuance of Certificate of Occupancy,

- ☐ the Housing Department shall inspect the site to ensure units were built to approved plans.

2. **Deed Restriction.** To ensure continued compliance with the standards of the Town of Jackson Land Development Regulations and the Housing Department Rules & Regulations, the property shall be subject to a deed restriction for housing, on all applicable dwelling units, in perpetuity, in a form established and approved by the Housing Department.

Prior to issuance of Certificate of Occupancy,

- ☐ a special restriction drafted by the Housing Department using the applicable approved Restriction Template will be recorded on the units/property. The applicant will be responsible for payment of recording fees.
- ☐ the leasing agent/realtor/property manager or person managing residents shall attend a Compliance Conference with the Housing Department to learn how Workforce and Affordable households are qualified for residency in restricted units.

Thank you for the opportunity to review this Development Plan. Please contact me with any questions.

Public Comment

Comments on NewJack LLC Development
P28-058
655 & 665 S. Cache Street

Thank you for the opportunity to comment on this project.

Overall, it is an excessively large building that does not fit in the Commercial/Residential zone and surrounding neighborhood. Many long-term residents will lose their views from more modest homes and be impacted by the size and scope of the building along with parking. My review of the plan shows almost no green space associated with the two buildings.

It is extremely important to recognize the cumulative effect of other projects, new construction and new events in the area. I will address these more below.

SPECIFIC COMMENTS

1. New building size- The new building fills the old parking lot with limited allowance for green space, social shared exterior spaces, vehicle access, delivery vehicles and snow storage. 2 for 1 bonus should not be permitted at this project. Neighbors expect development, however, not at this extreme, blocking views north and south. There should be a stepped setback of each level. Set-backs from adjacent properties is minimal or inadequate.
2. Alley access – The alley varies in width with current pavement about 16' wide. This is one-way with only one entrance off of Snow King Ave. There is no second means of egress. Large vehicles such as delivery trucks, garbage trucks, moving trucks, snow plows would have to drive in and back out onto busy Snow King Ave. This road is extremely busy with commuter traffic, rodeo, Snow King events, and bollard bike lanes. Note that this alley also serves another development to the west. This is a major safety issue for vehicles, children on bicycles, emergency response vehicles (fire and ambulances).
3. Turn around space – The current plan does not address space at the end of the alley to allow vehicles to turn around. Nor does it provide adequate turning radius for large vehicles such as delivery trucks, moving trucks, snow plows, and garbage trucks. Large pickup trucks need approximately 25' turning radius and other large trucks need up to 45' turning radius. The entrance to the parking garage may not have an adequate radius for large SUVs or pickup trucks. What is the height for vehicle clearance in the garage?
4. Parking – I believe that the requirements for parking include 60 parking spaces for the old and new buildings. I don't believe the developer has addressed this many spaces. Note that delivery vehicles, employees, maintenance staff and guests will also be looking for parking. Is garage parking assigned to a specific unit?

The cumulative effect on parking in the area has been heavily impacted by the following projects and decisions:

- a. Winter parking ban at night.

- b. Bike lanes and bollards on Snow King Ave.
- c. New Still West restaurant.
- d. One Town Hill development.
- e. Phil Baux Parking reduction (new lawn area).
- f. Snow King Events Center.
- g. New Aurora Restaurant at the top of Snow King
- h. New summer concert series every weekend at the top of Snow King.
- i. Old established events such as the Rodeo, Snow King Ski Area, Snowmobile Hill Climb, Fireworks, concerts in the park.
- j. Maximum occupancy of adjacent homes and town homes for local workforce housing without adequate parking.
- k. People camping and boat trailer storage on South Cache.

A fee in lieu of parking does not help neighborhood residents trying to find parking. Nor does 3 “allowed” on-street parking spaces.

Construction parking is not adequate. The Developer suggests that old building residents just find street parking during the project, including winter.

Bike parking seems to be on Town land next to the sidewalk in the concept drawing. Is the Town granting an easement for this?

- 5. EV stations – 12 capable with only 2 installed seems wholly inadequate. There should be access to EV charging in all garage spaces with at least half installed. Will EV chargers be level 2 and managed by the developer/HOA or paid directly by the assigned owner (25-36 cents/KWH HOA vs 6 cents if paid directly through owner’s electric meter.)?
- 6. Snow storage – is completely inadequate. It requires the snow plow to move snow into a small space with limited turning radius. Snow will melt into the neighbor’s yard which is inches away on the south side of the fence. Currently, the building owners violate the Town ordinance by storing snow on the sidewalk.
- 7. Sidewalks – should extend the length of the block on South Cache. The vacant property to the north should extend their portion of the sidewalk if developed. Developers on this property should limit the period when the sidewalk is closed and pedestrians are forced to use the east side of S. Cache.
- 8. Trees – along current sidewalk are not maintained for pedestrian height (SE corner).
- 9. Aerial View (page 76 & 77) – should use current photo of the project area including the new buildings at the southwest corner.
- 10. Roof and roof decks – What material is used? Is it fire rated?

Thanks,
Kevin Cochary
Aspen Drive
Jackson, WY

Given these circumstances, I hope you will exercise flexibility and include my comments in the project file.

I am writing to express my strong opposition to the proposed three-story development on my property line. The scale and massing of the project are incompatible with the existing neighborhood character and will create an undue burden on my property. Specifically, the height of the structure will result in significant overshadowing of my home and a total loss of my remaining views, which constitutes a substantial decrease in the quiet enjoyment and overall value of my property. Furthermore, I have serious concerns regarding the proximity of the existing power lines; I request a comprehensive technical investigation to ensure the project does not compromise utility safety or infrastructure stability.

Sincerely

Colleen Meiners

■ Aspen Drive

Jackson, WY 8300

■

Housing Memo

MEMORANDUM

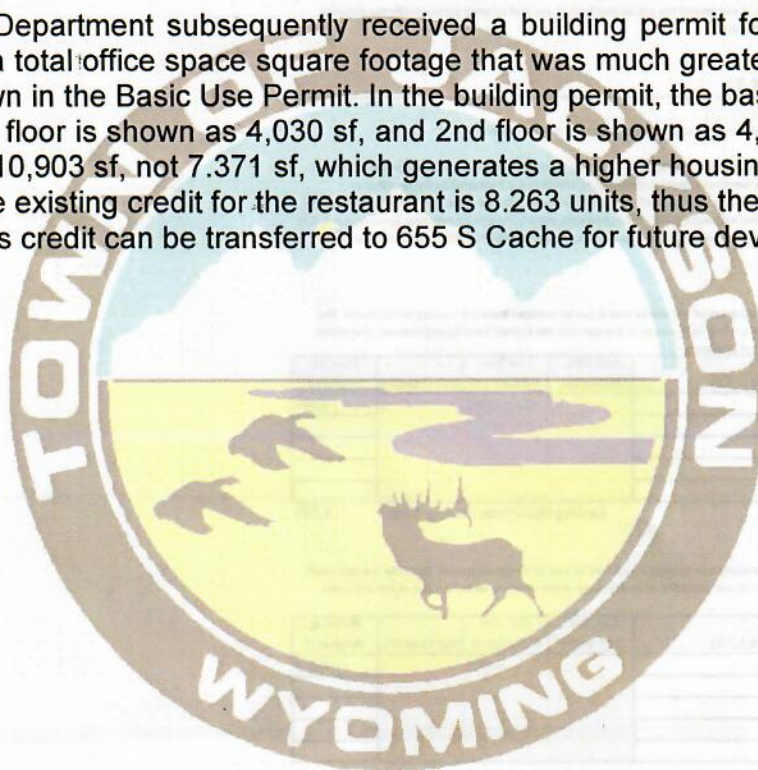
TO: Planning & Building File

FROM: Tyler Valentine, Senior Planner

DATE: 2/4/20

SUBJECT: B19-0854 – Updated Housing Mitigation

The Planning Department subsequently received a building permit for 645 S. Cache which showed a total office space square footage that was much greater than the 7,371 sf of office shown in the Basic Use Permit. In the building permit, the basement is shown as 2,422 sf, 1st floor is shown as 4,030 sf, and 2nd floor is shown as 4,451 sf. The total office space is 10,903 sf, not 7,371 sf, which generates a higher housing requirement of 5.379 units. The existing credit for the restaurant is 8.263 units, thus there is a surplus of 2.884 units. This credit can be transferred to 655 S Cache for future development.



Housing Mitigation Plan

updated 6/11/19

Development of a new house, hotel, or commercial space generates the need for employees. The construction workforce builds the space, the commercial workforce or residential service workforce works in the space, and first responders are needed to protect the space. Only about 27% of the employees generated by development can afford housing in the community, but the community's "community first" character goal is that 65% of employees live locally. To bridge this affordability gap, each development is required to include affordable workforce housing proportional to the employees it generates. These housing mitigation requirements are established in Division 6.3 of the Land Development Regulations. This worksheet is intended to assist in meeting the requirements for a project. However, an error in the worksheet does not amend the actual standard; if you find an error please notify the Planning Department. Fill in the highlighted cells, all the other cells will autopopulate.

Calculating the Requirement (Sec. 6.3.2 & 6.3.3)

Step 1: Location

Town of Jackson

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

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

Step 2: Existing Development

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

Existing Use (Sec. 6.3.2.A)	Housing Requirement (Sec. 6.3.3.A)	Use Size: bedrooms	Use Size: habitable sf	Use Quantity	Housing Required
Restaurant/Bar	0.001197*sf		6900	1	8.263
Existing Workforce Housing Credit					8.263

Step 3: Proposed Development

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

Proposed Use	Housing Requirement (Sec. 6.3.3.A)	Use Size: bedrooms	Use Size: habitable sf	Use Quantity	Housing Required
Office	0.000493*sf		10903	1	5.379

Affordable Workforce Housing Required: 0.000 units

Fee-in-Lieu Amount: \$ -

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

Application



PLANNING PERMIT APPLICATION
Planning & Building Department

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

For Office Use Only

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

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

PROJECT.

Name/Description: 665 South Cache Mixed Use Development
Physical Address: 665 South Cache Street, Jackson, Wyoming 83001
Lot, Subdivision: Lots 12, 13, 14, BLK. 4, Karns-2 PIDN: 22-41-16-33-1-69-005

PROPERTY OWNER.

Name: Newjack LLC Phone: 307-690-2495
Mailing Address: PO Box 11803 Jackson, Wyoming ZIP: 83002-1803
E-mail: Tom Hedges <tom@ahjacksonhole.com>

APPLICANT/AGENT.

Name: Hoyt Architects Phone: 307-733-9955
Mailing Address: PO Box 7364 Jackson, Wyoming ZIP: 83002
E-mail: martinab@hoytarchitects.design

DESIGNATED PRIMARY CONTACT.

_____ Property Owner ☒ Applicant/Agent

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

Use Permit

_____ Basic Use
_____ Conditional Use
_____ Special Use

Relief from the LDRs

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

Physical Development

_____ Sketch Plan
☒ Development Plan
_____ Design Review

Subdivision/Development Option

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

Interpretations

_____ Formal Interpretation
_____ Zoning Compliance Verification

Amendments to the LDRs

_____ LDR Text Amendment
_____ Map Amendment

Miscellaneous

_____ Other: _____
_____ Environmental Analysis

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

Pre-application Conference #: P23-005 Environmental Analysis #: _____
Original Permit #: _____ Date of Neighborhood Meeting: _____

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

Have you attached the following?

- ☒ **Application Fee.** Fees are cumulative. Go to www.townofjackson.com/200/Planning and select the relevant application type for the fees.
- ☒ **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>.
- ☒ **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 _____

Brad Hoyt

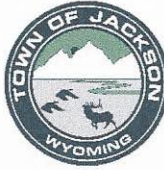
Name Printed

April 3, 2026

Date

Principal

Title



Town of Jackson Planning and Building Department

LETTER OF AUTHORIZATION NAMING APPLICANT AS OWNER'S AGENT

Thomas P. Hedges

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 NewJack LLC is the owner in fee of the premises located at:
Name of property owner as listed on deed

Address of Premises: 655 & 665 S Cache St.

Legal Description: LOTS 12, 13&14, BLK. 4, KARNs-2 PID 22-41-16-33-1-69-003

Please attach additional sheet for additional addresses and legal descriptions

And, that the person named as follows: Name of Applicant/agent: Hoyt Architects

Mailing address of Applicant/agent: PO Box 7364 Jackson Wy 83002

Email address of Applicant/agent: bradh@hoytarchitects.design

Phone Number of Applicant/agent: 307 733 9955

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.

Thomas P. Hedges
Property Owner Signature

Manager

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

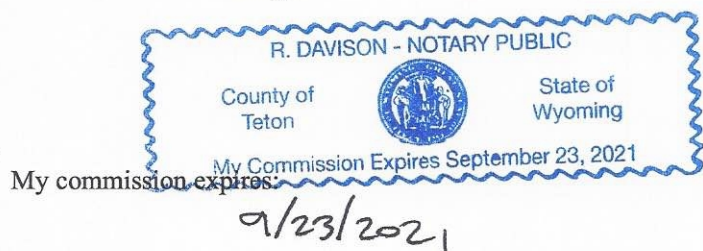
STATE OF WYOMING)
) SS.

COUNTY OF TETON)

The foregoing instrument was acknowledged before me by Thomas P. Hedges this 21st day of SEPTEMBER, 2021.

WITNESS my hand and official seal.

[Signature]
Notary Public





April 3, 2026

665 S. Cache

Development Permit Application – updated for Town Council

INDEX DOCUMENTATION:

1. DEV Permit Application Form
2. Narrative & LDR compliance
3. Letter of Authorization
4. LDR Floor Area Calculations
5. Findings for Approval
6. DEV Checklist & Department Review Responses
7. Administrative Adjustment
8. Town AH Calculator
9. Housing Mitigation Checklist
10. View Corridor Easement
11. Exterior Lighting Information
12. Structural Narrative
13. Construction Narrative & Management Plan

DEV PERMIT DRAWING SET (updated for TC)



April 3, 2026

665 S. Cache

Development Permit Application (updated for TC)

Project Narrative and LDR Compliance

This project redevelops the existing parking lot located at 665 S. Cache Street in the Town of Jackson into a new mixed-use building with offices, long- and short-term housing. The site is located in the CR-1 Zone with Lodging overlay, with an area of 20,158 square feet. The project is adjacent to 645 S. Cache, a completed mixed-use redevelopment, and will match that building in height and character.

The project will include deed restricted housing with the intent to utilize the workforce housing floor area bonus. The bonus above the allowable FAR is proposed to fill out the volume, as allowed and prescribed by the LDR's and zoning regulations. Existing housing credits from the 645 S. Cache redevelopment are being used. A sub grade parking structure, accessed from the alley, and existing on street parking will accommodate parking demand.

A 15 foot (to be recorded) utility easement along the south property line will provide landscape area for the required LSR, see landscape plans.

A planning pre-application conference has been conducted, the DRC has recommended approval of the design, and the Planning Commission approved the project with conditions.

Land Development Regulation Compliance Summary

LDR Standard	Allowed	Proposed	Compliant
FAR maximum	See square foot calculation table	See square foot calculation table	Yes
Workforce housing floor area bonus	2 to 1 max (Long-term to Restricted units)	See square foot calculation table	Yes
Lodging overlay floor area bonus	Additional .15 FAR for Short-term units	See square foot calculation table	Yes
LSR minimum	10 % of site area	See Landscape drawings	Yes
Landscaping Plant Units	1 / 1000 sf of landscape area 1 / 12 parking spaces = 1 plant unit	See Landscape drawings	Yes
Street Facade	Min 80%	74% See east elevation	See Forecourt rule (35' depth)
Height	42' under 5:15 roof pitch	42'	Yes
Stories	3 maximum	3	Yes
Step-back	3 rd story 10' 60% max encroachment	60% encroachment See east elevation	Yes
Street Setback	0' to 5'	Pedestrian Frontage	n/a
Side Setback	0' or 5'	15' South (utility easement) 4' North	Administrative Adjustment of 20% to 5' setback
Rear Setback	10'	10'	Yes
Parking Setback, tuck under	0'	22' (alley parking)	Yes
Curb cut width	24'	None	Yes
Fencing		None	Yes
Pedestrian Frontage	13.5'	13.5'	Yes
Planting Area	5'	5'	Yes
Sidewalk	6'	6'	Yes
Planting Type	Trees in Lawn	Trees in Lawn	Yes, planter box added per PC request.
Building Frontage	Office/Lodging	Office/Lodging	Yes
Blank Wall	25' max	3' max	Yes
Pedestrian Access	Facing Street	Facing Street	Yes
Entrance Spacing	100' max	24' max	Yes
Parking	Underground/Alley	Underground/Alley	Yes
Exterior Lighting	50,000 Lumens max Per sf of dvlpmt: 3	< 50,000 Lumens, see ext. lighting plans	Yes
Signs	3 sf per foot of street façade - 150 sf max	< 150 sf, TBD	Yes

Housing Mitigation	Based on mitigation spreadsheet	Existing 645 Cache housing credits to offset requirement	Yes
--------------------	---------------------------------	--	-----

665 Cache

LDR Floor Areas

665 S CACHE - FAR CALCULATIONS

	Site area		20,157.79	
Short Term Units	Max FAR = 0 .8 (0.65 + 0.15)	8,910	16,126	0.55
Office	Max FAR = 0 .65	5,795	13,103	0.44
	Base FAR	STR/max FAR + OFF/max FAR =< 1	14,705	0.99

Housing Bonus	Long Term Units	2	12,142
	Restricted Units	1	6,683

LEVEL	CATEGORY	AREA SF	CIRC/MECH SF	TOTAL FLOOR
Basement	Mechanical	1,324		
	Parking	15,766		
				17,090
1st Floor	Office	5,703		
	Mechanical (10% Office)		92.00	5,795
	Residential R-2 Restricted	3,375		
	Mechanical (90% Residential)		276.00	
	Circulation (1,702 100% Res)	per floor	567.33	4,218
				10,013
2nd Floor & 3rd Floor	Residential R-2 Restricted	2,296		
	Mechanical (10% Res per 2floors)		55.20	
	Circulation (10% Res per 2floors)		113.47	2,465
	Residential R-2 Short Term	8,235		
	Mechanical (40% Res per 2floors)		220.80	
	Circulation (40% Res per 2floors)		453.86	8,910
	Residential R-2 Long Term	11,299		
	Mechanical (50% Res per 2floors)		276.00	
	Circulation (50% Res per 2floors)		567.33	12,142
				23,517
				33,530

Total

Residential Unit Distribution:	1st Level	2nd Level	3rd Level	Total
R1 (ADA Accessible)	1,268			1,268
R2 (Type B)	989			989
R3 (Type B)	1,118			1,118
R4		1,159	1,137	2,296
				5,671
ST1		1,062	-	1,062
ST2		1,065	-	1,065
ST3		1,080	-	1,080
ST4		1,100	-	1,100
ST5		90	886	976
ST6		90	883	973
ST7		90	894	984
ST8		90	905	995
				8,235
LT1		1,169	1,137	2,306
LT2		1,169	900	2,069
LT3		1,385	924	2,309
LT4		1,170	1,137	2,307
LT5		1,171	1,137	2,308
				11,299

Landscape area

See Landscape drawings

Housing Mitigation Plan

updated 1/8/21

Development of a new house, hotel, or commercial space generates the need for employees. The construction workforce builds the space, the commercial workforce or residential service workforce works in the space, and first responders are needed to protect the space. Only about 27% of the employees generated by development can afford housing in the community, but the community's "community first" character goal is that 65% of employees live locally. To bridge this affordability gap, each development is required to include affordable workforce housing proportional to the employees it generates. These housing mitigation requirements are established in Division 6.3 of the Land Development Regulations. This worksheet is intended to assist in meeting the requirements for a project. However, an error in the worksheet does not amend the actual standard; if you find an error please notify the Planning Department. Fill in the highlighted cells, all the other cells will autopopulate.

Calculating the Requirement (Sec. 6.3.2 & 6.3.3)

Step 1: Location

Town of Jackson

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

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

Step 2: Existing Development

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

Existing Use (Sec. 6.3.2.A)	Housing Requirement (Sec. 6.3.3.A)	Use Size: bedrooms	Use Size: habitable sf	Use Quantity	Housing Required

Existing Workforce Housing Credit 2.884

Step 3: Proposed Development

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

	Proposed Use	Housing Requirement (Sec. 6.3.3.A)	Use Size: bedrooms	Use Size: habitable sf	Use Quantity	Housing Required
1	Workforce Housing Unit	exempt	2	1268	1	0.000
2	Workforce Housing Unit	exempt	1	989	1	0.000
3	Workforce Housing Unit	exempt	2	1118	1	0.000
4	Short-Term Rental Unit	0.102*bedrooms	1	1062	1	0.102
5	Workforce Housing Bonus Unit	exempt	3	2306	1	0.000
6	Workforce Housing Bonus Unit	exempt	3	2069	1	0.000
7	Workforce Housing Unit	exempt	3	2296	1	0.000
8	Workforce Housing Bonus Unit	exempt	3	2309	1	0.000
9	Short-Term Rental Unit	0.102*bedrooms	1	1065	1	0.102
10	Workforce Housing Bonus Unit	exempt	3	2307	1	0.000
11	Short-Term Rental Unit	0.102*bedrooms	1	1080	1	0.102
12	Workforce Housing Bonus Unit	exempt	3	2308	1	0.000
13	Short-Term Rental Unit	0.102*bedrooms	1	1100	1	0.102
14	Short-Term Rental Unit	0.102*bedrooms	1	976	1	0.102
15	Short-Term Rental Unit	0.102*bedrooms	1	973	1	0.102
16	Short-Term Rental Unit	0.102*bedrooms	1	984	1	0.102
17	Short-Term Rental Unit	0.102	1	995	1	0.102
	Office	0.000247*sف	0	5795	1	1.430
	Circulation or Nonhabitable Space	exempt	0	2530	1	0.000

total

33530

2.247

Affordable Workforce Housing Required: -0.637 units

Fee-in-Lieu Amount: \$ -

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



Jackson/Teton County Affordable Housing Checklist - Housing Mitigation Plan (LDR Division 6.3.6)

Every development application must include a Housing Mitigation Plan for sufficiency. Every Housing Mitigation Plan is required to contain the following information:

Applicability (LDR 6.3.6.A.3.a)

1. Does your development qualify for an exemption from a housing mitigation requirement? Yes ☒ No ☐
If yes, explain and refer to the proper LDR _____
- Short Term Units: FAR Lodging Increase 0.15
- 2:1 Long Term Units: Restricted Units
2. Are there credits associated with your development? Yes ☒ No ☐ If yes, explain where the existing credits came from, provide the calculation, and refer to the proper LDR. _____
Existing Housing Credits for 645 S Cache TBD and applied to 665 S Cache

Calculation of Requirement (LDR 6.3.6.A.3.b)

3. Does your development require or are you otherwise requesting approval of an Independent Calculation (LDR section 6.3.3.B)? Yes ☐ No ☒
If yes, provide the calculation according to 6.3.3.B.2 along with impact analysis, verifiable local information, industry specific rather than business specific data, etc. The Planning Department is available to help with this calculation prior to submittal of your application. Attach as a separate sheet.

☐ I have attached a separate sheet with the calculation and supporting data for my Independent Calculation

Housing Mitigation Requirements Calculator. If no to 1 and 3 above, calculate your development's requirement, using the Housing Mitigation Requirements Calculator. The calculator can be found at this link: www.jacksonwy.gov/200/Planning Attach a copy of the first page of the calculator showing the calculations and requirements with your Housing Mitigation Plan. The Planning Department is available to help with this calculation prior to submittal of your application.

- ☒ I have attached a copy of the first page of the Housing Mitigation Requirements Calculator which includes my requirement and unit types.

Type of Affordable Housing Provided – Standard Restrictions. (LDR 6.3.4)

4. How many ownership or rental units are you proposing in which income ranges with how many bedrooms?
Please complete the matrix below:

Bedrooms	0 – 50%	50% - 80%	80% - 120%	Workforce	Ownership or Rental
1-bedroom				1	Rental
2-bedroom				2	Rental
3-bedroom				1	Rental

Special Restriction. The Special Restriction is a contract between The Board of County Commissioners or the Town Council and the owner of real property developed or designated to satisfy the development requirements. The Special Restrictions will be recorded on the property. Appropriate restriction templates can be obtained from the Jackson/Teton County Affordable Housing Department or at this link:
www.tetonwyo.org/1856/Deed-Restriction-Templates .

- ☒ I have attached a draft of the Standard Restrictions for each unit.
See sheets G009 & G010 for proposed restrictions.

Livability Standards (LDR 6.3.4.D and E) (Rules and Regs Section 2-3). Restricted housing must comply with the Livability Standards in the Jackson/Teton County Housing Department Rules and Regulations. The Livability Standards include amount of cabinetry/counter space, storage, closets, room sizes, appliances, laundry facilities, bathrooms, etc. The Rules and Regulations can be found at this link:
www.tetonwyo.org/1332/Housing-Rules-and-Regulations .

- ☒ I have reviewed the Livability Standards and understand the requirements. I have/will contact the Housing Department for approval of my units early in the design process to get their approval prior to submitting for building permit.

Method for Providing Required Housing (LDR 6.3.5):

One or a combination of the below methods may be proposed to satisfy your housing requirement. They are listed in the order of preference/priority. Highest priority must be used unless it is demonstrated that a higher priority is impracticable (LDR 6.3.5.C)

1. Construction of new units either on-site or off-site (LDR 6.3.5.D.1).
2. Conveyance of land for affordable/workforce housing (LDR 6.3.5.D.2).
3. Utilization of a banked affordable or workforce housing unit (LDR 6.3.5.D.3).
4. Restriction of an existing residential units as an affordable/workforce housing unit (LDR 6.3.5.D.4).
5. Payment of an in-lieu fee (LDR 6.3.5.D.5).

- ☒ I have attached a detailed explanation of my proposed method of providing Required Housing.

Phasing Plan (LDR 6.3.5.A.3). Restricted Housing Units shall be ready for occupancy no later than the free market portion of the development is occupied. If the free market portion is to be developed in phases, then the Restricted Housing Units shall be developed prior to or in proportion to the free market portion.

- ☐ I have attached a detailed description of my phasing plan as it pertains to Affordable/Workforce units.



August 13, 2026

665 S. Cache

Development Permit Application

FINDINGS FOR APPROVAL

A development plan shall be approved upon finding the application:

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

Complies. Per LDR Section 2.2.11, the intent of the Commercial Residential (CR-1) zone is to “provide for mixed-use development consisting primarily of offices, retail, and residential development. Lodging uses are allowed within the Lodging Overlay.” The proposal consists of a mix of residential uses (4 Restricted, 5 Long-Term Rentals), lodging uses (4 Short-Term Rentals) and commercial/retail uses. The proposed building utilizes the 2:1 Workforce Housing bonus tool to provide additional, restricted residential use as allowed by the site.

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

Complies. The site is located in the Wildland Urban Interface, and mitigation will be detailed with Building Permit Application. NRO & SRO are not applicable to the site.

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

Complies. The site’s location in the existing fabric of the town ensures all amenities and services are within reach and already established (close to parks, public transportation, fire station, etc.). See Civil Drawings for location of existing utilities and proposed connections.

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

Complies. The project has been designed according to TOJ Design Guidelines and was approved by the Design Review Committee. The design matches the existing building at 645 S Cache in height, materials and overall character, to ensure integration into the neighborhood fabric.

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

Complies. The project has been designed with all standards, regulations and ordinances in mind. Compliance with specific standards has been addressed in the Department Review Responses.

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

Complies. The project design is congruent with prior submittals, and conforms with conditions imposed by the neighboring property at 645 S Cache.

Applicant Responses To Dept. Review



5 August 2026

Mr. Scott Mohror
Town of Jackson, Senior Engineer
P.O. Box 1687 / 450 West Snow King Avenue
Jackson, Wyoming 83001
email: smohror@jacksonwy.gov

Re: Response DEV Review Comments
Newjack 665 South Cache Street
TOJ DEV P26-058
JA Project No. 22155

Dear Mr. Mohror,

On behalf of Newjack LLC and Hoyt Architects Jorgensen Associates is submitting this response to the Development Plan Review by Town Engineer of the 665 South Cache Street Project. The 665 Project proposes a multi-use building at 655 and 665 South Cache Street. The response to the Numbered Comments is provided in ***Bold Italics*** following the Project Specific Comment.

1. Enter into a sanitary sewer easement agreement with the Town of Jackson. The Town has drafted an easement agreement for review.

Newjack and the Town of Jackson are currently working on an agreement. The Town has a draft easement prepared for review by Newjack.

2. Proposed grading in the public rights-of-way is not acceptable. Building design needs to accommodate elevation changes, do not use the public right-of-way to make up elevation changes.

Grades were reviewed with Town Engineering. The curb elevations along the east frontage of the building are not consistent. The Town's storm inlets on S. Cache create a low spot and dip in the curb. This dip results in slightly steeper grades in the buffer strip.

3. Proposed uses within the south easement area would interfere with maintenance of the Town's wastewater collection system. Uses include the 5-ft sidewalk, subsurface storm system and shrubs. Revise plans accordingly.

Each use called out in this comment is addressed separately below.

- a. ***The 5-ft. sidewalk is required to access the Riser Room for the building. This is essential access and needs to be maintained. After consultation with***



Town Engineering this element can remain.

- b. The Landscape Architect is working with Town Planning to address the size and type of planting for this area.***
- c. An alternative grading solution has been presented that eliminates the subsurface stormwater detention pipe. This alternative requires slopes slightly steeper than 2:1 to be used. Slightly steeper slopes allows for the full storage volume to be met. These slopes will be part of a landscaped and irrigated planting zone with revegetation of the slopes assured.***

The alternative presented requires stormwater runoff from the 645 property and the inlets along the perimeter of the building to be routed to the underground garage where it would be pumped to the detention area. This represents a drawback for this alternative. This solution introduces the reliance on a mechanical system where one could be avoided. Creating an open detention system also reduces soil cover over the Towns Sewer Main and exposes the line to freezing potential.

- d. The applicant's preferred alternative is the one presented in the DEV that includes the subsurface detention pipe. It has the advantages of greatly reducing the chance of sewer freezing, and does not include the need for additional stormwater pumping. As it is currently designed, the only stormwater to be pumped is the dripping water/snow from cars and the garage ramp runoff. The ramp is covered by building overhang and very little runoff is expected.***

- 4. Provide mechanical room for water service entry into the building.

This item is being addressed by the mechanical engineer.

- 5. Proposed access route on the west side of the building indicates ramps at the ADA access aisle. Verify no handrails would be required.

No handrails are required at this location. Handrails are provided further south in the above-ground parking area where appropriate.

- 6. Provide cleanouts for the sand/oil separator.

The sand/oil separator has adequate cleanouts for maintenance. Through discussions with Town Engineering, it was determined it would aid in future maintenance if a cleanout was add to the pipeline from the trench drain to the sand/oil separator. One has been added.



7. Show all encroachments into the Town's right-of-way or easements. Encroachment agreements are required for encroachments of buildings, retaining walls, foundations, canopies, balconies, roofs, shoring, etc.

This item is being addressed by the Architect.

Coordination with Town Engineering is on-going to come to a resolution of the items above. Should you have any questions or require any additional information on the Newjack 665 South Cache Site Civil design, please do not hesitate to contact me.

Regards,

Jorgensen Associates, Inc.

A handwritten signature in blue ink that reads "Thomas Kirsten". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Thomas Kirsten
Project Engineer

encl: Updated Site Civil DEV Plans dated 8/5/26; 17 Sheets

P26-058

665 S Cache St Dev Plan.

Responses to DEV Plan Submittal Conditions dated 5/15/26

1. Remove references to P23-105 (expired June 4, 2025) Completed.
2. Revise current date. Revised to Aug. 2026
3. Transparency. Transparency calc. graphic sent 6.25.2026 and attached.
4. Stepback Compliance. Stepback and balcony compliance graphic sent 6.25.2026 and attached.
5. FAR calculation Sheet. Conflicting values on sheets G0013 and G0014 removed. FAR calc sheet values are correct.
6. Housing Mitigation. See revised Housing Mitigation Calculator.
7. 7. LANDSCAPING

Redevelopment of 655 S. Cache impacts the existing LSR and PU required for Lot 11 (645 S. Cache). Thus, staff will apply a campus approach for compliance of LSR and PU between Lot 11 and Lots 12-14. Revise landscape plan to provide gross site area, base site area, minimum required LSR, provided LSR, min. required PU and provided PU for the entire campus of 645/655/665 S Cache. Confirm area of campus that is included in public access easements (645 S Cache too). Include landscape area and plantings existing on Lot 11. (ex: SW and northern portions of Lot 11).

Gross site area has been updated to include 645, 655, and 665 S Cache and has increased from 0.46 acres to 0.62 acres. Base site area and all calculations related to PU and LSR have been revised based on the updated gross site area of the entire campus (645/655/665). Public access easements include future sidewalk easements for encroaching sidewalks along the eastern edge of building highlighted in red on L0.5. These easements have been subtracted from the gross site area to obtain the base site area.

Update Landscape Plan to clarify use of LDR Sec. 5.5.4.A.3 as needed. Up to 20 percent of required landscape area may include public amenities, (e.g., bike racks, public art, benches) planters, and vegetated roof areas.

LSR calculations have been updated to clarify the use of public ammentiy landscape area. The only non-standard landscape area included in the landscape plans is the covered lawn and planter bed courtyard on the northeast site of the property.

Additional public amenities including extra bike racks, benches, upper level planters and 30sf of planting space under cover was not counted towards LSR since it exceeded the 20% allowance.

Revised landscape plan shall remove outdated bike parking calculations from landscape sheets. (i.e. the requirement is no longer 1 space per 10 vehicle space)

Outdated bike calculations have been removed and the updated landscape plan notes the requirement of 8 short term bike parking spaces (2 alternative) and 20 long term bike parking spaces (5 alternative). Said requirements are reflected in the updated plan. 15 of the 20 required long term bike spaces are inside the building. See architecture.

Planning staff is overall supportive of some plant units with shallow root systems within sewer easement area in order to provide buffer and screening, however, will ultimately defer to the Engineering dept. in terms of how/to what extent plantings and other development interfere with sewer easement (and subsequent agreement required). Planning staff recommends minimizing plantings in this area to the greatest extent possible and considering PU alternatives.

Vegetation within the sewer easement area was reduced significantly while still providing some 6' native shrubs for screening. Updated plans include (7) 6' native willows in sewer easement area, which are shallow rooted shrubs, as opposed to the previous plan's 26 shrubs in the sewer easement area.

Staff will consider alternatives to plant units allowed in LDR Sec. 5.5.3.E.4, particularly if the result reduces impact to the sewer easement area.

No alternatives to PU were necessary to meet PU requirements. The updated landscape plan proposes 3 PU, which is the required amount, instead of the 4PU previously proposed.

Revise sheet A102 to accurately reflect any landscape changes (or not show PU at all)

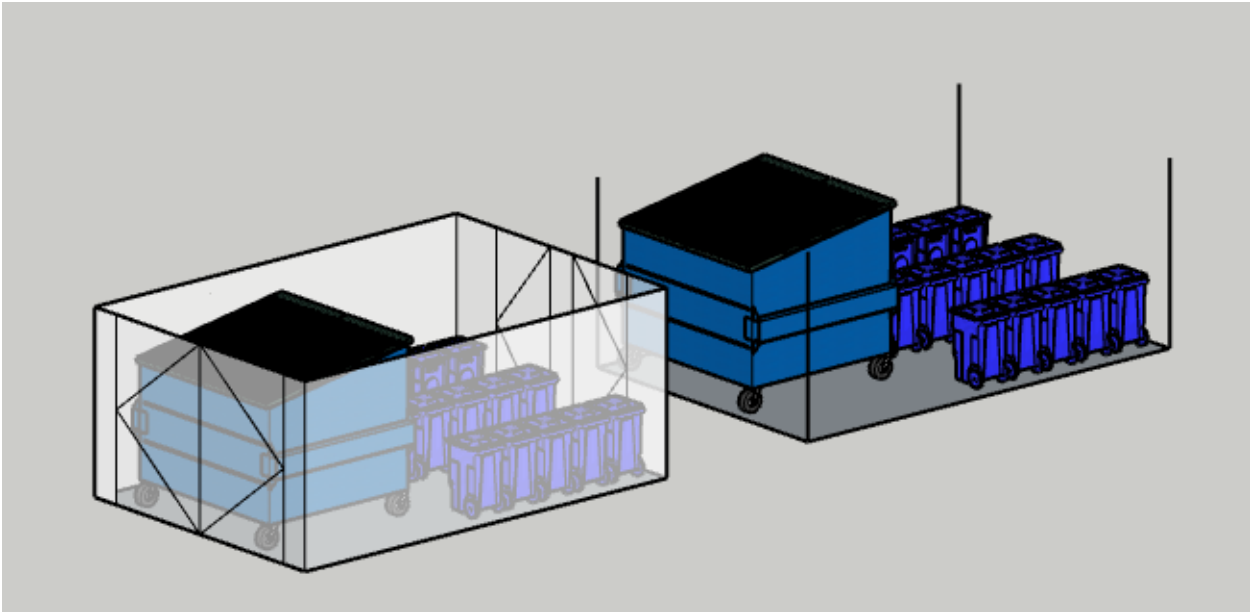
Page A102 has removed reference to landscape PU. See Landscape plans for PU information.

Prior to resubmittal and Planning Commission review, Planning and Engineering staff request meeting with the projects landscape architect to discuss sewer easement area.

Landscape plans have been adjusted to reduce planting in the easement while still providing some screening from the south using 6' tall shrubs.

8.Trash and Recycling. Using the Santa Barbara worksheet weekly trash and food waste generated was calculated to be 9.4 yd³/week and the weekly recycling generated was calculated to be 1,333 gallons/week (see attached). A 6 yd³ trash dumpster serviced twice

per week or a 4 yd³ dumpster serviced 3 times/week should meet demand. (14) 32 gallon recycling bins serviced 3 times/week will meet recycling demands.



9 Trash and Recycling Design. The enclosure is anticipated to be bear resistant, steel framed, and clad with wood siding to match the building. If fire resistant materials are to be required, fire rated wood products will be specified.

10. Vehicle Parking. See revised parking calculations on sheets A101, A102.

11. EVSE Parking. See revised sheet A101

12. Underground Parking. See revised sheet A101.

13. 13. BICYCLE PARKING

Updated calculations and dimensions required Bicycle parking required is 8 ST and 20 LT. This includes 2 racks required for 645 S Cache which will be redeveloped. Of that total a min. of 2 ST and 5 LT spaces shall accommodate larger, alternative bikes such as e-bikes. (updated bike standards adopted by Ord. 1368 and 1369).

Updated plan shows a total of 8 short term bike parking spaces (6 short term, 2 short term alternative) and 21 long term bike parking spaces (15 long term, 6 long term alternative).

Short-term bike parking Proposed ST bike parking does not meet LDR Sec. 6.2.2.D and Appendix A for type (min 25% must accommodate larger and alternative bicycles) and dimensional standards required by LDR Appendix A. Revise sheet A102 for both alley and street frontage ST bike parking spaces to provide dimensions and confirm compliance with Sec. 6.2.2.D and Appendix A.

Updated plan has converted 3 short term bike racks (6 spaces) into parallel bike parking. Dimensions, including 10' from centerlines of racks and 2.5' minimum to edge of sidewalk, are shown and are in compliance with LDR Sec. 6.2.2.D and Appendix A. Updated plan also includes 1 short term bike rack with 2 spaces for alternative bike parking. All short term bike parking spaces shown comply with LDR Sec. 6.2.2.D and Appendix A.

Long-term bike parking Staff supports the use of basement storage lockers for LT bicycle parking, except for the minimum 25% required for e-bikes and alternative bicycle models, which require larger dimensions and cannot be wall mounted, so long as racks are provided and reasonable dimensions are provided to accommodate the bicycle. Thus, a max of 15 of the 20 LT spaces required may be provided in basement storage lockers.

15 long term spaces are provided in the basement (see arch) and 6 long term alternative spaces are provided above ground next to trash enclosure. Long term alternative spaces are provided using Dero E-Decker bike storage rack and are not wall mounted.

Revise plan to demonstrate the installation location of 15 LT bike parking spaces (racks) that provide reasonable dimensions for a standard bicycle. Standard dimensions for a typical bicycle are 2 feet wide by 6 feet long. For hanging vertical rack, an acceptable storage dimension is 2 wide x 6 tall x 3.5 deep

15 long term bike parking spaces have been provided in storage units in the underground parking area. See architecture.

Revise plan to demonstrate location of 5 LT bike parking spaces that accommodate larger and alternative bicycles models (Sec. 6.2.2.D.2.b.iv)

6 long term alternative spaces are provided above ground next to the trash enclosure. Long term alternative spaces are provided using Dero E-Decker bike storage rack, are secured within the closure, and are located underneath an overhanging roof, protecting the bikes from precipitation or theft.

Clarify if the existing 2 ST bike racks on SW of Lot 11 required to serve 645 S Cache will remain, relocate, or removed upon redevelopment. A min. of 2 ST bike parking spaces (1 U-rack) must be provided to fulfill 645 S Cache requirement (B19-0854)

?

Remove all references to outdated bicycle parking requirement calculations (primarily seen on landscape plan as 1 per 10 vehicle spaces).

2 ST bike racks on Lot 11 are to remain. Outdated bike calculations have been removed and the updated landscape plan notes the requirement of 8 short term bike parking spaces (2 alternative) and 20 long term bike parking spaces (5 alternative). Said requirements are reflected in the updated plan.

14. Lighting. See revised lighting sheets.

15. Easements, Encroachments, etc. requirements duly noted.

Engineering Comments.

Construction Management Plan.

1. PUBLIC IMPACT: • Include a statement that: Owner/Applicant shall identify the properties and businesses most impacted by the construction to create an email contact list, to provide information as to the project schedule and work. o At a minimum all properties and businesses on the immediate block face(s) and alley shall be included as well as those within 200 feet of the project. o Provide this list to and include Town of Jackson Engineering Division, townengineering@jacksonwy.gov . • For large non-residential and multi-family permits or projects that impact or utilize the Town's right of way, travel lanes, and or pedestrian corridors the applicant shall conduct a Neighborhood Meeting based on their draft plan prior to Town approval. Revisions to the plan may be required following the meeting. • Include a statement that: The owner and contractor are aware that the right-of-way is a shared use area, including community special events, Town capital improvement projects, that they will coordinate with the Town to accommodate these events.
2. CONSTRUCTION PARKING: • Include the following statement: Contractor shall implement a clear and self-enforcing construction parking plan that does not use/or encumber downtown on street and/or public parking lot parking spaces. The plan specifies that employee or contractor parking within time restricted parking zones, the Home Ranch, East Deloney, Miller Park and/or the Parking Garage lots is not allowed. Contractor will encourage carpooling and bus riding, and when possible provide Construction Management Plan Check List 2 Effective 01/31/2023 shuttles into the project. SITE LOGISTICS: • State the anticipated Work Hours: Typically, Monday – Friday 7 AM to 7PM, Weekends and Holidays 8 AM – 5PM, but may vary by location. • TEMPORARY FACILITIES: Show the location of: construction trailers, trash, recycling,

bathrooms, concrete washout, etc. Facilities shall be located on private property and screened to the extent practical, and not within the Town right-of-way. • CONSTRUCTION BARRIER: show the location, fencing material, access gate locations, etc. • ROAD USE: location for deliveries and haul routes.

3.

TOJ PERMIT NOTE RESPONSES

7. LANDSCAPING

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Revise sheet A102 to accurately reflect any landscape changes (or not show PU at all)

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Clarify if the existing 2 ST bike racks on SW of Lot 11 required to serve 645 S Cache will remain, relocate, or removed upon redevelopment. A min. of 2 ST bike parking spaces (1 U-rack) must be provided to fulfill 645 S Cache requirement (B19-0854)

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Outdated bike calculations have been removed and the updated landscape plan notes the requirement of 8 short term bike parking spaces (2 alternative) and 20 long term bike parking spaces (5 alternative). Said requirements are reflected in the updated plan.

CONSTRUCTION MANAGEMENT PLAN

7. Please review CMP checklist located here: <https://www.jacksonwy.gov/DocumentCenter/View/7098/Checklist-CONST-MGMT-PLANv4>

8. Include all requested statements from the checklist.

9. Additional language will be required as the design phase progresses to construction phase.

The owner and contractor are aware that the right of way is shared use area, including community special events, Town capital improvement projects, that they will coordinate with the town to accommodate these events.

Contractor shall implement a clear and self-enforcing construction parking plan that does not use/or encumber downtown on street and /or public parking lot parking spaces. The plan specifies that employee or contractor parking within time restricted parking zones, the home Ranch, East Deloney, Miller Park and/or the parking Garage lots is not allowed. Contractor will encourage carpooling and bus riding, and when possible, provide.

10. Additional language will be required as the design phase progresses to construction phase.

11 Add language to how contractor parking will be enforced to assure current occupants of 645 S Cache Street will have street parking.

Contractor to block off a reserved parking area in front of 655 & 665 for H&H to ensure adequate parking during construction hours.

12. Verify working hours including if there will be any work on Holidays. Include language under Site Logistics to address work hours and holidays.

For working hours see construction management plan last paragraph on page 1. Job site will be closed for all major holidays as recognized by the Town of Jackson. Quiet interior work may occur outside of hours stated above.

13. Provide pedestrian protection for 645 S Cache Street in accordance with the Towns Construction Management Checklist.

GC will provide pedestrian protection per town CMC guidelines.

14. A crane agreement will be required for any crane working in the public right-of-way.

15. A shoring agreement will be required for temporary shoring in the public right-of-way. 16. ALL agreements require Town Council approval and sufficient time for the approval process should be planned.

17. Drawing plan indicates material staging/storage in the same location as snow storage and drainage area. Access to utilities will be required within the utility easement dedicated for material staging/storage.

Snow will be removed from this area during construction. GC to store materials @ own risk given potential for water damage. Access to easement/sewer to be accommodated by GC as required during construction.

18. The west construction fence shown on the plans needs to be clearly shown on private property.

Noted on plan "Construction fence not to extend past property line."

19. Engineering understands the CM Plan at this stage is not fully developed to address all the requirements.



Aufderheide Construction Management

665 S CACHE MIXED USE DEVELOPMENT

CONTENTS

- CONSTRUCTION MANAGEMENT PLAN
- INITIAL SITE LOGISTICS PLAN



**665 S Cache Mixed Use Development
Construction Management Plan
August 11, 2023**

General

New Jack LLC is re-developing the existing surface parking lot space at 665 S. Cache St. The 20,000 sf site will be built out to include new office space along with long term and short term housing. A sub grade parking structure is included as well.

Schedule

The project is anticipated to begin in the Spring of 2024 and last approximately 18-24 months.

Safety

A site specific safety plan following NFPA 241 will be created prior to permit issuance and will be submitted to Jackson Hole Fire/EMS for approval.

Public Impact

New Jack LLC will compile a list of properties and businesses that may be impacted by the construction and create a list of contacts in order to disseminate information regarding construction, schedule, and Right Of Way work.

New Jack LLC and their contractor ACM Wyoming are aware that the right-of-way is a shared use area, including community special events and Town capital improvement projects and will work in good faith to coordinate with the town to accommodate these events.

Construction Parking

Construction parking will be limited to the greatest extent possible by the use of public transit and car pooling. All town parking regulations and restrictions will be followed for all employees and tradesmen. Limited off street parking will be made available at the auxiliary construction staging lot located on Snow King Ave.

Current occupants of the 645 building will utilize on street parking on Cache St. and the surrounding side streets during construction of the new building which includes dedicated parking for 645 occupants. Contractor to block off a reserved parking area in front of 655 & 665 for H&H to ensure adequate parking.

Site Logistics

Anticipated work hours at the job site will be 7am-5:30pm Monday thru Friday and Saturdays 7am-3:30pm. The job site will be closed for all major holidays as recognized by the Town of Jackson. If there

are circumstances that require work on a designated holiday the TOJ will be notified in advance.

Attached to this document is an initial site logistics plan.

Work hours are stated above. Quiet interior work may occur outside of hours stated.

Stormwater Management

Stormwater management and protection of the TOJ stormwater system will be achieved thru traditional methods such as grading, straw waddles, and dandy bags. Locations and specific BMP's will be detailed in the construction documents.

Site Plan

See attached site logistics plan. Pedestrian protection will be required with a future issuance of the CMP once construction sequencing is finalized.

Crane

Once the design documents are taken to a "CD" level the method of hoisting and building of the superstructure will be finalized and at that time the appropriate crane will be selected. At that time the CMP plan will be updated.

Protection Of Pedestrians

Since the sidewalk adjacent to the property being developed is a 'dead end' we propose detouring pedestrians to the east side of Cache for their protection.

Will provide pedestrian protection per town CMC guidelines.

Stabilized Construction Access

A stabilized construction access will be built and maintained throughout the course of the project and will be detailed in the SWMP drawings issued for permit submission.

Traffic Control

Activities affecting vehicular traffic in Cache St will be addressed in individual ROW permits so traffic control can be tailored to fit the activity, duration, and impact for each different activity (i.e. a concrete placement vs utility work).

The alley will be utilized to the greatest extent possible for construction activity to avoid conflicts with Cache St.

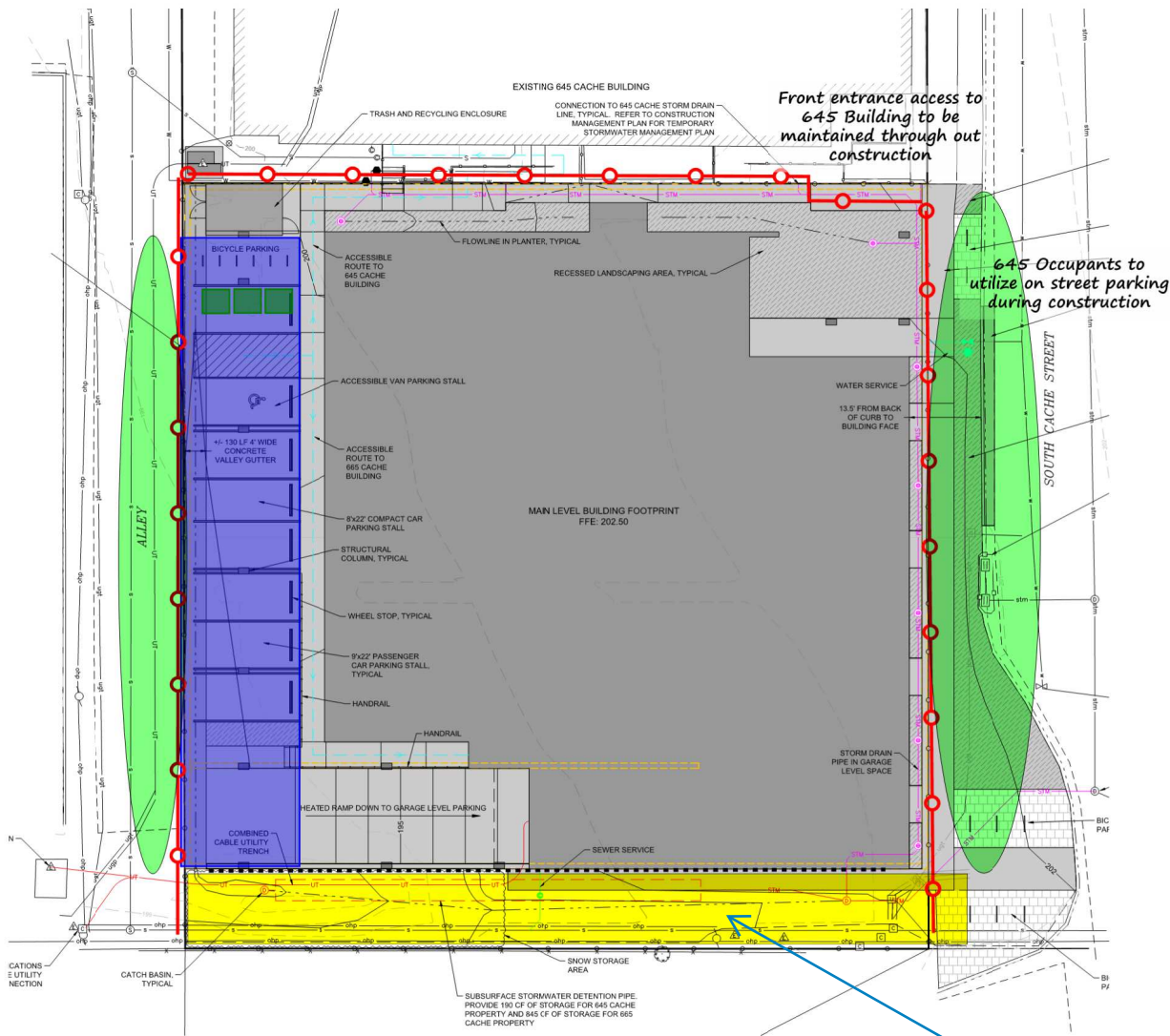
Shoring

Final design of the temporary shoring design has not taken place yet. The system will likely be comprised of a combination of post and beam shoring near the 645 building and traditional horizontal soil nailing on the other sides of the excavation.

Once the shoring design is complete any components (i.e. soil nails, piles, etc.) that will be installed in the TOJ Right of Way we will prepare an encroachment agreement for the TOJ review.

Staging

Off site staging has been reserved off of Snow King Ave as illustrated in the site plan herein.



	Jersey Barrier with Construction Fence
	Construction Fence
	Bathrooms
	Loading/Unloading Zone as Needed
	Storage Containers
	Snow storage/Drainage area
	Possible Encroachment For Construction Shoring Requiring Agreement with TOJ

DATE	TITLE	REV
060123	665 S CACHE	1

**665 S CACHE ST
JACKSON, WY**

SNOW WILL BE REMOVED FROM THIS AREA DURING CONSTRUCTION. G.C. TO STORE MATERIALS @ OWN RISK GIVEN POTENTIAL FOR WATER DAMAGE. ACCESS TO SEWER TO BE ACCOMMODATED BY G.C. AS REQUIRED DURING CONSTRUCTION IN EASEMENT.

Planset



OWNER
NEWJACK, LLC
PO BOX 11803
JACKSON, WY 83002

ARCHITECT
HOYT ARCHITECTS
1110 MAPLE WAY | SUITE F
JACKSON, WY 83001
307.733.9955

CIVIL ENGINEER
JORGENSEN
1315 HWY 89 S., SUITE 201
JACKSON, WY 83002
307.733.5150

LANDSCAPE ARCHITECT
CAIRN LANDSCAPE ARCHITECTS
PO BOX 8281
JACKSON, WY 83002
307.264.0903

STRUCTURAL ENGINEER
IMEG
1143 STONERIDGE DRIVE, SUITE 2
BOZEMAN, MT 59718
406.586.2739

MECH/ELEC/PLUMB ENGINEER
AEC ARCHITECTURAL ENGINEERING
CONSULTANTS, INC.
P.O. BOX 8489
AVON, CO 81620
970.748.8520

CONSTRUCTION
ACM
AUFDERHEIDE
CONSTRUCTION MANAGEMENT
JACKSON, WY 83001

RENDERING
CRATIF
KELLEY PRICE
GETCRATIF.COM

GENERAL

- G000 COVER SHEET
- G001 PROJECT INFORMATION
- G003 OCCUPANCY LOAD CALCCS
- G004 CODE & OCCUPANCY BASEMENT
- G005 CODE & OCCUPANCY LEVEL 1
- G006 CODE & OCCUPANCY LEVEL 2
- G007 CODE & OCCUPANCY LEVEL 3
- G008 CODE & OCCUPANCY ROOF
- G009 ADA & LIVABILITY STANDARDS
- G010 ADA & LIVABILITY STANDARDS
- G011 LDR AREAS BASEMENT
- G012 LDR AREAS LEVEL 1
- G013 LDR AREAS LEVEL 2
- G014 LDR AREAS LEVEL 3
- G015 LDR AREAS ROOF

CIVIL

- C1.0 TITLE, VICINITY MAP, & SHEET INDEX
- C1.1 GENERAL NOTES
- C2.0 EXISTING CONDITIONS
- C2.1 DEMOLITION AND SITE PREPARATION PLAN
- C3.0 SITE OVERVIEW
- C3.1 NORTHWEST GRADING PLAN
- C3.2 NORTHEAST GRADING PLAN
- C3.3 SOUTHWEST GRADING PLAN
- C3.4 SOUTHEAST GRADING PLAN
- C3.5 EAST SIDEWALK PLAN & PROFILE
- C3.6 GARAGE LEVEL GRADING PLAN
- C3.7 UTILITY AND SUBSURFACE DRAINAGE PLAN
- C4.0 ROAD DETAILS
- C4.1 WATER & SANITARY SEWER DETAILS
- C4.2 STORM WATER DETAILS
- C4.3 MISCELLANEOUS DETAILS

LANDSCAPE

- L0.1 EXISTING CONDITIONS
- L0.2 CONTEXT PLAN
- L0.3 SITE PLAN
- L0.4 PLANTING PLAN
- L0.5 LSR DIAGRAM

ARCHITECTURAL

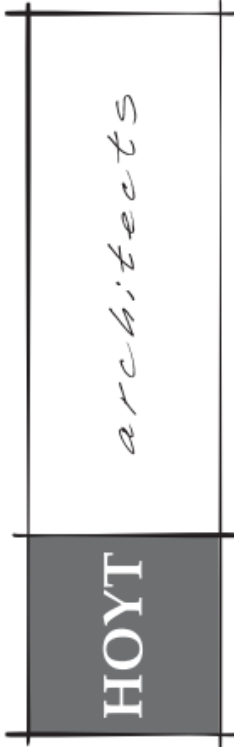
- A101 BASEMENT FLOOR PLAN
- A102 FIRST FLOOR PLAN
- A103 SECOND FLOOR PLAN
- A104 THIRD FLOOR PLAN
- A105 ROOF PLAN
- A201 EAST NORTH ELEVATIONS
- A202 WEST SOUTH ELEVATIONS
- A300 BUILDING SECTIONS
- A301 BUILDING SECTIONS

EXTERIOR LIGHTING

- EX1.0 LEVEL 1 EXTERIOR LIGHTING PLAN
- EX1.1 LEVEL 2 EXTERIOR LIGHTING PLAN
- EX1.2 LEVEL 3 EXTERIOR LIGHTING PLAN
- EX1.3 ROOF LEVEL EXTERIOR LIGHTING PLAN

PLUMBING

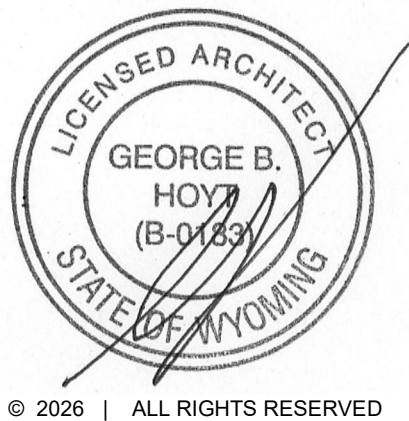
- P1.0 PLUMBING LEGEND SPEC'S & SCHEDULES
- P1.1 PLUMBING SCHEDULES



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DEVELOPMENT PLAN SET

Date AUGUST 2026
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Checked by HOYT
REVISIONS

No.	Description	Date

COVER SHEET

G000

CALCULATIONS:

USE TABLE 1004.5:

SUB-GRADE PARKING GARAGE

MECHANICAL ROOMS: 1,279 SF / 300 = 4.26 OCCUPANTS
PARKING: 16,138 SF / 200 = 80.69 OCCUPANTS
TOTAL OCCUPANT LOAD: 85 OCCUPANTS

LEVEL 1

RESIDENTIAL (to include all circulation?): 4,787 SF / 200 = 23.94 OCCUPANTS
MECHANICAL: 587 SF / 300 = 1.96 OCCUPANTS
TOTAL OCCUPANT LOAD: 26 OCCUPANTS
BUSINESS: 6,128 SF / 150 = 40.85 OCCUPANTS
TOTAL OCCUPANT LOAD: 41 OCCUPANTS

LEVEL 2

RESIDENTIAL: 12,408 / 200 = 62.04 OCCUPANTS
COURTYARD (303.1.1): 2,792 / 150 = 18.61 OCCUPANTS
TOTAL OCCUPANT LOAD: 81 OCCUPANTS

LEVEL 3

RESIDENTIAL: $10,925 / 200 = 54.63$ OCCUPANTS
TOTAL OCCUPANT LOAD: 55 OCCUPANTS

ROOF DECKS

SEE 1004.7 EXCEPTION NO. 2.

NOTES

302.1 OCCUPANCY CLASSIFICATION: GROUP B, R-2

303.1.1: A TENANT SPACE USED FOR ASSEMBLY PURPOSES OF AN OCCUPANT LOAD OF LESS THAN 50 PERSONS SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY.

1004.7 OUTDOOR AREAS. YARD AREAS, UNOCCUPIED ROOFS, COURTS AND SIMILAR OUTDOOR AREAS ARE TO BE USED TO AND USABLE BY THE BUILDING OCCUPANTS SHALL BE INCLUDED IN THE MEANS OF EGRESS AS REQUIRED BY THE CODE. THE LOADS OF SUCH AREAS SHALL BE ASSIGNED TO THE BUILDING OFFICIAL IN ACCORDANCE WITH THE ANTICIPATED USE. WHERE SUCH AREAS ARE TO BE USED BY PERSONS IN ADDITION TO THE BUILDING OCCUPANTS, THE PATH OF EGRESS TRAVEL FROM THE OUTDOOR AREAS THROUGH THE BUILDING MEANS OF EGRESS SHALL BE BASED ON THE BUILDING SHALL BE BASED ON THE SUM OF THE OCCUPANT LOADS OF THE BUILDING PLUS THE OUTDOOR AREAS.

1. OUTDOOR AREAS USED EXCLUSIVELY FOR SERVICE OF THE BUILDING
NEED ONLY HAVE ONE MEANS OF EGRESS.

2. BOTH OUTDOOR AREAS ASSOCIATED WITH GROUP R-3 AND INDIVIDUAL
DWELLING UNITS OF GROUP R-2.

1004.7 OUTDOOR AREAS. YARD PATIO OR OCCUPIED PORCHES, COURT OR SIMILAR OUTDOOR AREAS ARE TO BE USED AND USABLE BY THE BUILDING OCCUPANTS SHALL BE PROVIDED WITH A MEANS OF EGRESS AS REQUIRED IN THIS CHAPTER. THE MAXIMUM LOAD OF SUCH OUTDOOR AREAS SHALL ASSIGNED BY THE BUILDING OFFICIAL IN ACCORDANCE WITH THE ANALYSIS. WHERE THE OUTDOOR AREAS ARE TO BE USED BY PERSONS IN ADDITION TO THE BUILDING AREAS, AND THE PATH OF EGRESS TRAVEL FOR THE OUTDOOR AREAS PASSES THROUGH THE BUILDING, MEANS OF EGRESS FOR THE BUILDING SHALL BE BASED ON THE SUM OF THE LOADS OF THE BUILDING PLUS THE OUTDOOR AREAS.

EXCEPTIONS:

1. OUTDOOR AREAS USED EXCLUSIVELY FOR SERVICE NEED ONLY HAVE ONE MEANS OF EGRESS.
2. BOTH OUTDOOR AREAS ASSOCIATED WITH GROUP DWELLING UNITS OF GROUP R-2.

USE TABLE 1004.5:

SUB-GRADE PARKING GARAGE

MECHANICAL ROOM: 181 SF/300 = 0.60 OCCUPANTS
PARKING: 17,879 SF / 200 = 89.40 OCCUPANTS
TOTAL OCCUPANT LOAD: 90 OCCUPANTS

LEVEL 1

RESIDENTIAL: 4,785 SF / 200 = 23.93 OCCUPANTS
MECHANICAL: 581 SF / 300 = 1.94 OCCUPANTS
TOTAL OCCUPANT LOAD: 26 OCCUPANTS
BUSINESS: 6,128 SF / 150 = 40.85 OCCUPANTS
TOTAL OCCUPANT LOAD: 41 OCCUPANTS

LEVEL 2

RESIDENTIAL: 11,977 / 200 = 59.89 OCCUPANTS
COURTYARD (303.1.1): 2,821 / 150 = 18.81 OCCUPANTS
TOTAL OCCUPANT LOAD: 79 OCCUPANTS

LEVEL 3

RESIDENTIAL: $9,916 / 200 = 49.58$ OCCUPANTS
TOTAL OCCUPANT LOAD: 50 OCCUPANTS

ROOF DECKS

SEE 1004.7 EXCEPTION NO. 2.

NOTES

302.1 OCCUPANCY CLASSIFICATION: GROUP B, R-2, S-2

303.1.1: A TENANT SPACE USED FOR ASSEMBLY PURPOSES OF AN OCCUPANT LOAD OF LESS THAN 50 PERSONS SHALL BE CLASSIFIED AS A GROUP B OCCUPANCY.

1004.7 OUTDOOR AREAS: YARDS, PATIOS, OCCUPIED ROOFS, COURTS AND SIMILAR OUTDOOR AREAS ACCESSIBLE TO AND USABLE BY THE BUILDING OCCUPANTS SHALL BE PROVIDED WITH A MEANS OF EGRESS AS REQUIRED BY THE CHARTER. THE OCCUPANT LOAD OF THE OUTDOOR AREAS SHALL BE ASSIGNED BY THE BUILDING OFFICIAL IN ACCORDANCE WITH THE ANTICIPATED USE. WHERE OUTDOOR AREAS ARE TO BE USED BY PERSONS IN ADDITION TO THE OCCUPANTS OF THE BUILDING, AND THE PATH OF EGRESS TRAVEL FROM THE BUILDING AREAS THROUGH THE OUTDOOR AREAS, THE MEANS OF EGRESS REQUIREMENTS FOR THE BUILDING SHALL BE BASED ON THE SUM OF THE OCCUPANT LOADS OF THE BUILDING PLUS THE OUTDOOR AREAS.

1. OUTDOOR AREAS USED EXCLUSIVELY FOR SERVICE OF THE BUILDING NEED ONLY HAVE ONE MEANS OF EGRESS.
2. BOTH OUTDOOR AREAS ASSOCIATED WITH GROUP R-3 AND INDIVIDUAL DWELLING UNITS OF GROUP R-2.

WHAT ELSE TO GO ON THIS PAGE?

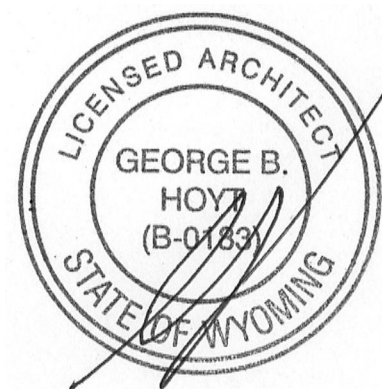
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[illegible]

OCCUPANCY LOAD CALCS

G003

8/5/2026 4:41:45 PM

OCCUPANCY Legend

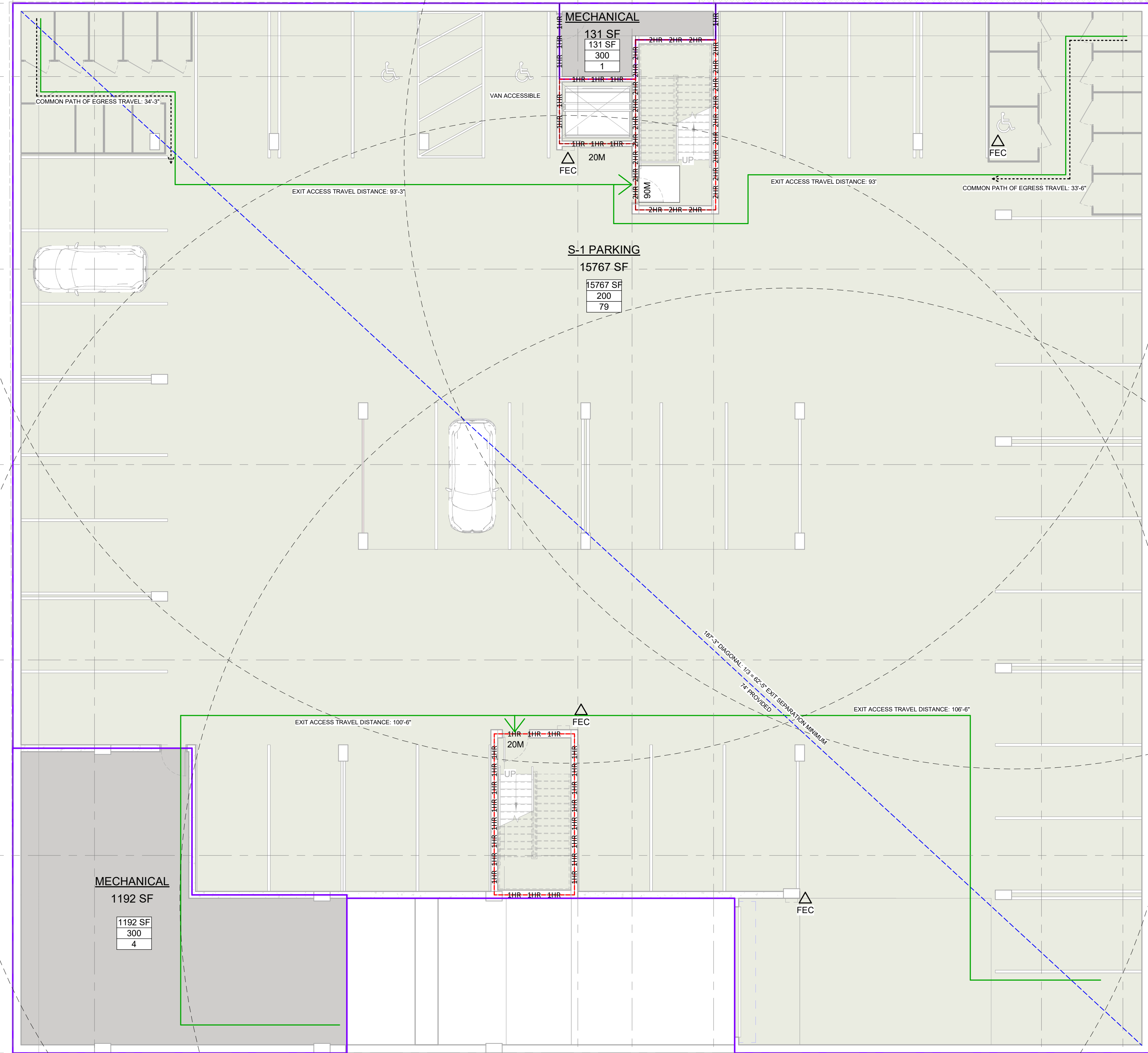
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- MECHANICAL

CODE PLAN LEGEND

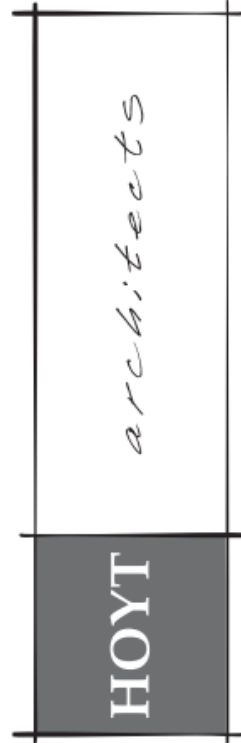
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SPACE AREA IN SQUARE FEET (SF)
OCCUPANT LOAD FACTOR
NUMBER OF OCCUPANTS
- EXIT ACCESS TRAVEL DISTANCE
- COMMON PATH OF EGRESS TRAVEL DISTANCE
- SMOKE BARRIER
- 1/2HR- 1/2HR
1/2 HOUR FIRE BARRIER - SEAL PERIMETER AND PENETRATIONS PER DETAILS ON THIS SHEET
- 1HR- 1HR- 1HR
1 HOUR FIRE BARRIER - SEAL PERIMETER AND PENETRATIONS PER DETAILS ON THIS SHEET
- 2HR- 2HR- 2HR
2 HOUR FIRE BARRIER - SEAL PERIMETER AND PENETRATIONS PER DETAILS ON THIS SHEET
- UL RATED FIRE DOORFRAME AND WITH RATING AS INDICATED PER IBC TABLE 716.1(2)
ALL UL RATED FIRE DOORS AND FRAMES REQUIRE S RATING FOR SMOKE AND DRAFT PROTECTION. RATED WINDOWS INDICATED IN THE SAME MANNER.
- UL RATED DOOR AND FRAME INDICATED WITH S FOR SMOKE AND DRAFT CONTROL.
- FIRE EXTINGUISHER CABINET AND EXTINGUISHER - 2A:10B:C CABINET RATING TO MATCH WALL
- SURFACE MOUNTED FIRE EXTINGUISHER - 2A:10B:C
- SURFACE MOUNTED SIGN - SEE 316.101

COMBINATION SMOKE AND CO DETECTOR. SHOWN FOR DWELLING UNITS ONLY. CONTRACTOR TO SUBMIT WHOLE BUILDING FIRE SPRINKLER AND FIRE ALARM DRAWINGS TO TOWN OF JACKSON FIREDEMS.

NOTE: SEE ELECTRICAL FOR ILLUMINATED EXIT SIGNS.



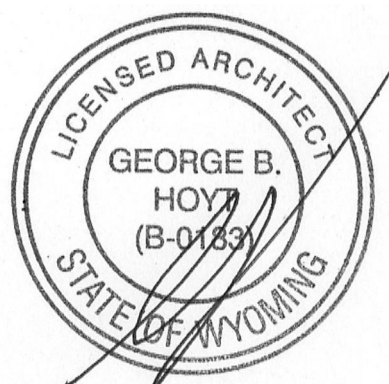
1 CODE BASEMENT
1/8" = 1'-0"



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CODE &
OCCUPANCY
BASEMENT
G004

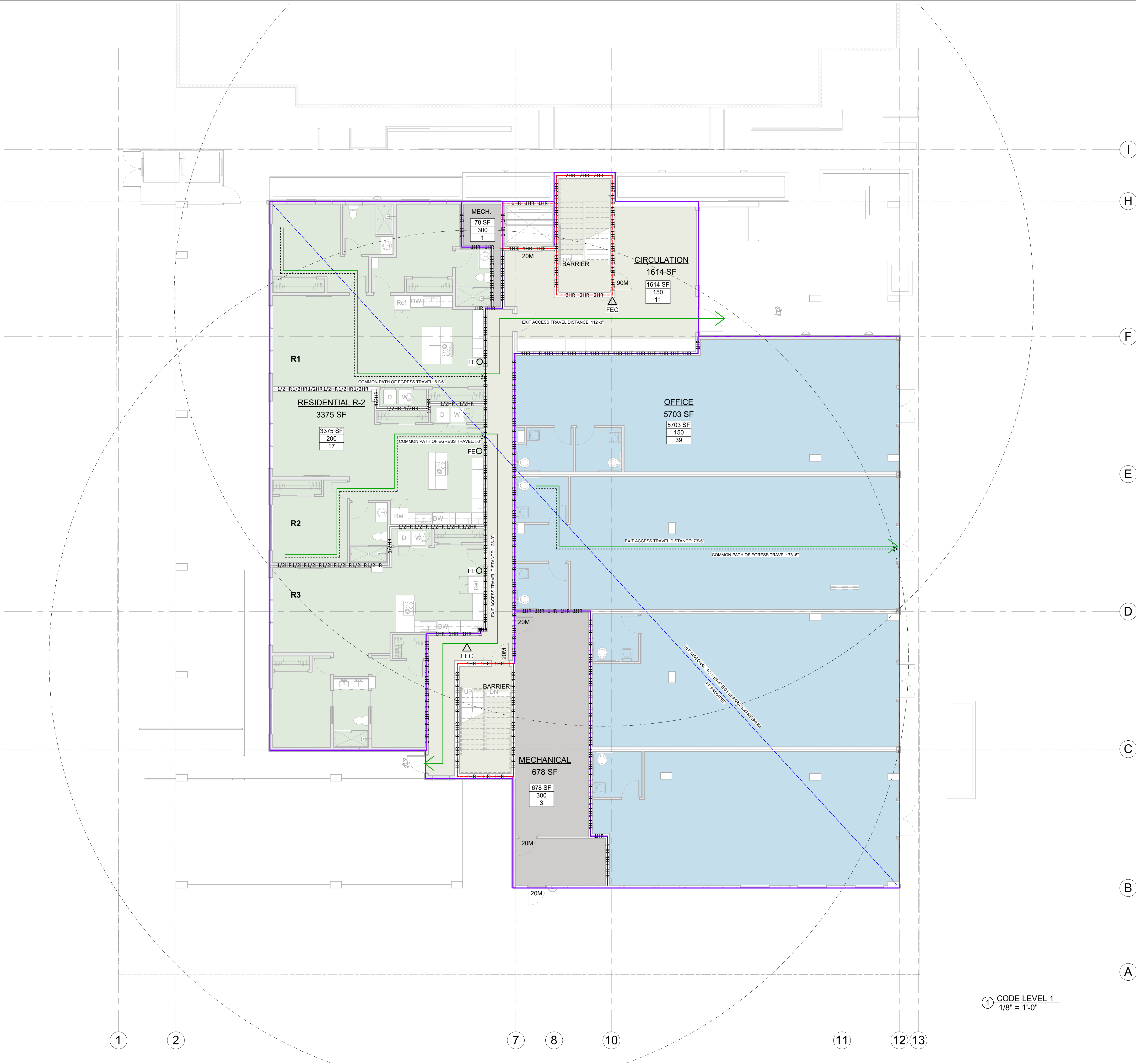
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- CIRCULATION
RESIDENTIAL R-2
BUSINESS B
MECHANICAL

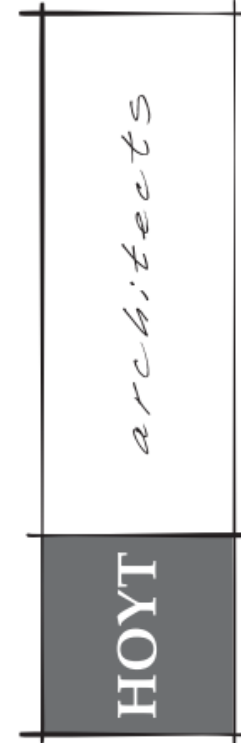
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- OCCUPANCY TAG:
SPACE AREA IN SQUARE FEET (SF)
OCCUPANT LOAD FACTOR
NUMBER OF OCCUPANTS
EXIT ACCESS TRAVEL DISTANCE
COMMON PATH OF EGRESS TRAVEL DISTANCE
SMOKE BARRIER
1/2HR - 1/2HR
1 HOUR FIRE BARRIER - SEAL PERIMETER AND PENETRATIONS PER DETAILS ON THIS SHEET
2HR - 2HR - 2HR
UL RATED FIRE DOORFRAME AND WITH RATING AS INDICATED PER IBC TABLE 716.1(2)
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SURFACE MOUNTED FIRE EXTINGUISHER - 2A:10B:C
SURFACE MOUNTED SIGN - SEE 31F101
COMBINATION SMOKE AND CO DETECTOR, SHOWN FOR DWELLING UNITS ONLY. CONTRACTOR TO SUBMIT WHOLE BUILDING FIRE SPRINKLER AND FIRE ALARM DRAWINGS TO TOWN OF JACKSON FIRE/EMS.

NOTE: SEE ELECTRICAL FOR ILLUMINATED EXIT SIGNS.



1 CODE LEVEL 1
1/8" = 1'-0"



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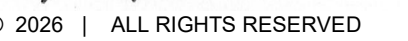
DEVELOPMENT PLAN SET

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Checked by HOYT
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No.	Description	Date

CODE &
OCCUPANCY LEVEL
1

G005



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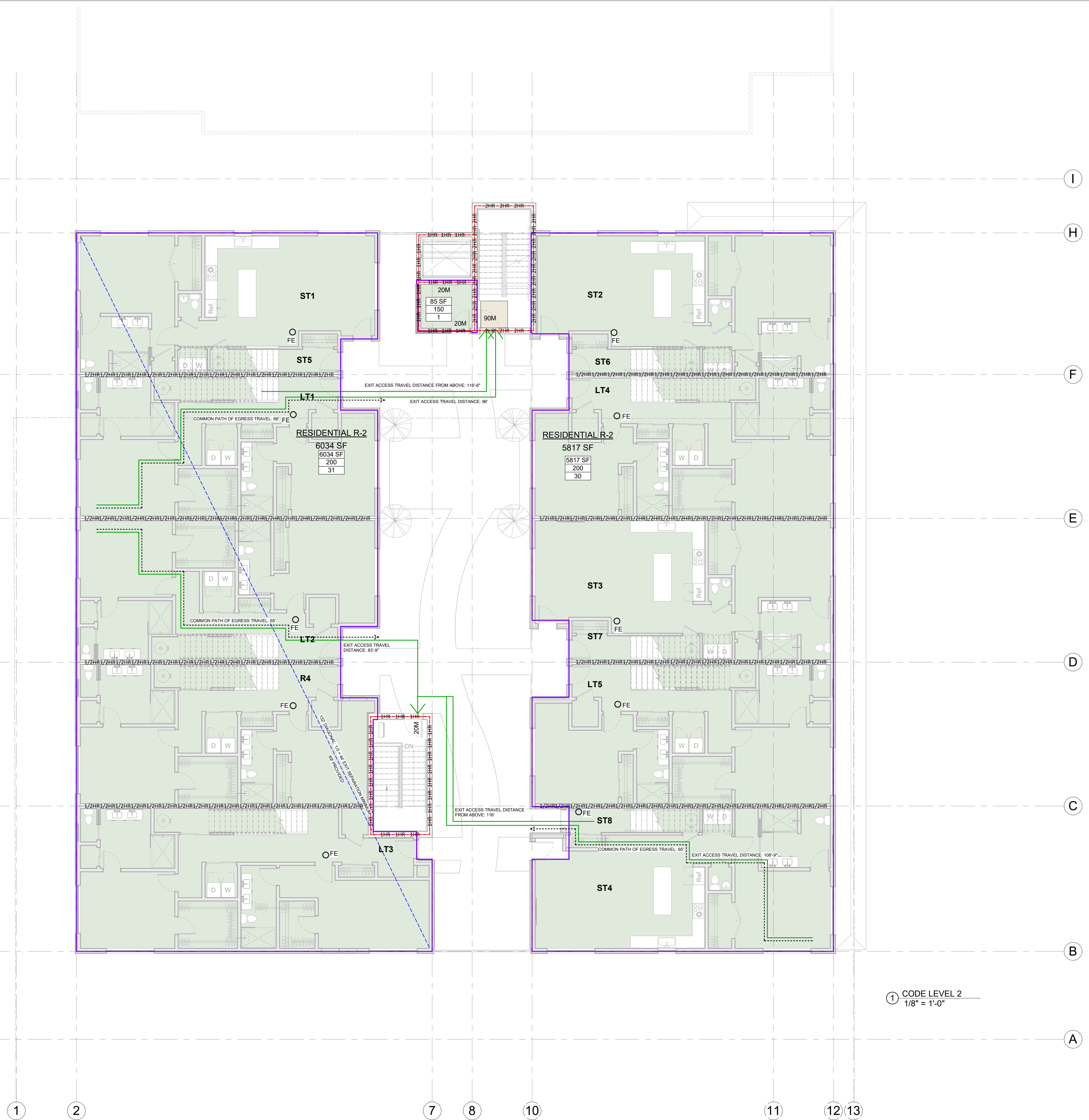
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RESIDENTIAL R-2

	OCCUPANCY TAG: SPACE AREA IN SQUARE FEET (SF) OCCUPANT LOAD FACTOR NUMBER OF OCCUPANTS
	EXIT ACCESS TRAVEL DISTANCE
	COMMON PATH OF EGRESS TRAVEL DISTANCE
	SMOKE BARRIER
	1/2 HOUR FIRE BARRIER - SEAL PERIMETER AND PENETRATIONS PER DETAILS ON THIS SHEET
	1 HOUR FIRE BARRIER - SEAL PERIMETER AND PENETRATIONS PER DETAILS ON THIS SHEET
	2 HOUR FIRE BARRIER - SEAL PERIMETER AND PENETRATIONS PER DETAILS ON THIS SHEET
	UL RATED FIRE DOORFRAME AND WITH RATING AS INDICATED PER IBC TABLE (2) ALL UL RATED FIRE DOORS AND FRAMES REQUIRE S RATING FOR SMOKE AND DRAFT PROTECTION. RATED WINDOWS INDICATED IN THE SAME MANNER.
	UL RATED DOOR AND FRAME INDICATED WITH S FOR SMOKE AND DRAFT CONTROL.
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	SURFACE MOUNTED SIGN - SEE 3F101
	COMBINATION SMOKE AND CO DETECTOR. SHOWN FOR DWELLING UNITS ONLY. CONTRACTOR TO SUBMIT WHOLE BUILDING FIRE SPRINKLER AND FIRE ALARM DRAWINGS TO TOWN OF JACKSON FIRE/EMS.
NOTE: SEE ELECTRICAL FOR ILLUMINATED EXIT SIGNS.	



OCCUPANCY Legend

- RESIDENTIAL R-2
- MECHANICAL

CODE PLAN LEGEND

- OCCUPANCY TAG:
- SPACE AREA IN SQUARE FEET (SF)
- OCCUPANT LOAD FACTOR
- NUMBER OF OCCUPANTS
- EXIT ACCESS TRAVEL DISTANCE
- COMMON PATH OF EGRESS TRAVEL DISTANCE
- SMOKE BARRIER
- 1/2HR - 1/2HR
- 1HR - 1HR
- 2HR - 2HR
- UL RATED FIRE DOORFRAME AND WITH RATING AS INDICATED PER IBC TABLE 716.10.2
- ALL UL RATED FIRE DOORS AND FRAMES REQUIRE S RATING FOR SMOKE AND DRAFT PROTECTION. RATED WINDOWS INDICATED IN THE SAME MANNER.
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NOTE: SEE ELECTRICAL FOR ILLUMINATED EXIT SIGNS.

1

2

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11

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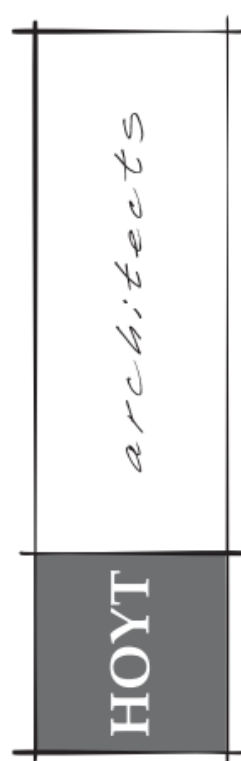
D

C

B

A

1 CODE LEVEL 3
1/8" = 1'-0"

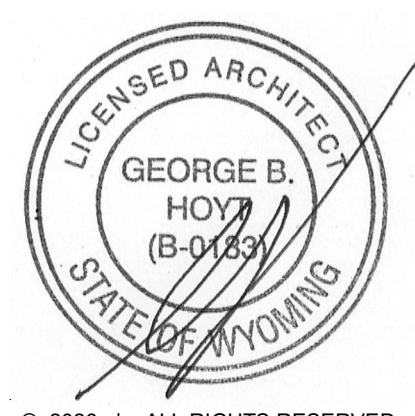


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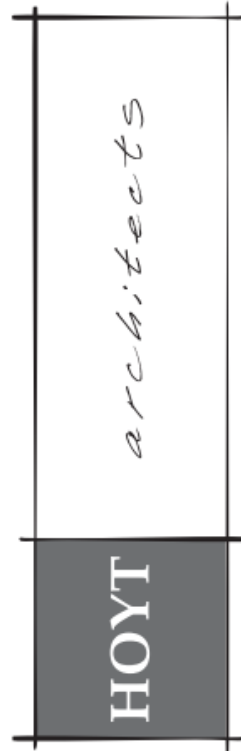
DEVELOPMENT PLAN SET

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OCCUPANCY LEVEL
3

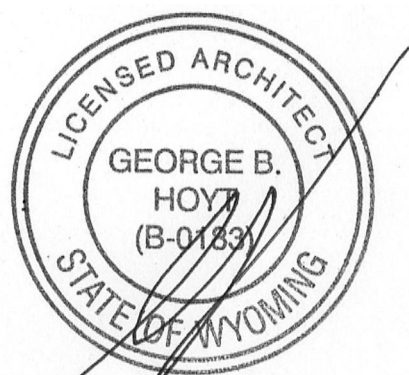
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No.	Description	Date

CODE &
OCCUPANCY ROOF

G008

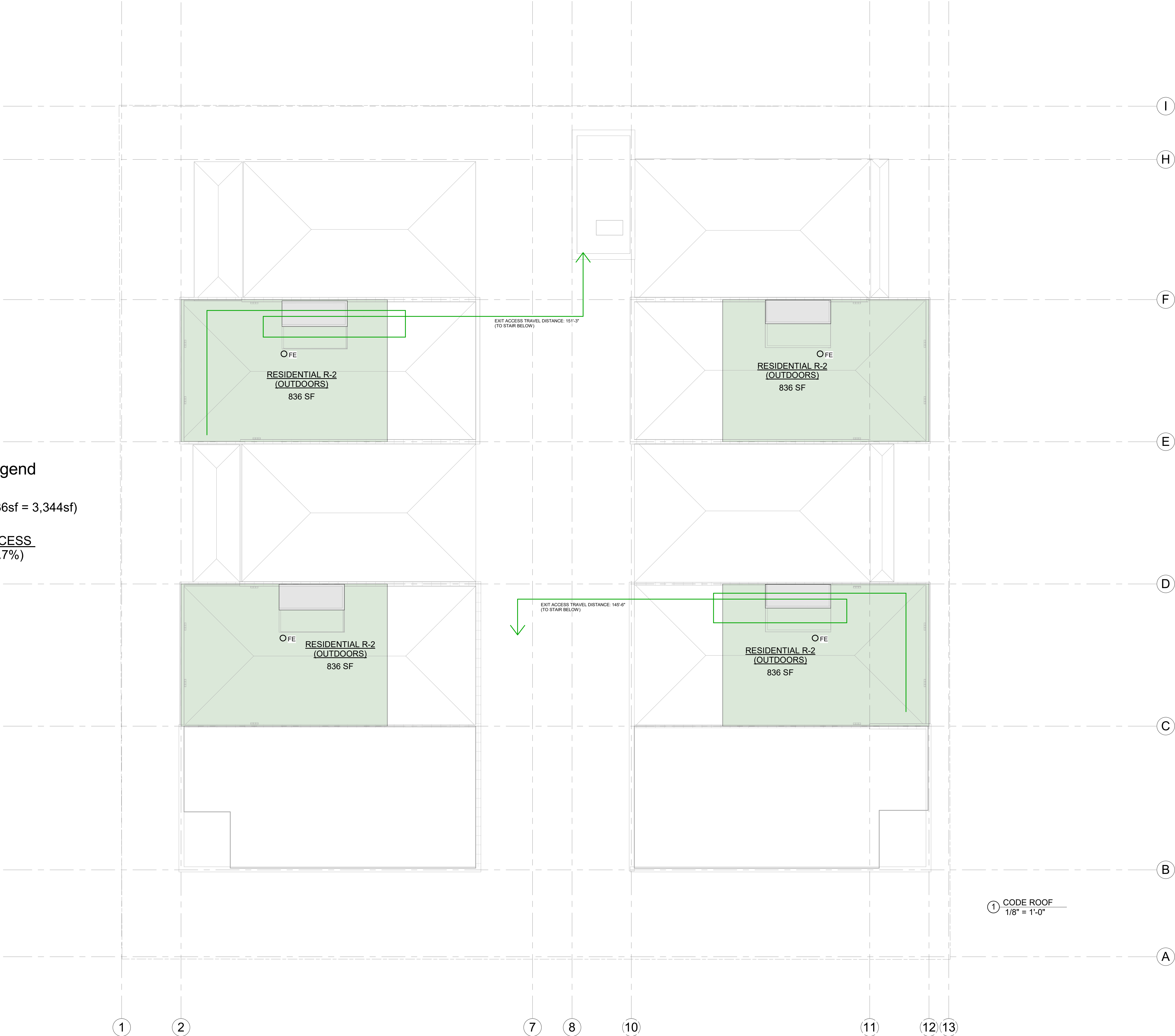
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CODE PLAN LEGEND

- OCCUPANCY TAG:
- SPACE AREA IN SQUARE FEET (SF)
 - OCCUPANT LOAD FACTOR
 - NUMBER OF OCCUPANTS
- EXIT ACCESS TRAVEL DISTANCE
- COMMON PATH OF EGRESS TRAVEL DISTANCE
- SMOKE BARRIER
- 1/2 HR - 1/2 HR - 1/2 HR
1/2 HOUR FIRE BARRIER - SEAL PERIMETER AND PENETRATIONS PER DETAILS ON THIS SHEET
- 1 HR - 1 HR - 1 HR
1 HOUR FIRE BARRIER - SEAL PERIMETER AND PENETRATIONS PER DETAILS ON THIS SHEET
- 2 HR - 2 HR - 2 HR
2 HOUR FIRE BARRIER - SEAL PERIMETER AND PENETRATIONS PER DETAILS ON THIS SHEET
- UL RATED FIRE DOORFRAME AND WITH RATING AS INDICATED PER IBC TABLE 716.10.2
ALL UL RATED FIRE DOORS AND FRAMES REQUIRE S RATING FOR SMOKE AND DRAFT PROTECTION. RATED WINDOWS INDICATED IN THE SAME MANNER.
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- SURFACE MOUNTED SIGN - SEE 3/F101
- COMBINATION SMOKE AND CO DETECTOR: SHOWN FOR DWELLING UNITS ONLY. CONTRACTOR TO SUBMIT WHOLE BUILDING FIRE SPRINKLER AND FIRE ALARM DRAWINGS TO TOWN OF JACKSON FIRE/EMS.
- NOTE: SEE ELECTRICAL FOR ILLUMINATED EXIT SIGNS.

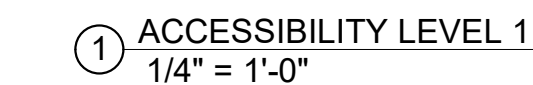
OCCUPANCY Legend

- RESIDENTIAL R-2
(OUTDOORS 4x836sf = 3,344sf)
- ROOF HATCH ACCESS
(4x48sf = 192sf - 5.7%)





KITCHENS	REQ. CLEARANCES INDICATED ON PLAN, PASS-THRU KITCHEN 40" MIN CLEARANCE U-SHAPED KITCHEN 60" MIN CLEARANCE
WORK SURFACE	AS SHOWN ON PLAN, 34" MAX HEIGHT AFF
TOILETS	CENTERLINE 17" FROM WALL, SEAT HEIGHT 17-19" AFF
SINKS	CLEAR FLOOR SPACE INDICATED ON PLAN, HEIGHT MAX 34" AFF
APPLIANCES	CLEAR FLOOR SPACE INDICATED ON PLAN, INSTALL PER 804.5
COAT HOOKS & SHELVES	LOCATE WITHIN REACH RANGE 308, 603.4
THRESHOLDS	HEIGHT 1/2" MAX, BEVELED OR ROUNDED

REVIEW JACKSON/TETON COUNTY AFFORDABLE HOUSING
LIVABILITY STANDARDS QUESTIONNAIRE &
HOUSING MITIGATION PLAN

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[illegible]

ADA & LIVABILITY STANDARDS

G010

8/5/2026 4:42:00 PM

UNIT R1 (ACCESSIBLE)
UNIT R2 (TYPE B)
UNIT R3 (TYPE B)

TO APPLY TO ALL RESTRICTED UNITS, INCLUDING ACCESSIBLE & TYPE B UNITS.

KITCHENS:

REFER TO TETON COUNTY LIVABILITY STANDARDS FOR DETAILED DESCRIPTIONS.

A. CABINETS

STANDARD 24" DEPTH, 36" HEIGHT LOWER CABINETS
STANDARD 12" DEPTH, 30" HEIGHT UPPER CABINETS.

1 BEDROOM	MIN. 5'5" LINEAL FEET OF BASE/UPPER CABINETS
2 BEDROOM	MIN. 6'6" LINEAL FEET OF BASE/UPPER CABINETS
3 BEDROOM	MIN. 7'7" LINEAL FEET OF BASE/UPPER CABINETS

B. COUNTERTOPS

PROVIDE A MIN. OF 3' OF CONTINUOUS WORK SPACE (NEW, DURABLE, EASY CLEAN)
NOT INCLUDING INTERIOR CORNER SPACE.

C. APPLIANCES

UNIT SIZE	SINK	RANGE/OVEN	REFRIGERATOR	DISHWASHER
1 BEDROOM	30" W	30" W	20 CU.FT.	24" W
2 BEDROOM	32" W	30" W	25 CU.FT.	24" W
3 BEDROOM	32" W	30" W	25 CU.FT.	24" W

BATHROOMS:

PROVIDE AT LEAST ONE FULL BATHROOM INCL. BATHTUB WITH SHOWER, SINK, TOILET, & A MINIMUM OF FOUR SQUARE FEET OF STORAGE.

CLOSETS & STORAGE:

ALL DIMENSIONS SHALL REFER TO THE FINISH TRIM DIMENSIONS

A. MINIMUM STORAGE DIMENSIONS

UNIT SIZE	BEDROOM CLOSET	LINEN CLOSET	ADD'L STORAGE
1 BEDROOM	6'-0" W	30" W	30 SQ.FT.
2 BEDROOM	6'-0" W	30" W	40 SQ.FT.
3 BEDROOM	6'-0" W	36" W	50 SQ.FT.

ALL CLOSETS TO HAVE A MIN. 26" FINISH DEPTH.

ROOM SIZE & SHAPE:

ALL DIMENSIONS SHALL REFER TO THE FINISH TRIM DIMENSIONS

BEDROOMS:

1ST BEDROOM MIN. 120 SQ.FT.
ADD'L BEDROOM(S) MIN. 90 SQ.FT.
- NO FINISH DIMENSION LESS THAN 9'-0"

LIVING/DINING ROOMS:

- NO FINISH DIMENSIONS LESS THAN 10'-0"
FURNITURE LAYOUT TO SEAT EVERY HOUSEHOLD MEMBER
2 PEOPLE PER 1 BEDROOM UNIT,
3 PEOPLE PER 2 BEDROOM UNIT,
4 PEOPLE PER 3 BEDROOM UNIT.

REVIEW JACKSON/TETON COUNTY AFFORDABLE HOUSING
LIVABILITY STANDARDS QUESTIONNAIRE &
HOUSING MITIGATION PLAN

GENERAL (ICC A117.1 CHAPTERS 3, 4 & 11)



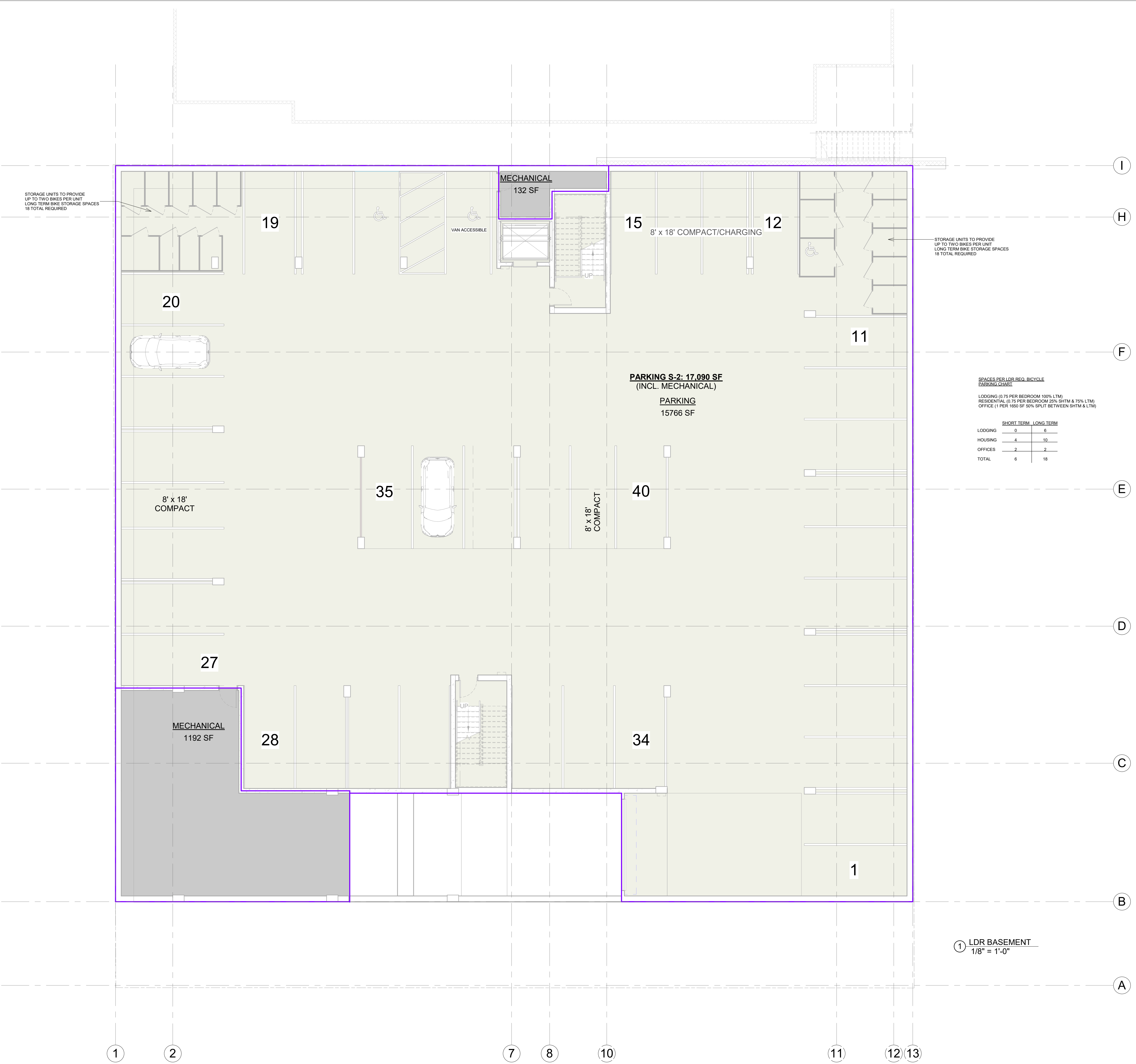
PLUMBING ELEMENTS & FACILITIES (ICC A117.1 CHAPTER 6)

TOILET & BATHING ROOMS	REQ. CLEARANCES INDICATED ON PLAN
MIRRORS	BOTTOM EDGE 40" AFF. 603.3
TOILETS	CENTERLINE 1" FROM WALL, INSTALL 17" HIGH 604.3
GRAB BARS	PROVIDE BLOCKING IN WALLS. INSTALL AS REQUIRED PER 604.5, 608.3
LAVATOIRES & SINKS	CLEAR FLOOR IN TYPE PER 606.2 & 607.2 ON PLAN, HEIGHT MAX 34" AFF
SHOWER COMPARTMENTS	STANDARD ROLL IN TYPE SHOWER 607.0 X 30" CLEAR FLOOR SPACE, SEAT PROVIDED ON WALL OPPOSITE CONTROLS. INSTALL CONTROLS & HANDHELD SHOWER PER PLAN
SHOWER ENCLOSURES	INSTALLED AS TO NOT OBSTRUCT CONTROLS OR TRANSFER TO SEAT
WATER TEMPERATURE	120 DEGREES MAX
SHOWER SEAT	INSTALLED AS REQUIRED BY 610.3
WASHERS & DRYERS	FRONT (ACCESSIBLE) OR TOP LOADING (TYPE B UNITS), CLEAR FLOOR SPACE AS SHOWN ON PLAN

SPECIAL ROOMS & SPACES (ICC A117.1 CHAPTER 8)

KITCHENS	REQ. CLEARANCES INDICATED ON PLAN. PASS-THRU KITCHEN 40" MIN. CLEARANCE U-SHAPED KITCHEN 60" MIN. CLEARANCE
WORK SURFACE	AS SHOWN ON PLAN, 34" MAX HEIGHT AFF
TOILETS	CENTERLINE 17" FROM WALL, SEAT HEIGHT 17-19" AFF
SINKS	CLEAR FLOOR SPACE INDICATED ON PLAN, HEIGHT MAX 34" AFF
APPLIANCES	CLEAR FLOOR SPACE INDICATED ON PLAN, INSTALL PER 804.5
COAT HOOKS & SHELVES	LOCATE WITHIN REACH RANGE 308. 303.4
THRESHOLDS	HEIGHT 1/2" MAX, BEVELED OR ROUNDED.

① ACCESSIBILITY LEVEL 1 - TYPE E
1/4" = 1'-0"



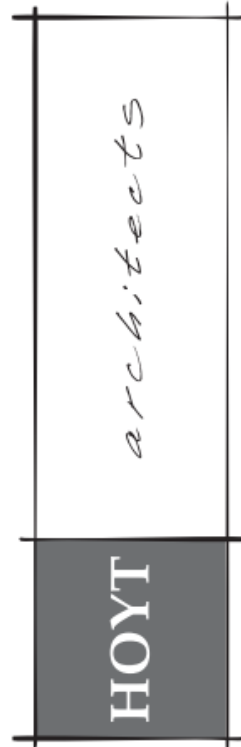
LDR Area Legend

- MECHANICAL
- PARKING

SPACES PER LDR REQ. BICYCLE PARKING CHART

LOADING (0.75 PER BEDROOM 100% LTM)
RESIDENTIAL (0.75 PER BEDROOM 20% SHTM & 75% LTM)
OFFICE (1 PER 1650 SF 50% SPLIT BETWEEN SHTM & LTM)

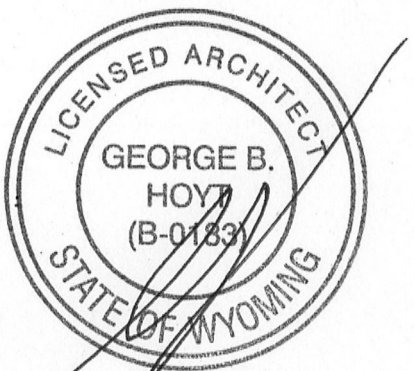
	SHORT TERM	LONG TERM
LOADING	0	6
HOUSING	4	10
OFFICES	2	2
TOTAL	6	18



Jackson Wyoming
307.733.9955

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JACKSON, WY 83001
665 SOUTH CACHE MIXED USE



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DEVELOPMENT PLAN SET

Date AUGUST 2026
Drawn by MB
Checked by HOYT
REVISIONS

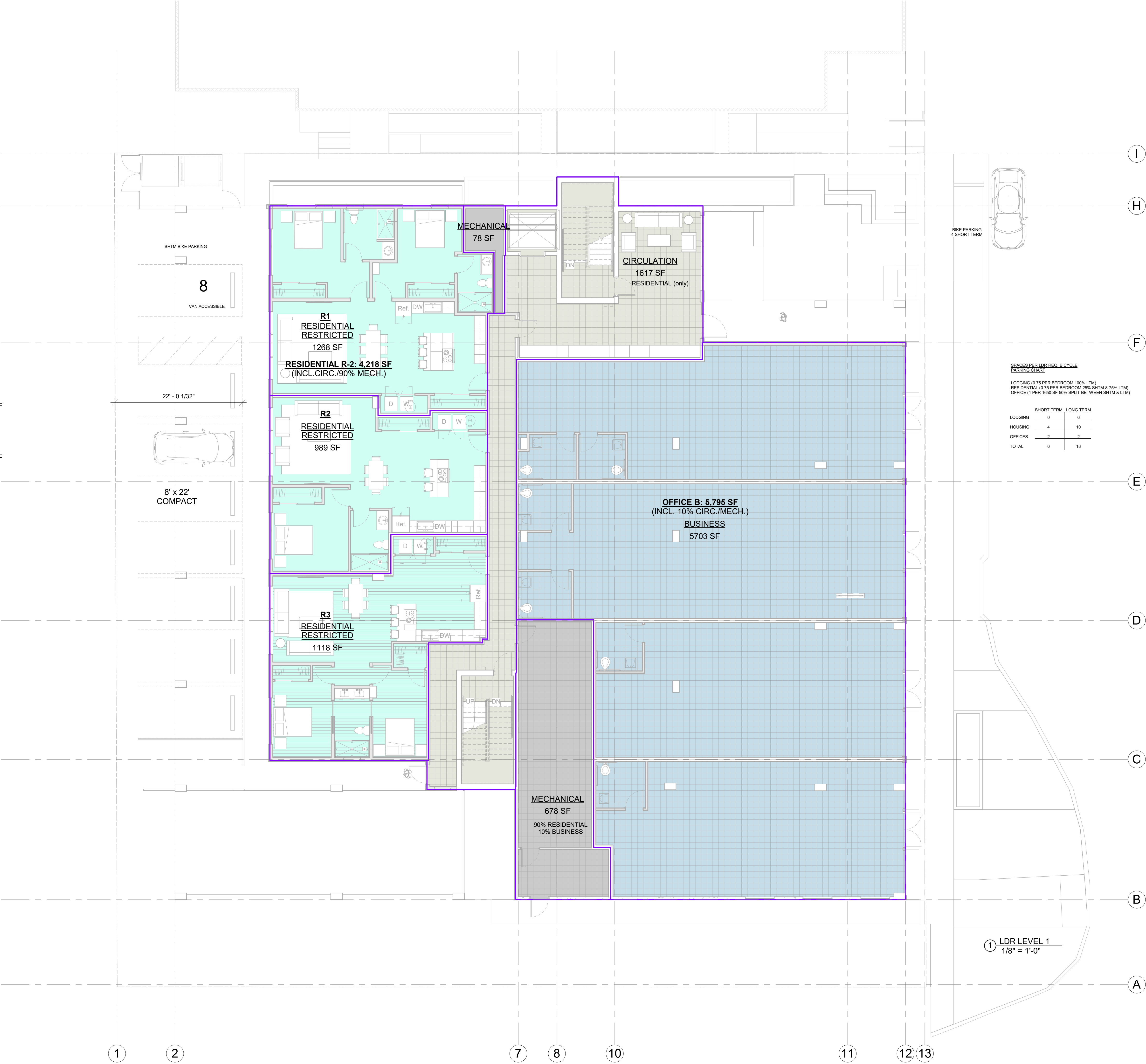
No.	Description	Date

LDR AREAS
BASEMENT

G011

LDR Area Legend

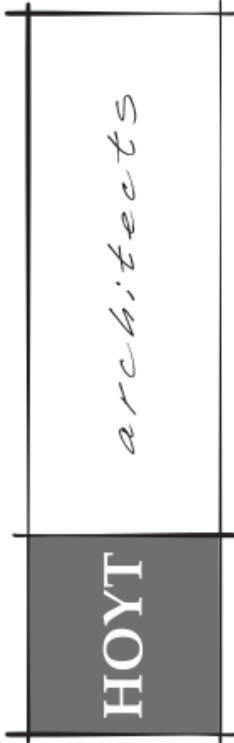
- BUSINESS 5,703 SF
- CIRCULATION 1,617 SF
- MECHANICAL 758 SF
- RESIDENTIAL RESTRICTED 4,643 SF



SPACES PER LDR REQ. BICYCLE PARKING CHART

LODGING (0.75 PER BEDROOM 100% LTM)
RESIDENTIAL (0.75 PER BEDROOM 25% SHTM & 75% LTM)
OFFICE (1 PER 1000 SF 50% SPLIT BETWEEN SHTM & LTM)

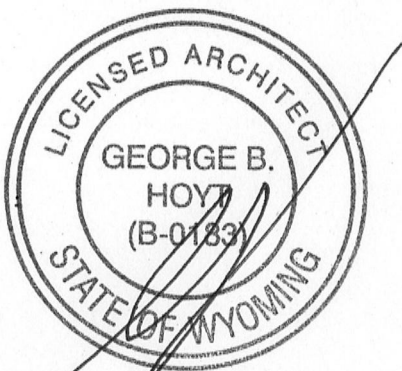
	SHORT TERM	LONG TERM
LODGING	0	6
HOUSING	4	10
OFFICES	2	2
TOTAL	6	18



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DEVELOPMENT PLAN SET

Date AUGUST 2026
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No.	Description	Date

LDR AREAS LEVEL 1

G012

▲

LDR Area Legend

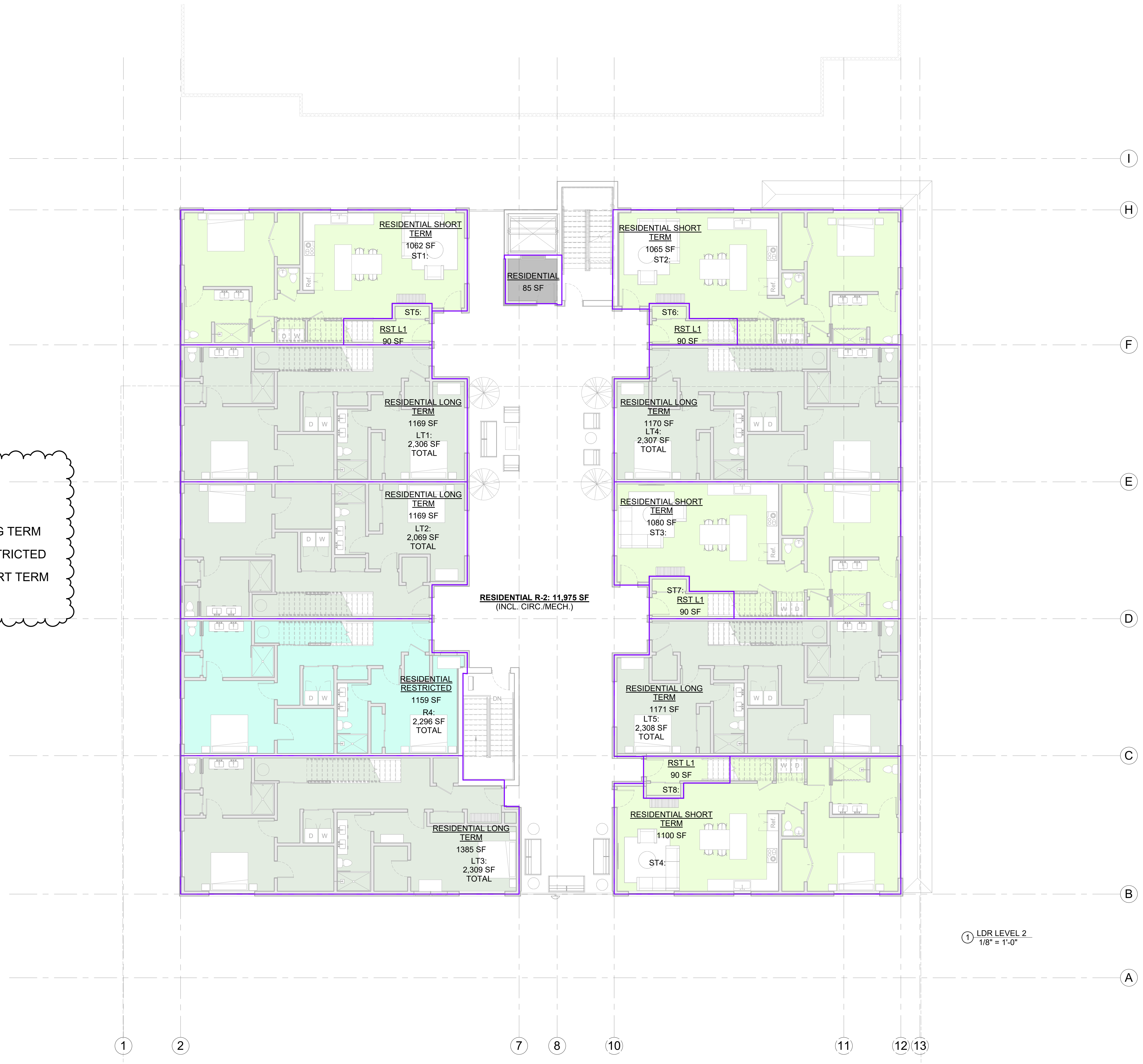
RESIDENTIAL

RESIDENTIAL LONG TERM

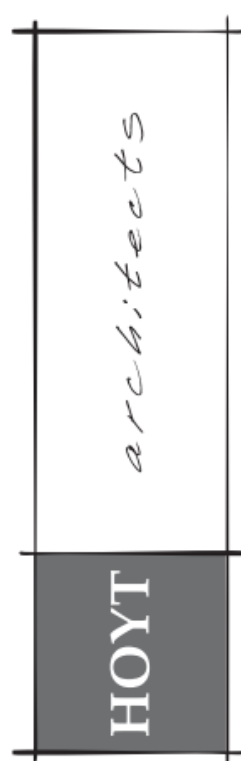
RESIDENTIAL RESTRICTED

RESIDENTIAL SHORT TERM

RST L1



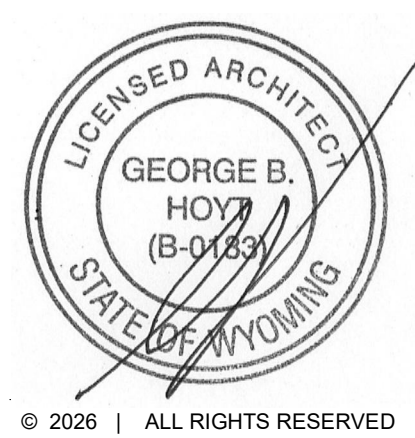
① LDR LEVEL 2
1/8" = 1'-0"



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DEVELOPMENT PLAN SET

Date AUGUST 2026
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REVISIONS

No.	Description	Date
1	Revision 1	Date 1

LDR AREAS LEVEL 2

G013

23' - 7 3/4"

▲

LDR Area Legend

MECHANICAL

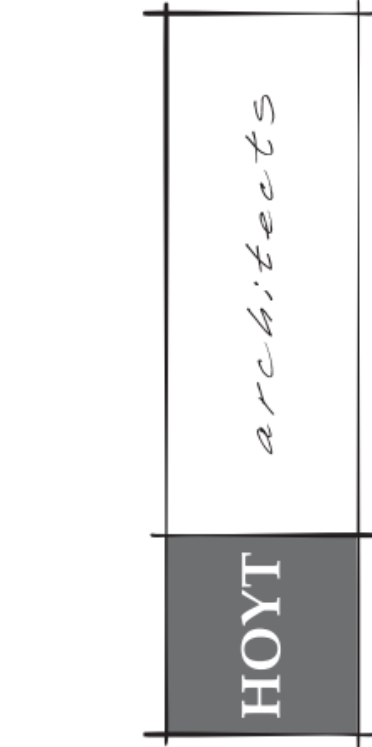
RESIDENTIAL LONG TERM

RESIDENTIAL RESTRICTED

RESIDENTIAL SHORT TERM



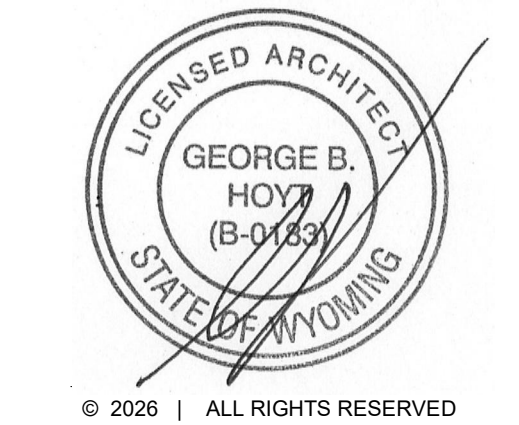
① LDR LEVEL 3
1/8" = 1'-0"



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DEVELOPMENT PLAN SET

Date AUGUST 2026
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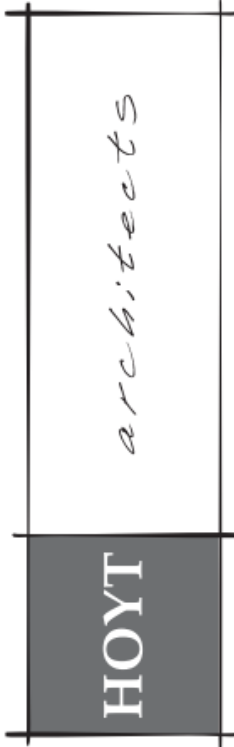
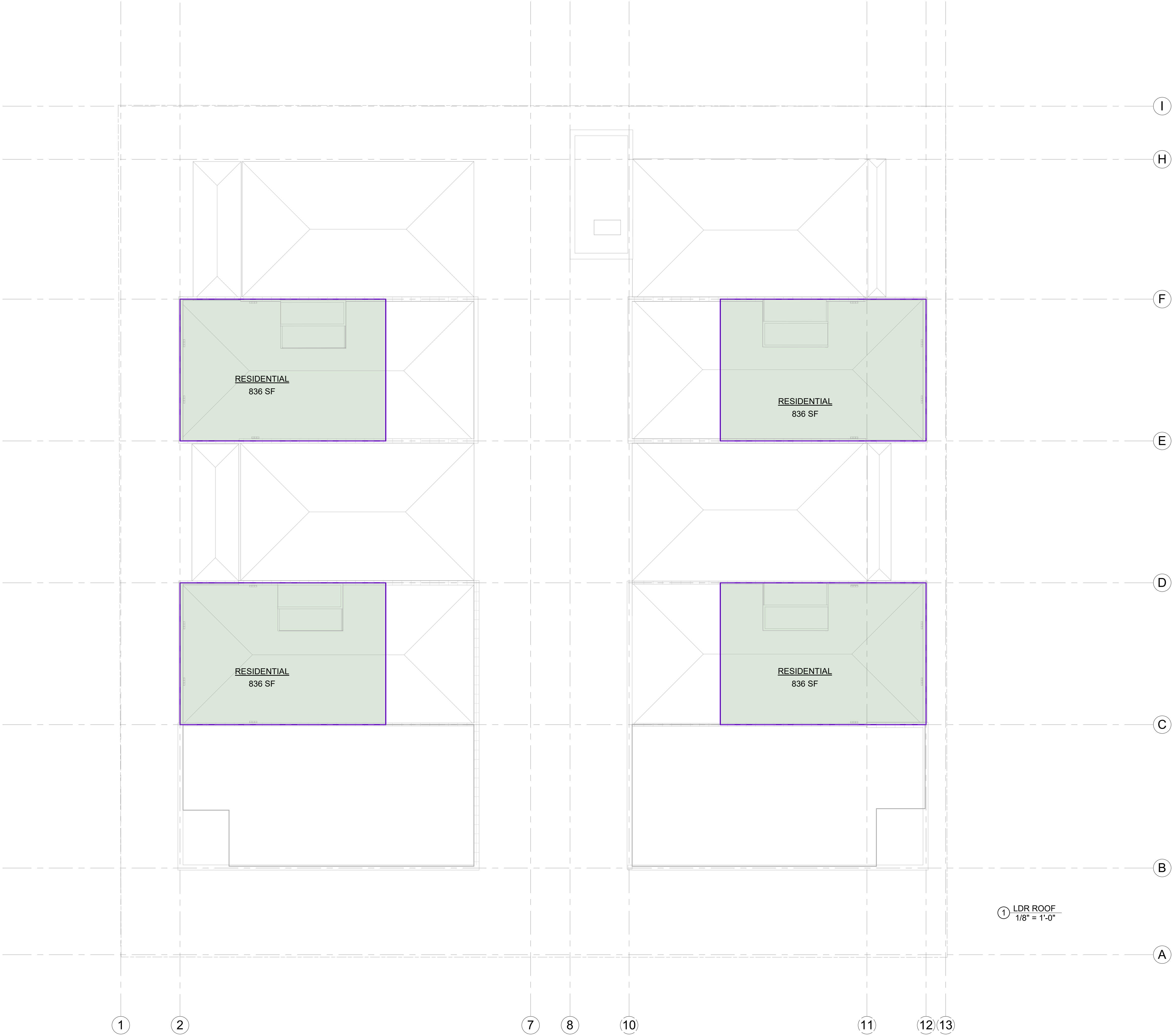
No.	Description	Date
1	Revision 1	Date 1

LDR AREAS LEVEL 3

G014

LDR Area Legend

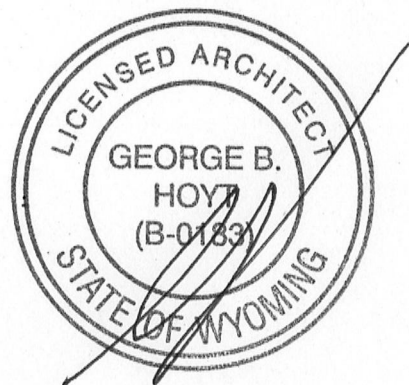
- RESIDENTIAL
R-2: 3,344 SF (outdoors)
- AREA BOUNDARY



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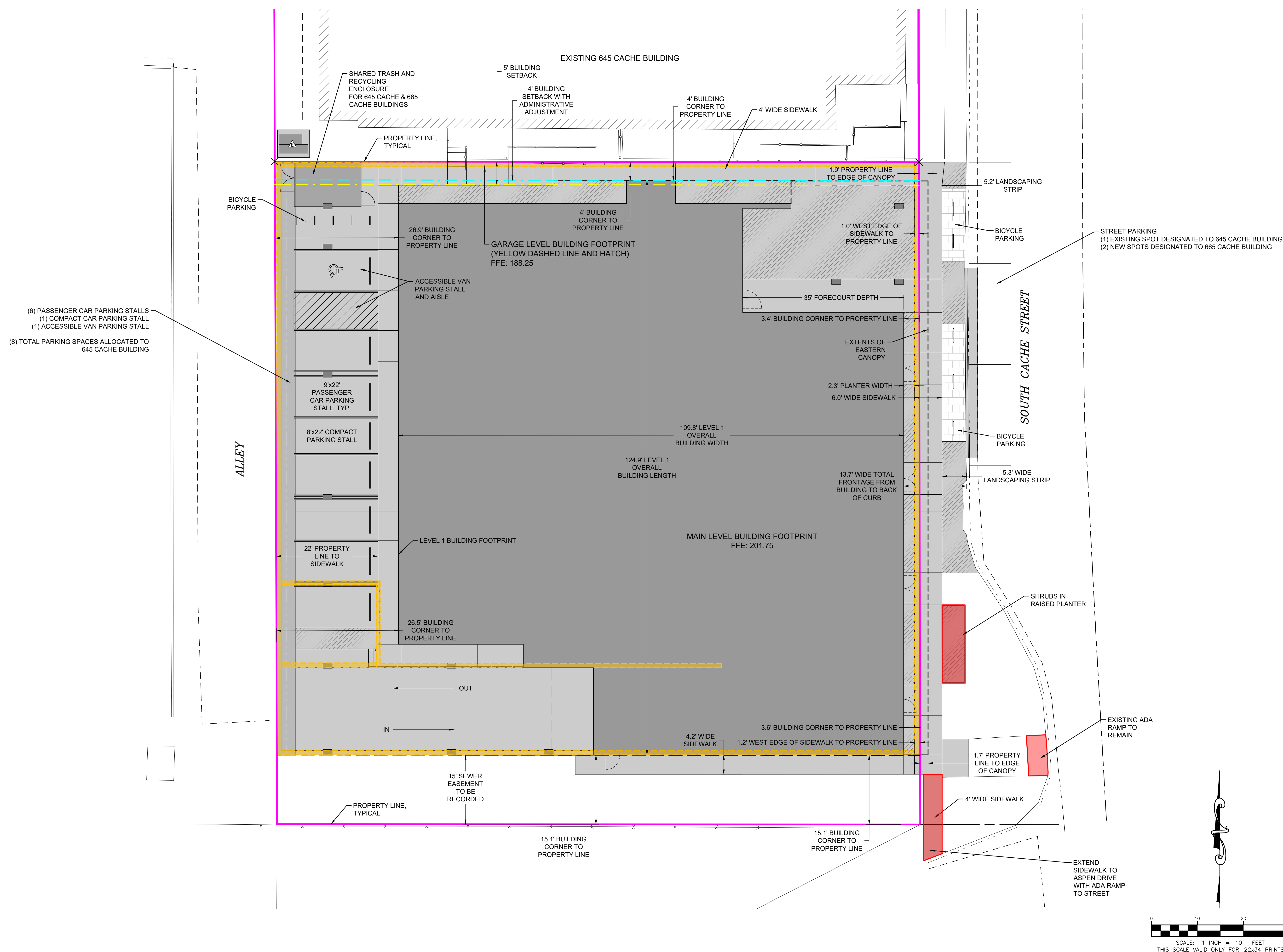
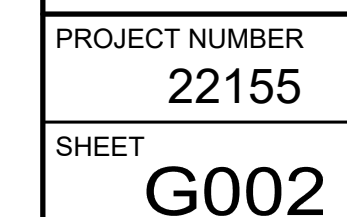
DEVELOPMENT PLAN SET

Date AUGUST 2026
Drawn by MB
Checked by HOYT
REVISIONS

No.	Description	Date

LDR AREAS ROOF

G015



NEWJACK, LLC DEVELOPMENT PLAN

665 SOUTH CACHE STREET

LOCATED WITHIN
LOTS 12, 13, & 14, BLOCK 4, KARN'S ADDITION
NE¼ SECTION 33,
T41N, R116W, 6TH P.M.
TETON COUNTY, WYOMING



VICINITY MAP

1" = 200' for 22x34 Prints
1" = 400' for 11x17 Prints

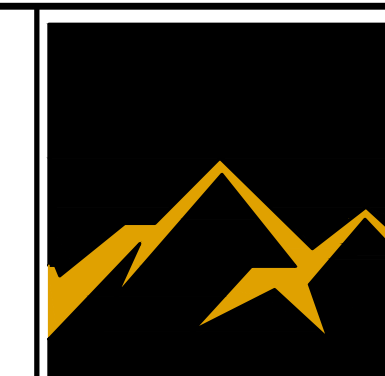
OWNER
Newjack, LLC
P.O. Box 11803
Jackson, WY 83002-1803

ARCHITECT
Hoyt Architects
1110 Maple Way
Jackson, WY 83001
(307) 733-9955

CIVIL ENGINEER
Jorgensen Associates, P.C.
1315 S. Highway 89, #201
P.O. Box 9550
Jackson, WY 83002-9550
(307) 733-5150

INDEX OF SHEETS

- C1.0 - TITLE, VICINITY MAP, & SHEET INDEX
- C1.1 - GENERAL NOTES
- C2.0 - EXISTING CONDITIONS
- C2.1 - DEMOLITION AND SITE PREPARATION PLAN
- C3.0 - SITE OVERVIEW
- C3.1 - NORTHWEST GRADING PLAN
- C3.2 - NORTHEAST GRADING PLAN
- C3.3 - SOUTHWEST GRADING PLAN
- C3.4 - SOUTHEAST GRADING PLAN
- C3.5 - EAST SIDEWALK PLAN & PROFILE
- C3.6 - GARAGE LEVEL GRADING PLAN
- C3.7 - UTILITY AND DRAINAGE PLAN
- C4.0 - ROAD DETAILS
- C4.1 - WATER & SANITARY SEWER DETAILS
- C4.2 - STORM WATER DETAILS
- C4.3 - MISCELLANEOUS DETAILS



JORGENSEN
JACKSON, WYOMING
307.733.5150
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PROJECT TITLE:
NEWJACK, LLC
DEV PLAN REVIEW
6665 SOUTH CACHE STREET
TETON COUNTY, WYOMING

SHEET TITLE:
TITLE, VICINITY MAP, & SHEET INDEX

DRAFTED BY:	KB
REVIEWED BY:	TK
PLAN VERSION	DAT
DEVELOPMENT PLAN	08/05/20

PROJECT NUMBER	22155
SHEET	C1.0

= PROPOSED LEGEND =

———— 5825 ————	MAJOR CONTOUR
———— 5822 ————	MINOR CONTOUR
×162.09	SPOT ELEVATION
×TOW 162.09	TOP OF WALL SPOT ELEVATION
×TBC 162.09	TOP BACK OF CURB SPOT ELEVATION
×TOS 162.09	TOP OF STEP SPOT ELEVATION
×BOS 162.09	BOTTOM OF STEP SPOT ELEVATION
- - - - -	FLOWLINE
○	CONSTRUCTION FENCE
▬	CONCRETE SURFACE
▨	LANDSCAPING AREA
■	BUILDING FOOTPRINT
— W —	WATER LINE
○	CURBSTOP
⊞	FIRE DEPT. SPRINKLER CONNECTION
— S —	SEWER LINE
⊙	CLEANOUT
— UT —	COMBINED CABLE UTILITY TRENCH
⚡	ELECTRIC TRANSFORMER
— STM —	STORM WATER LINE
⊕	STORM WATER MANHOLE/SAND OIL WATER SEPARATOR
⊗	STORM WATER INLET
⦿	STORM WATER PUMP

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 INFRASTRUCTURE AND GRADING TO ACCOMMODATE A NEW MIXED OFFICE AND RESIDENTIAL BUILDING AT 665 SOUTH CACHE STREET.
- PROPERTY ZONE: COMMERCIAL RESIDENTIAL-1
- PROPERTY AREA: 0.46 ACRES
TOTAL AREA OF DISTURBANCE: 21,435 SF (0.49 ACRES)
- PROJECT SCHEDULE: CONSTRUCTION SCHEDULED TO START IN SPRING 2027 AND BE COMPLETED BY FALL 2028.
- BASE MAPPING PREPARED FROM SURVEYS PERFORMED BY Y2 CONSULTANTS IN SEPTEMBER 2015 AND SUPPLEMENTED BY JORGENSEN ASSOCIATES IN AUGUST AND OCTOBER 2022.
- GEOTECHNICAL REPORT PREPARED BY NELSON ENGINEERING IN JANUARY 2019.
- 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 SDR 35 PVC AND CONFORM TO ASTM D-3034. 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 RESEEDD 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 SUMMER OF 2025.
- 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.



JORGENSEN
 JACKSON, WYOMING
 307.733.5150
 www.jorgeng.com

PROJECT TITLE:
 NEWJACK, LLC
 DEV PLAN REVIEW
 665 SOUTH CACHE STREET
 TETON COUNTY, WYOMING

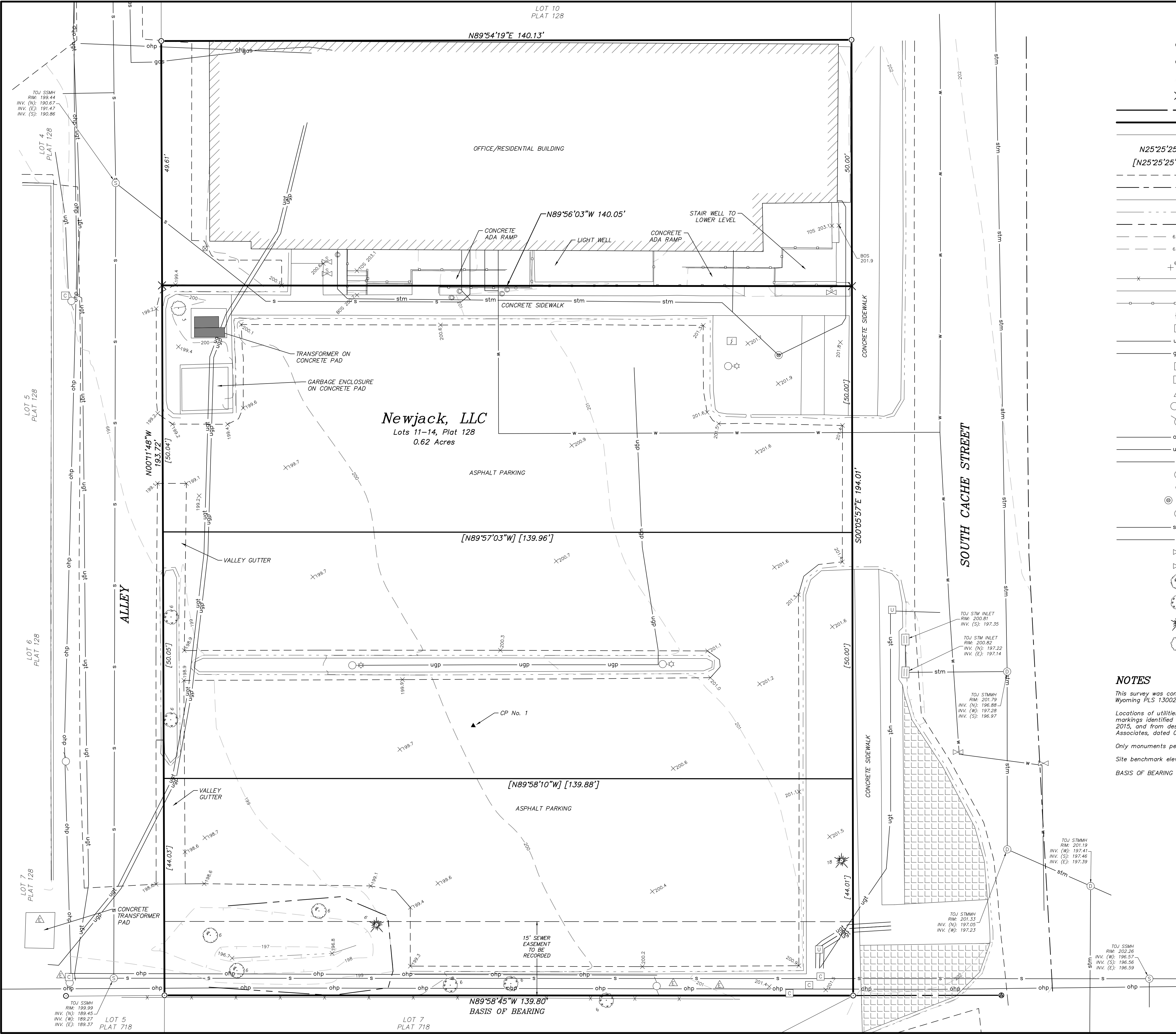
SHEET TITLE:
 GENERAL NOTES

DRAFTED BY:	KB
REVIEWED BY:	TK
PLAN VERSION	DATE
DEVELOPMENT PLAN	08/05/2026

PROJECT NUMBER
 22155

SHEET
 C1.1

Ver. 18.0 Printed by Jorgensen on Aug 08, 2026, 3:16pm P:\2022\22156-Newjack-665 S Cache\15-Civil\CD\Site Plan\22156_665 South Cache_Site Plan_Erwin.dwg



LEGEND

- reinforcing steel bar with plastic cap inscribed "PLS 3831" found during survey performed by Y2 Consultants in Sept. 2015, verified by this survey
- ⊗ reinforcing steel bar with brass cap inscribed "RLS 164" found during survey performed by Y2 Consultants in Sept. 2015
- ▲ steel spike set during survey performed by Y2 Consultants in Sept. 2015 for orientation and mapping purposes
- ✕ PK nail inscribed "PLS 15442" found this survey
- section line
- boundary, subject property
- boundary, adjoining property
- measured bearing & distance or curve geometry
- [N25°25'25"E] [100.00'] calculated bearing & distance or curve geometry
- edge of pavement
- road centerline
- top back of curb
- flowline
- top of bank
- 6205 — index contour, 5' interval
- 6208 — intermediate contour, 1' interval
- + 6201.6 spot elevation
- fence
- edge of concrete
- handrail
- ⊗ bollard
- communications pedestal
- ugt underground telephone line
- gas underground gas line
- utility vault
- electric junction box
- △ electric transformer
- light pole
- utility pole
- ohp overhead power line
- ugp underground power line
- s sanitary sewer line
- ⊗ sewer manhole
- ⊗ cleanout
- ⊗ storm drain inlet
- ⊗ storm drain manhole
- stm storm drain line
- w water line
- ⊗ water valve
- ⊗ sprinkler control vault
- ⊗ aspen tree
- ⊗ cottonwood tree
- ⊗ conifer tree
- ⊗ deciduous tree

NOTES

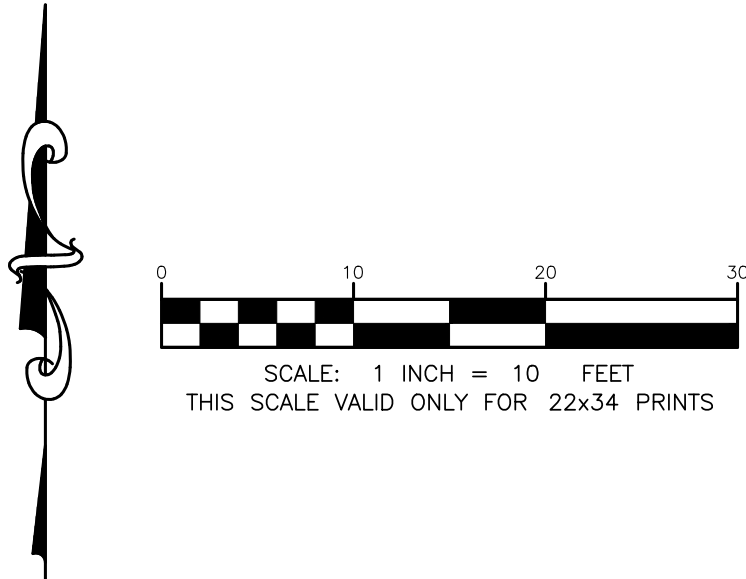
This survey was conducted in August and October 2022, and prepared under the direction of Matthew Gotham, Wyoming PLS 13002, and does not include an engineering review.

Locations of utilities depicted hereon are limited to visible structures; underground locations are derived from markings identified by Magic Valley Utility Locate Company from a survey performed by Y2 Consultants in Sept. 2015, and from design drawings for a remodel of the existing building on Lot 11, Block 4, Plat 128, by Jorgensen Associates, dated 05-26-2020.

Only monuments pertinent to Subject Property are depicted.

Site benchmark elevation is 200.00 at CP No. 1.

BASIS OF BEARING for this survey is N89°58'45"W on the southern property boundary.

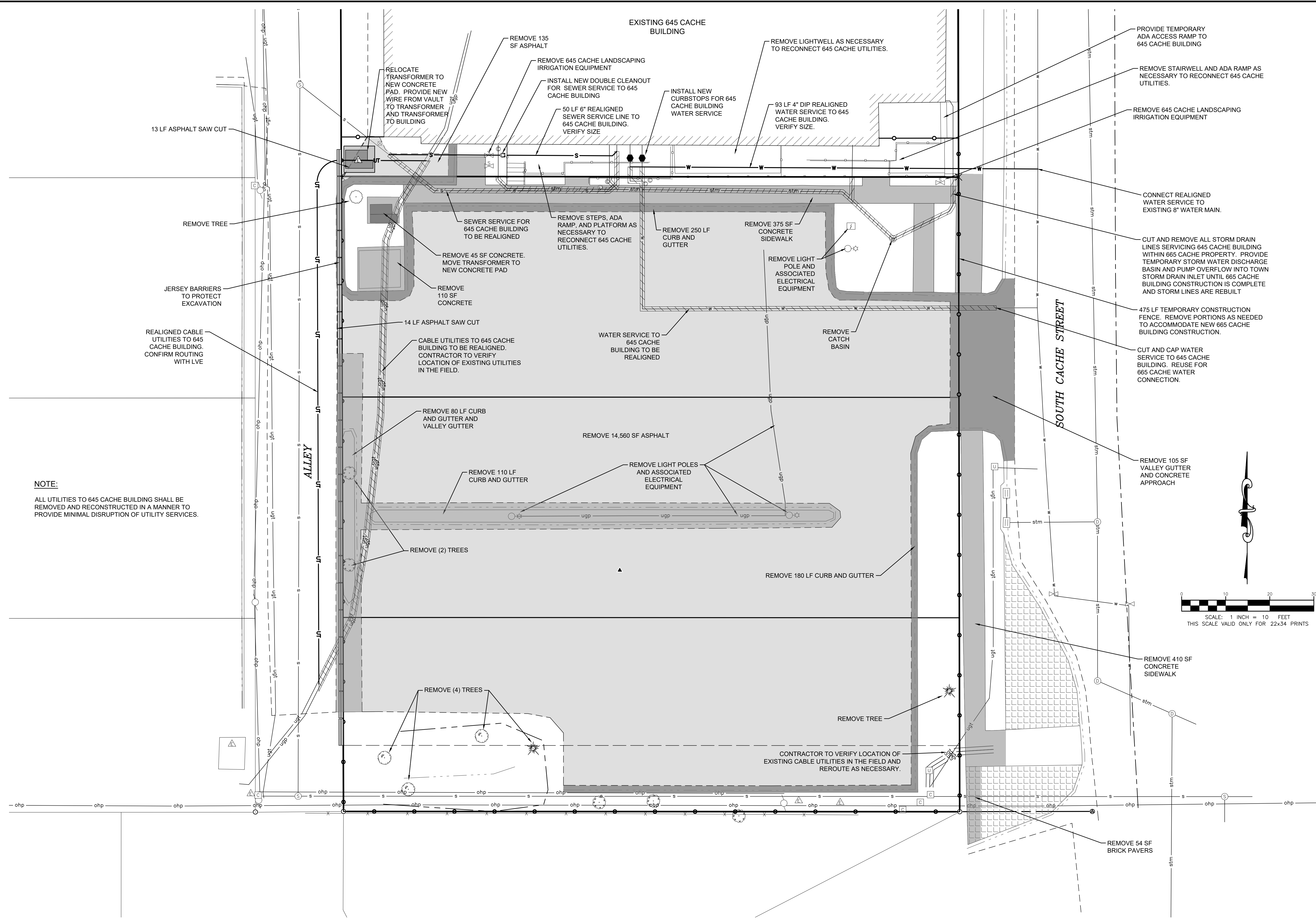


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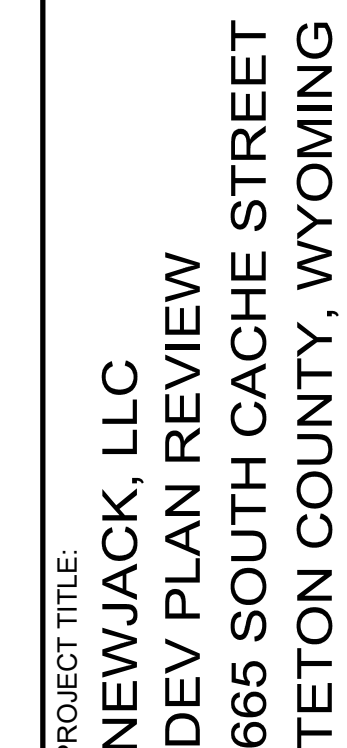
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**NEWJACK, LLC
DEV PLAN REVIEW
665 SOUTH CACHE STREET
TETON COUNTY, WYOMING**

SHEET TITLE:
EXISTING CONDITIONS

DRAFTED BY:	KB
REVIEWED BY:	TK
PLAN VERSION	DATE
DEVELOPMENT PLAN	08/05/2026
PROJECT NUMBER	
22155	
SHEET	
C2.0	



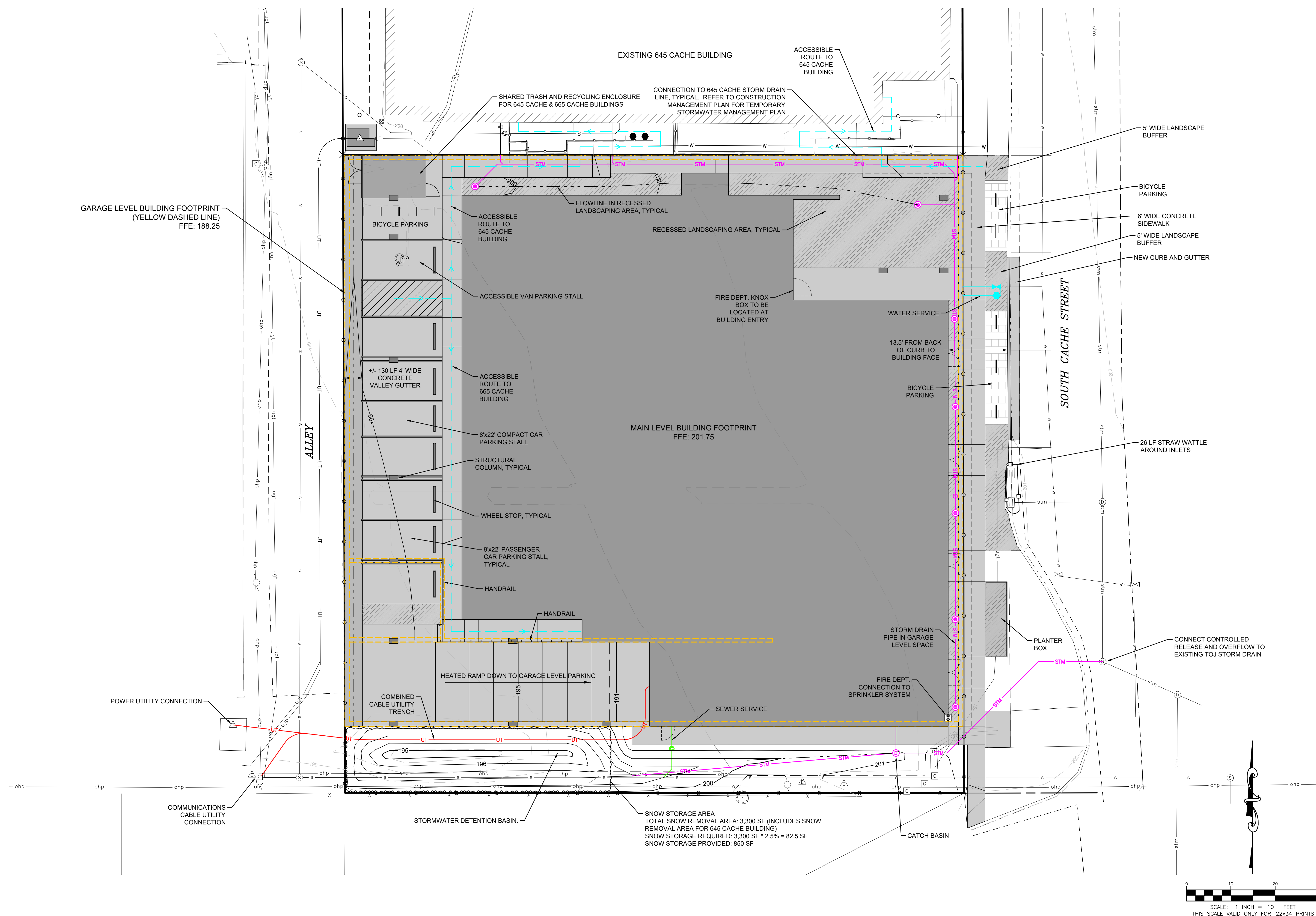
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DRAFTED BY:	KB
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PLAN VERSION	DATE
DEVELOPMENT PLAN	08/05/2026
PROJECT NUMBER	22155
SHEET	C2.1

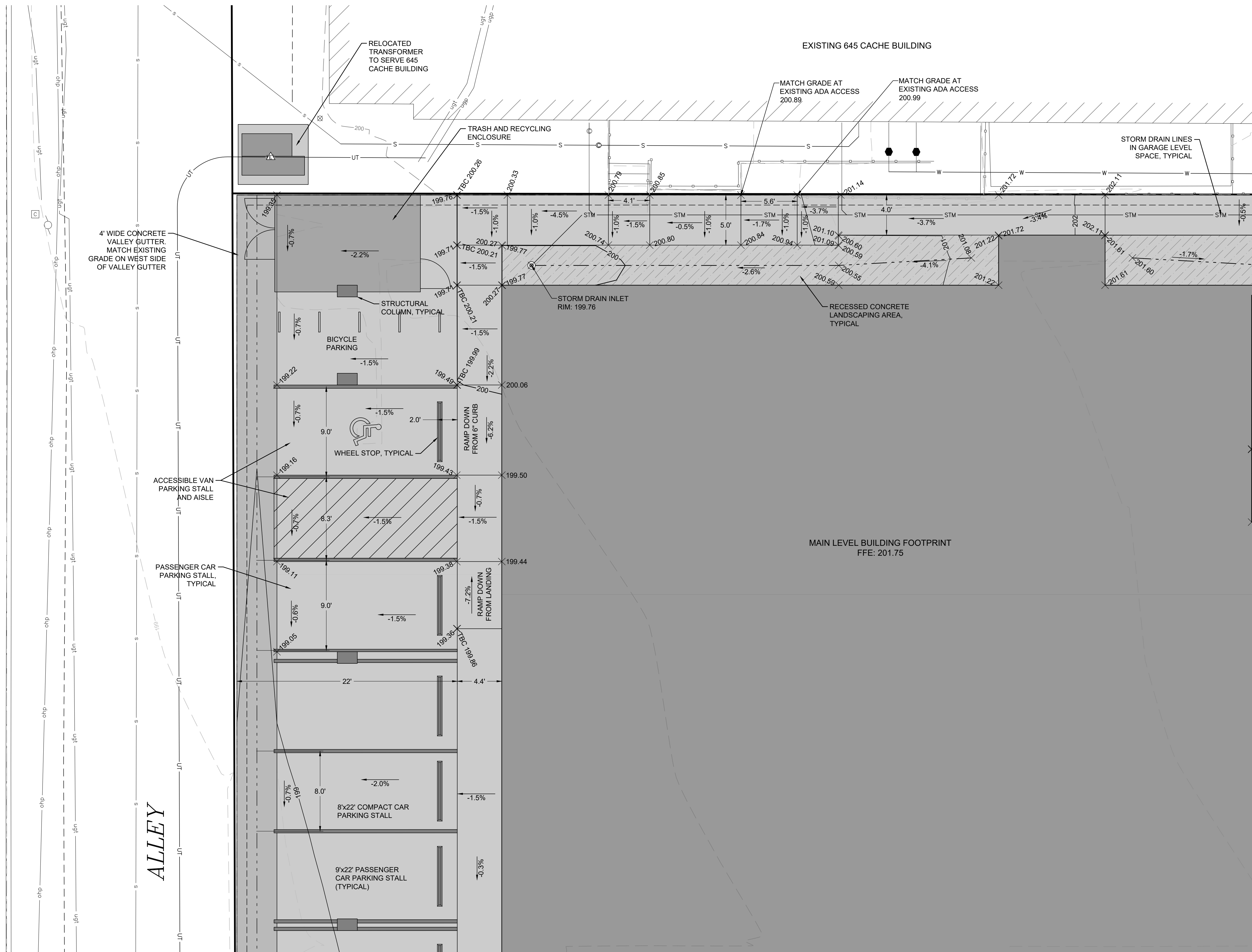


SHEET TITLE:
SITE OVERVIEW

DRAFTED BY:	KB
REVIEWED BY:	TK
PLAN VERSION	DAT
DEVELOPMENT PLAN	08/05/20

PROJECT NUMBER	22155
SHEET	C3.0





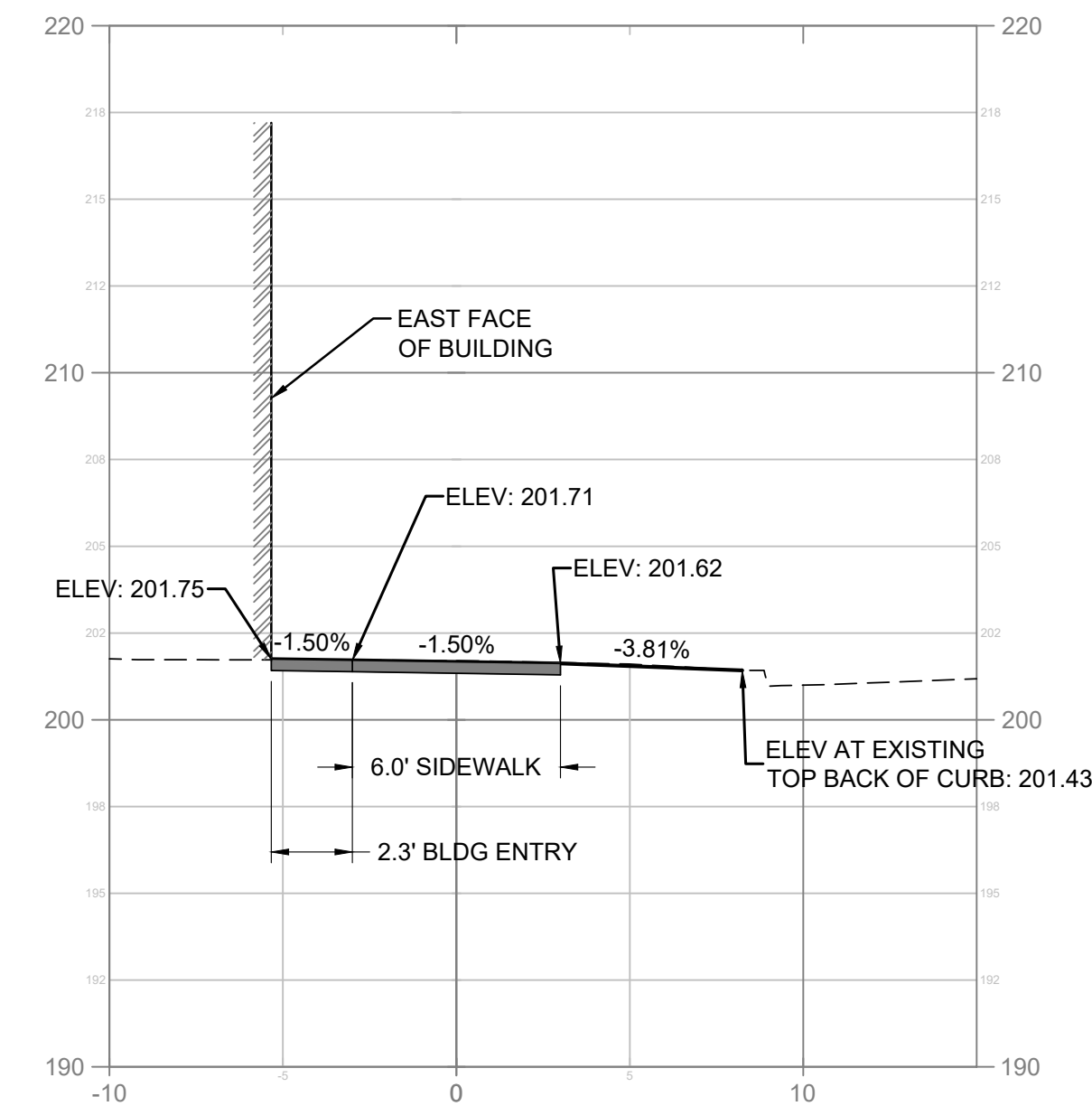
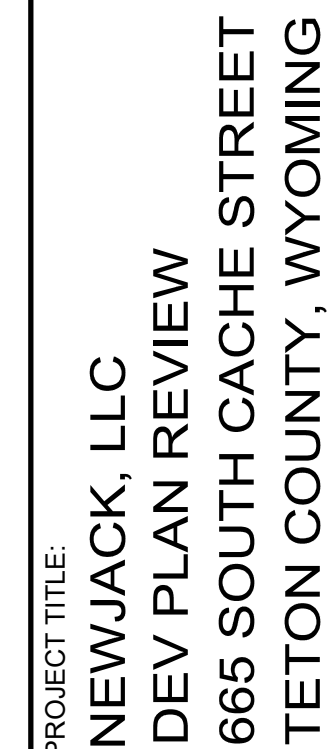
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NEWJACK, LLC
DEV PLAN REVIEW
6665 SOUTH CACHE STREET
TETON COUNTY, WYOMING

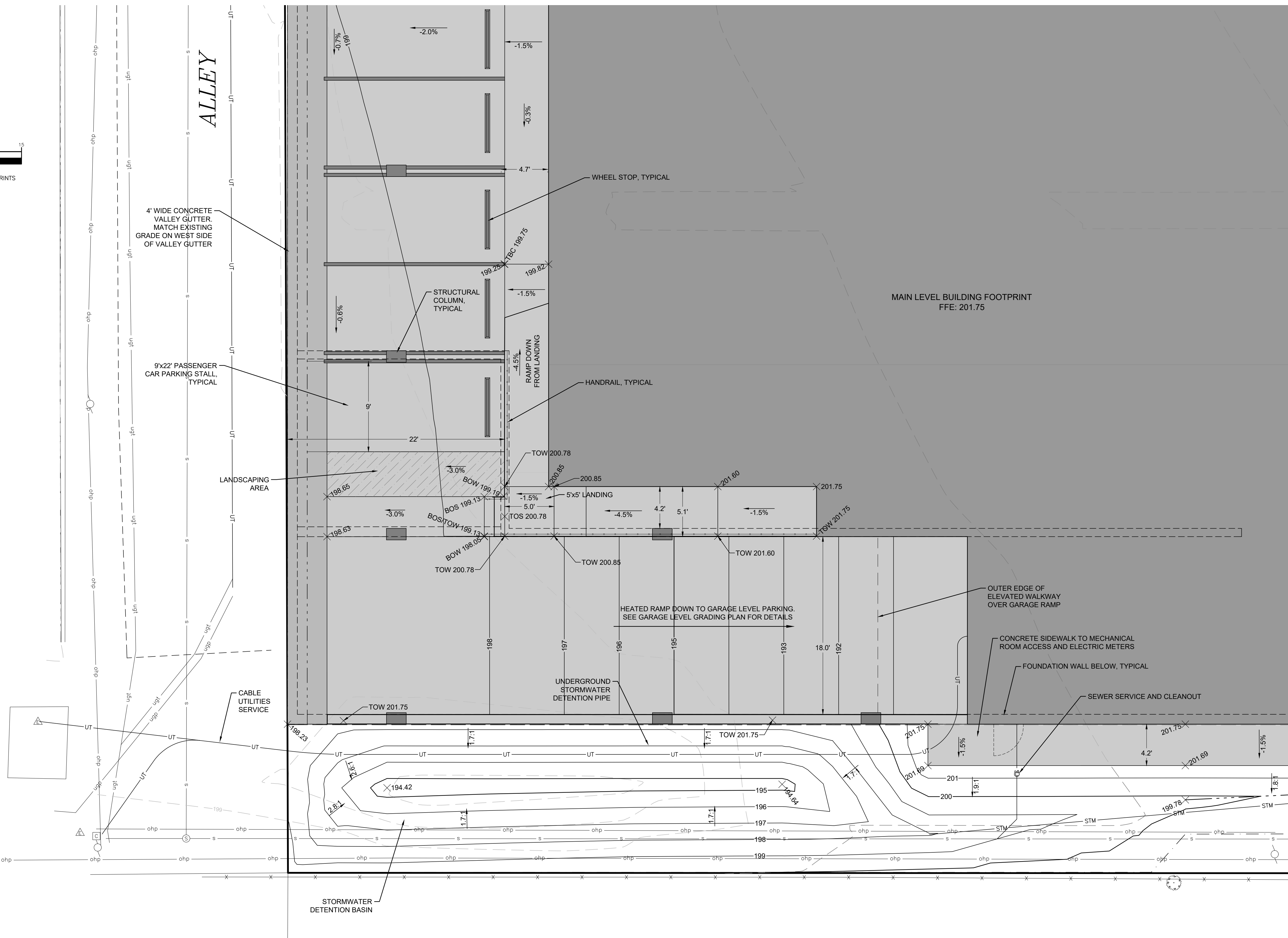
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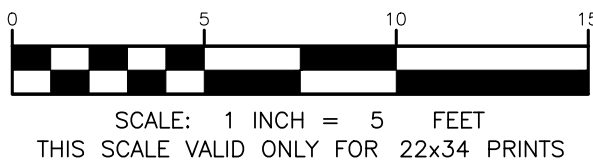
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PLAN VERSION	DATE
DEVELOPMENT PLAN	08/05/2026

PROJECT NUMBER
22155

SHEET
C3.1







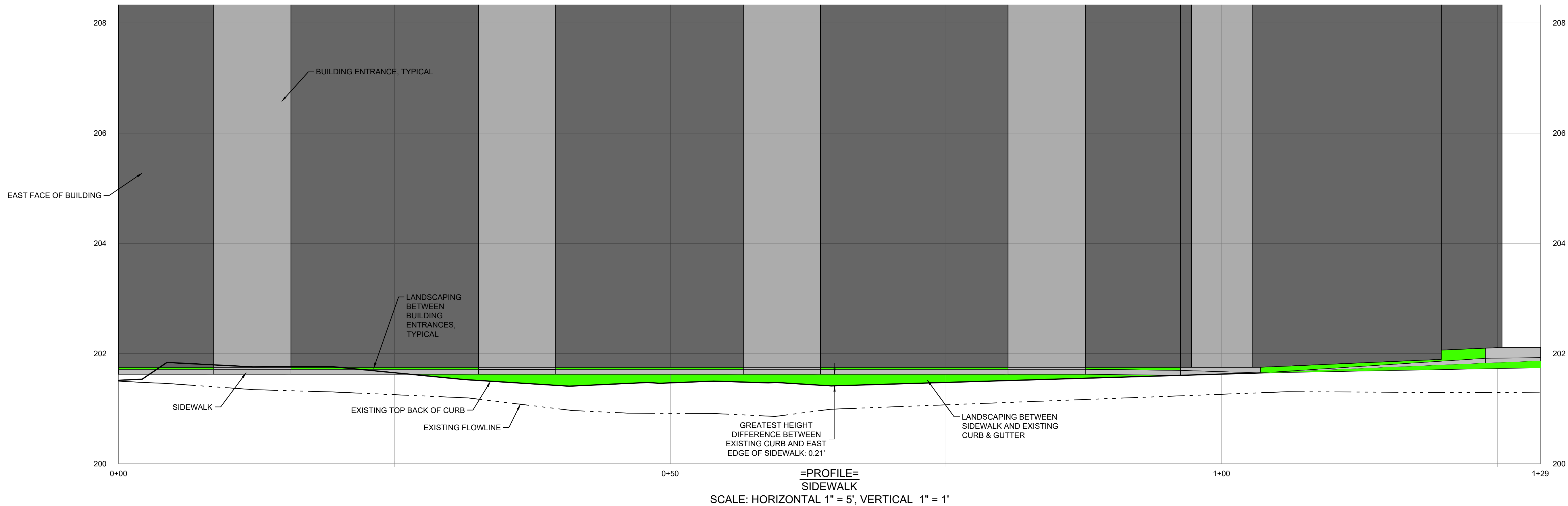
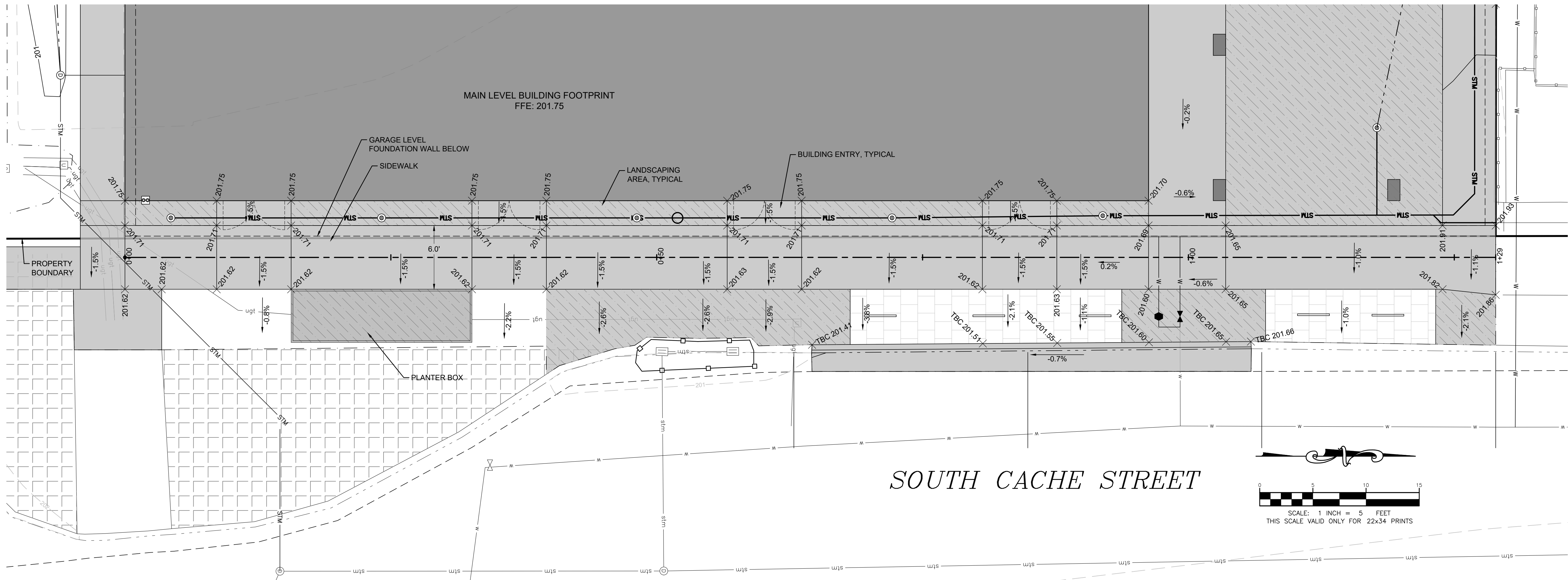
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DEV PLAN REVIEW
6665 SOUTH CACHE STREET
TETON COUNTY, WYOMING

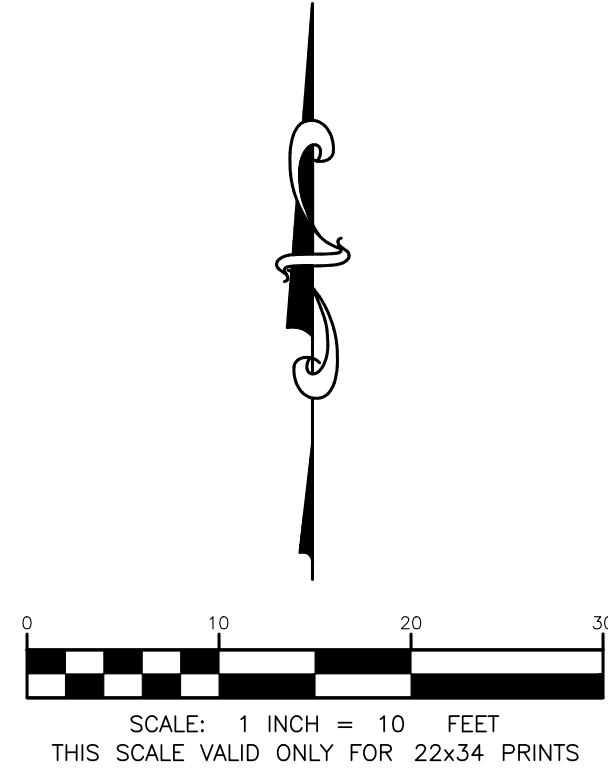
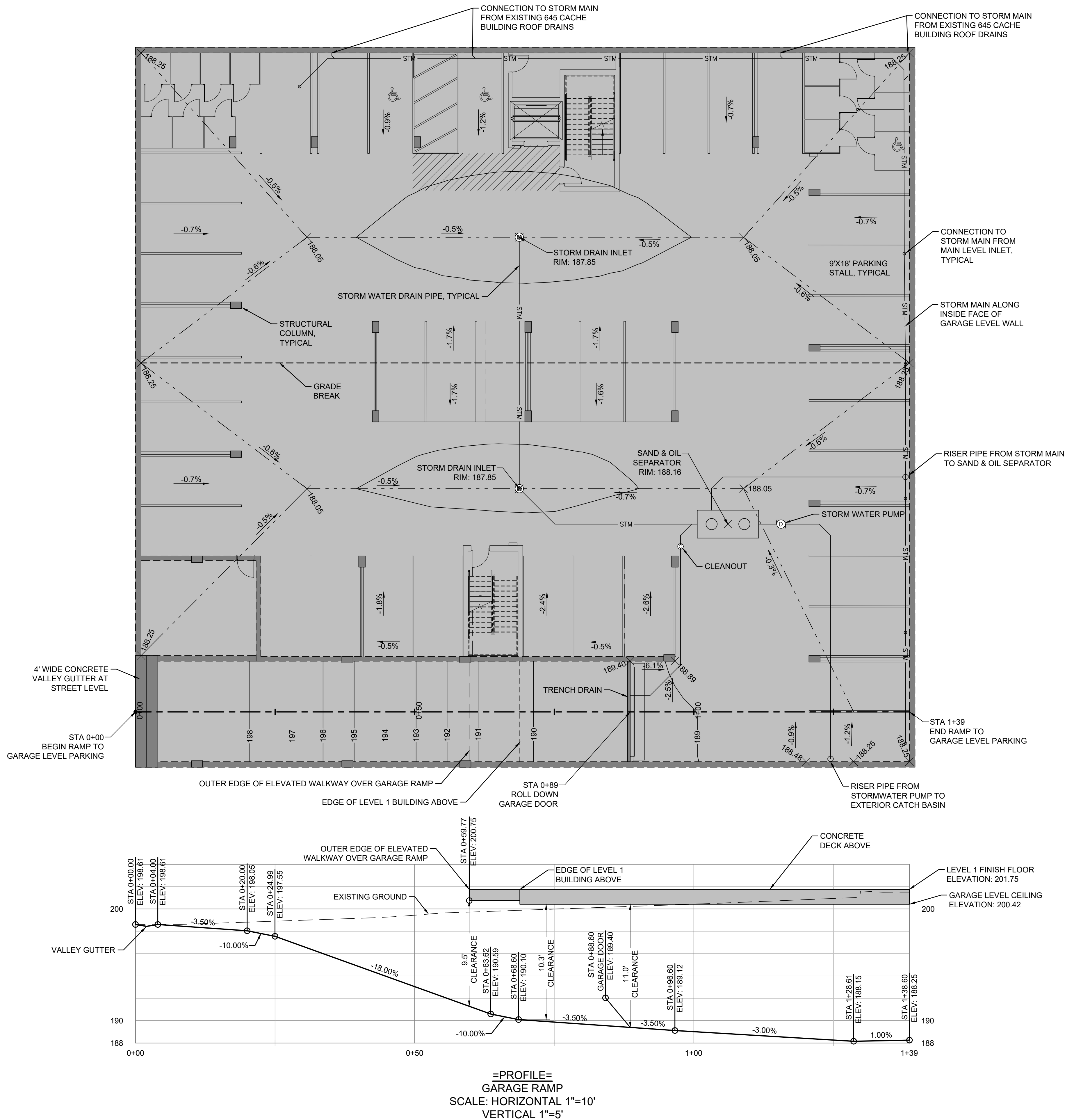
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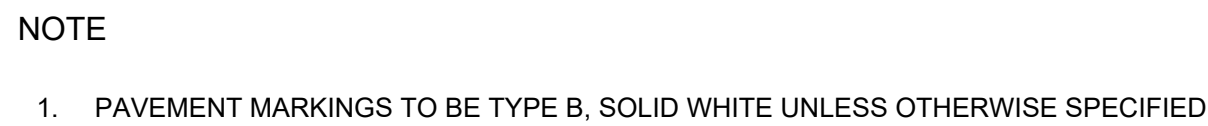
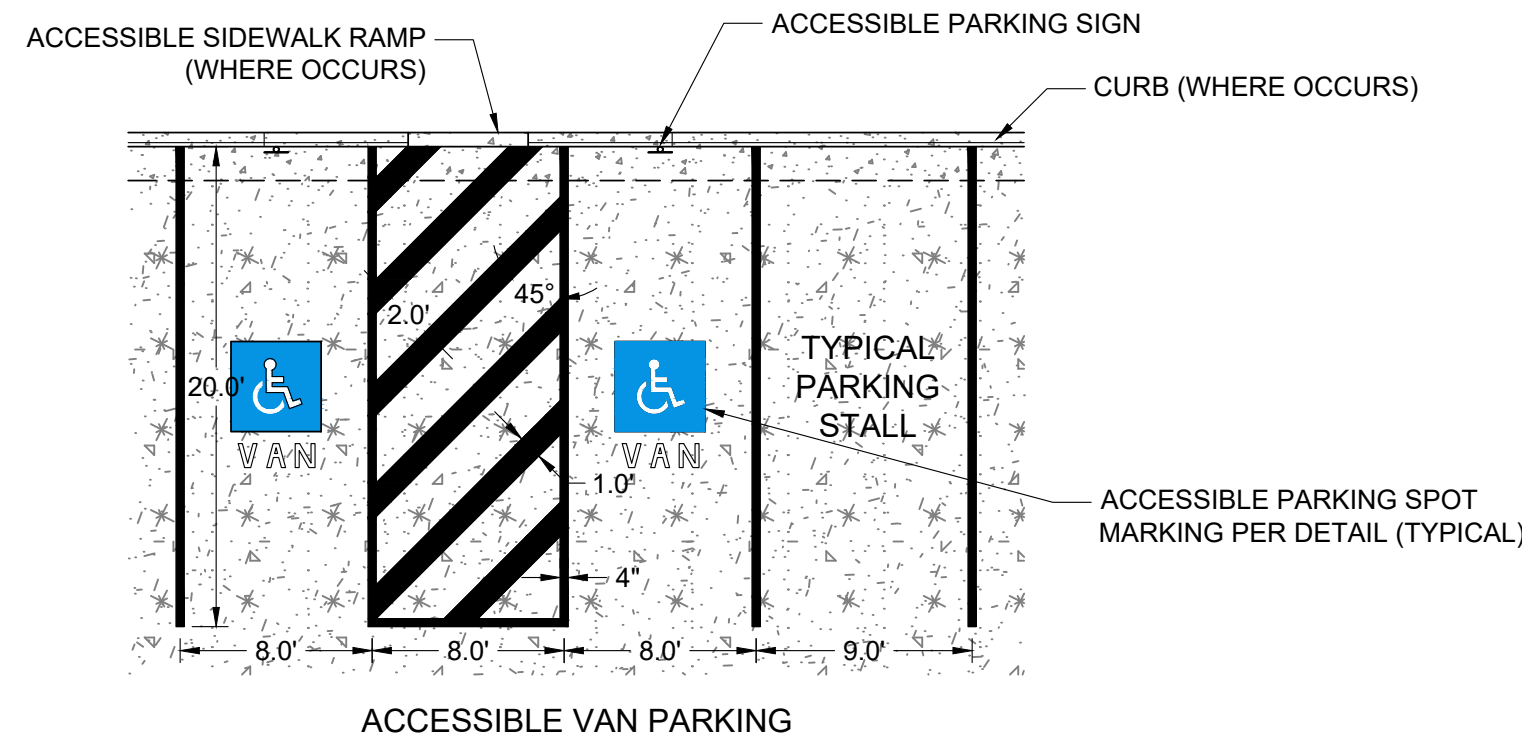
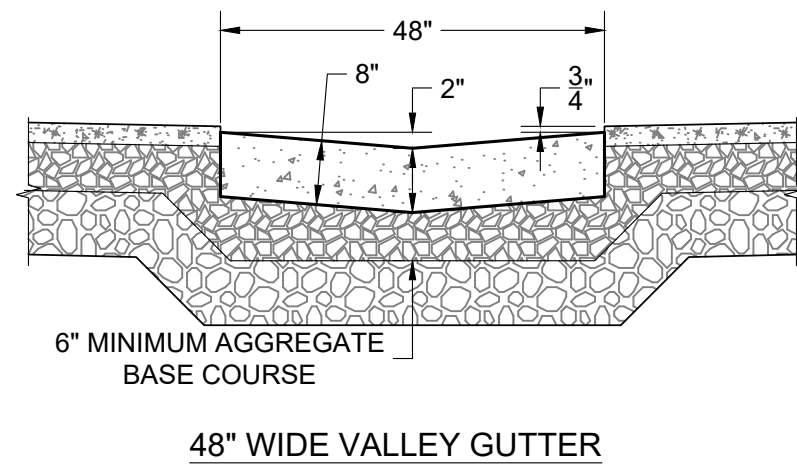
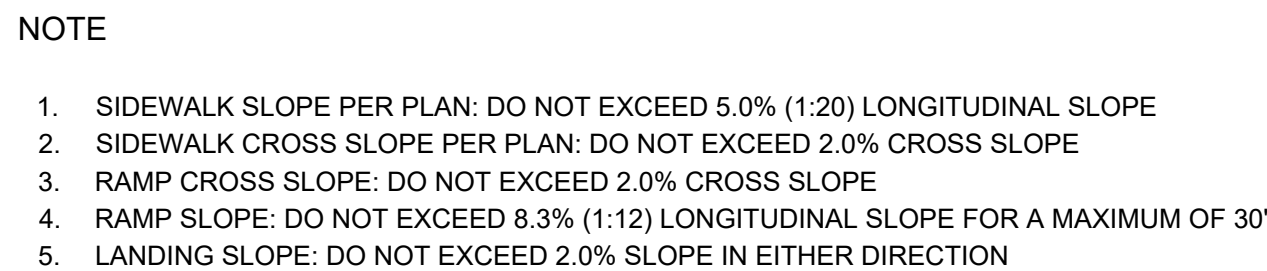
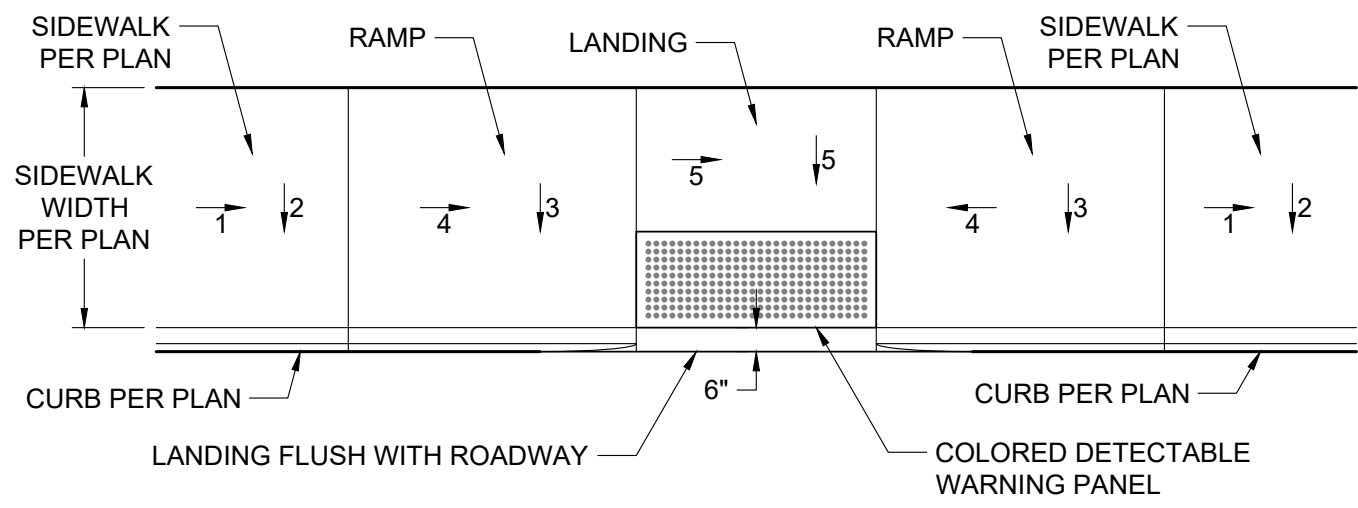
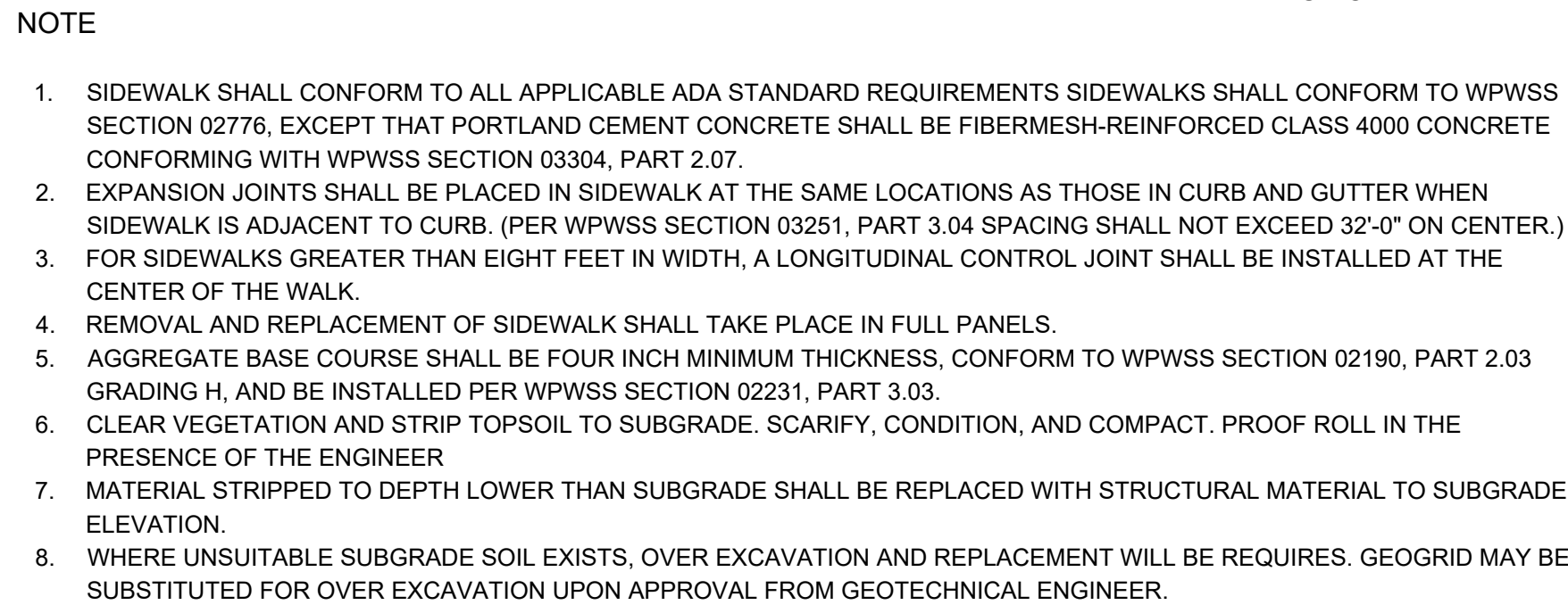
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PLAN VERSION	DATE
DEVELOPMENT PLAN	08/05/2026

PROJECT NUMBER
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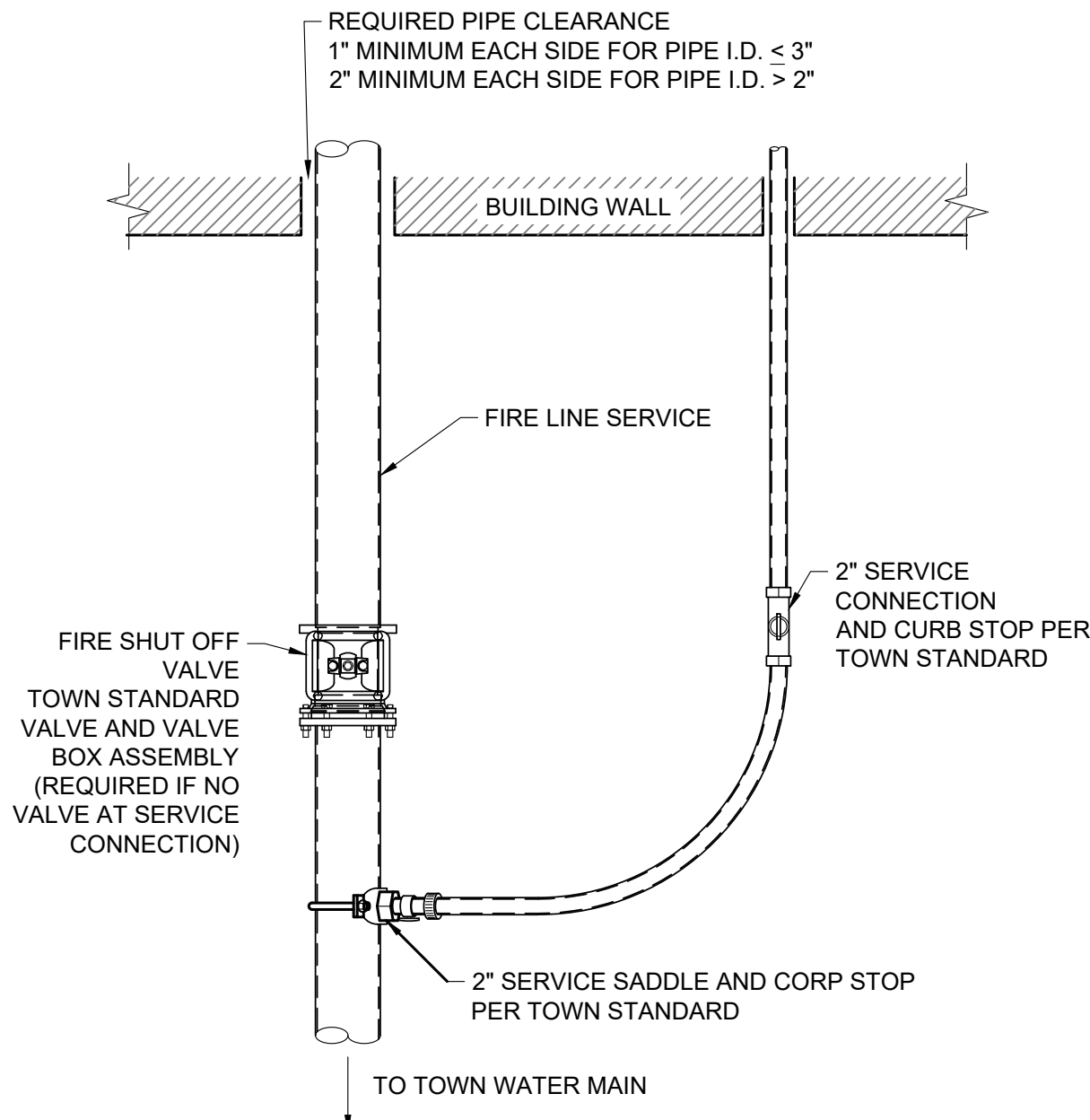
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C3.4





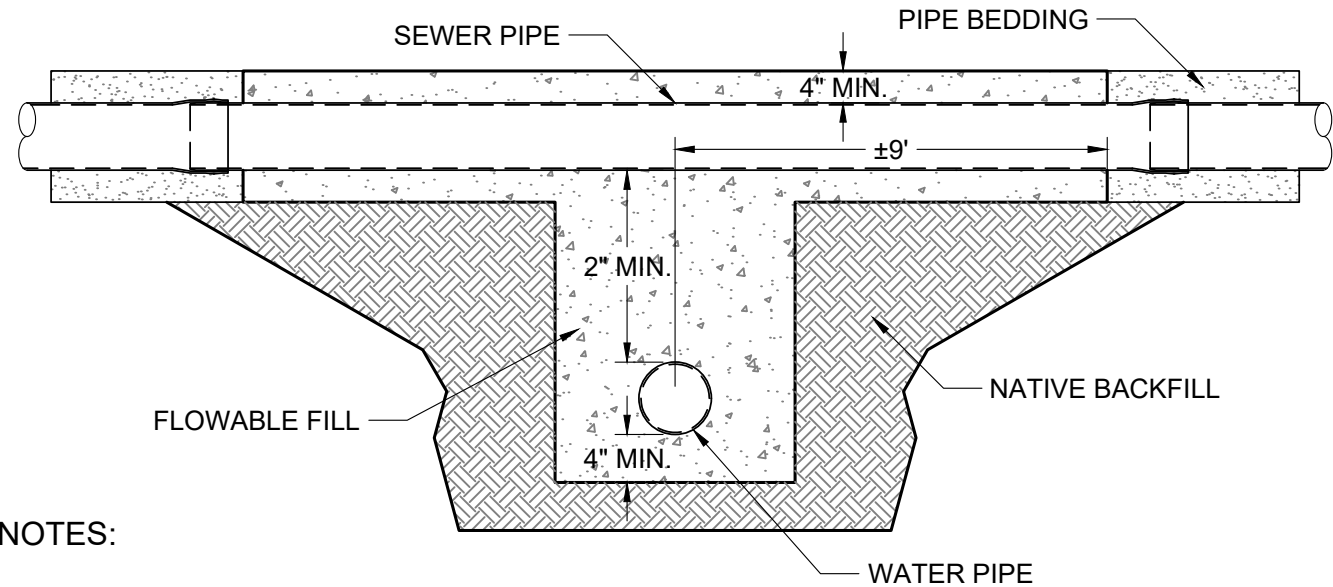


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Ver. 1.0.0
Revised by: through on Aug 10, 2024 - 3:10pm



- NOTE
- FIRE SERVICE LINE ENTRY INTO BUILDING OR STRUCTURE SHALL BE SUBJECT TO REGULATIONS OF AND REVIEW BY THE TOWN OF JACKSON BUILDING DEPARTMENT AND FIRE MARSHALL.

1
C4.1 FIRE LINE WITH 2" WATER SERVICE DETAIL
NOT TO SCALE TOJ W-110

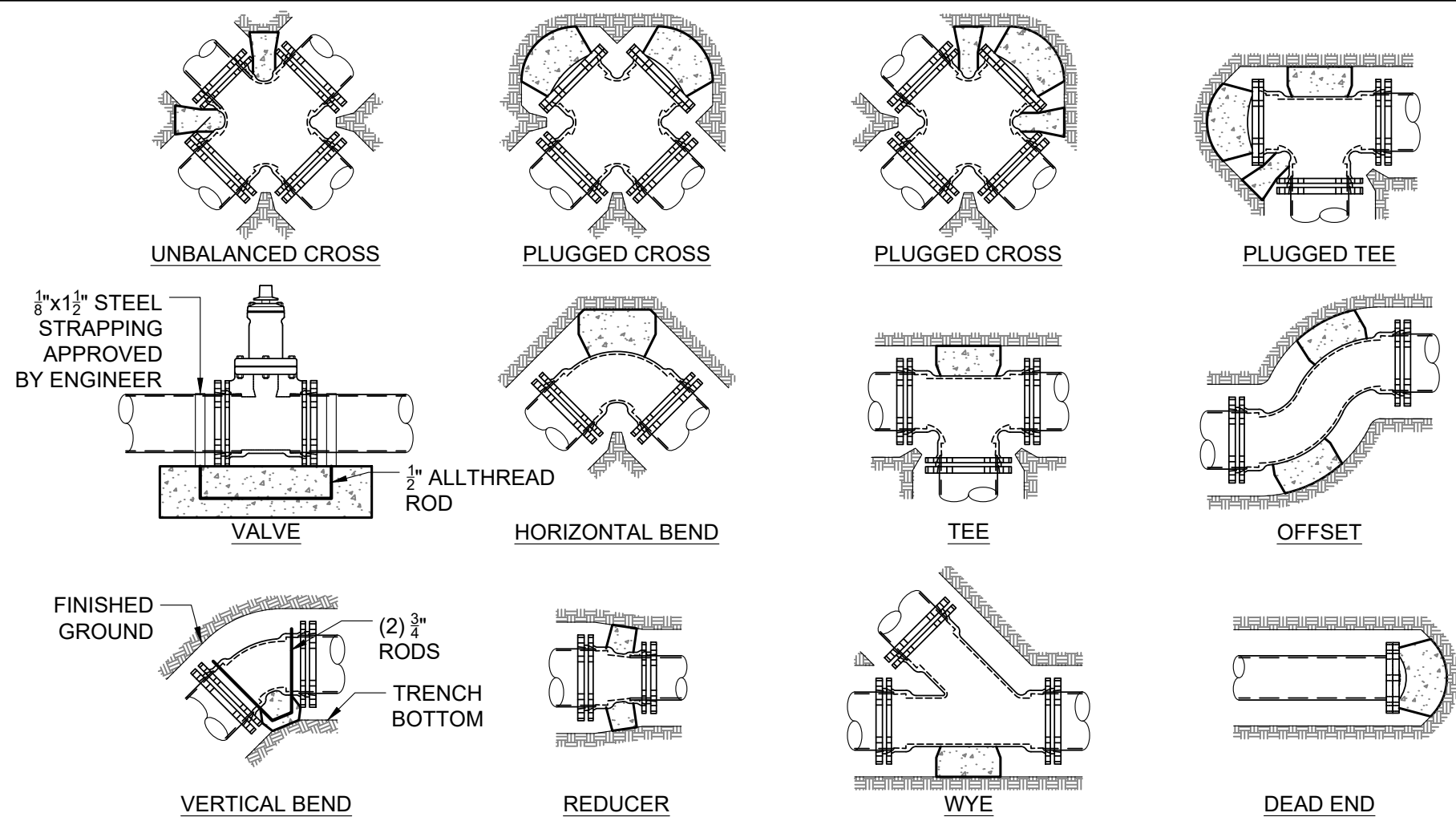


- NOTES:
- PARALLEL INSTALLATION:
NORMAL CONDITIONS: SEWER MAINS AND MANHOLES SHALL BE LAID AT LEAST 10' HORIZONTALLY FROM ANY WATER MAIN WHENEVER POSSIBLE.
- UNUSUAL CONDITIONS: WHEN LOCAL CONDITIONS PREVENT A HORIZONTAL SEPARATION OF 10 FEET, A SEWER MAIN MAY BE LAID CLOSER TO A WATER MAIN, PROVIDED THAT:
- THE TOP OF THE SEWER MAIN IS AT LEAST 18" BELOW THE BOTTOM OF THE WATER MAIN;
 - WHERE 18" VERTICAL SEPARATION AS NOTED CANNOT BE OBTAINED, THE SEWER MAIN SHALL BE:
 - CONSTRUCTED OF MATERIALS AND WITH JOINTS THAT ARE EQUIVALENT TO WATER MAIN STANDARDS OF CONSTRUCTION, AND TESTED TO ASSURE WATERTIGHTNESS BY SEWER LINE METHODS, OR;
 - PLACED IN A SEPARATE CASING PIPE, OR;
 - THE PIPE ENCASED IN CEMENT TREATED FILL (FLOW FILL).

CROSSING:
NORMAL CONDITIONS: SEWERS CROSSING WATER MAINS SHALL BE LAID BELOW THE WATER MAINS TO PROVIDE A VERTICAL SEPARATION OF AT LEAST 18" WHENEVER POSSIBLE. THE DISTANCE SHALL BE MEASURED BETWEEN THE BOTTOM OF THE WATER MAIN AND THE TOP OF THE SEWER.

- UNUSUAL CONDITIONS: WHEN LOCAL CONDITIONS PREVENT A VERTICAL SEPARATION OF AT LEAST 18" AS NOTED ABOVE, THE FOLLOWING CONSTRUCTION SHALL BE USED:
- THE SANITARY SEWER, STORM SEWER OR WATER MAIN SHALL BE PLACED IN A SEPARATE CASING PIPE EXTENDING A MINIMUM OF 9' EACH SIDE OF THE CROSSING; OR
 - THE SEWER LINE SHALL BE CONSTRUCTED OF MATERIALS AND WITH JOINTS THAT ARE EQUIVALENT TO WATER MAIN STANDARDS OF CONSTRUCTION AND TESTED TO ASSURE WATER TIGHTNESS BY SEWER LINE METHODS, AND SHALL EXTEND A MINIMUM OF 9' EACH SIDE OF THE CROSSING.
 - WATER MAINS PASSING UNDER A SEWER LINE SHALL, IN ADDITION TO THE ABOVE REQUIREMENTS, BE PROTECTED BY PROVIDING ADEQUATE STRUCTURAL SUPPORT FOR THE SEWER LINE. SOIL STRUCTURAL SUPPORT SHALL CONSIST OF CEMENT TREATED BACKFILL (FLOW FILL).

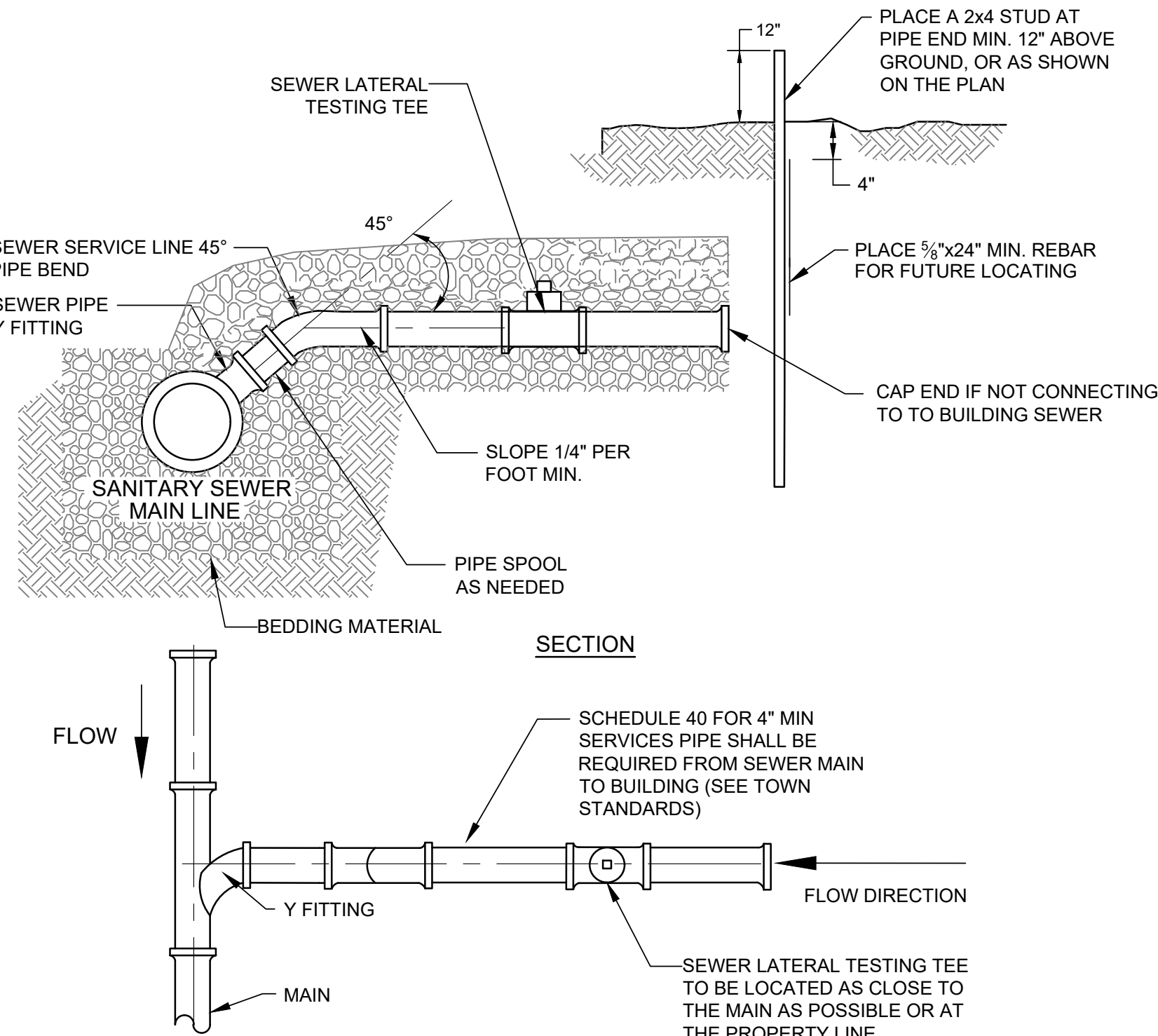
4
C4.1 WATER / SEWER CROSSING
NOT TO SCALE



MINIMUM DIMENSIONS FOR THRUST BLOCKING NOTES										
FITTING SIZE	TEES AND PLUGS		90° BENDS		45° BENDS AND WYES		REDUCERS AND 22 1/2° BENDS		11 1/2° BENDS	
	A	B	A	B	A	B	A	B	A	B
4"	1'-7"	1'-2"	1'-9"	1'-6"	1'-8"	0'-10"	1'-7"	0'-6"	0'-6"	0'-6"
6"	2'-0"	1'-11"	2'-5"	2'-2"	1'-10"	1'-7"	1'-9"	0'-10"	1'-0"	0'-6"
8"	2'-8"	2'-6"	3'-2"	3'-0"	2'-5"	2'-1"	1'-9"	1'-6"	1'-0"	1'-0"
10"	3'-4"	3'-3"	4'-0"	3'-10"	3'-0"	2'-9"	2'-2"	1'-11"	1'-6"	1'-0"
12"	4'-0"	3'-10"	4'-8"	4'-8"	3'-8"	3'-3"	2'-7"	2'-3"	2'-0"	1'-0"
14"	5'-5"	3'-10"	6'-6"	4'-11"	4'-9"	3'-5"	3'-5"	2'-5"	2'-0"	1'-6"
20"	5'-0"	5'-0"	6'-0"	6'-0"	5'-0"	4'-0"	3'-6"	3'-0"	3'-0"	2'-0"
24"	6'-0"	6'-0"	7'-0"	7'-0"	5'-0"	5'-0"	4'-6"	3'-0"	3'-0"	3'-0"
30"	7'-6"	7'-6"	8'-0"	8'-0"	6'-3"	6'-3"	4'-9"	4'-6"	3'-3"	3'-3"

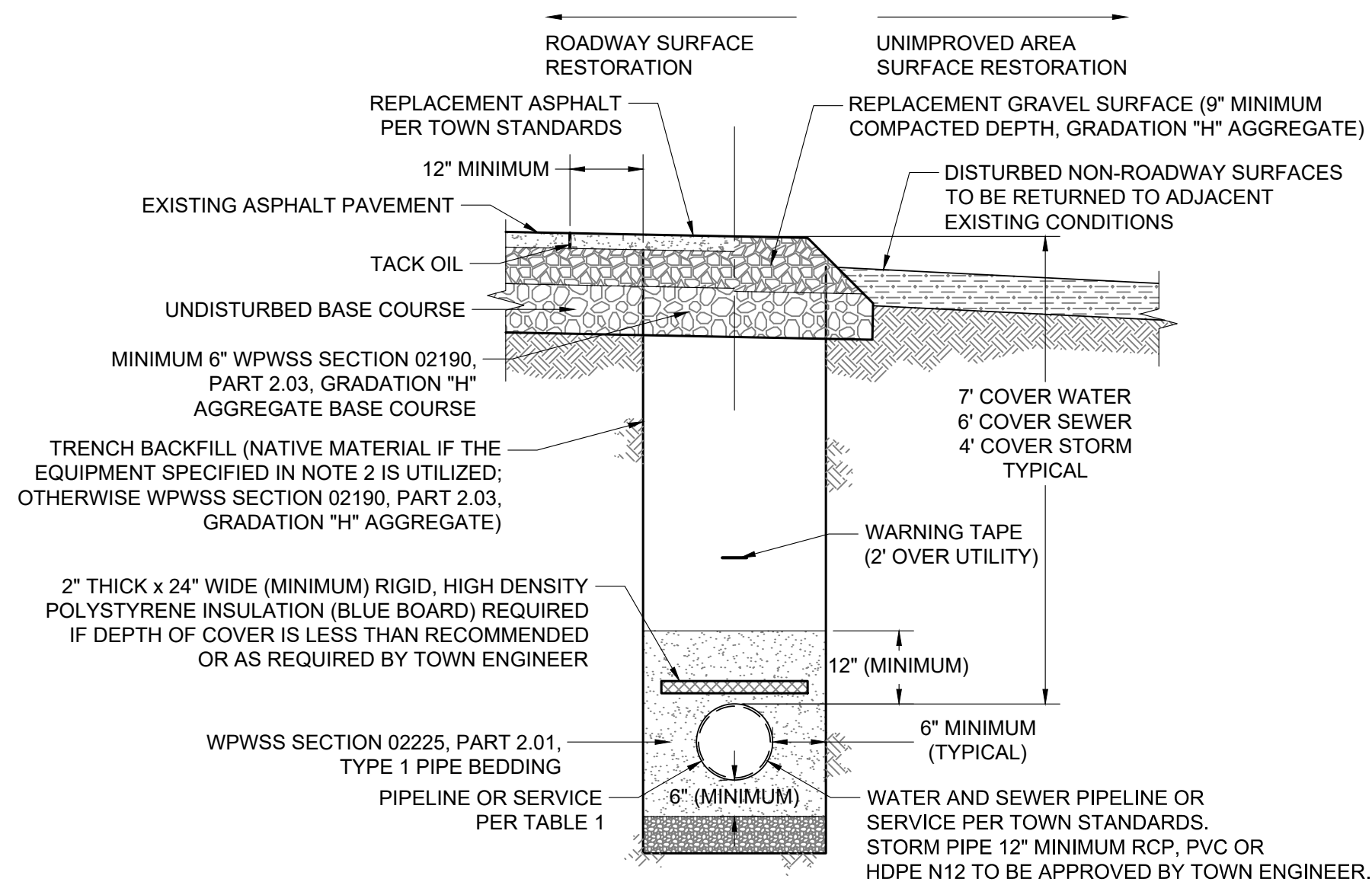
- NOTE
- SIZE BLOCKS SHALL BE A MINIMUM OF 6" THICK
 - ALL BLOCKING SHALL BEAR AGAINST UNDISTRIBUTED MATERIAL
 - DESIGN IS BASED ON 150 PSI MAIN PRESSURE AND 2000 PSF SOIL BEARING CAPACITY.
 - 4 MIL POLYETHELENE PLASTIC BOND BREAKER SHALL BE PROVIDED BETWEEN THRUST BLOCK AND WATER PIPE

2
C4.1 THRUST BLOCK DETAIL
NOT TO SCALE TOJ W-111



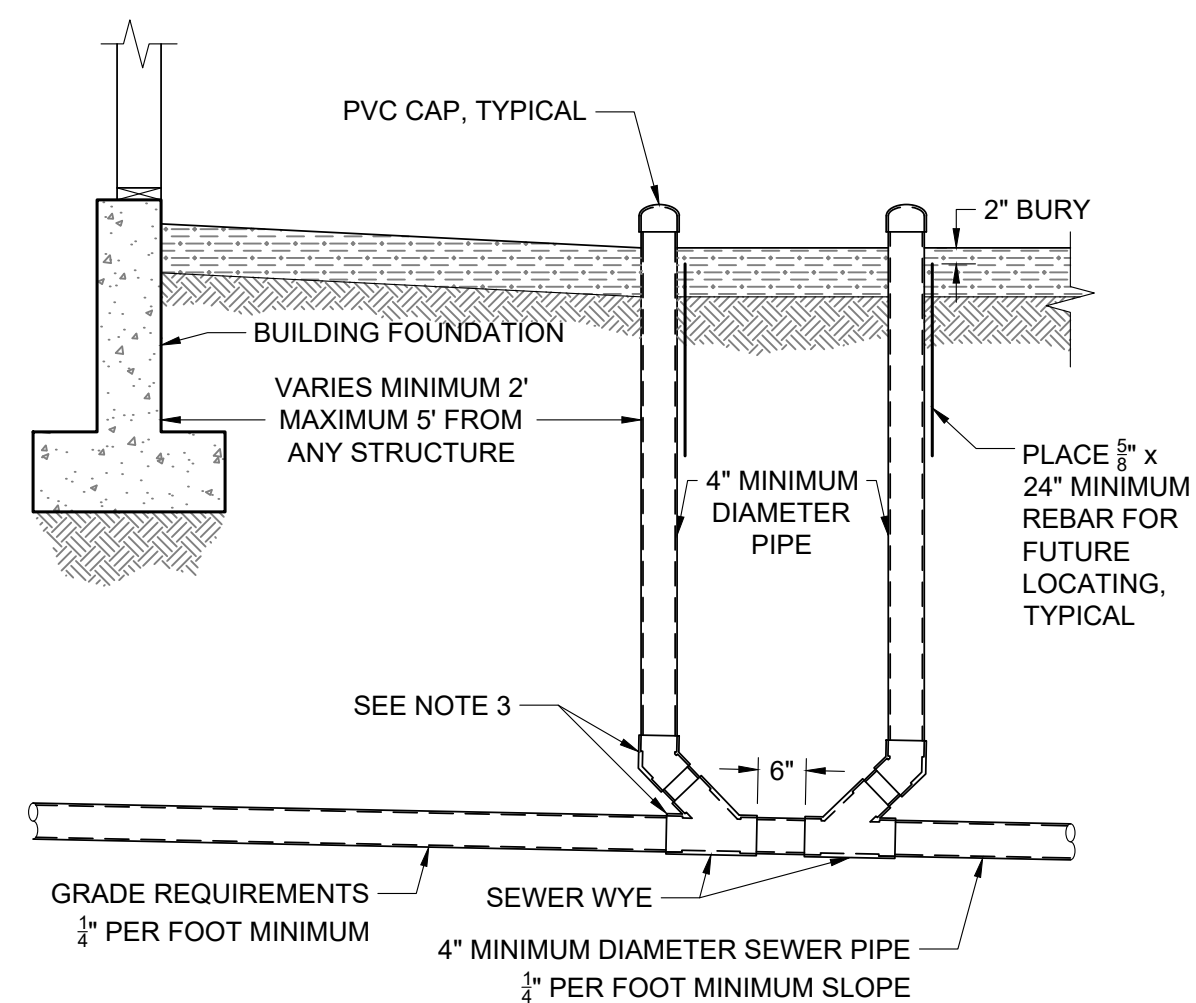
- NOTES:
- NEW SERVICE CONNECTIONS TO EXISTING SANITARY SEWER MAINS SHALL BE COMPLETED BY TOWN OF JACKSON. THE PRIVATE PARTY BEING SERVED BY THE NEW CONNECTION SHALL BE RESPONSIBLE FOR CARRYING OUT BACKFILL OPERATIONS.
 - BACKFILL OPERATIONS AT NEW SERVICES CONNECTED TO EXISTING SANITARY SEWER MAINS SHALL BE COMPACTED PER TOWN STANDARDS.
 - CLEANOUT TO BE PROVIDED ADJACENT TO BUILDING EVERY 100' OR SERVICE LINE AND AT ALL BENDS.

5
C4.1 SANITARY SEWER SERVICE
NOT TO SCALE TOJ SS-111



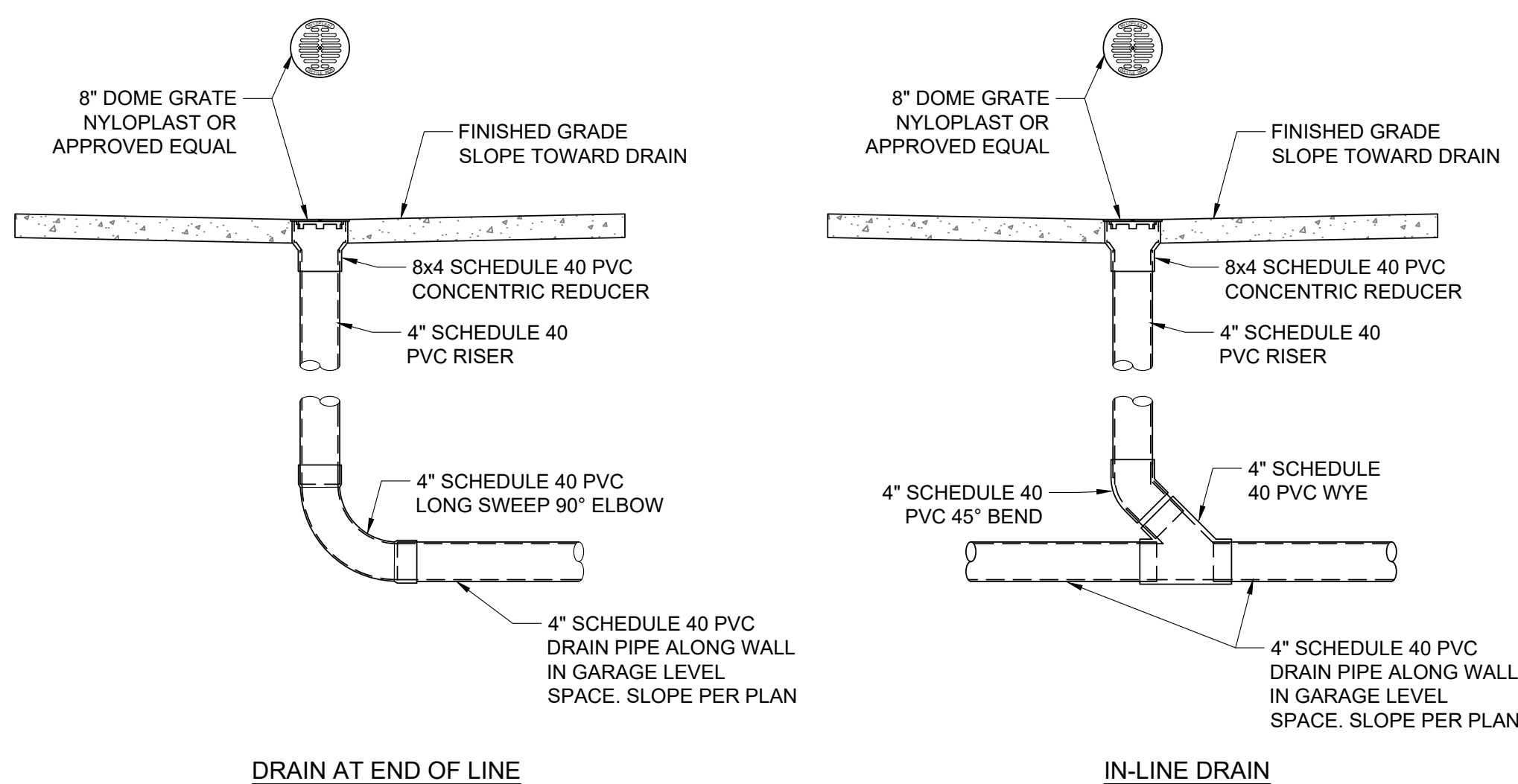
- NOTE
- TRENCH BACKFILL BELOW THE SURFACE SHALL MEET THE FOLLOWING CRITERIA:
 - 95% MODIFIED PROCTOR DENSITY WITHIN STREET AND ALLEY RIGHTS-OF-WAY.
 - 90% MODIFIED PROCTOR DENSITY OUTSIDE STREET AND ALLEY RIGHTS-OF-WAY.
 - COMPACTION OF NATIVE TRENCH BACKFILL, WITH ALL ROCK LARGER THAN 6" REMOVED, SHALL BE CARRIED OUT IN 2' LIFTS WITH A HOE-PACK OR A VIBRATORY SHEEPS FOOT ROLLER (COMPACTION METHOD AND EQUIPMENT SHALL BE REVIEWED AND APPROVED BY TOWN ENGINEER PRIOR TO BACKFILLING).
 - PIPE BEDDING SHALL BE PLACED IN 6" LIFTS AND THOROUGHLY COMPACTED WITH A JUMPING JACK TO PROVIDE UNIFORM PIPE SUPPORT.
 - UNLESS OTHERWISE DIRECTED, ALL BASE COURSE AND GRAVEL SURFACE REPLACEMENT SHALL BE INSTALLED PER WPWSS SECTION 02231, PART 3.03.
 - ALL TRENCH EXCAVATION SHALL CONFORM TO WYOMING OCCUPATIONAL HEALTH AND SAFETY ADMINISTRATION (WYOSHA) REGULATIONS.
 - PROVIDE INSULATION WHERE COVER OVER WATER LINES AND FORCE MAINS ARE LESS THAN 7 FEET AND WHERE SANITARY SEWER AND STORM LINES ARE LESS THAN 5 FEET.

3
C4.1 PIPE TRENCH DETAIL
NOT TO SCALE TOJ W-100, SS-100, STM-100



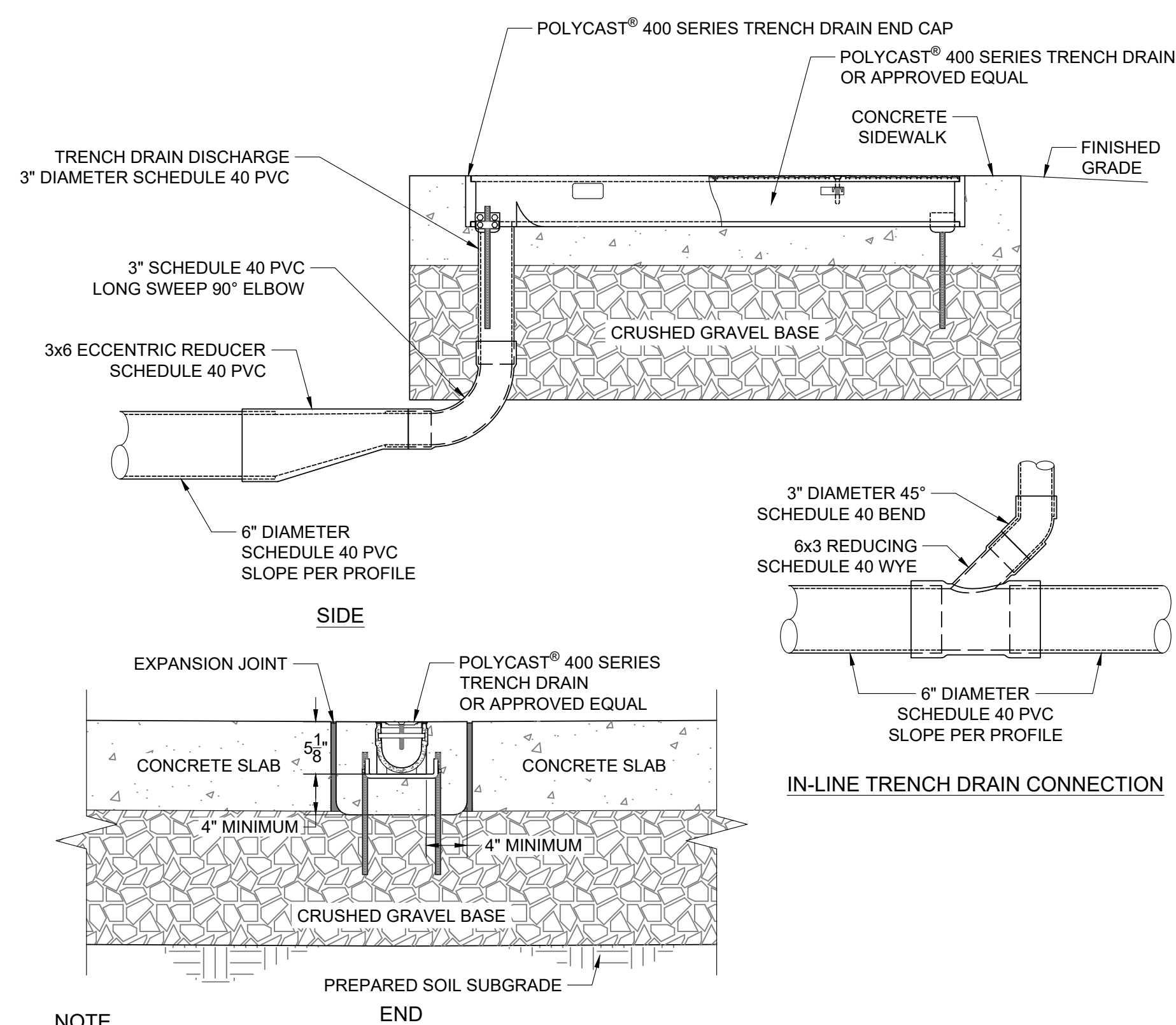
- NOTE
- PRIOR TO BACKFILLING THE TOWN PUBLIC WORKS DEPARTMENT MUST INSPECT ALL PIPE, FITTINGS, COUPLINGS, GRADE AND COMPLETE LEAK TESTING.
 - INSTALL AND COMPACT ALL BACKFILL MATERIAL PER TOWN PUBLIC WORKS DEPARTMENT STANDARD SPECIFICATIONS AND AS SHOWN WITHIN THE TRENCH DETAIL.
 - ALL PVC FITTINGS SHALL MEET ASTM D3034 SPECIFICATIONS, AND SHALL ALSO MEET ASTM D312 SPECIFICATIONS FOR RUBBER GASKETED BELL AND SPIGOT TYPE WITH INTEGRAL BELL.

6
C4.1 BUILDING CLEANOUT DETAIL
NOT TO SCALE TOJ SS-114



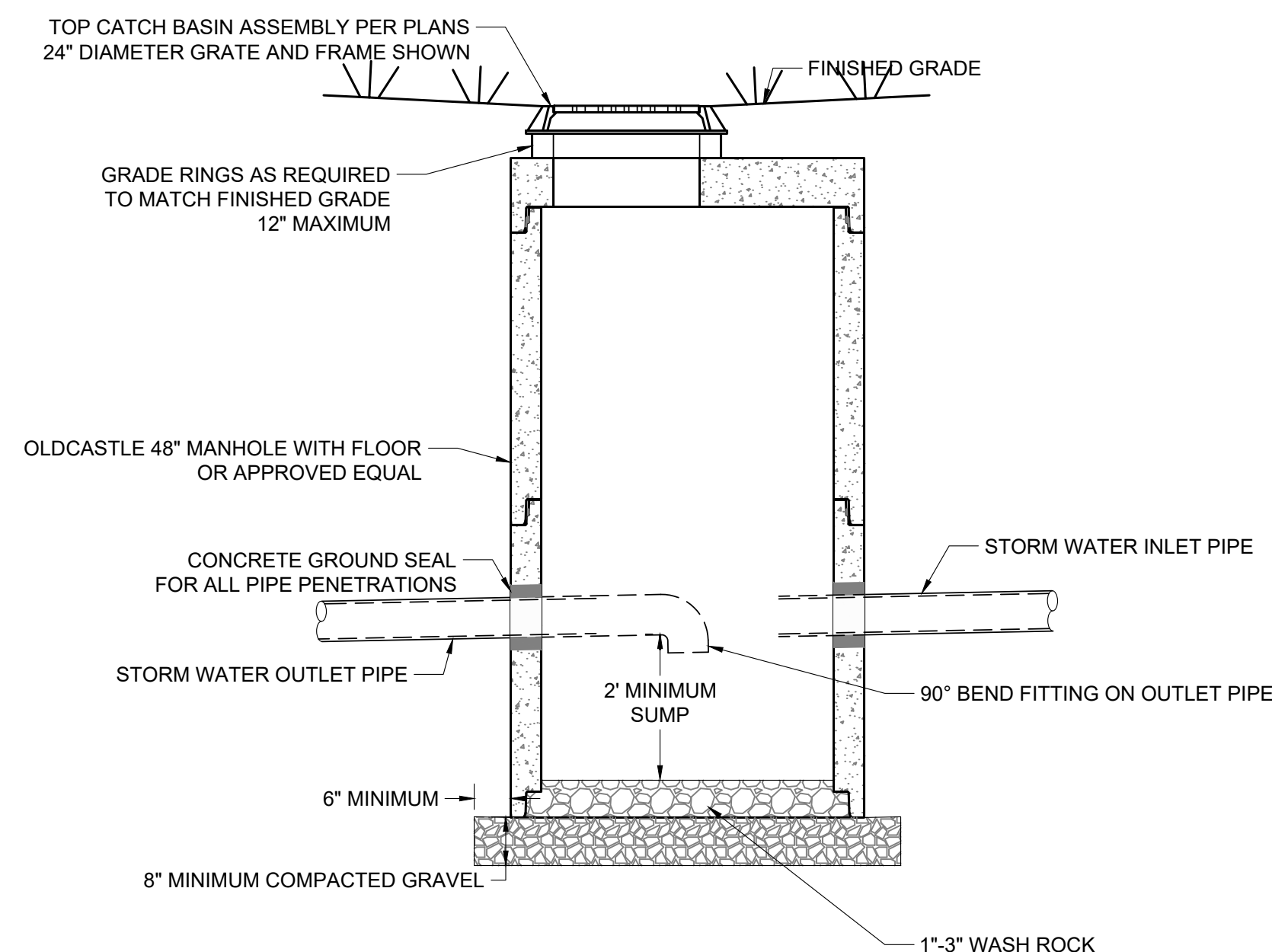
1
C4.2

8" AREA DRAIN DETAIL
NOT TO SCALE



1. ADJACENT CONCRETE AND EXPANSION JOINTS ACCORDING TO TYPICAL CONCRETE SIDEWALK DETAIL.
2. REFER TO POLYCAST® INSTALLATION GUIDE FOR COMPLETE DETAILS.
3. EXPANSION JOINT SHOULD BE USED TO PROTECT THE CHANNEL AND CONCRETE ENCASEMENT

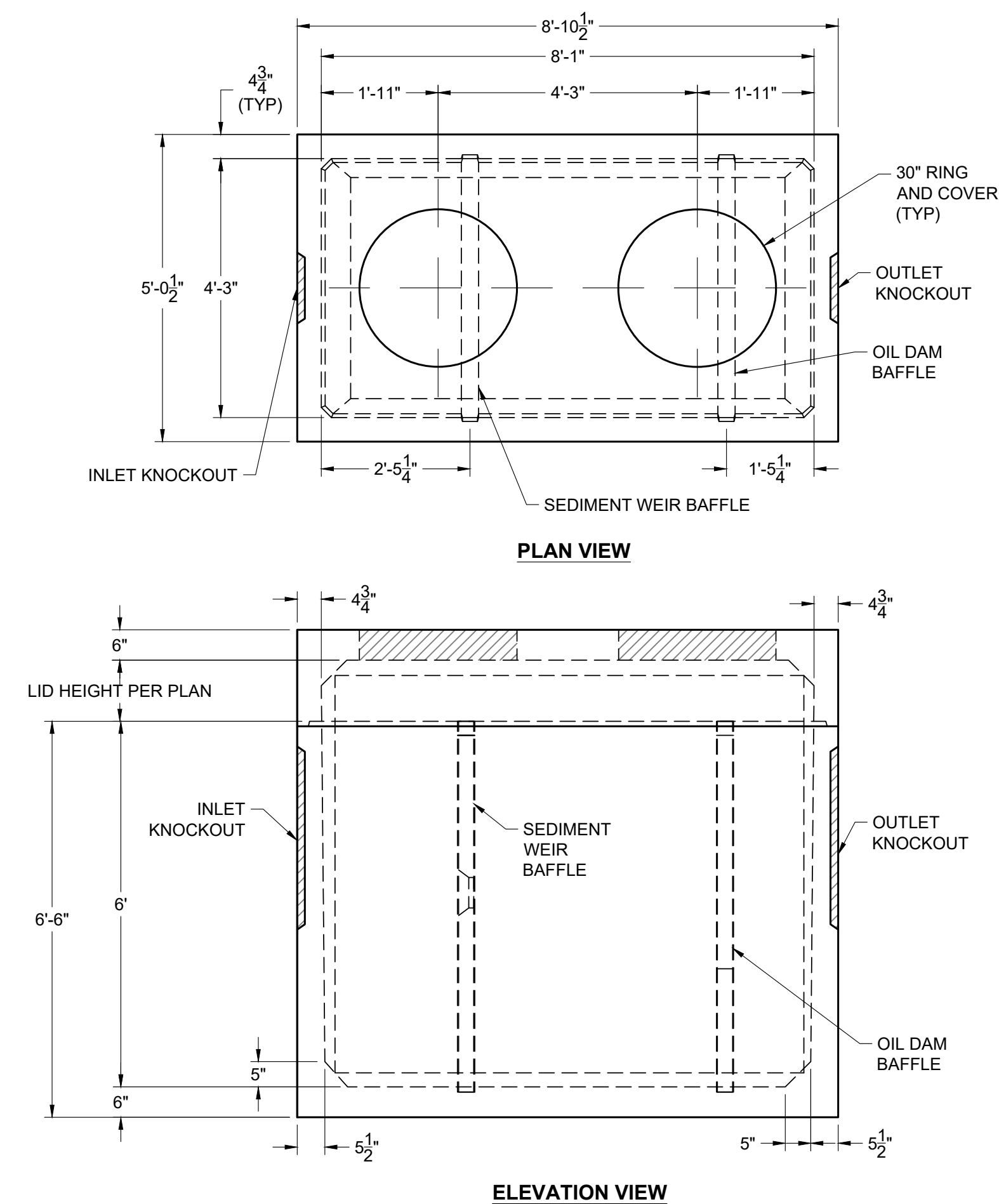
2 TRENCH DRAIN DETAIL
C4.2 NOT TO SCALE



NOTE

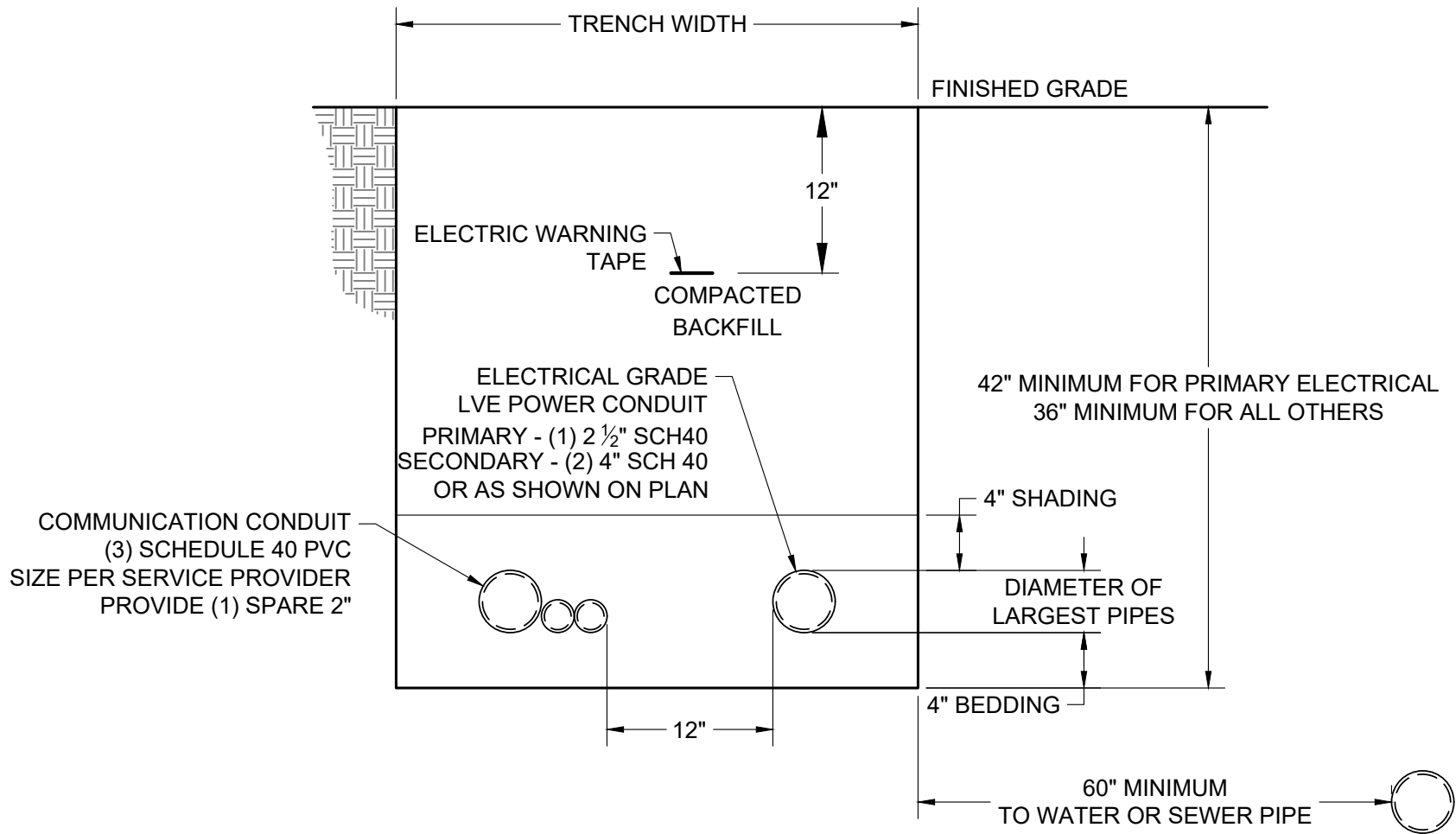
1. GRAVEL SHALL BE 8" MINIMUM THICKNESS, CONFORM TO WPWSS SECTION 02190, PART2.03, GRADING H. AND BE INSTALLED PER WPWSS SECTION 02231, PART 3.03
2. ALL DIMENSIONS TO BE APPROVED BY THE ENGINEER.
3. MANHOLE COVER SHALL BE DESIGNED FOR H20S LOADING.
4. SEE DETAIL FOR CAST IRON FRAME AND COVER OR GRATE.
5. SEE ADJUSTMENT AND COLLAR DETAIL.
6. SEE DETAIL FOR CURB INLET.

3 48" PRECAST CATCH BASIN DETAIL
C4.2 NOT TO SCALE



4 SAND/OIL WATER SEPARATOR DETAIL

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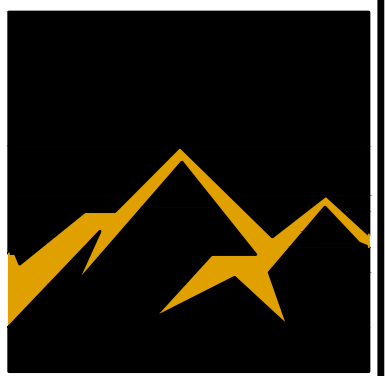


GENERAL NOTES:

1. WHEN ELECTRICAL CONDUCTORS CROSS OVER OR UNDER WATER AND/OR SEWER PIPES THERE SHALL BE A MINIMUM OF 12" VERTICAL SEPARATION. IN ADDITION, THE ELECTRICAL CONDUCTORS SHALL BE PROTECTED WITH NOT LESS THAN 48" OF SUITABLE PVC OR RIGID STEEL CONDUIT WITH NO LESS THAN 24" ON EITHER SIDE OF THE CROSSING.
2. CUSTOMER INSTALLED CONDUIT MUST BE INSPECTED PRIOR TO BACKFILLING. IF NOT INSPECTED, TRENCH MAY BE REJECTED.
3. ALL TRENCHES ARE TO BE INSPECTED PRIOR TO BACKFILLING.
4. 18" SEPARATION MUST BE OBTAINED BETWEEN HDPE GAS PIPE AND POWER CABLE OR TRENCH WILL BE REJECTED.
5. BEDDING AS SHADING MATERIAL MUST BE SMOOTH, FREE OF ROCKS, AND MUST BE ABLE TO SIFT THROUGH A 1/4" SCREEN (SAND RECOMMENDED).
6. SEAL SPARE CONDUIT WITH PUSH ON CAP AND MARK. WITH 2X4 POST FROM END OF THE CONDUIT TO 3FT ABOVE GROUND. BURY 24" #5 REBAR 3" BELOW FINISHED GRADE TO MARK WOOD POST.

6
C703

TYPICAL UTILITY TRENCH DETAIL
NOT TO SCALE

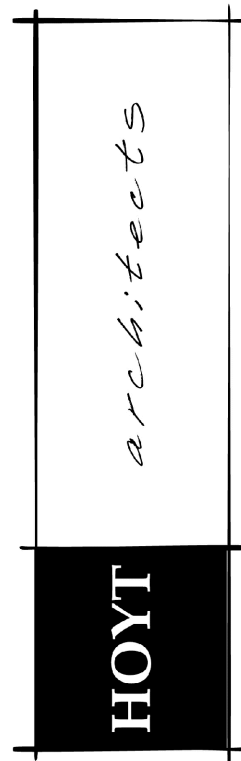


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www.jorgeng.com

PROJECT TITLE:
NEWJACK, LLC
DEV PLAN REVIEW
665 SOUTH CACHE STREET
TETON COUNTY, WYOMING

MISCELLANEOUS DETAILS

DRAFTED BY:	KB
REVIEWED BY:	TK
PLAN VERSION	DATE
DEVELOPMENT PLAN	08/05/2026
PROJECT NUMBER	
22155	
SHEET	
C4.3	



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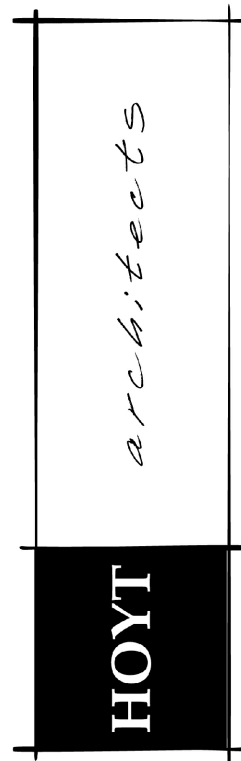
Date 08.04.2026
 Drawn by MHA/AA
 Checked by HNF
 REVISIONS

[illegible]

EXISTING CONDITIONS

LO.1

6/1/2023 11:27:04 AM



Jackson Wyoming
307.733.9955

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DEVELOPMENT PLAN SET

Date 08.04.2026
Drawn by MHA/AA
Checked by HNF
REVISIONS

No.	Description	Date
1	Revision Set	08.05.26

CONTEXT
PLAN

L0.2



No.	Description	Date
1	Revision Set	08.05.26

<u>SYMBOL</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>	<u>CONTAINER</u>	<u>QTY</u>	<u>REMARKS</u>
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SHRUB:

PERENNIALS AND GRASSES

<u>SYMBOL</u>	<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>	<u>SIZE</u>	<u>CONTAINER</u>	<u>SPACING</u>	<u>QTY</u>	<u>REMARKS</u>
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GROUND COVERS

	Drought Resistant Turf or Meadow Sod	sod		647 sf	Exact sod type TBD
	Native Meadow Sod	sod		1,816 sf	
	Vinca minor	Common Periwinkle	flat	12" o.c.	476

PLANT UNIT CALCULATIONS AND BOND REQUIREMENT

REQUIRED PLANT UNITS FOR 645/655/665 (COMBINED) 1 / 1,000 SF of required Landscape Area =
3 PLANT UNITS

(3) PROPOSED PLANT UNITS

(3) 3" Caliper Trees
(18) 6' Shrubs or Multi-Stem Trees
(12) #5 Container Shrubs

*ADDITIONAL PLANTS HAVE BEEN PROVIDED ON ROOFTOP
AND ARE NOT INCLUDED IN PLANT UNIT CALCULATIONS

All landscaping will comply with Div. 5.5 of Town of Jackson LDRs. The landscape material shown meets the (3) Plant Unit requirement. A bond for the (3) Plant Unit requirement and irrigation will be provided before the Building Permit is issued. The bond amount will be as follows:

(3) Plant Unit Required

Average Value of (1) Plant Unit = \$2,600.00
 Approximate Cost to Irrigate (1) Plant Unit = \$2,300.00
 Total Cost of Plant Unit & Irrigation = \$4,900.00

Total Cost of (3) Plant Unit & Irrigation x 125% for Bond Amount = \$18,375

All plant material shall be irrigated by a pressurized subsurface irrigation system with automatic controller - See Planting & Irrigation Notes

BIKE PARKING CALCULATIONS

REQUIRED BIKE PARKING	8 Short Term Spaces (6 Regular and 2 Alternative Sized) 20 Long Term Spaces (15 Regular and 5 Alternative Sized)
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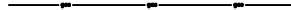
PROPOSED BIKE PARKING

3 Short Term Bike Racks (6 Spaces)
1 Short Term Alternative Bike Rack (2 Spaces)
6 Long Term Alternative Bike Spaces
15 Long Term Bike Spaces (See Arch.)

SECURE ENCLOSURE FOR LONG TERM BIKE STORAGE. FENCE TO MATCH TRASH ENCLOSURE. PROVIDE 6'-6" HIGH STEEL FRAMED FENCE CLAD WITH WOOD SIDING TO MATCH BUILDING FINISHES. SEE ARCHITECTURAL DRAWINGS. COORDINATE LOCK SYSTEM WITH ARCHITECT AND LA.

DERO E -DECKER BIKE STORAGE WITH (6) LONG
TERM ALTERNATIVE BIKE PARKING SPACES

LEGEND

	PROPERTY BOUNDARY
	PARCEL LOTS
	EASEMENT
	DRIVEWAY
	ROADWAY
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	EXISTING TREE
UTILITIES:	
	GAS LINE
	UNDERGROUND POWER LINE
	OVERHEAD POWER LINE
	SEWER LINE
	UNDERGROUND TELEPHONE LINE
	WATER LINE
	STORM DRAIN LINE
	COMBINED CABLE UTILITY TRENCH

UTILITES:

	GAS LINE
	UNDERGROUND POWER LINE
	OVERHEAD POWER LINE
	SEWER LINE
	UNDERGROUND TELEPHONE LINE
	WATER LINE
	STORM DRAIN LINE
	COMBINED CABLE UTILITY TRENCH

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DEVELOPMENT PLAN SET

Date 08.04.2026
Drawn by MHA/AA
Checked by HNF
REVISIONS

[illegible]

PLANTING PLAN

L0.4

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ZONING	CR-1
GROSS SITE AREA OF CAMPUS (645/655/665)	27,007.20 SF / 0.62 ACRES

LSR	
10% OF SITE REQUIRED	
ACCESS EASEMENT AREA (FUTURE SIDEWALK EASEMENT FOR ENCROACHING SIDEWALK)	111.95 SF
BASE SITE AREA	26,895.25 SF
STANDARD LANDSCAPE AREA	2,495 SF
20% NON-STANDARD PUBLIC AMENITY LANDSCAPE AREA (LAWN AND PLANTERS UNDER ROOF)	540.00 SF

PROPERTY LINE

ALLEY

SOUTH CACHE STREET

PUBLIC AMENITY LANDSCAPE AREA

ACCESS EASEMENT AREA - FUTURE SIDEWALK EASEMENT FOR ENCRANCHING SIDEWALK. TYP.

UTILITIES:

0 8 16 32

SCALE: 1" = 16'

NORTH

	PROPERTY BOUNDARY
	PARCEL LOTS
	EASEMENT
	DRIVEWAY
	ROADWAY
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	EXISTING TREE
	LANDSCAPE SURFACE RATIO AREA
	FUTURE SIDEWALK EASEMENT FOR ENCRoACHING SIDEWALK

UTILITIES:	
	GAS LINE
	UNDERGROUND POWER LINE
	OVERHEAD POWER LINE
	SEWER LINE
	UNDERGROUND TELEPHONE LINE
	WATER LINE
	STORM DRAIN LINE
	COMBINED CABLE UTILITY TRENCH

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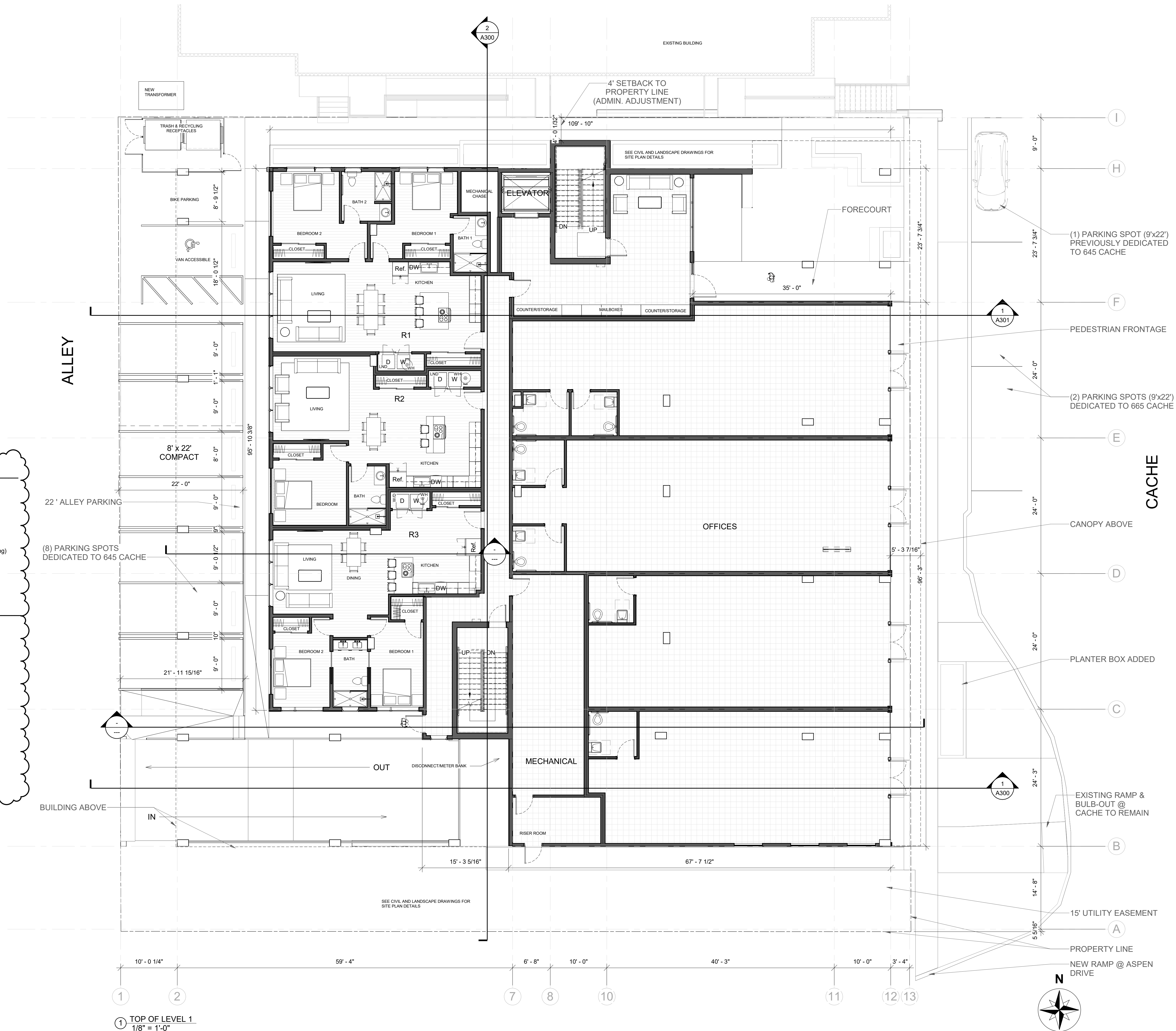
DEVELOPMENT PLAN SET

Date 08.04.2026
 Drawn by MHA/AA
 Checked by HNF
 REVISIONS

[illegible]LSR
DIAGRAM

L0.5

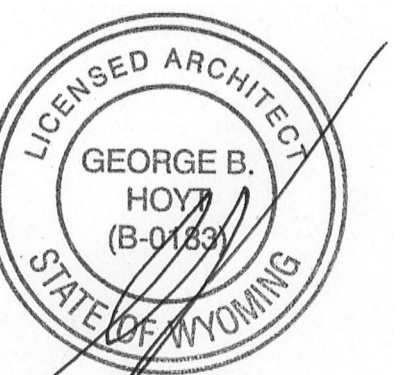
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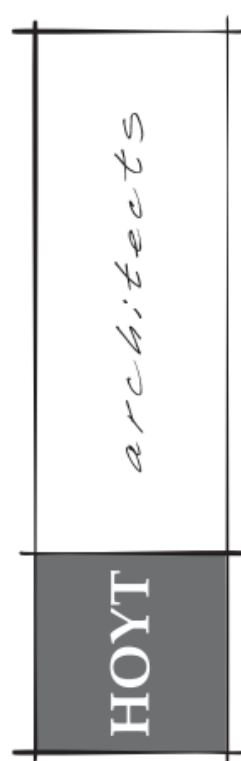
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DEVELOPMENT PLAN SET

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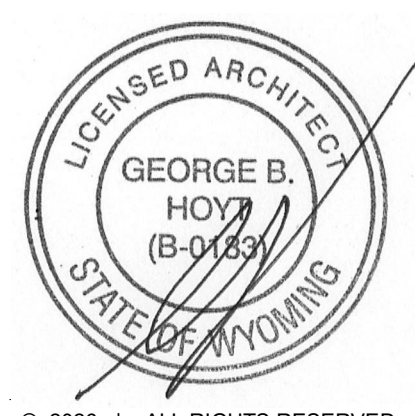
FIRST FLOOR PLAN



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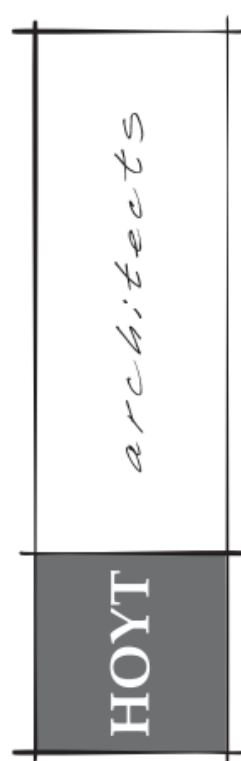
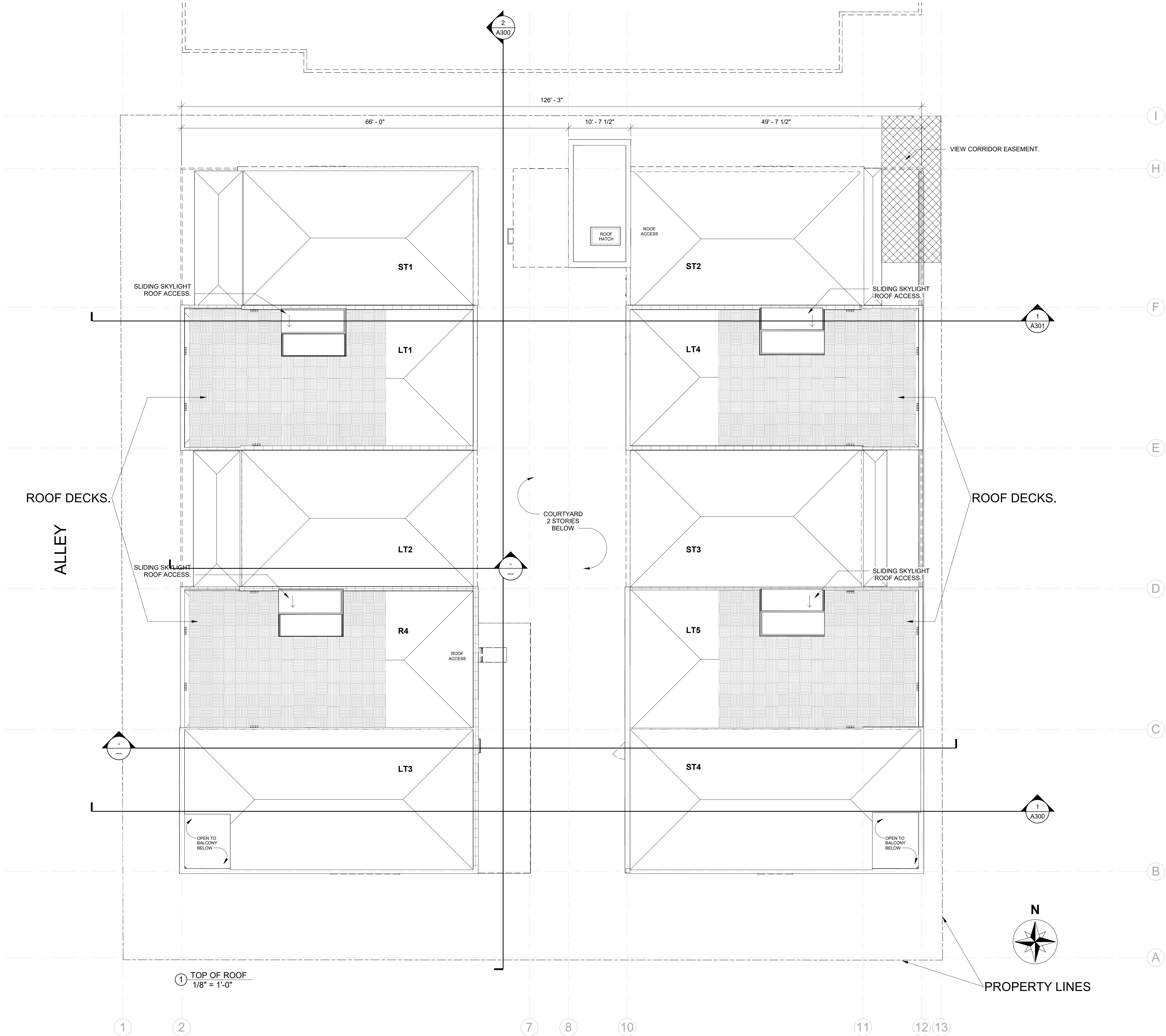
DEVELOPMENT PLAN SET

Date AUGUST 2026
Drawn by MB
Checked by HOYT
REVISIONS

No.	Description	Date

THIRD FLOOR PLAN

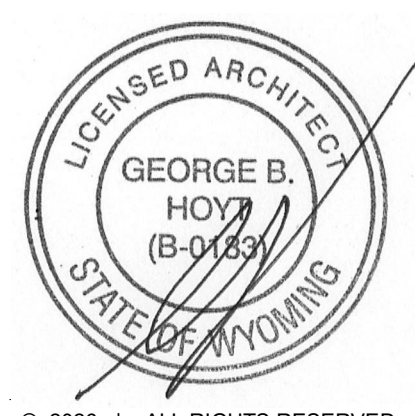
A104



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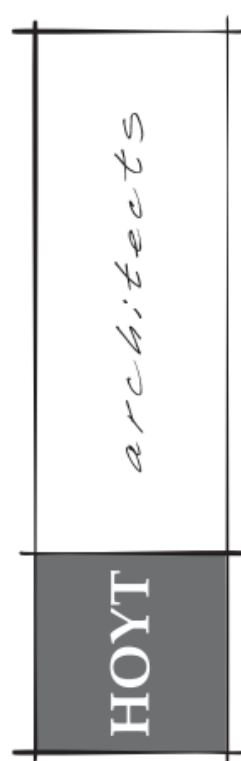
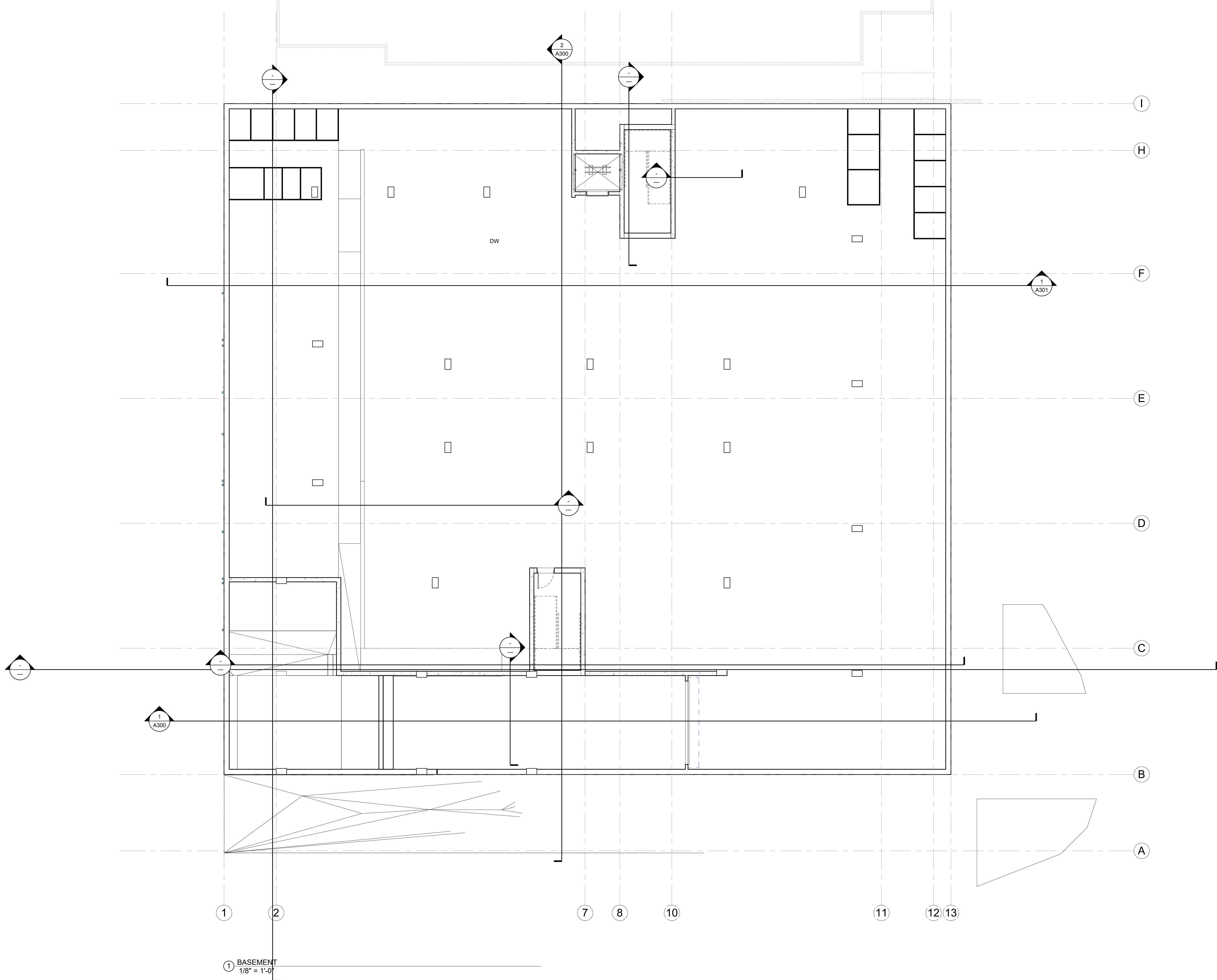


DEVELOPMENT PLAN SET

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No.	Description	Date

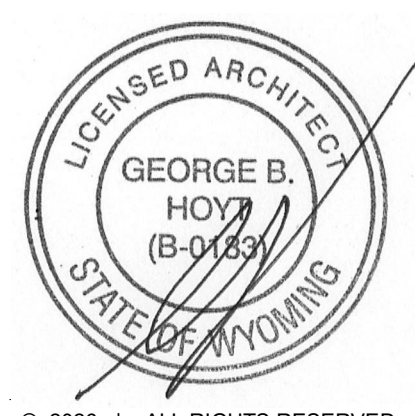
ROOF PLAN



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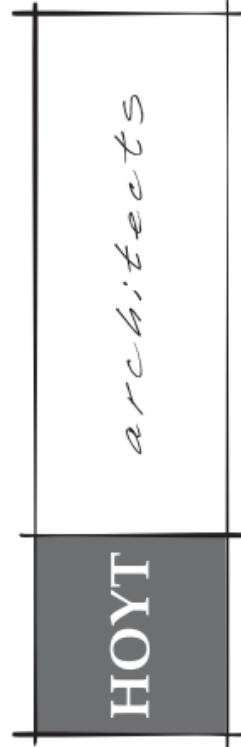
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REVISIONS

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REFLECTED
CEILING PLAN
BASEMENT
A106



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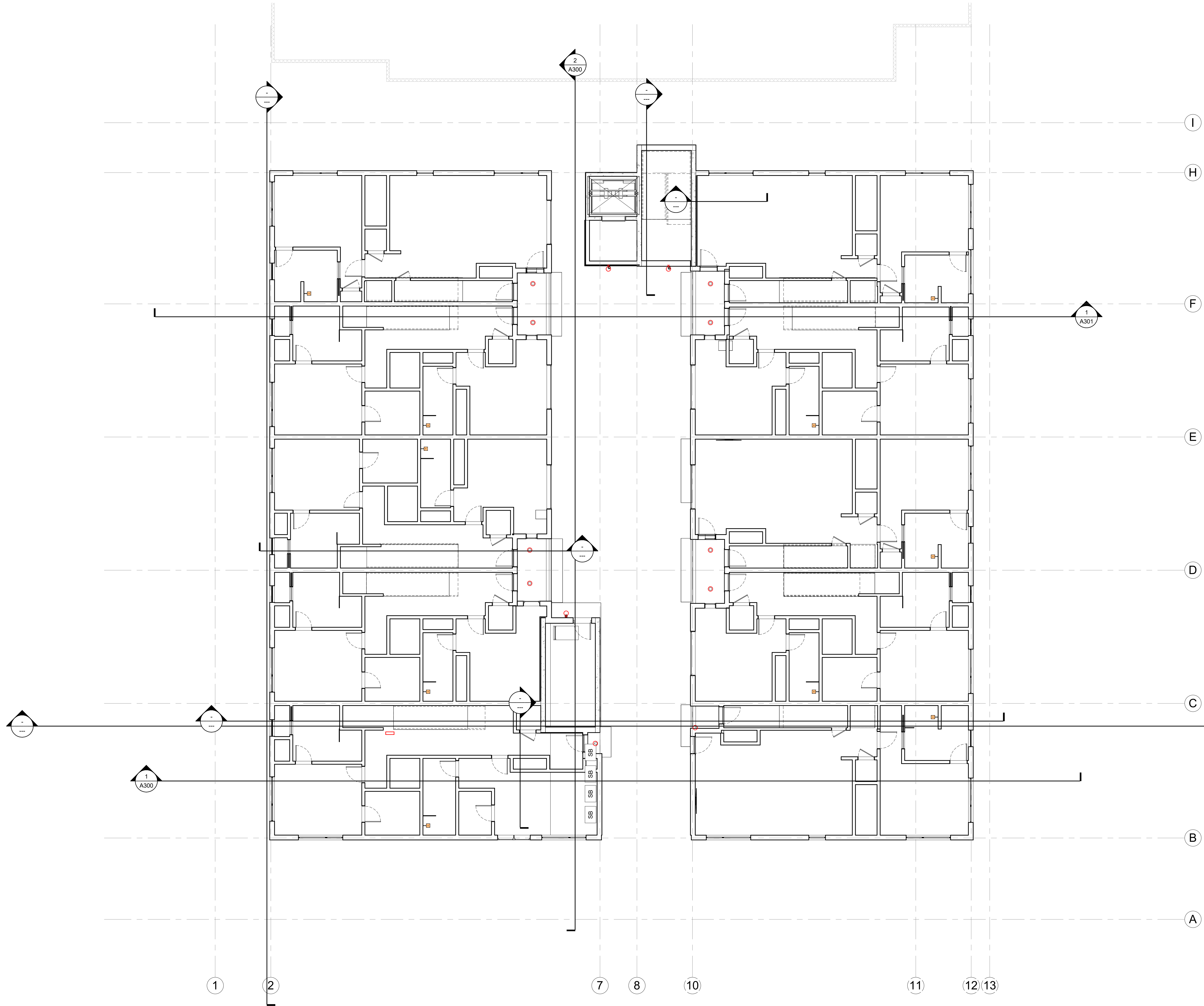
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Date AUGUST 2026
Drawn by Author
Checked by Checker
REVISIONS

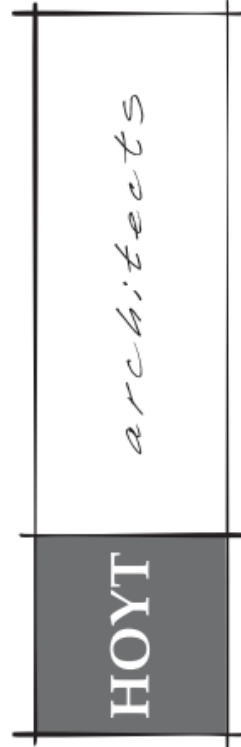
No.	Description	Date

REFLECTED
CEILING PLAN
FIRST FLOOR

A107



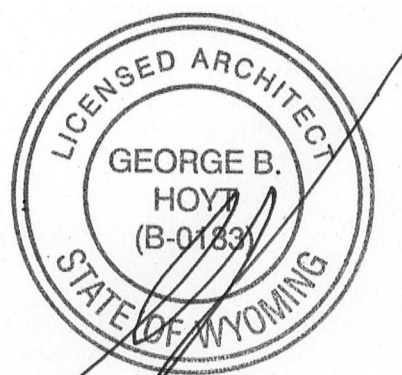
1 TOP OF LEVEL 2
1/8" = 1'-0"



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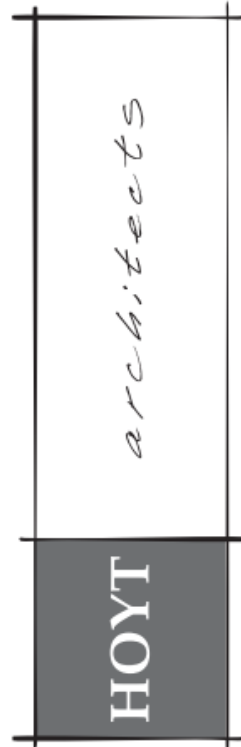
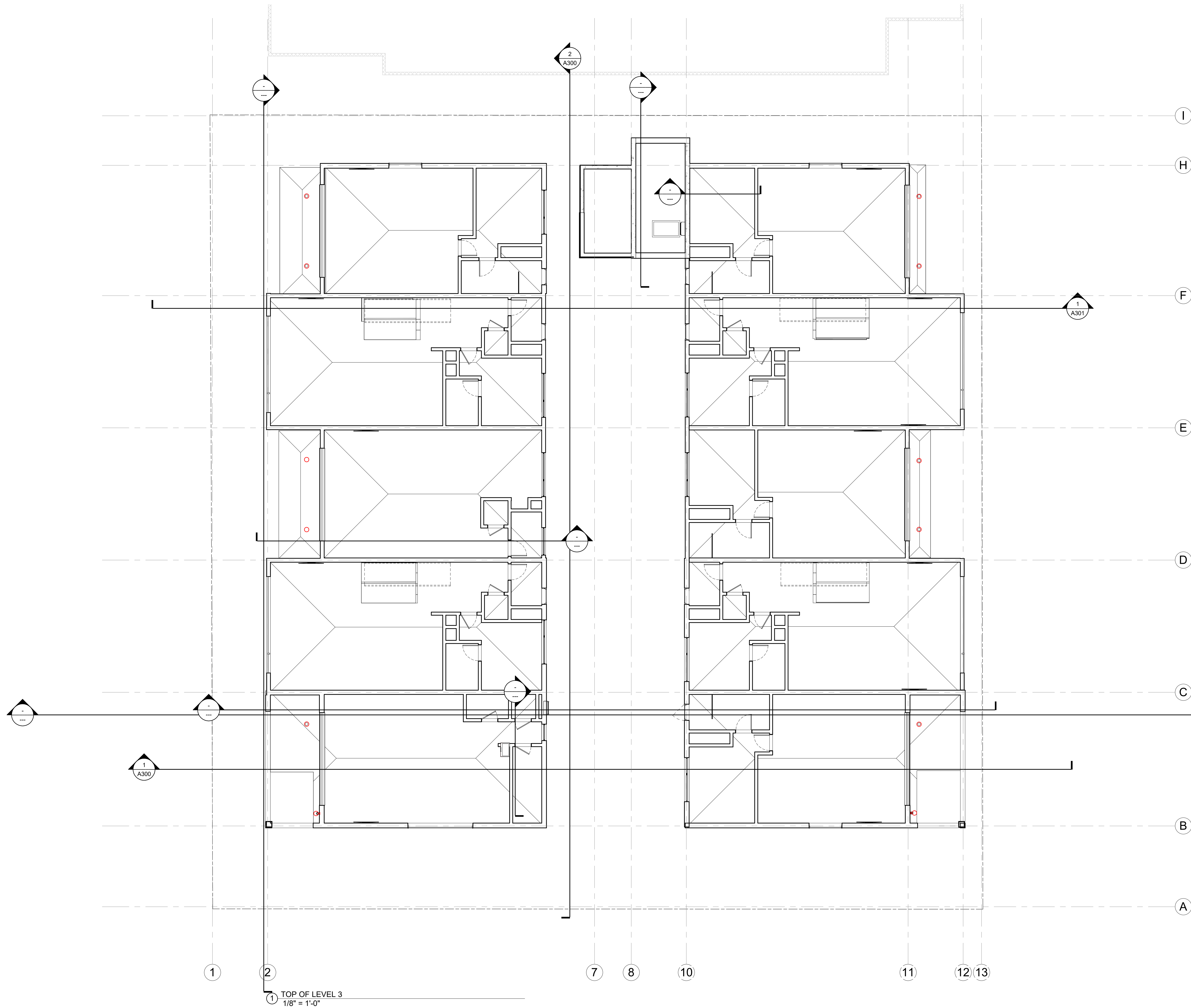
DEVELOPMENT PLAN SET

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No.	Description	Date

REFLECTED
CEILING PLAN
SECOND FLOOR

A108



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DEVELOPMENT PLAN SET

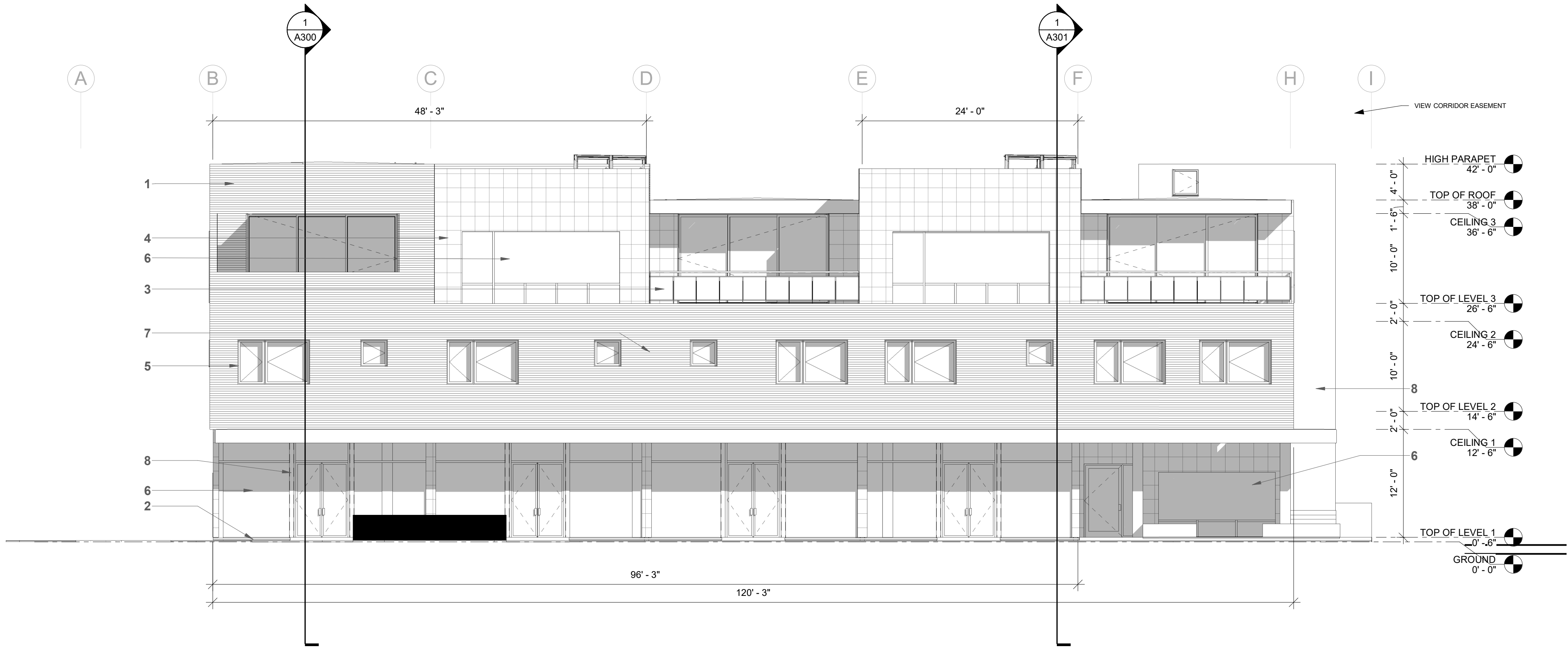
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No.	Description	Date

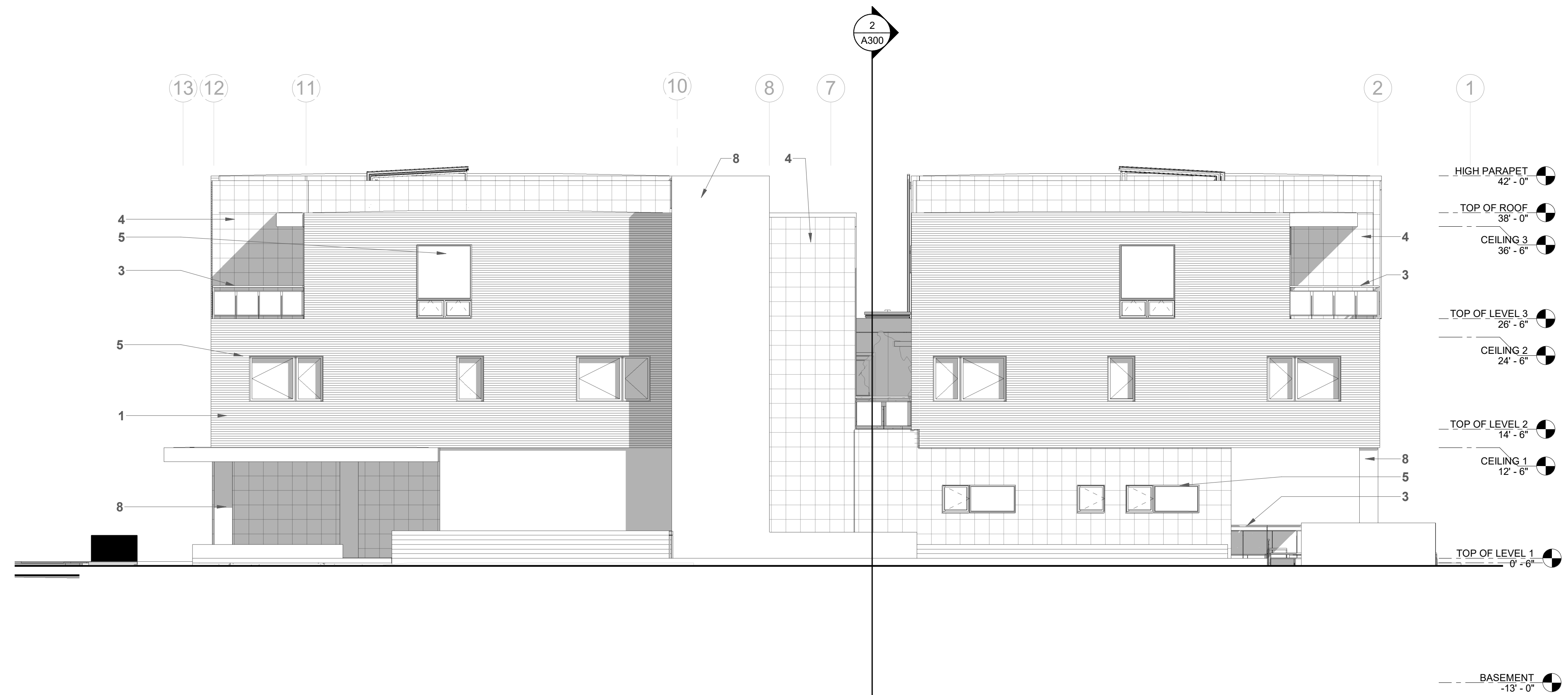
REFLECTED
CEILING PLAN
THIRD FLOOR

A109

EXTERIOR MATERIALS SCHEDULE	
1	1 x 6 V.G. THERMALLY MODIFIED T+G REV. FINELINE RS/ FINISH TO MATCH 645 S. CACHE.
2	EXPOSED CONCRETE. SMOOTH-FORMED FINISHED CONCRETE W/ FORM-FACING PANELS THAT PROVIDE CONTINUOUS, TRUE, AND SMOOTH CONCRETE SURFACES.
3	STEEL AND GLASS GUARDRAIL TO MATCH 645 S. CACHE.
4	AMERICAN FIBER CEMENT: 8MM NATURAL FIBER CEMENT PANELS CEMBRIT PATINA. COLOR: P070 FLINT. ATTACH W/#12 x 1 1/2" SS SCREWS @16" VERTICAL. 24" HORIZ. INTO FURRING STRIPS AT VERTICAL JOINTS W/ UV RESISTANT BLACK EDPH RUBBER SEALING STRIP AT VERTICAL JOINTS. GAP ALL EDGES OVER DELTA FASCAD E AND WEATHER BARRIER AS PER MFGR RECOMMENDATIONS.
5	METAL CLAD WOOD WINDOWS. COLOR TO MATCH 645 S. CACHE.
6	COMMERCIAL GLAZING SYSTEM. COLOR TO MATCH 645 S. CACHE.
7	EXPOSED ARCH AND STRUCTURAL STEEL: PRIME AND FINISH W/ 2 COATS EXTERIOR ENAMEL. COLOR TO MATCH WINDOW FINISH.
8	EXPOSED STRUCTURAL CONCRETE. FINISH TBD.
NOTES:	



① East
 $1/8" = 1'-0"$



② North
 $1/8" = 1'-0"$

HOYT	<i>architects</i>
------	-------------------

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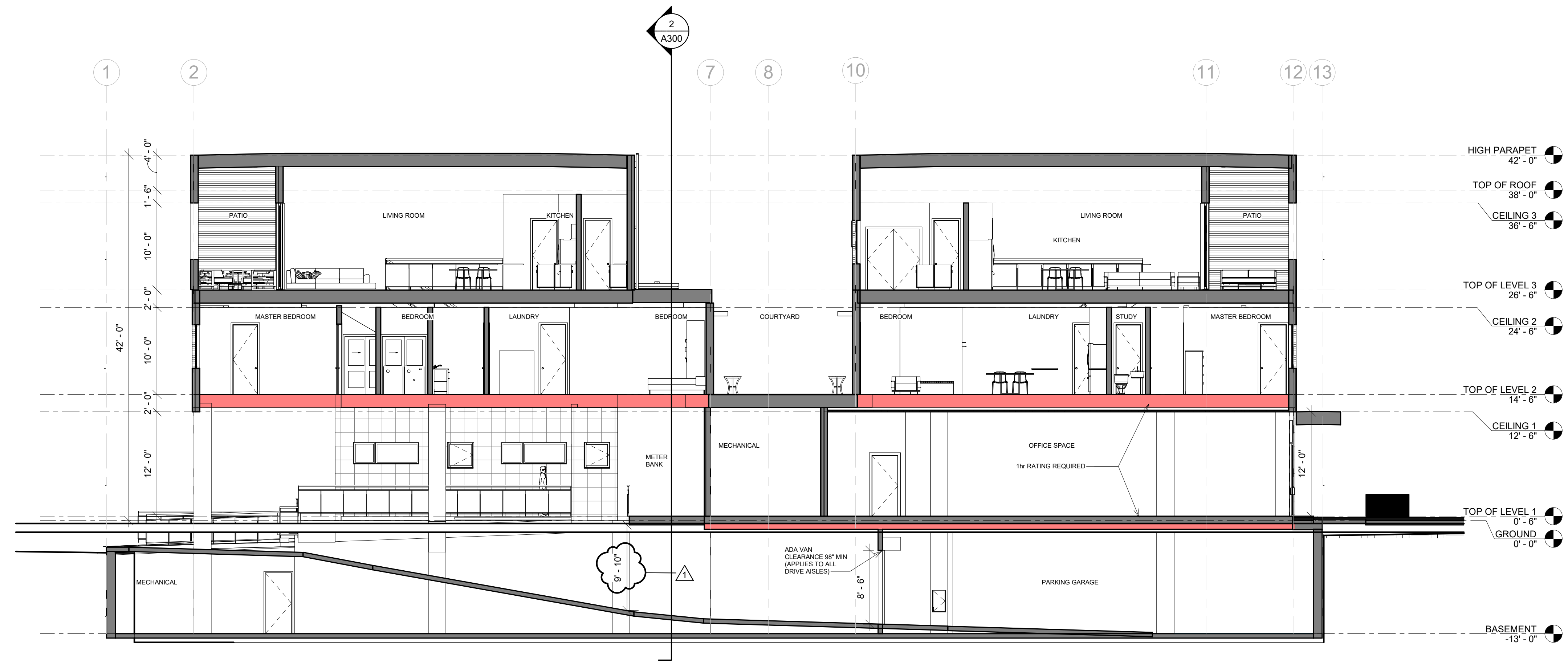
DEVELOPMENT PLAN SET

Date AUGUST 2026
Drawn by MB
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REVISIONS

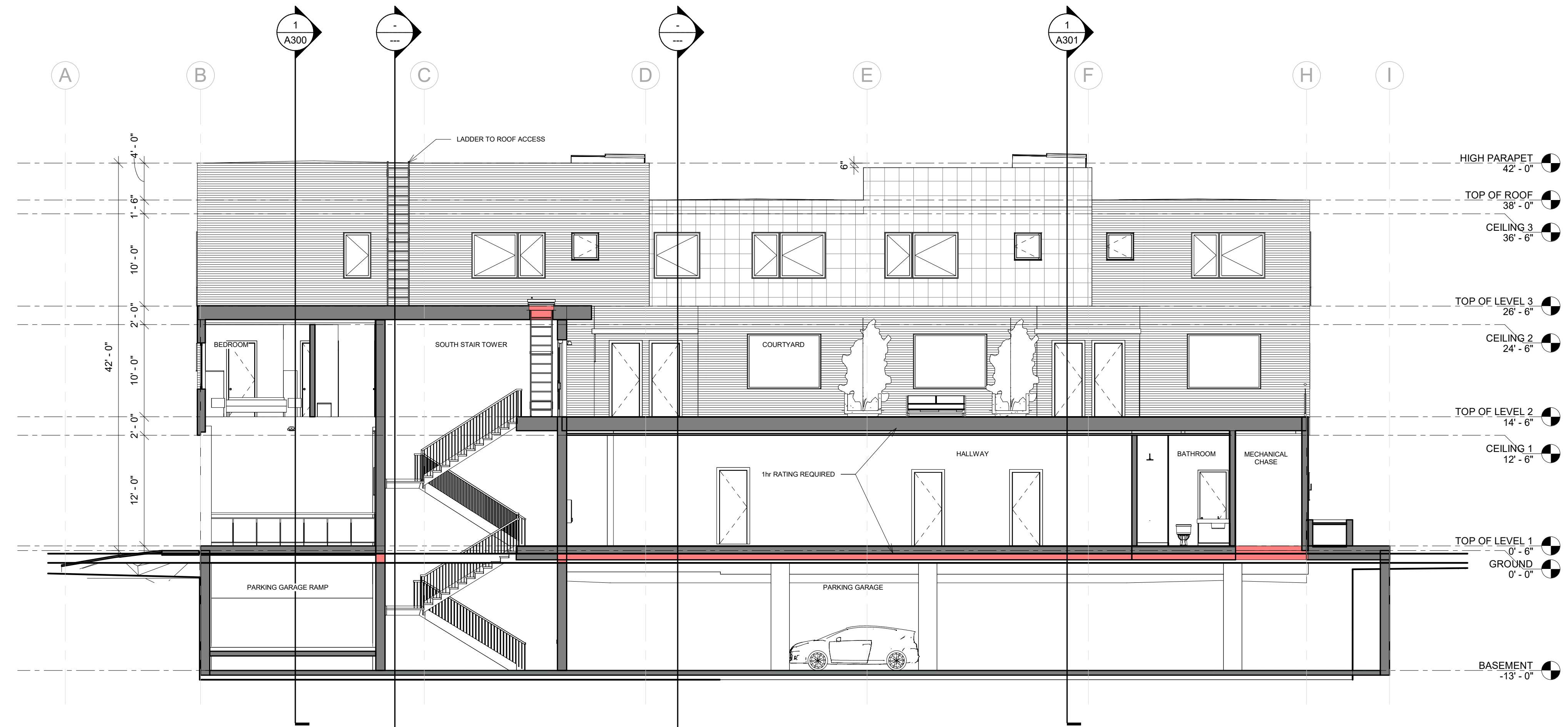
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ELEVATIONS

A201

05/2020 4:43:22 PM

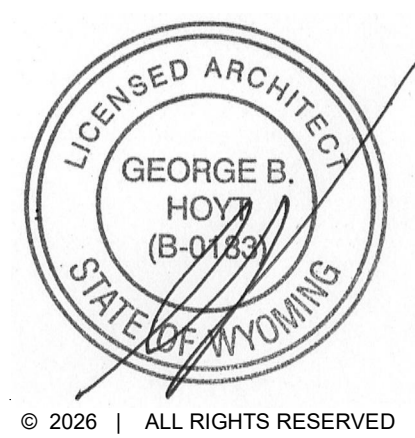


① West - East Section 1
1/8" = 1'-0"



② North - South Section 1
1/8" = 1'-0"

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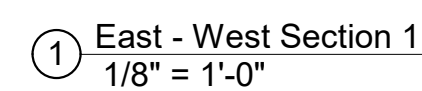
DEVELOPMENT PLAN SET

Date AUGUST 2026
Drawn by MANCILMAN
Checked by HOYT
REVISIONS

No.	Description	Date
1	Revision 1	Date 1

BUILDING
SECTIONS

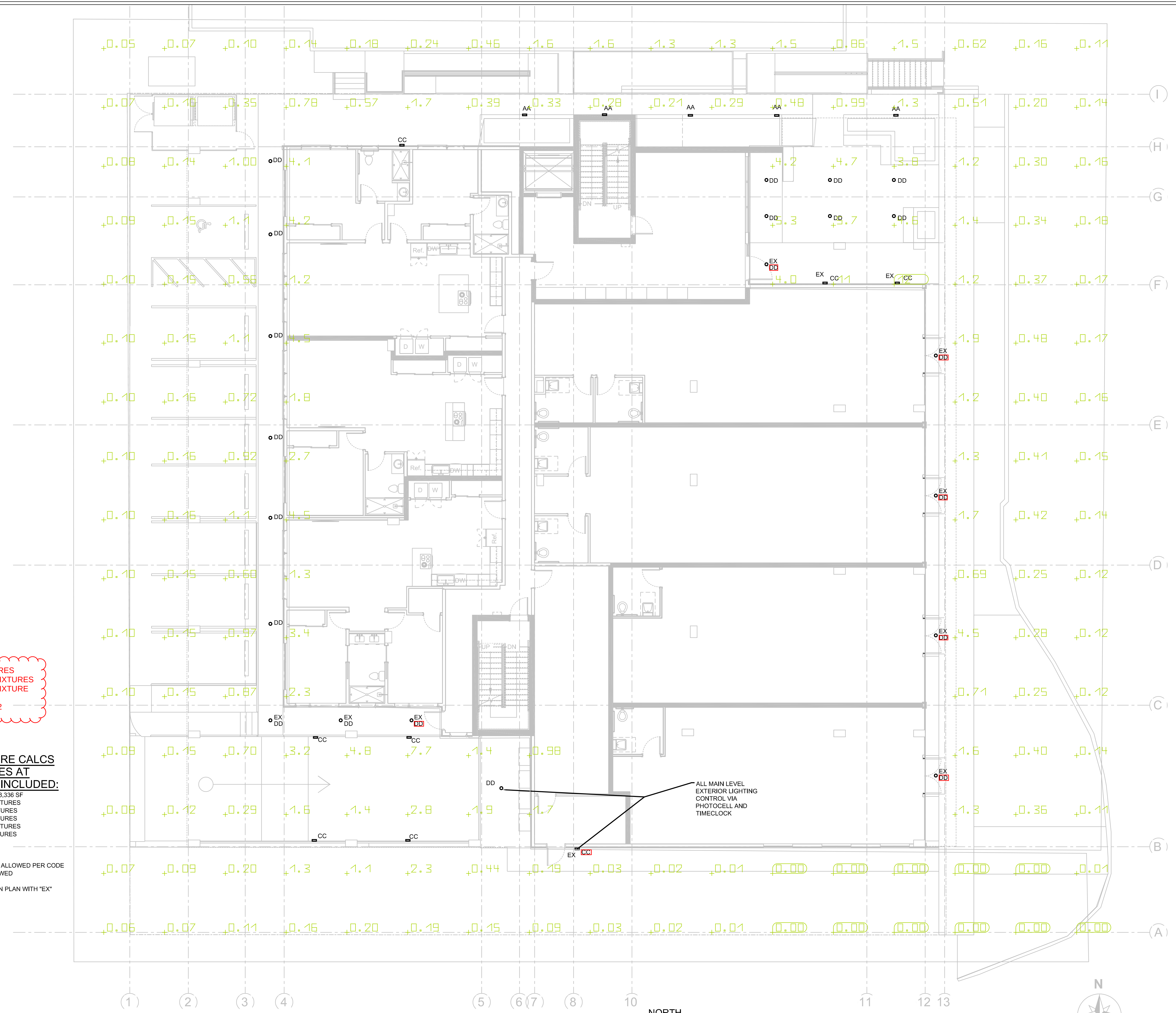
A300



8/5/2026 4:43:57 PM

▲
EXEMPT LIGHT FIXTURES
DD 800 LUMENS 6 FIXTURES
CC 832 LUMENS 1 FIXTURE
TOTAL LUMENS 5,632

LUMENS PER ACRE CALCS
EXEMPT FIXTURES AT
EGRESSES NOT INCLUDED:
SITE DEVELOPMENT AREA: 18,336 SF
AA 581 LUMENS 21 FIXTURES
BB 120 LUMENS 4 FIXTURES
CC 823 LUMENS 7 FIXTURES
DD 800 LUMENS 23 FIXTURES
FIREPIT 100 LUMENS 1 FIXTURE
TOTAL LUMENS 36,942
LUMENS/1 ACRE LOT SF MAX ALLOWED PER CODE
= 50,000 LUMENS ALLOWED
EXEMPT FIXTURES NOTED ON PLAN WITH "EX"

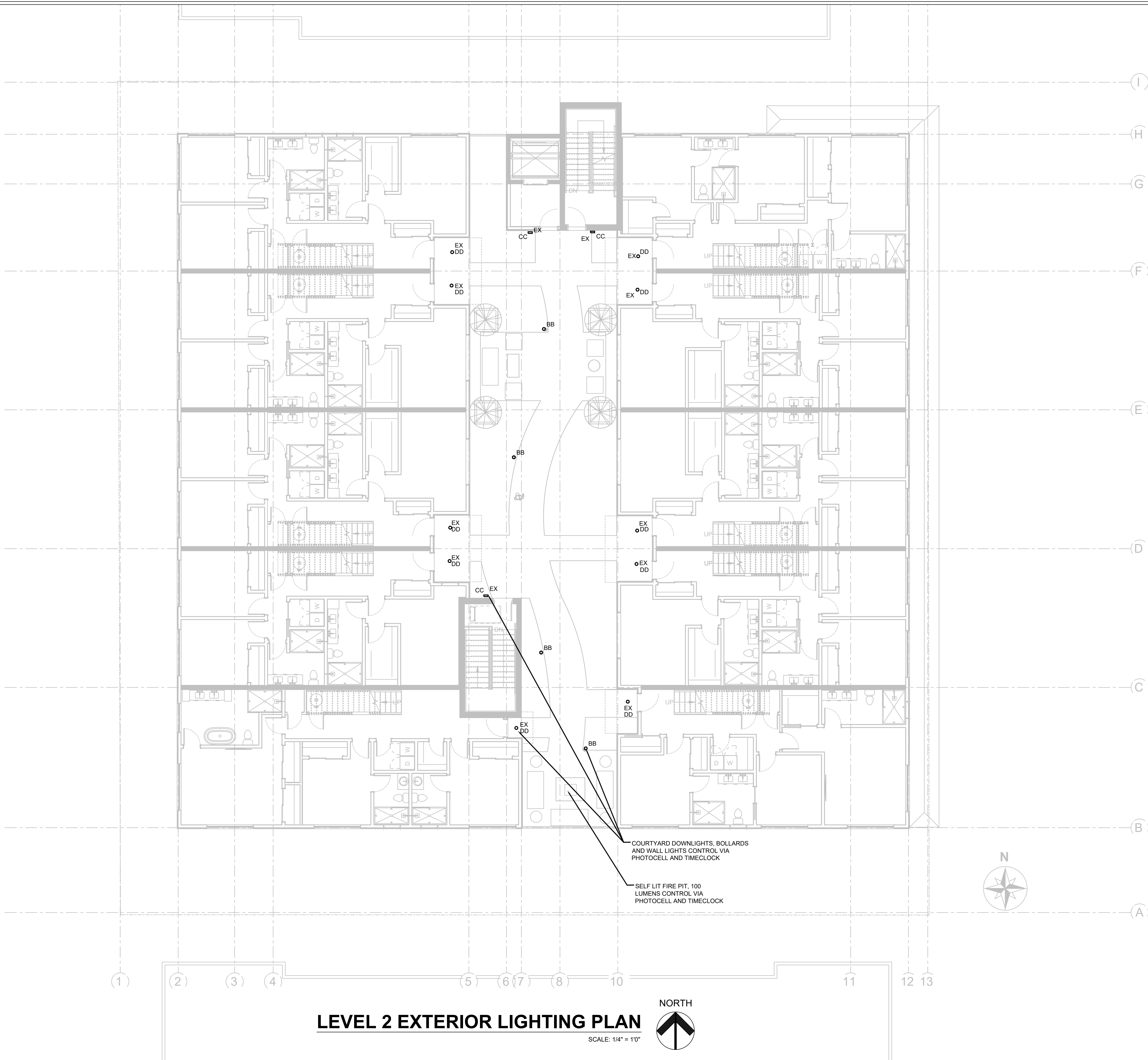


LEVEL 1 EXTERIOR LIGHTING PLAN
SCALE: 1/4" = 1'0"

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665 SOUTH CACHE
JACKSON, WY 83001

AEC PROJECT #: 23025.00	
DATE:	ISSUE:
06/02/23	DEVELOPMENT PLAN SET
08/11/23	DEV PLAN PERMIT RESP.
Drawn By:	Checked By:
SOH	AEC

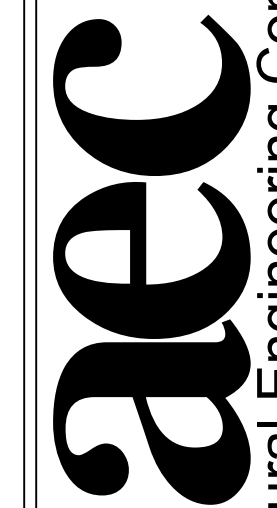
**LEVEL 1
EXTERIOR
LIGHTING
PLAN**



LEVEL 2 EXTERIOR LIGHTING PLAN

SCALE: 1/4" = 1'0"





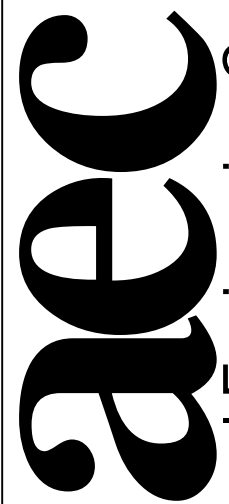
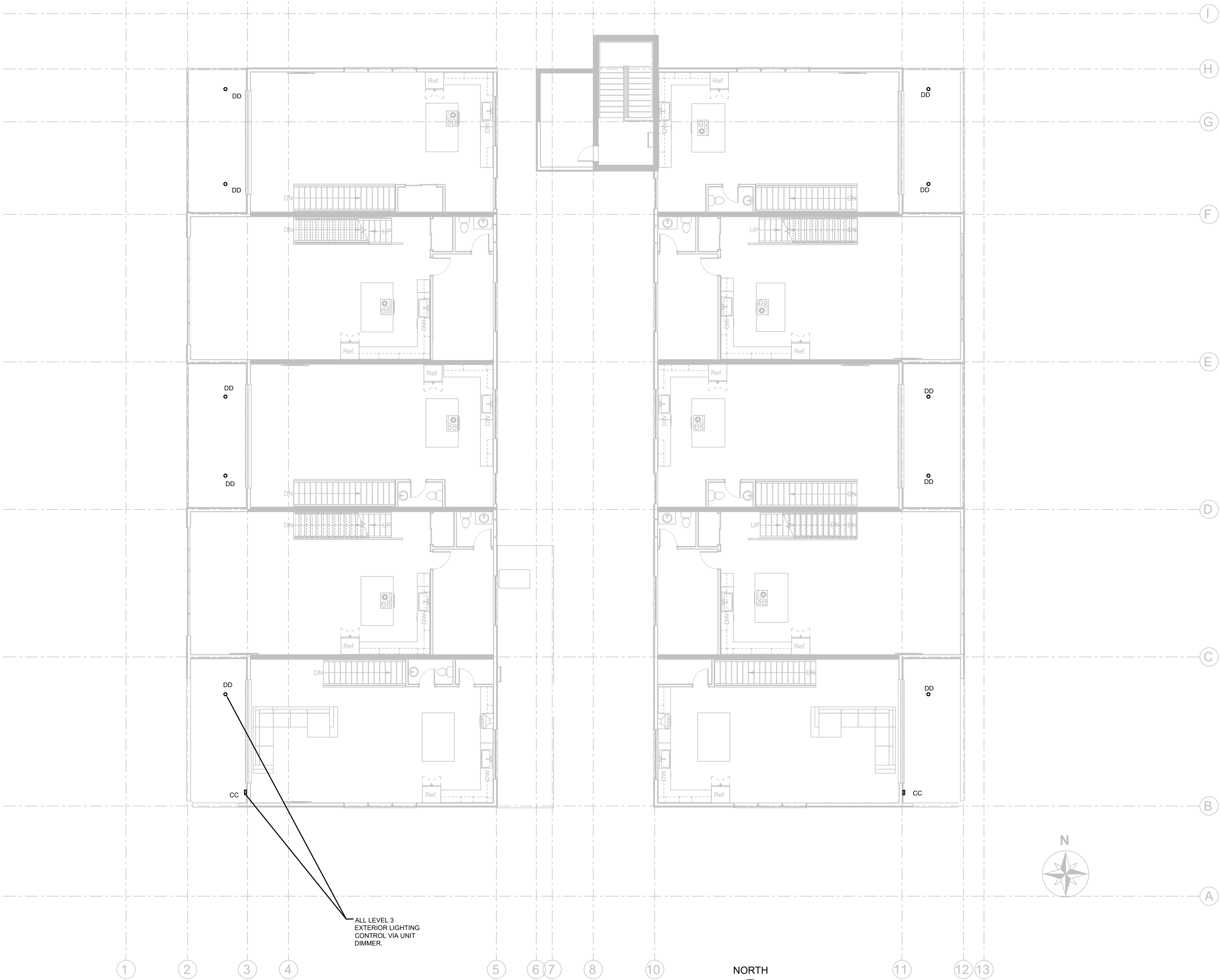
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**LEVEL 2
EXTERIOR
LIGHTING
PLAN**



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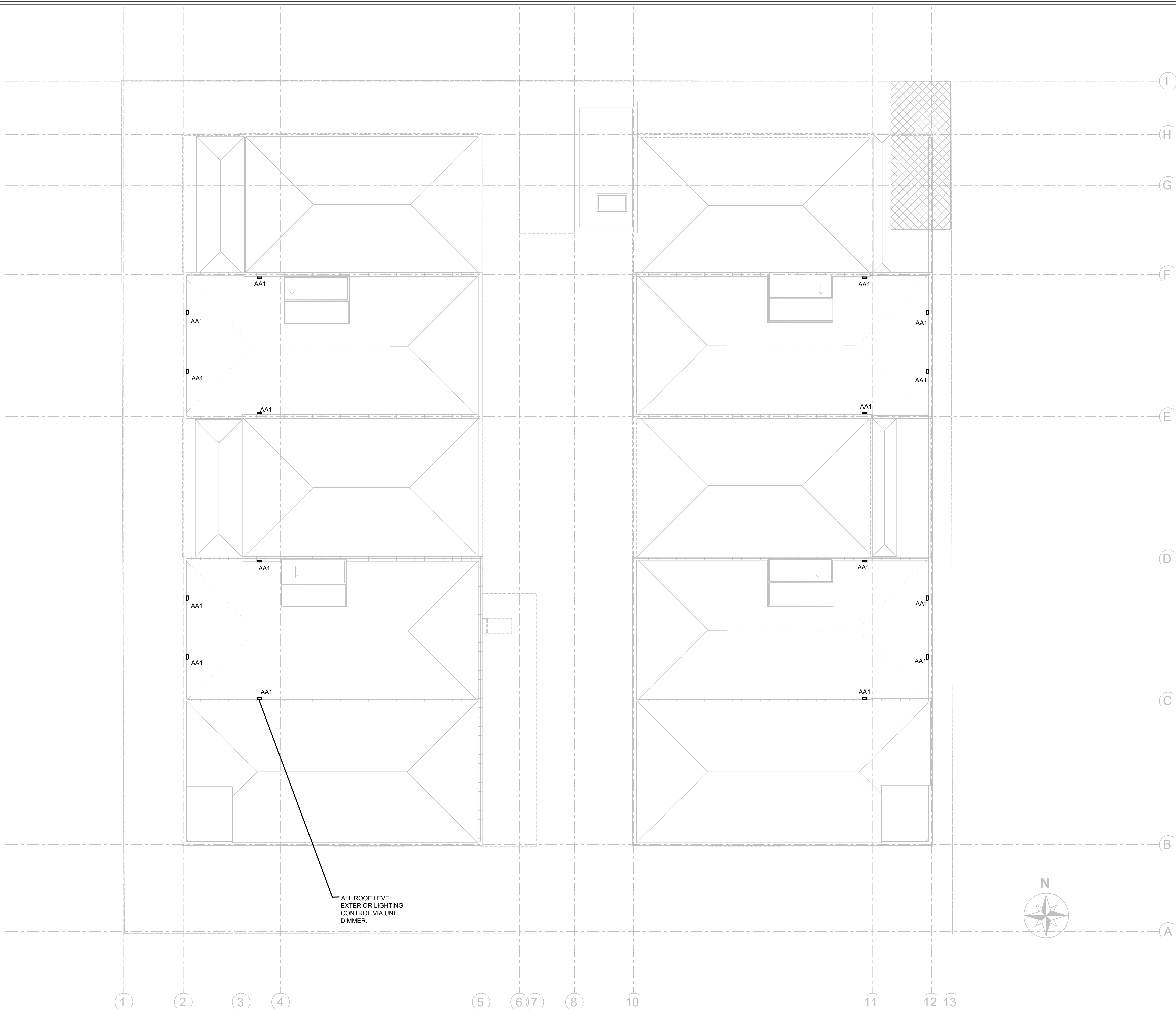
DATE:	ISSUE:
06/02/23	DEVELOPMENT PLAN SET
08/11/23	DEV PLAN PERMIT RESP.

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SOH	AEC

LEVEL 3
EXTERIOR
LIGHTING
PLAN

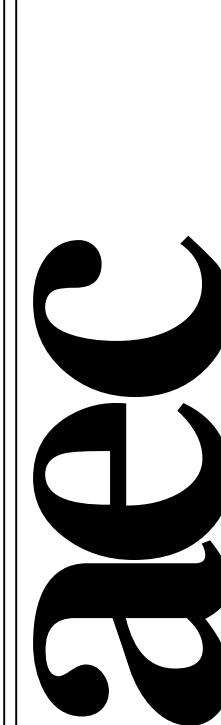
EX1.2

3 of 4



ROOF LEVEL EXTERIOR LIGHTING PLAN

SCALE: 1/4" = 1'0"



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AEC PROJECT #: 23025.00

DATE: ISSUE:

06/02/23 DEVELOPMENT PLAN SET

08/11/23 DEV PLAN PERMIT RESP.

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Checked By:

AEC

**ROOF LEVEL
EXTERIOR
LIGHTING
PLAN**

EX1.3

4 of 4

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PLUMBING SPECIFICATIONS:

1. GENERAL:
- a. FURNISH ALL LABOR, SUPERVISION, MATERIALS, EQUIPMENT AND FACILITIES NECESSARY TO FURNISH, FABRICATE, DELIVER, STORE AND INSTALL ALL WORK NOTED ON THE DRAWINGS AND/OR SPECIFIED HEREIN.
- b. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL WORK NECESSARY TO MAKE A COMPLETE SYSTEM WHETHER OR NOT SUCH DETAILS ARE MENTIONED IN THESE SPECIFICATIONS OR SHOWN ON THE PLANS, BUT WHICH ARE OBVIOUSLY NECESSARY TO MAKE A COMPLETE SYSTEM, EXCEPTING ONLY THOSE PORTIONS THAT ARE SPECIFICALLY MENTIONED HEREIN OR PLAINLY MARKED ON THE ACCOMPANYING DRAWINGS AS BEING INSTALLED UNDER ANOTHER SECTION OF THE SPECIFICATIONS.
2. WORKMANSHIP:
- a. THE WORK SHALL BE ACCOMPLISHED IN A THOROUGH AND WORKMAN-LIKE MANNER SATISFACTORY TO AND MEETING THE APPROVAL OF THE OWNER AND ARCHITECT.
3. MATERIALS:
- a. ALL MATERIALS AND EQUIPMENT SHALL BE NEW AND THE BEST OF THEIR RESPECTIVE KIND, FREE FROM ALL DEFECTS AND OF THE MAKE AND QUALITY SPECIFIED.
4. SITE INSPECTION:
- a. CONTRACTOR SHALL VISIT THE SITE OF WORK PRIOR TO SUBMISSION OF HIS BID AND THOROUGHLY FAMILIARIZE HIMSELF WITH THE WORKING CONDITIONS & EXACT NATURE OF THE WORK.
- b. SUBMISSION OF A BID ACKNOWLEDGES FULL RESPONSIBILITY FOR FURNISHING A COMPLETE AND FUNCTIONAL SYSTEM.
- c. NO CHANGES IN CONTRACT WILL BE MADE TO ACCOMMODATE OR ALLOW EXTRA FUNDS FOR ANY OMISSION WHICH RESULTS FROM A FAILURE TO THOROUGHLY MAKE THE EXAMINATION.
5. CODES AND PERMITS:
- a. ALL PLUMBING EQUIPMENT, INSTALLATION, ETC., SHALL CONFORM TO THE **2021 INTERNATIONAL PLUMBING CODE (IPC), 2021 INTERNATIONAL ENERGY CONSERVATION CODE (IECC)** AND ORDINANCES AS INTERPRETED BY THE COUNTY OF TETON BUILDING DEPARTMENT.
- b. CONTRACTOR SHALL OBTAIN AND PAY FOR ALL PERMITS AND INSPECTIONS.
- c. COPIES OF ALL PERMITS AND INSPECTION REPORTS SHALL BE SUBMITTED TO THE ARCHITECT.
6. AS-BUILTS:
- a. CONTRACTOR SHALL PROVIDE A COMPLETE SET OF AS-BUILT DOCUMENTS WITH ALL CHANGES NOTED THEREON AT THE COMPLETION OF THE PROJECT AND PRIOR TO FINAL ACCEPTANCE AND PAYMENT.
7. GUARANTEE:
- a. CONTRACTOR SHALL UNCONDITIONALLY GUARANTEE ALL LABOR AND MATERIALS ON ALL WORK AGAINST DEFECTS IN WORKMANSHIP AND MATERIALS FOR A PERIOD OF ONE YEAR AFTER COMPLETION.
8. SUBMITTALS:
- a. CATALOG INFORMATION AND CUTS OF ALL EQUIPMENT AND DEVICES SHALL BE ELECTRONICALLY SUBMITTED TO THE ARCHITECT FOR REVIEW.
9. COORDINATION:
- a. THE DRAWINGS ARE DIAGRAMMATIC AND INTENDED TO SHOW SCOPE.
- b. THE CONTRACTOR SHALL COORDINATE HIS WORK WITH OTHER TRADES TO PROVIDE BEST ARRANGEMENT OF ALL DUCTS, PIPES, CONDUIT, ETC.
10. CUTTING AND PATCHING:
- a. ALL CUTTING AND PATCHING REQUIRED OF THE STRUCTURE (NEW OR EXISTING) SHALL BE PROVIDED UNDER OTHER SECTIONS OF THE WORK.
- b. PROVIDE NECESSARY REQUIREMENTS TO THE PROJECT SUPERINTENDENT.
- c. X-RAY SLABS PRIOR TO CORING.

11. CLEANUP:
- a. UPON COMPLETION OF THE WORK UNDER THIS SECTION, THE CONTRACTOR SHALL REMOVE ALL SURPLUS MATERIALS, EQUIPMENT AND DEBRIS INCIDENTAL TO THIS WORK AND LEAVE THE PREMISES CLEAN AND ORDERLY.
12. PLUMBING IDENTIFICATION
- a. EQUIPMENT NAMEPLATES: METAL, WITH DATA ENGRAVED OR STAMPED, FOR PERMANENT ATTACHMENT ON EQUIPMENT.
- b. PIPE MARKERS: PREPRINTED, COLOR CODED, WITH LETTERING INDICATING SERVICE, AND SHOWING DIRECTION OF FLOW.
- c. VALVE TAGS: STAMPED OR ENGRAVED WITH 1/4" LETTERS FOR PIPING SYSTEM ABBREVIATION AND 1/2" NUMBERS, WITH NUMBERING SCHEME. PROVIDE 5/32" HOLE FOR FASTENER.
- d. VALVE TAG SCHEDULE: PREPARE A VALVE TAG SCHEDULE TO BE SUBMITTED TO THE MAINTENANCE ENGINEER FOR RECORD.
13. PIPE INSULATION:
- a. DOMESTIC WATER PIPING INSULATION SHALL HAVE A THERMAL CONDUCTIVITY LESS THAN OR EQUAL TO 0.27 BTU-IN/HR-FT²-°F.
- b. (**COMMERCIAL**) HOT & COLD WATER SUPPLY PIPING (EXCEPT RUN OUTS 12 FT. OR SHORTER TO INDIVIDUAL FIXTURES) SHALL BE INSULATED AS FOLLOWS:
- | PIPE SIZE (IN.) | INSULATION THICKNESS (IN.) |
|-------------------------|----------------------------|
| 1/2", 3/4", 1" & 1 1/4" | 1" |
| 1 1/2" THROUGH 6" | 1 1/2" |
- c. (**RESIDENTIAL**) HOT & COLD WATER SUPPLY PIPING (EXCEPT RUN OUTS 12 FT. OR SHORTER TO INDIVIDUAL FIXTURES) SHALL BE INSULATED TO A MINIMUM OF R-3.
- d. NO HOT OR COLD WATER PIPING SHALL BE ROUTED IN EXTERIOR WALLS UNLESS PROPERLY INSULATED.
- e. CONDENSATE PIPING SHALL BE INSULATED WITH 3/8" FOAM PLASTIC.
- f. STORM DRAIN PIPING SHALL BE INSULATED WITH FIBERGLASS INSULATION FROM THE UNDERSIDE OF THE DECK TO THE VERTICAL RISER.
14. PIPING:
- a. WASTE, VENT AND STORM DRAIN PIPING:
- i. SHALL BE STANDARD WEIGHT CAST IRON HUB LESS TYPE.
- ii. UNDERGROUND PIPING CAN ALSO BE SCHEDULE 40 PVC.
- iii. VENT PIPING IN RETURN AIR CEILING PLENUMS SHALL BE COPPER PIPING.
- b. VENT PIPING:
- i. SHALL BE PVC.
- c. WATER PIPING:
- i. SHALL BE TYPE "L" COPPER HARD DRAWN WITH WROUGHT COPPER FITTINGS. JOINTS SHALL BE SOLDERED WITH 95-5 OR SILVER SOLDER.
- ii. CONCEALED WATER PIPING 3" & SMALLER CAN ALSO BE UPONOR AQUAPEX APR, REHAU RAUPLEX OR EQUIVALENT-PROVIDE DEDUCT ALTERNATE PRICING.
- iv. UNLESS OTHERWISE NOTED, ALL WATER PIPE SIZING IS BASED UPON COPPER. IF ASTM APPROVED PEX IS UTILIZED, UPSIZE ONE NOMINAL SIZE FROM THAT SHOWN ON PLANS.
- d. CONDENSATE PIPING SHALL BE TYPE "M" COPPER WITH SOLDER JOINTS OR PVC.
- e. NATURAL GAS PIPING:
- i. 2" AND SMALLER SHALL BE THREADED STANDARD WEIGHT SCHEDULE 40 BLACK STEEL PIPE WITH SCREWED MALLEABLE IRON FITTINGS.
- ii. PIPING 2 1/2" AND LARGER SHALL BE WELDED.
- iii. CSST PIPE IS NOT APPROVED.
- iv. ALL OUTDOOR EXPOSED PIPING SHALL BE PAINTED WITH OUTDOOR ENAMEL.
- v. REGULATOR VENTING SHALL BE NO LONGER THAN MANUFACTURER'S RECOMMENDATION, ALUMINUM, VENTED TO THE OUTDOORS, AND A MINIMUM OF 3' FROM ANY OPENING INTO BUILDING AND 6' FROM ANY MECHANICAL INTAKE AND 1' FROM ANY ELECTRICAL EQUIPMENT.
- f. UNDERGROUND NATURAL GAS PIPING:
- i. SHALL BE IPS SDR 10 TUBING WHICH MEETS ASTM D2513 MANUFACTURED BY UPONOR OR IAPMO.
- ii. ANY GAS PIPING ROUTED BENEATH HARD POURED SURFACES SHALL BE SLEEVED TO MEET THE REQUIREMENTS OF THE UTILITY COMPANY.

15. EACH PLUMBING VENT SHALL TERMINATE NOT LESS THAN TEN FEET FROM ANY MECHANICAL INTAKE AND AT LEAST THREE FEET FROM ANY OPENING INTO THE BUILDING.
16. VERIFY INVERT ELEVATION OF WASTE LINE IN STREET PRIOR TO ROUTING ANY PIPING. PROVIDE SEWAGE WASTE EJECTOR IF I.E. OF EXISTING SANITARY WASTE CAN NOT BE ACCOMMODATED.
17. CLEAN-OUTS SHALL BE INSTALLED AS PER **2021 IPC SECTION 708**.
18. PROTECT ROOF RECEPTOR ON ROOF FROM RAIN WATER BY ELEVATING THE RIM 2 1/4" INCHES ABOVE ROOF SURFACE.
19. PROVIDE WATERTIGHT FLASHING WHEREVER PIPES PASS THRU EXTERIOR WALLS, ROOF AND FLOORS.
20. PENETRATION IN WALLS REQUIRING PROTECTED OPENINGS SHALL BE FIRE-STOPPED. FIRE-STOPPING SHALL BE AN APPROVED MATERIAL SECURELY INSTALLED AND CAPABLE OF MAINTAINING ITS INTEGRITY WHEN SUBJECTED TO TEST TEMPERATURE FOR SPECIFIC WALL OR PARTITION.
21. PROVIDE FELT WITH METAL BACKING VIBRATION ISOLATION SLEEVES OR PADS AT ALL PIPE HANGERS OR SUPPORTS AND ALL POINTS WHERE PIPING COMES IN CONTACT WITH ANY PORTION OF THE STRUCTURE. APPLIES TO ALL WATER AND WASTE PIPING.
22. LOCATIONS OF UTILITIES SHOWN ARE APPROXIMATE. CONTRACTOR SHALL VERIFY EXACT LOCATIONS AND DEPTHS OF UTILITIES PRIOR TO STARTING WORK OF THIS SECTION. MAKE REQUIRED ADJUSTMENTS TO CONNECT TO EXISTING UTILITIES. IF INDICATED POINTS OF CONNECTION CANNOT BE MADE TO UTILITIES AS FOUND, THE CONTRACTOR SHALL, BEFORE CONTINUING, NOTIFY THE ARCHITECT PRIOR TO INSTALLING ANY WORK WHICH MAY BE AFFECTED.
23. IT SHALL BE THE CONTRACTORS RESPONSIBILITY TO VERIFY AVAILABLE SPACES FOR INSTALLING THE WORK.
24. VALVES SHALL BE NIBCO, JENKINS, WALWORTH, STOCKHAM OR EQUAL. SERVICE PRESSURE SHALL BE SUITABLE FOR SERVICE INTENDED.
25. PROVIDE HANGERS AND SUPPORTS MEETING THE REQUIREMENTS SPECIFIED IN THE **2021 IPC SECTION 308**. PLUMBERS TAPE AND WIRE ARE NOT ACCEPTABLE.
26. CONTRACTOR SHALL AFFIX A MAINTENANCE LABEL TO ALL EQUIPMENT REQUIRING ROUTINE MAINTENANCE AND SHALL PROVIDE THREE COPIES OF MAINTENANCE AND OPERATING MANUALS TO THE OWNER/OPERATOR.
27. CONTRACTOR SHALL ARRANGE FOR AND PAY FOR ALL UTILITY METERS AND UTILITY CONNECTIONS.
28. ALL PLUMBING LINES SHALL BE CONCEALED WITHIN THE BUILDING STRUCTURE TO THE GREATEST EXTENT POSSIBLE. ALL LINES NOT CONCEALED SHALL BE SECURED 6" OFF FLOOR AND 3/4" FROM WALL AND CEILINGS USING OFFSET BRACKETS.
29. AN APPROVED BACKFLOW PREVENTER SHALL BE PROPERLY INSTALLED UPSTREAM OF ANY POTENTIAL HAZARD BETWEEN THE POTABLE WATER SUPPLY AND A SOURCE OF CONTAMINATION.
30. **CONFIRM WATER QUALITY IS WITHIN HUMIDIFIER MANUFACTURER'S RECOMMENDATIONS OR PROVIDE WATER TREATMENT PRIOR TO OPERATING HUMIDIFIERS**
31. ALL SINGLE AND THREE PHASE MOTORS, STARTERS AND DISCONNECTS SHALL BE PROVIDED BY THE PLUMBING CONTRACTOR AND WIRED BY THE ELECTRICAL CONTRACTOR.

PLUMBING LEGEND

---	DOMESTIC COLD WATER	---	PIPE RISER
---	DOMESTIC HOT WATER	---	PIPE DROP
---	DOMESTIC HOT WATER RECIRC.	---	PIPE TAKEOFF (FROM BOTTOM OF MAIN)
---	WASTE ABOVE GRADE	---	PIPE TAKEOFF (FROM TOP OF MAIN)
---	WASTE BELOW GRADE	---	PIPE END CAP
---	GREASE WASTE ABOVE GRADE (GW)	---	PIPE CONTINUATION
---	GREASE WASTE BELOW GRADE (GW)	---	PIPE EXPANSION GUIDE
---	STORM DRAIN ABOVE GRADE (SD)	---	PIPE UNION
---	STORM DRAIN BELOW GRADE (SD)	---	PIPE ANCHOR
---	OVERFLOW DRAIN ABOVE GRADE (OD)	---	FLEXIBLE PIPE CONNECTION
---	OVERFLOW DRAIN BELOW GRADE (OD)	---	PIPE EXPANSION JOINT
---	COMBINATION WASTE & VENT (CW&V)	---	POINT OF NEW CONNECTION
---	INDIRECT WASTE	---	PLUG VALVE
---	GAS	---	CHECK VALVE
---	MEDIUM PRESSURE NATURAL GAS	---	BALL VALVE
---	VENT	---	BALANCING VALVE
---	PUMP DISCHARGE	---	FLOW REGULATOR VALVE
---	CONDENSATE DRAIN	---	BUTTERFLY VALVE
---	CLEAN OUT	---	PRESSURE REDUCING VALVE
---	WALL CLEAN OUT	---	2-WAY CONTROL VALVE
---	FLOOR CLEAN OUT	---	3-WAY CONTROL VALVE
---	CLEAN OUT TO GRADE	---	4-WAY CONTROL VALVE
---	DEMOLISH	---	DIFFERENTIAL BYPASS VALVE
---	EXISTING	---	STRAINER
---	NEW	---	NATURAL GAS PRESSURE REGULATOR
---	VENT THROUGH ROOF	---	AIR VENT
---	UP THROUGH ROOF	---	PRESSURE - TEMP. TAP
---	UP	---	PRESSURE GAUGE
---	DOWN	---	THERMOMETER

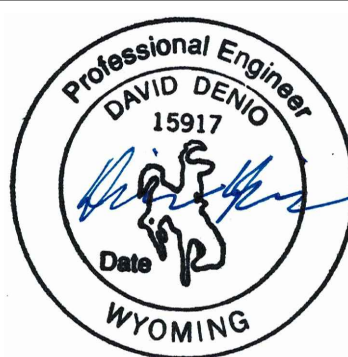
NOTE: ALL SYMBOLS SHOWN ON LEGEND ARE NOT NECESSARILY USED.

2021 IPC Water Service Sizing	Fixture Quantity	Water Supply Fixture Units						Drainage Supply Fixture Units		Fixture Connection Sizes (in.)			
Job Name 665 S Cache		Demand			Total			Demand		Total			
Job Number 23025		Fixture Units			Fixture Units			Fixture Units		Fixture Units			
Engineer DGD		Cold	Hot	Total	Cold	Hot	Total	Cold	Hot	Total	CW	HW	W
Individual Fixture													
Clotheswasher, residential 8lb	13	1.0	1.0	1.4	13.00	13.00	18.20	2.0	26	3/4	3/4	2	1 1/2
Dishwasher, domestic	13		1.4	1.4			18.20	2.0	26	1/2	1 1/2	1 1/2	
Floor drain - 2"	23							3.0	69			2	1 1/2
Floor drain - 4"	1							6.0	6			4	2
Hose Bibb	22	1.0		1.0	22.00		22.00			3/4			
Kitchen Sink, private	13	1.0	1.0	1.4	13.00	13.00	18.20	2.0	26	3/4	3/4	2	1 1/2
Lavatory, private	53	0.5	0.5	0.7	26.50	26.50	37.10	1.0	53	1/2	1/2	1 1/2	1 1/2
Lavatory, public	6	1.5	1.5	2.0	9.00	9.00	12.00	1.0	6	1/2	1/2	1 1/2	1 1/2
Showet, private mixing valve	24	1.0	1.0	1.4	24.00	24.00	33.60	2.0	48	3/4	3/4	2	1 1/2
Water Closet, Flush Tank private	33	2.2		2.2	72.60		72.60	3.0	99	1/2		3	2
Water Closet, Flush Tank public	6	5.0		5.0	30.00		30.00	4.0	24	1/2		3	2
Water Supply/Drain Fixture Unit Total	207				Cold 210.10	Hot 103.70	Entry 261.90		Drainage 383.0				
					Flow - GPM		77.4						
					Meter Size		2"	Pipe Size	6"				
					Velocity-FPS								

HYDRAULIC CALCULATIONS

	PRESSURE (PSI)
TAP LOSS (2" LINE @ 77.4 GPM)	2.18
STATIC HEAD LOSS (MAIN TO METER)	6.51
PRESSURE LOSS THROUGH SERVICE LINE (MAIN TO METER)	2.62
PRESSURE REDUCING VALVE LOSS (2" @ 77.4 GPM, WATTS LF223S)	12.00
METER LOSS (2" METER @ 77.4 GPM, NEPTUNE T-10)	2.50
BACKFLOW PREVENTER (2" RPBP @ 77.4 GPM, ZURN 975XL)	13.25
WATER TREATMENT SYSTEM PRESSURE LOSS	0.00
HOT WATER MIXING STATION PRESSURE DROP	0.00
STATIC HEAD LOSS (METER TO HIGHEST FIXTURE)	15.19
FRICTION LOSS (LONGEST LENGTH @ 3.5PSI/100')	7.35
DESIGN PRESSURE REQUIRED @ FIXTURES	20.00
TOTAL PRESSURE REQUIRED	81.60
NOTE: "TOTAL PRESSURE REQUIRED" IS THE REQUIRED MINIMUM PRESSURE AT THE WATER MAIN TAKEOFF. CONTRACTOR TO VERIFY PRESSURE AT MAIN PRIOR INSTALLATION. IF THE PRESSURE DIFFERS FROM SHOWN, PROVIDE A BOOSTER PUMP AS REQUIRED.	

aec
Architectural Engineering Consultants
Mechanical, Electrical & Lighting Design Services
An Office with LEED™ Accredited Professionals
PO Box 8489, 40801 US Hwy 6 & 24, Ste 214, Avon, Colorado, 81620
Telephone: 970-748-8520
www.aec-vail.com



665 MIXED USE

665 SOUTH CACHE
JACKSON, WY 83001

AEC PROJECT #: 23025.00

DATE: ISSUE:

06/02/23 DEVELOPMENT PLAN SET

Drawn By:

DGD

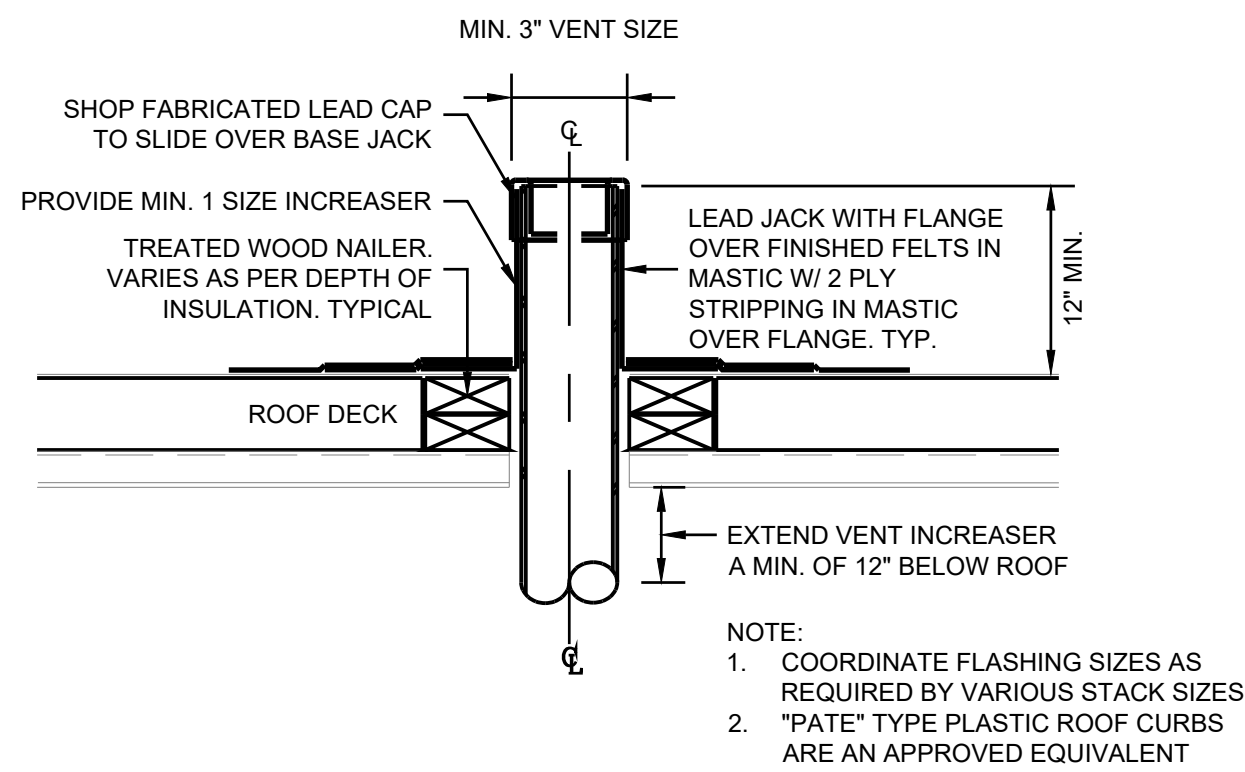
Checked By:

TOC

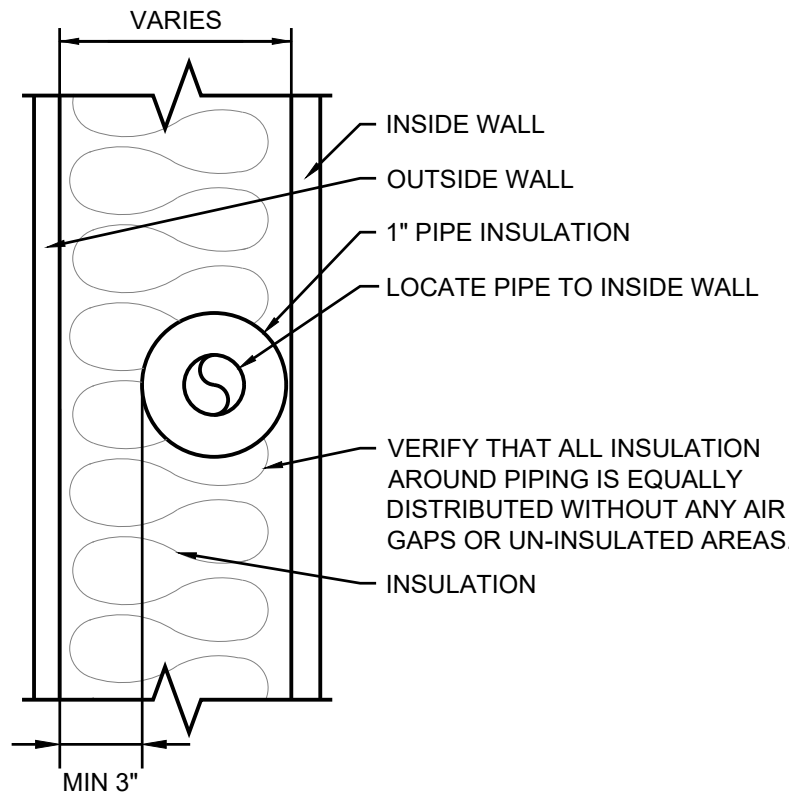
PLUMBING
LEGEND
SPEC'S &
SCHEDULES

P1.0

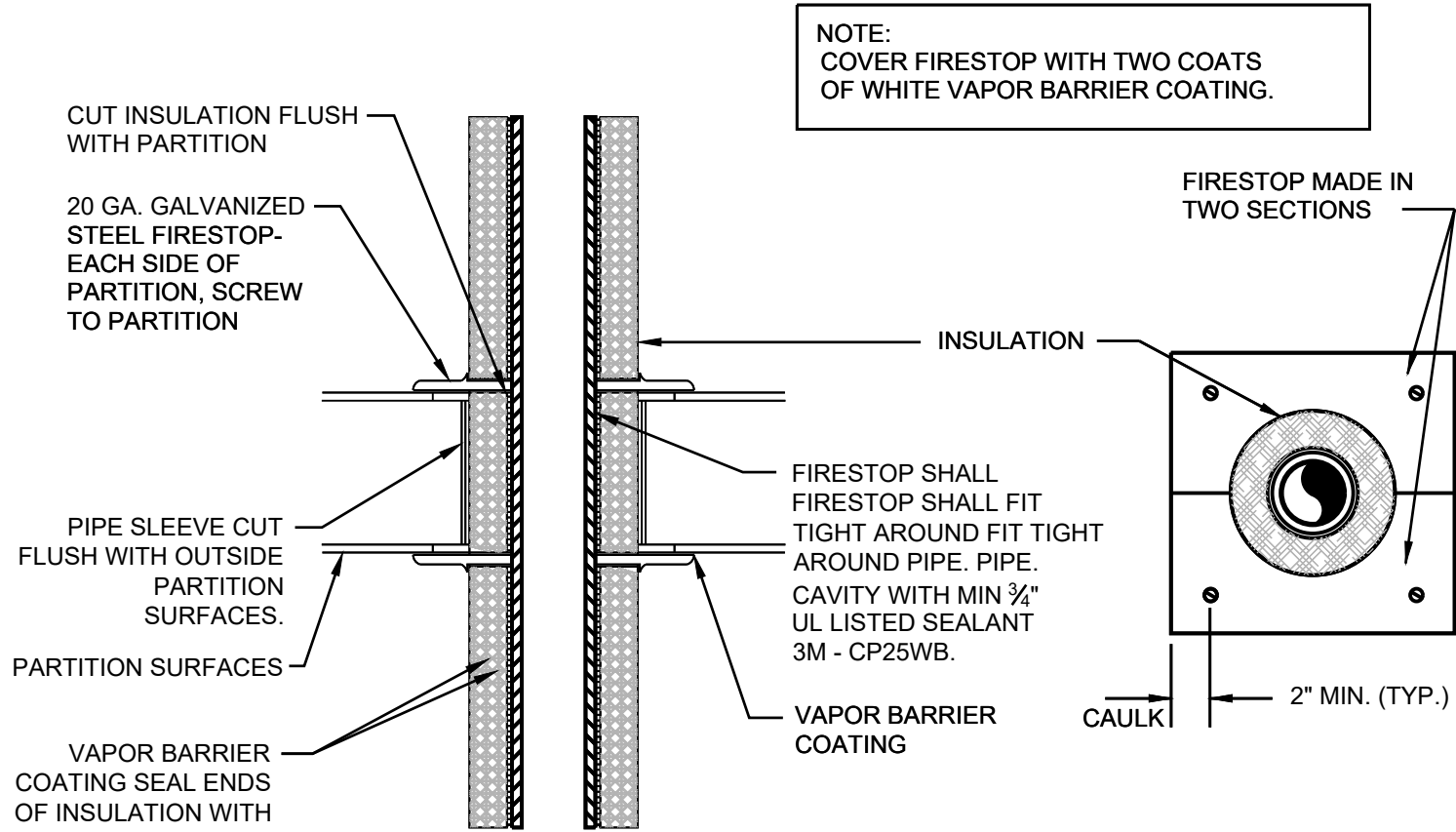
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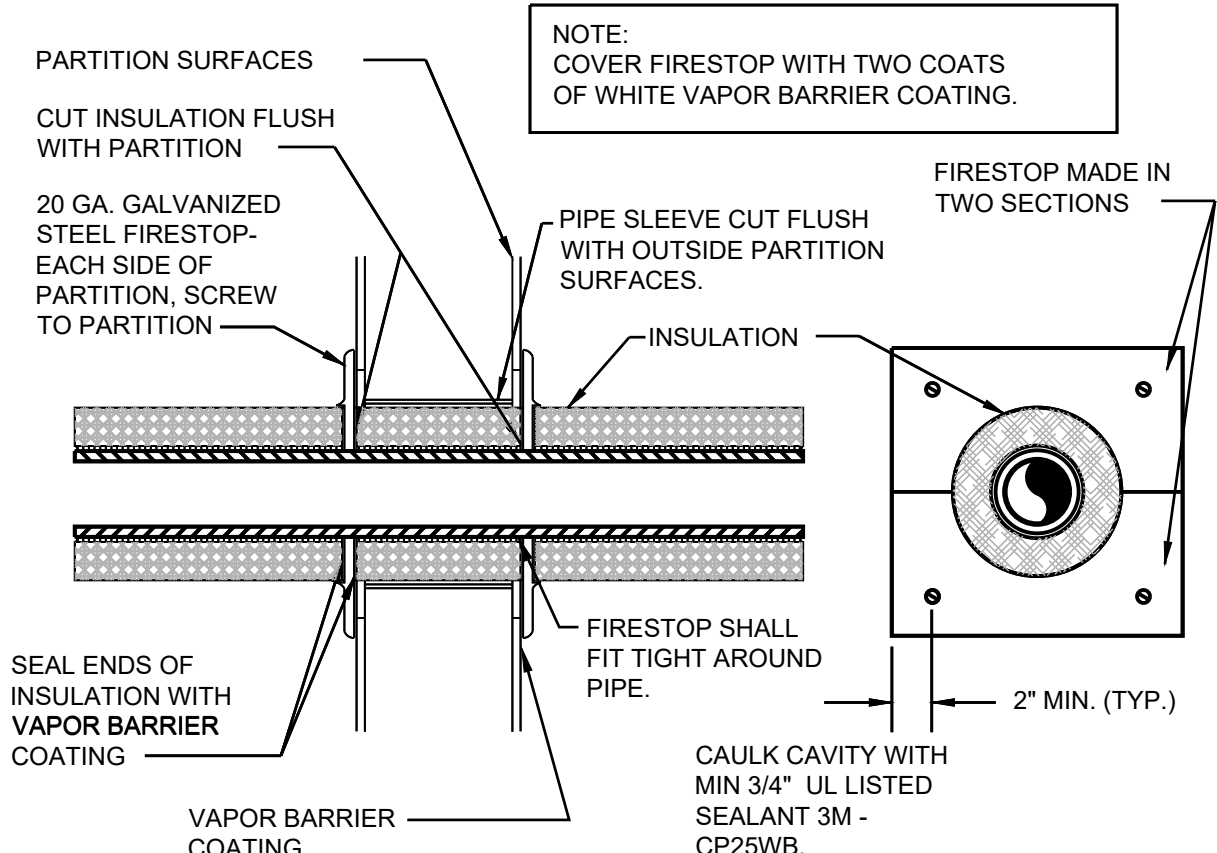
VENT THRU ROOF DETAIL
NO SCALE



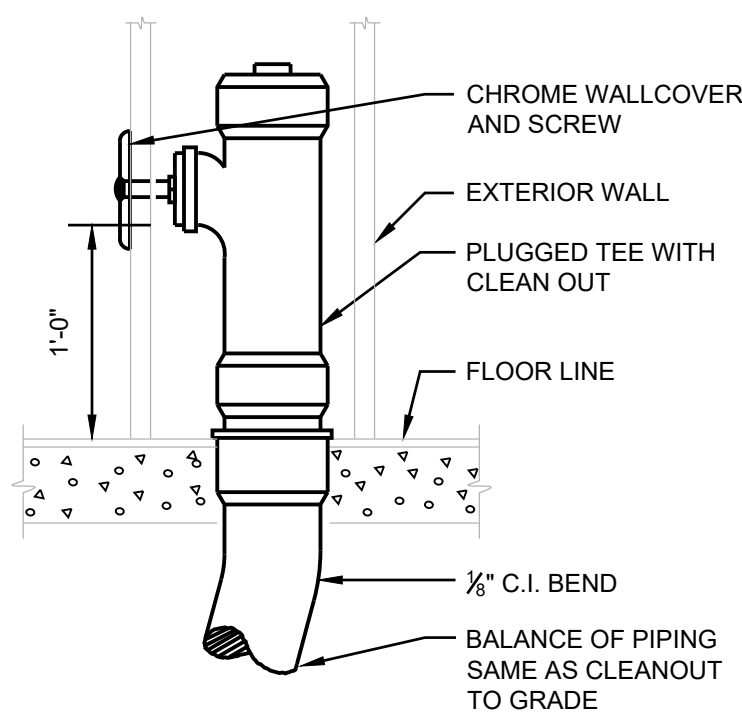
PIPE IN OUTSIDE WALL DETAIL
NO SCALE



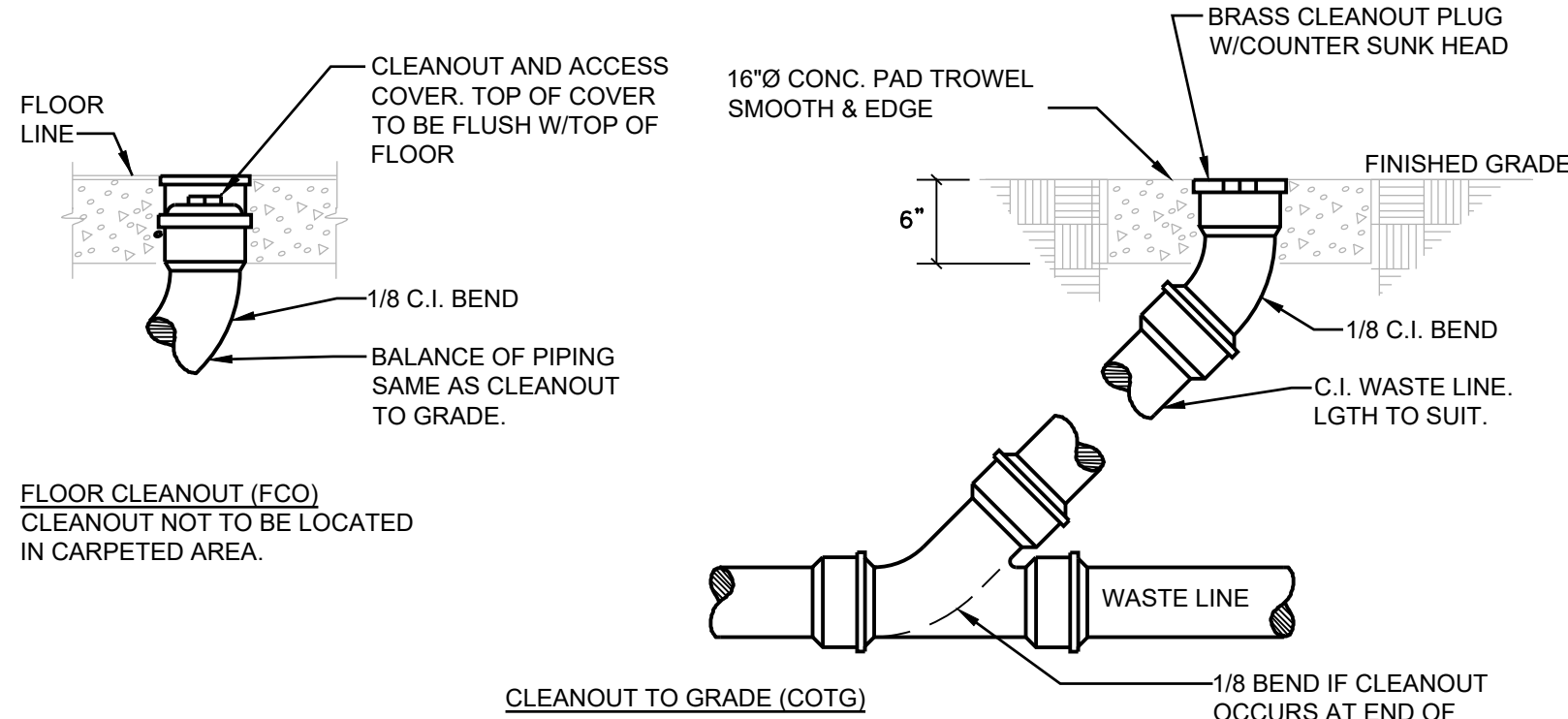
PENETRATION OF A FIRE RATED CEILING/FLOOR
NO SCALE



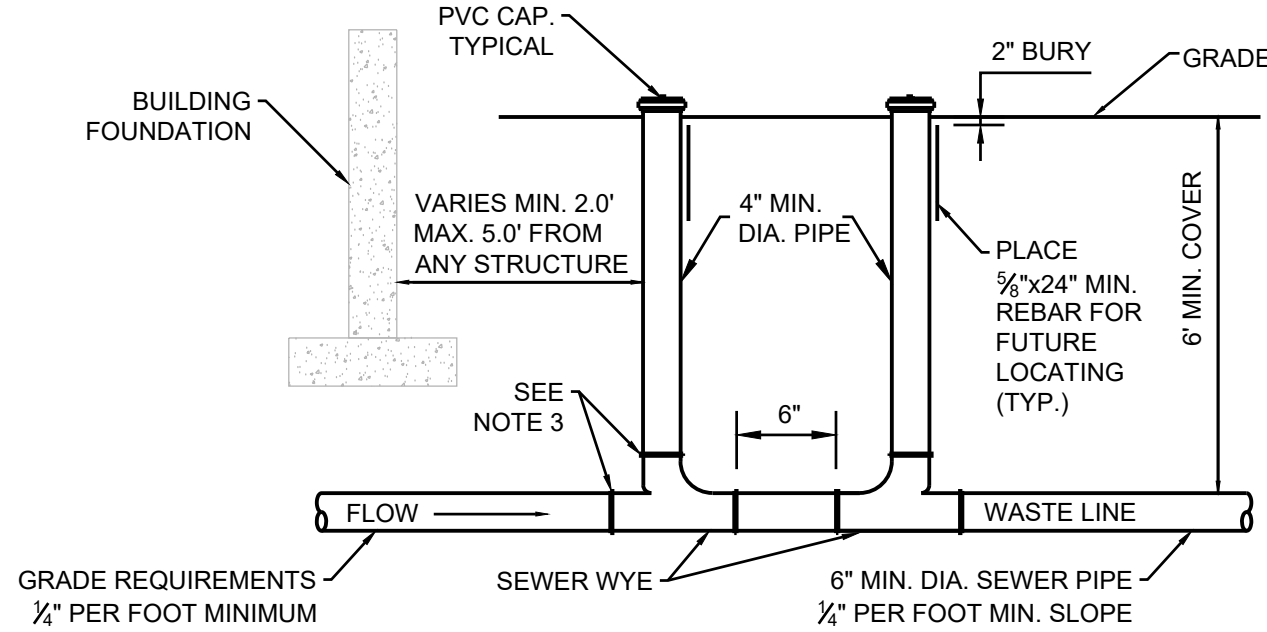
PENETRATION OF A FIRE RATED WALL
NO SCALE



WALL CLEANOUT DIAGRAM
NO SCALE

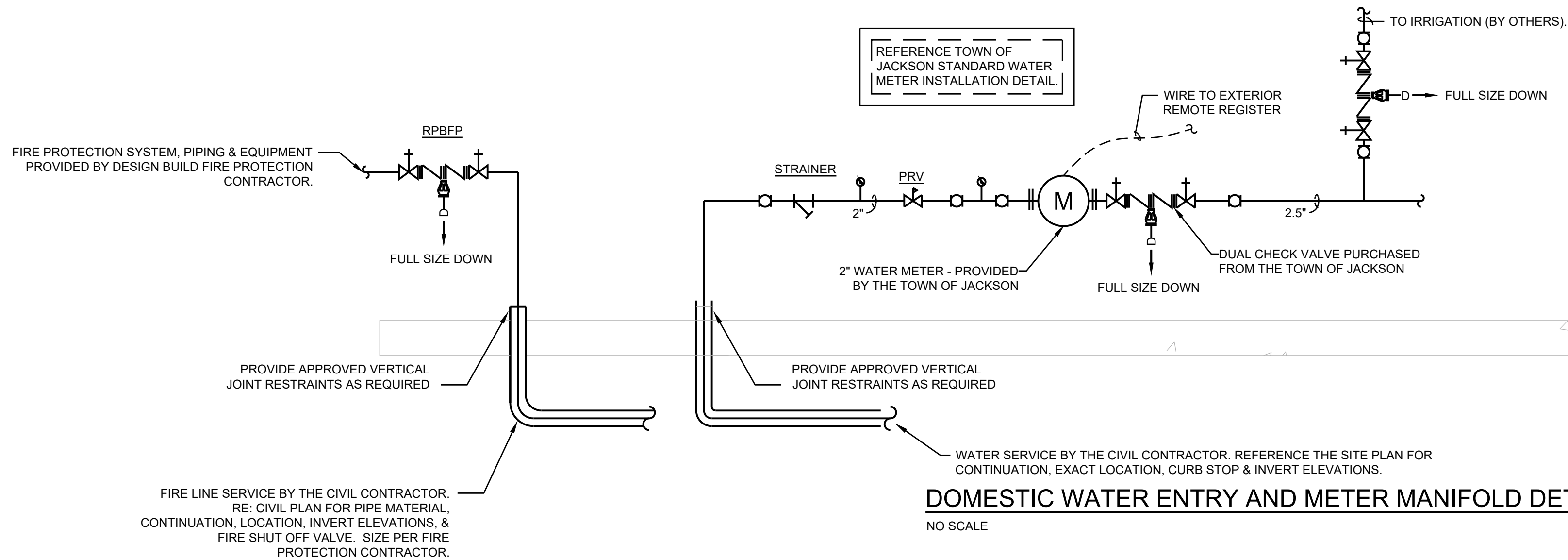


CLEANOUT SCHEMATICS
NO SCALE

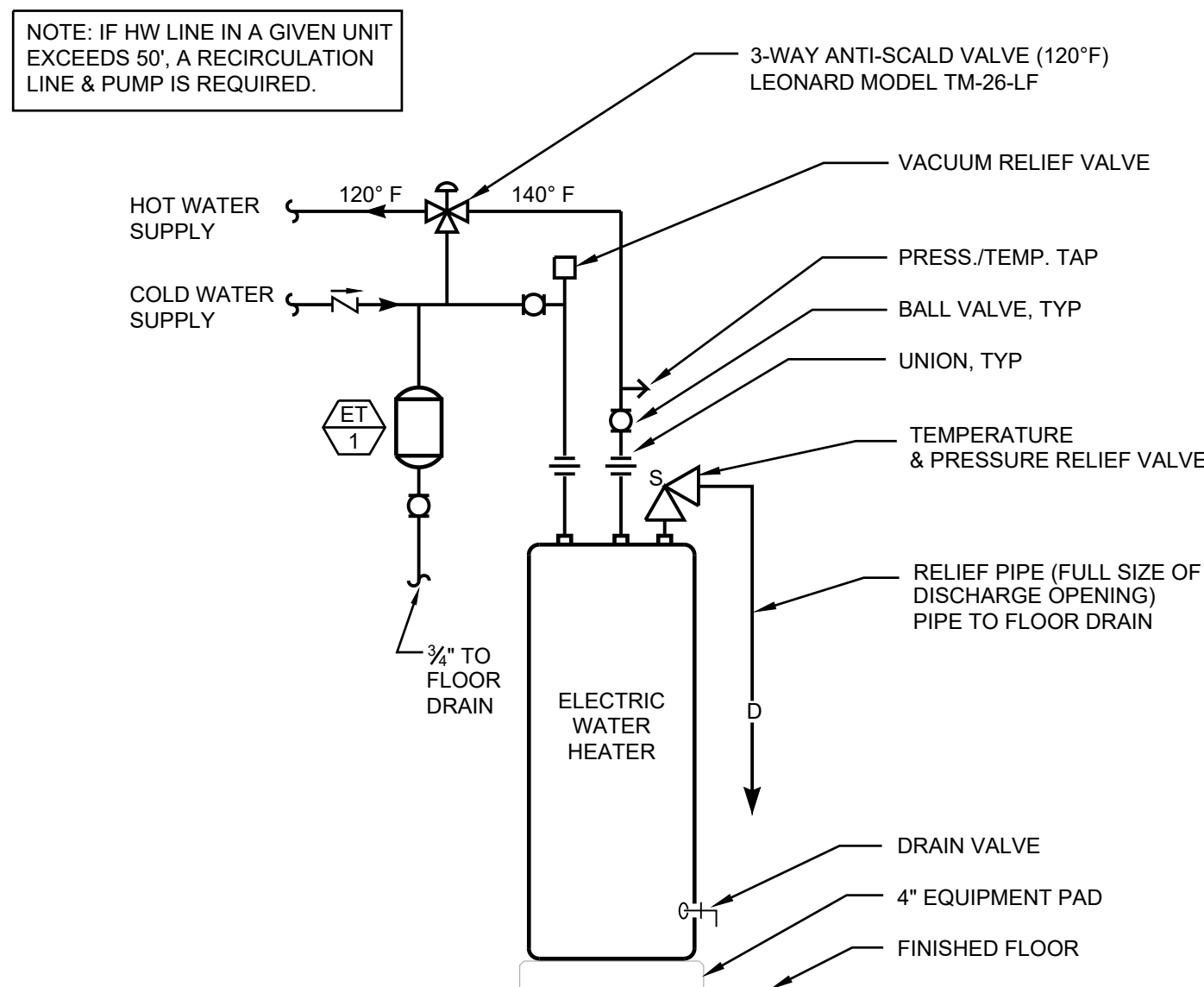


- NOTES:**
1. PRIOR TO BACKFILL THE TOWN PUBLIC WORKS DEPARTMENT MUST INSPECT ALL PIPE, FITTINGS, COUPLINGS GRADE AND COMPLETE WATER TESTING.
 2. INSTALL AND COMPACT ALL BACKFILL MATERIAL PER TOWN PUBLIC WORKS DEPARTMENT STANDARD SPECIFICATIONS AND AS SHOWING WITHIN THE TRENCH DETAIL.
 3. ALL PVC FITTINGS SHALL MEET ASTM D3034 SPECIFICATIONS, AND SHALL ALSO MEET ASTM D312 SPECIFICATIONS FOR RUBBER GASKETED BELL AND SPIGOT TYPE WITH INTEGRAL BELL.

TOJ DETAIL SS-114 - SERVICE LATERAL BUILDING CLEANOUT
NO SCALE



DOMESTIC WATER ENTRY AND METER MANIFOLD DETAIL
NO SCALE

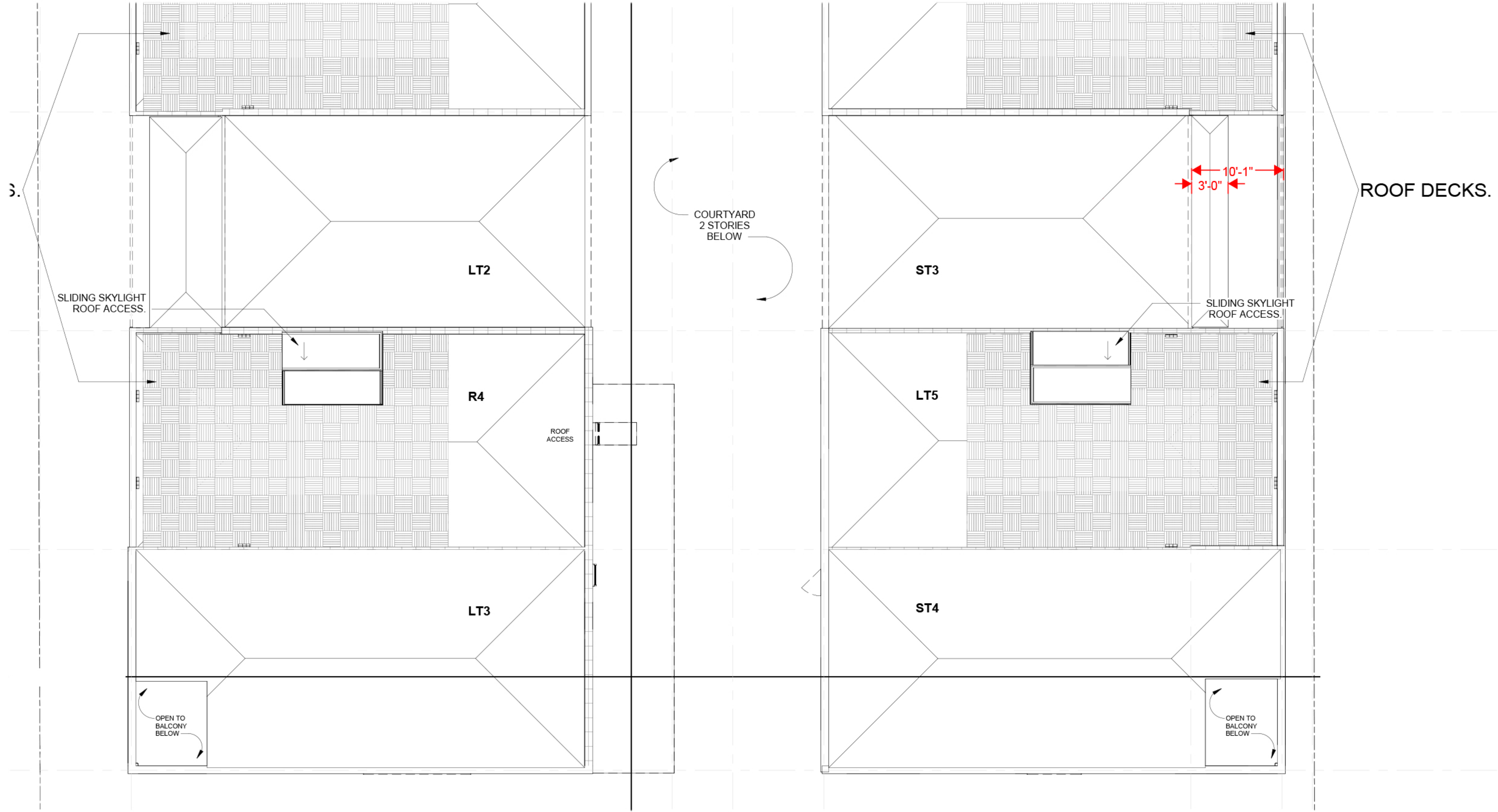
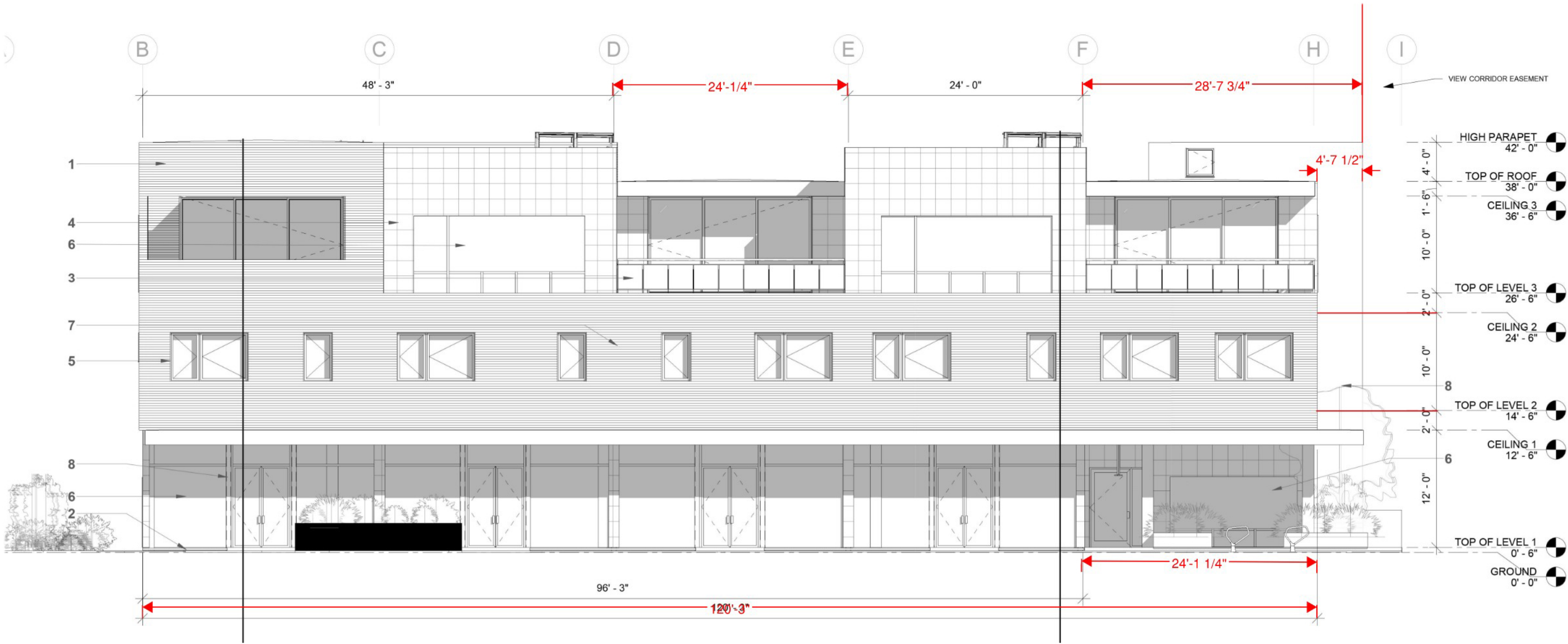


ELECTRIC WATER HEATER DIAGRAM
NO SCALE

665 Stepback Ratio

Total Frontage Width (ft)	24.25
	24
	24
	24
	23.65
	9'
Sum	119.9
Total Frontage 3rd Story Stepback	24.25
	23.65
	4.63
Sum	52.53
% Stepback	43.8
	> 40% =OK

Notes:
1. GUARDRAILS TO BE 42" A.F.F.
2. ALL GUARDRAILS IN FRONT OF STEPBACKED AREAS TO BE GLASS



STEPBACK AND STEPBACK CANOPY COMPLIANCE

665 transparency calc. Ground level		second	665 Transparency 2nd Level	
	SF			SF
Total sf	1444.6			1210.3
Transparent	78.2	6 x 40 sf		240
	65.1			
	84.2	4 x 15		60
	80.9			
	63.7			
	84.8			
	91.9			
	65.5			
	84.6			
	82.1			
	66.4			
	83.2			
	51.8			
	94.2			
Total Transparent	1076.6			300
Percent Transparent	74.5	>40%=OK		24.8 > 20%=OK

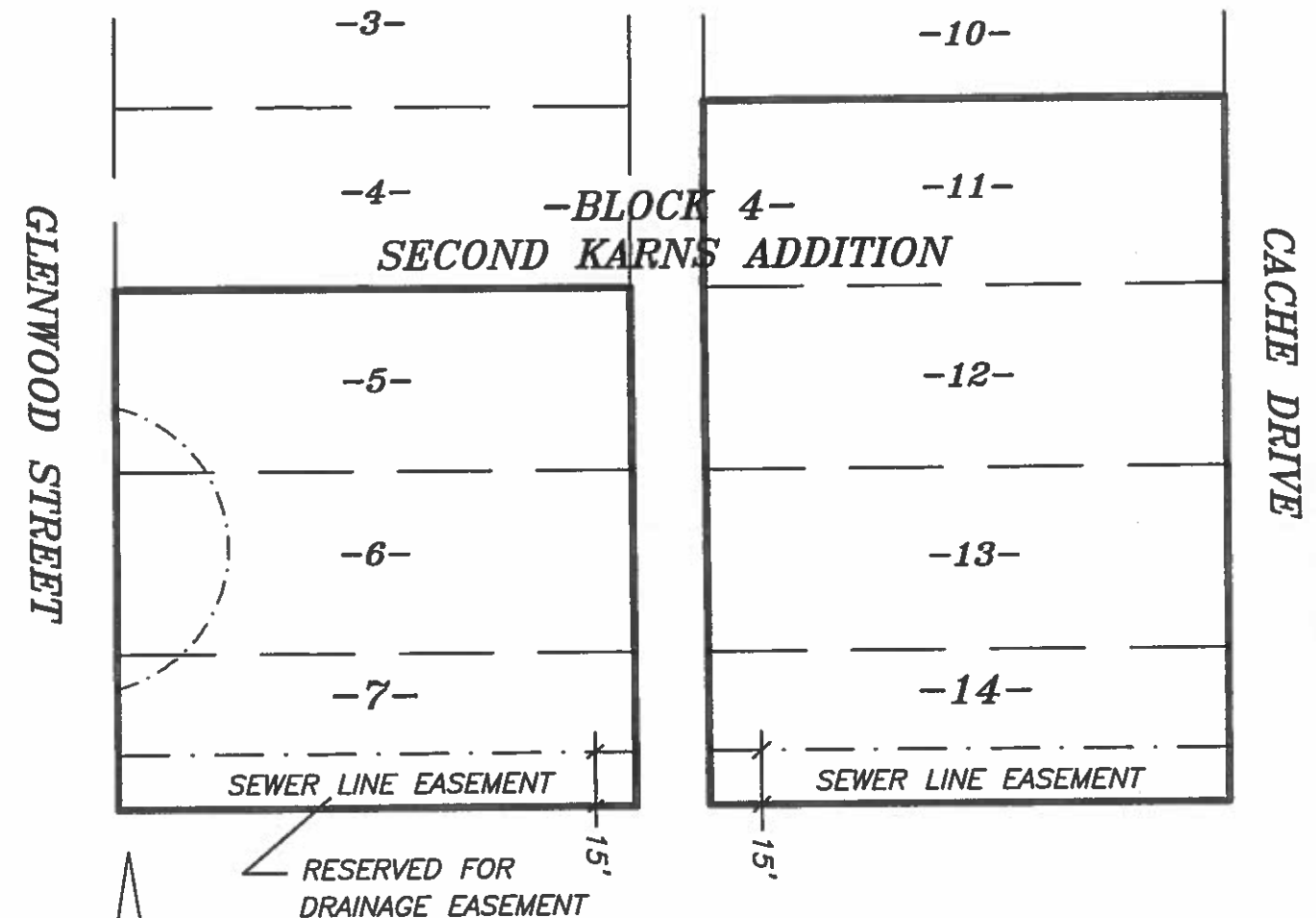


665 transparency calc. Ground level		second		665 Transparency 2nd Level
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	63.7			
	84.8			
	91.9			
	65.5			
	84.6			
	82.1			
	66.4			
	83.2			
	51.8			
	94.2			
Total Transparent	1076.6			300
Percent Transparent	74.5	>40%=OK		24.8 > 20%=OK



Additional Structural, Lighting, or Easement Exhibits

**RENDEZVOUS ENGINEERING, P.C.
JACKSON, WYOMING**



**=EXHIBIT A=
SKETCH TO ACCOMPANY DESCRIPTION
OF EASEMENTS FOR SEWER LINE WITHIN
LOTS 7 AND 14, BLOCK 4, SECOND KARNS ADDITION
TOWN OF JACKSON
TETON COUNTY, WYOMING**

GRANTOR: NEWJACK LLC
GRANTEE: SOUTH CACHE PARTNERS LLC
Doc 1021922 Filed At 13:17 ON 08/06/21
Maureen Murphy Teton County Clerk fees: 24.00
By Corrina Dorman Deputy Clerk

VIEW CORRIDOR EASEMENT AGREEMENT

This View Corridor Easement Agreement ("**Agreement**") is made and entered into on this 5th day of August, 2021 ("**Effective Date**") by and between NewJack, LLC, a Wyoming limited liability company ("**Grantor**"), and South Cache Partners LLC, a Wyoming limited liability company ("**Grantee**"). Grantor and Grantee are each referred to herein as a "**Party**" to this Agreement and are collectively referred to herein as the "**Parties**" to this Agreement.

RECITALS

WHEREAS, Grantor is the owner of real property located in Teton County, Wyoming, and described more fully as:

Lot 12 of Block 4 of the Second Karns Addition to the Town of Jackson, Teton County, Wyoming, according to that plat recorded in the Office of the Teton County Clerk on March 13, 1939 as Plat No. 128.

PIDN 22-41-16-33-1-69-003

("Grantor's Property");

WHEREAS, Grantee is the owner of real property located in Teton County, Wyoming, and described more fully as:

Unit 301 of a Condominium Plat to be recorded on 645 S. Cache Avenue, Jackson, Wyoming 83001.

PIDN: 005881

("Grantee's Property"); and

WHEREAS, Grantor desires to grant to Grantee and Grantee desires to accept from Grantor a non-exclusive easement on the Grantor's Property for the purpose of creating a view corridor on the Grantor Property in order to preserve the Grantee Property's view of Snow King Mountain to the south in accordance with the terms and conditions set forth in this Agreement.

NOW, THEREFORE, for and in consideration of the sum of TEN AND NO/100 DOLLARS (\$10.00), and other good and valuable consideration, in hand paid, the receipt and sufficiency of which is hereby acknowledged and confessed, each Party agrees as follows:

1. Grant of Non-Exclusive Easement. Grantor hereby grants to Grantee and Grantee hereby accepts from Grantor a non-exclusive view corridor easement over and across that certain portion of Grantor's Property described on Exhibit A, attached hereto and incorporated herein by reference (the "**View Corridor**") to restrict and prohibit the construction of any improvements within the boundaries of the View Corridor (except terrace railings up to 4 feet tall), all as set forth in this Agreement. Grantor reserves the right to use the View Corridor for any purposes that do not interfere with the Grantee's easement rights set forth in this Agreement.

2. Term. This Agreement and the easement granted herein shall be perpetual unless sooner terminated by the terms of this Agreement. The easement granted herein shall run with land, is appurtenant to Grantee's Property, and is binding upon each Party and each Party's heirs, successors, and assigns.

3. No Structures in the View Corridor. No buildings, structures or improvements of any kind may be placed or constructed within the View Corridor.

4. Reservation of Grantor. The Grantor reserves unto itself, its successors and assigns and any future owner of the Grantor's Property, the right to use the area of Grantor's Property below the View Corridor for the construction of improvements, structures and buildings and/or the installation of landscaping to the extent such construction of improvements, structures and buildings and/or installation of landscaping does not conflict with the restrictions set forth in Section 3 above. The Grantor further reserves unto itself, its successors and assigns and any future owner of Grantor's Property the right to grant additional easements in, under, over and across the View Corridor and the Grantor's Property for any purpose as Grantor deems necessary in Grantor's sole discretion, provided that such additional easements do not conflict with the restrictions set forth in Section 3 above.

5. No Public Dedication. Nothing herein shall be deemed to be a gift or dedication of all or any portion of Grantor's Property for the general public.

6. Successors and Assigns. The terms and conditions set forth in this Agreement are binding and shall inure to the benefit of each the Parties and their heirs, assigns and successors in interest and all future owners of the Grantor's Property and Grantee's Property.

7. Governing Law and Jurisdiction. This Agreement shall be governed by the laws of the State of Wyoming. The District Court of Teton County, Wyoming, shall have exclusive jurisdiction over any litigation that arises pursuant to this Agreement.

8. Severability. In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision hereof, and this Agreement shall be construed as if such invalid, illegal, or unenforceable provision had never been contained herein.

9. Entire Agreement; Modification. This Agreement embodies and constitutes the entire agreement with respect to the subject matters hereof and all prior or contemporaneous agreements, understandings, representations, statements are merged into this Agreement. Neither this Agreement nor any provision hereof may be waived, modified, or amended unless agreed to in writing by the Parties; provided, however, that such amendment shall be properly recorded in the Office of the Clerk of Teton County, Wyoming as a condition to its effectiveness.

10. Counterparts. This Agreement may be executed in any number of counterparts and each such counterpart hereof shall be deemed to be an original instrument, but all such counterparts together shall constitute but one Agreement.

GRANTOR:

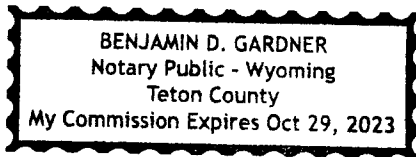
NewJack, LLC, a Wyoming limited liability company

Tom Hedges
By: Tom Hedges, its Manager

STATE OF Wyoming)
) ss.
COUNTY OF Teton)

The foregoing instrument was acknowledged before me by Tom Hedges, in his capacity as Manager of NewJack, LLC, a Wyoming limited liability company, who is personally known to me or has each established her identity and authority to me by reasonable proof, this 2 day of August, 2021.

Witness my hand and official seal.



Benjamin D. Gardner
Notary Public
My Commission Expires: 10/29/2023

GRANTEE:

South Cache Partners LLC,
a Wyoming limited liability company

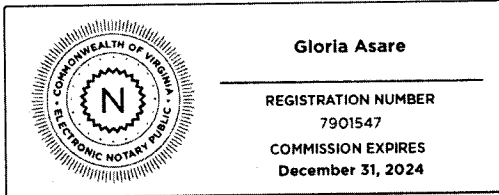
Donald Duffy

Donald Duffy, Manager

STATE OF Virginia)
) ss.
COUNTY OF Loudoun)

The foregoing instrument was acknowledged before me by Donald Duffy, in his capacity as Manager of South Cache Partners LLC, a Wyoming limited liability company, who is personally known to me or has each established his identity and authority to me by reasonable proof, this 5th day of August, 2021.

Witness my hand and official seal.



Gloria Asare

Gloria Asare

Notary Public

My Commission Expires: 12/31/2024

Registration No: 7901547

Notarized online using audio-video communication

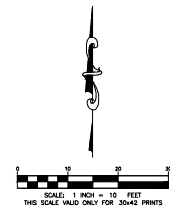
EXHIBIT A

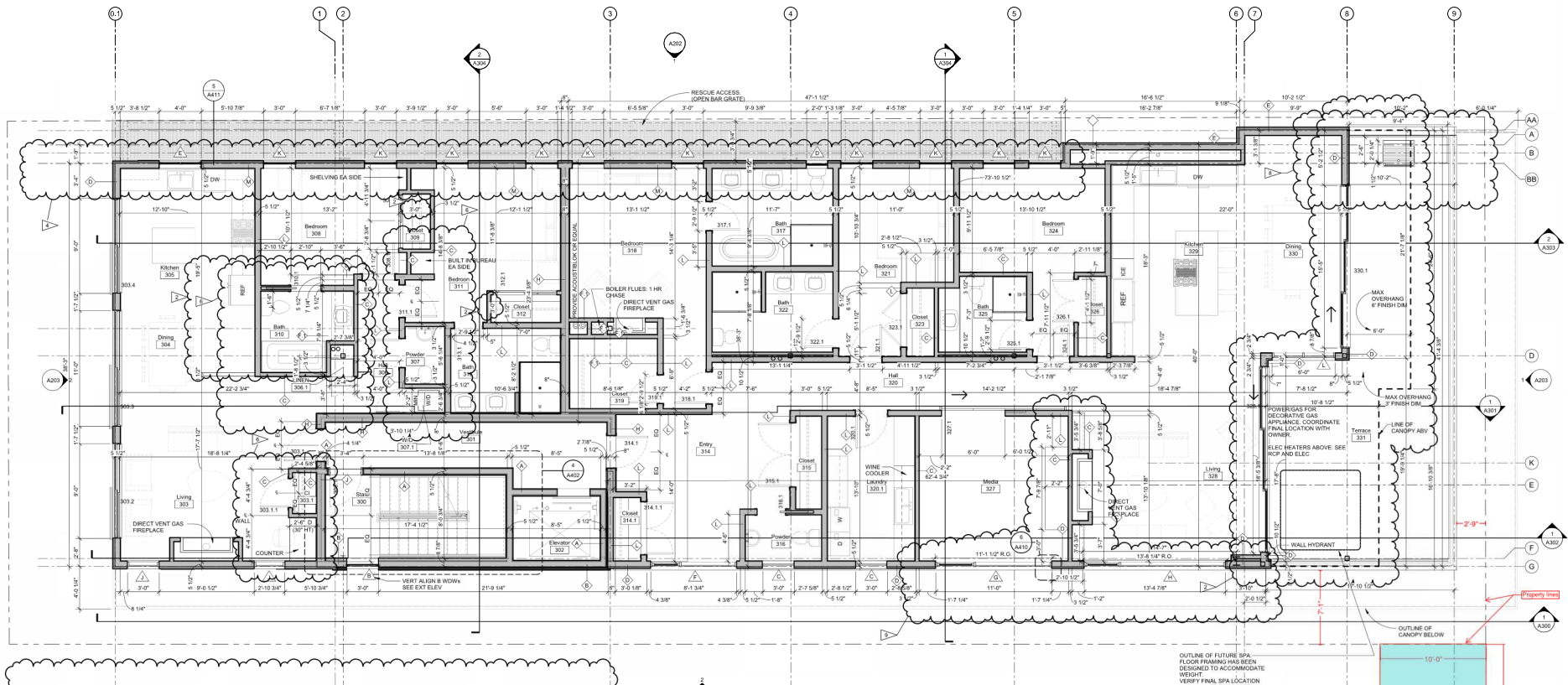
Description or depiction of the View Corridor

Unit 301 of 645 South Cache Condominiums, as shown on the Final Plat of 645 South Cache Condominiums filed in the Office of the Clerk of Teton County, Wyoming (the Plat No. 1429 recorded July 30, 2021, Doc #1021484), and described in the Declaration of Condominium for 645 South Cache Condominiums (the "Declaration") recorded July 30, 2021, Doc 1021488 and all supplements and amendments thereto, and such description is construed to describe the unit together with all interest appurtenant thereto, including the appurtenant undivided interest in the Common Elements, as defined in the Declaration (together, the "Unit" or the "Real Property").

PIDN: 005881

Page 6 is missing...maybe that
is where the exhibit goes,
however they are both Ex A?





WALL AND FLOOR TYPE LEGEND

SCALE: 1" = 1'-0"

RATED WALL TYPES

GENERAL WALL TYPE NOTES:
A. PROVIDE BLOCKING AS REQUIRED TO SECURE WALL HUNG COMPONENTS.
B. EXTEND ALL COMPONENTS TO UNDERSIDE OF DECK UNLESS NOTED OTHERWISE.
C. REFER TO 0003 FOR ADD'L INFO

A 1 2HR UL U301 (A IS 2x6 WOOD FRAMING AND A 1 IS 2x4 WOOD FRAMING) (2) LAYERS 5/8" SHEET ROCK FIRECODE CORE GYPSUM PANELS EACH SIDE 2x4 OF 2x6 WOOD FRAMING FILL CAVITIES WITH SOUND ATTENUATION MINERAL WOOL BATT INSULATION	F 1 1HR UL U205 (F IS 2x6 WOOD FRAMING AND F 1 IS 2x4 WOOD FRAMING) (1) LAYER 5/8" SHEET ROCK FIRECODE CORE GYPSUM PANELS EACH SIDE 2x4 OF 2x6 WOOD FRAMING FILL CAVITIES WITH SOUND ATTENUATION MINERAL WOOL BATT INSULATION SAME DESIGNATION FOR BLOCK RATED WALLS NOTED ON 0003
B 2HR UL V337 (EXTERIOR WALL) INTERIOR (2) LAYERS 5/8" TYPE X UL CLASSIFIED FOR USE IN U305/U310/S12 2x6 WOOD FRAMING FILL CAVITIES WITH MINERAL FIBER INSULATION (1) LAYER 5/8" GEORGIA PACIFIC TYPES DGG EXTERIOR	G NON-RATED FURNISH AS REQUIRED (1) LAYER 5/8" SHEET ROCK FIRECODE CORE GYPSUM 2x4 OF 2x6 WOOD FRAMING FILL CAVITIES WITH SOUND ATTENUATION MINERAL WOOL BATT INSULATION
C NON RATED (1) LAYERS 5/8" GWS TYPE X EACH SIDE FILL CAVITIES WITH SOUND ATTENUATION MINERAL WOOL BATT INSULATION	H 1 HR WOOD FRAMED WALL-UL U205 1 LAYER 5/8" FIRE CODE GYPSUM PANELS 2x4 WOOD STUDS 2x4 WOOD STUDS 1 LAYER 5/8" FIRE CODE GYPSUM PANELS ADD (1) ADDITIONAL LAYER 5/8" FIRE CODE GYPSUM PANELS EACH SIDE INCLUDE ACoustiblok MASS LOADED VINYL ON EAST SIDE OF RESIDENTIAL SEPARATION WALL ONLY INSULATE EACH STUD CAVITY WITH MINERAL WOOL (ROCKWOOL SAFESOUND)
D NON RATED (EXTERIOR WALL) INTERIOR (1) LAYERS 5/8" GWS TYPE X 2x6 WOOD FRAMING FILL CAVITY WITH SPRAY FOAM INSUL PER INSUL SCHED. WOOD SHEATHING REFER TO BUILDING DETAILS FOR APC ASSEMBLY EXTERIOR	J 2 HR WOOD FRAMED WALL- GA WP 3725 BASE LAYER 5/8" DENIS ARMOR PLUS FIREGUARD GYPSUM PANELS EA SIDE FACE LAYER 5/8" DENIS ARMOR PLUS FIREGUARD GYPSUM PANELS EA SIDE 2x4 WOOD STUDS SEPARATE PLATES WITH 1" GAP BETWEEN PLATES INSULATE EACH STUD CAVITY WITH MINERAL WOOL (ROCKWOOL SAFESOUND)
E 1HR UL U344 (EXTERIOR WALL) (1) LAYER 5/8" SHEET ROCK FIRECODE CORE GYPSUM PANELS EACH SIDE (1) LAYER PLVWOOD BETWEEN FRAMING AND GYPSUM PANEL ONE SIDE ONLY 2x4 OF 2x6 WOOD FRAMING FILL CAVITY WITH CLOSED CELL SPRAY FOAM INSULATION	L NON RATED (1) LAYERS 5/8" GWS TYPE X EACH SIDE FILL CAVITIES WITH SOUND ATTENUATION MINERAL WOOL BATT INSULATION

PLAN LEGEND

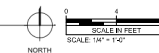
- WALL TYPE (SEE SHEET A101)
- WALL TYPE NOTE
- ROOM NUMBER
- WINDOW TYPE (SEE SHEET A601)
- SHEET NOTE
- DETAIL OR SECTION NUMBER
- SHEET WHERE DRAWN
- INTERIOR ELEVATION CALLOUT AND DIRECTION OF ELEVATION VIEW
- BUILDING ELEVATION CALLOUT AND DIRECTION OF ELEVATION VIEW
- DOOR NUMBER (SEE SHEET A601)
- DIMENSION TO FACE OF STUD
- DIMENSION TO GRID LINE
- SLOPE X:X

INDICATES ROOF SLOPE
IF NO SLOPE IS LISTED ASSUME 1/4" PER 12" MIN - SLOPE
ALL CRICKETS TO DRAIN - ROOF DRAIN SLOPE 1/2" PER 12"

T.O. SUBFLR - 3RD

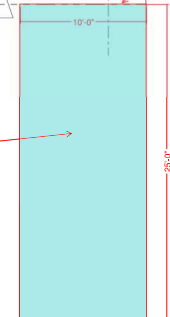
1/4" = 1'-0"

EXISTING & NEW CONSTRUCTION GRAPHIC LEGEND
NEW CONSTRUCTION
EXISTING CONSTRUCTION TO REMAIN



NORTH

New outdoor bathroom area
Only applies to the third story of a
main structure located at 25 feet
above grade. Terrace railings are
designed to extend up to 4' highest.



RENOVATION AND ADDITION
JACKSON, WY 83001
645 SOUTH CACHE



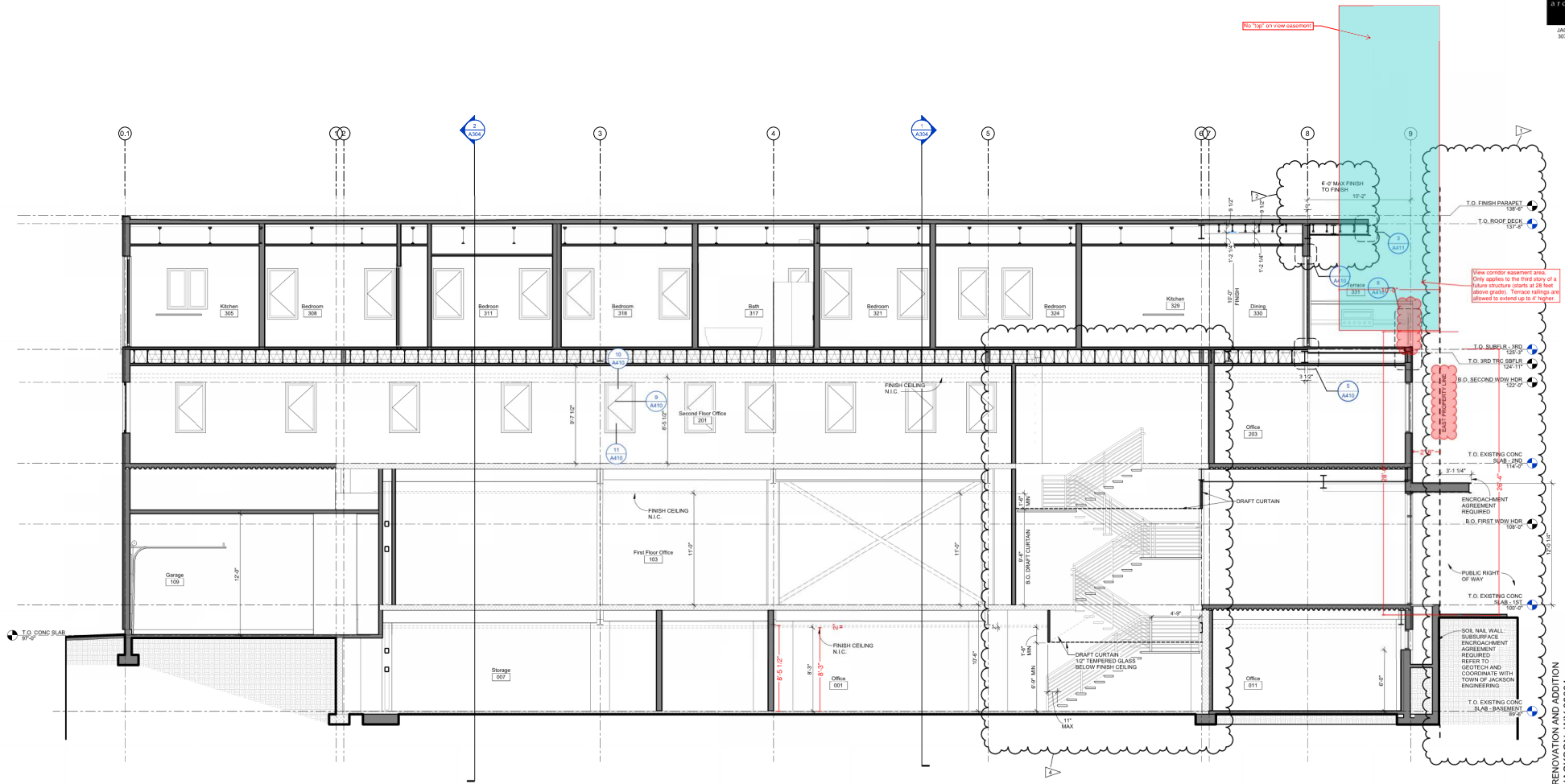
© 2009 | ALL RIGHTS RESERVED

UNIT 301 EXHIBIT A

5.5.20
DRAWN BY: BENNETT
CHECKED BY: HOYT
REVISIONS
1. 01.12.2010: SEE COMMENTS
2. 02.12.2010: SEE COMMENTS
3. 03.12.2010: SEE COMMENTS
4. 04.12.2010: SEE COMMENTS
5. 05.12.2010: SEE COMMENTS

THIRD FLOOR PLAN

A103



SECTION AT NORTH STAIR
1/4" = 1'-0"

645 SOUTH CACHE
JACKSON, WY 83001



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**BUILDING PERMIT
DRAWINGS**

5.5.20
DRAWN BY: BENNETT
CHECKED BY: HOYT
REVISIONS
1. 01/14/2020 ENCROACHMENT
2. 01/14/2020 T.O. COMMENTS
3. 01/14/2020 T.O. COMMENTS

EXHIBIT A

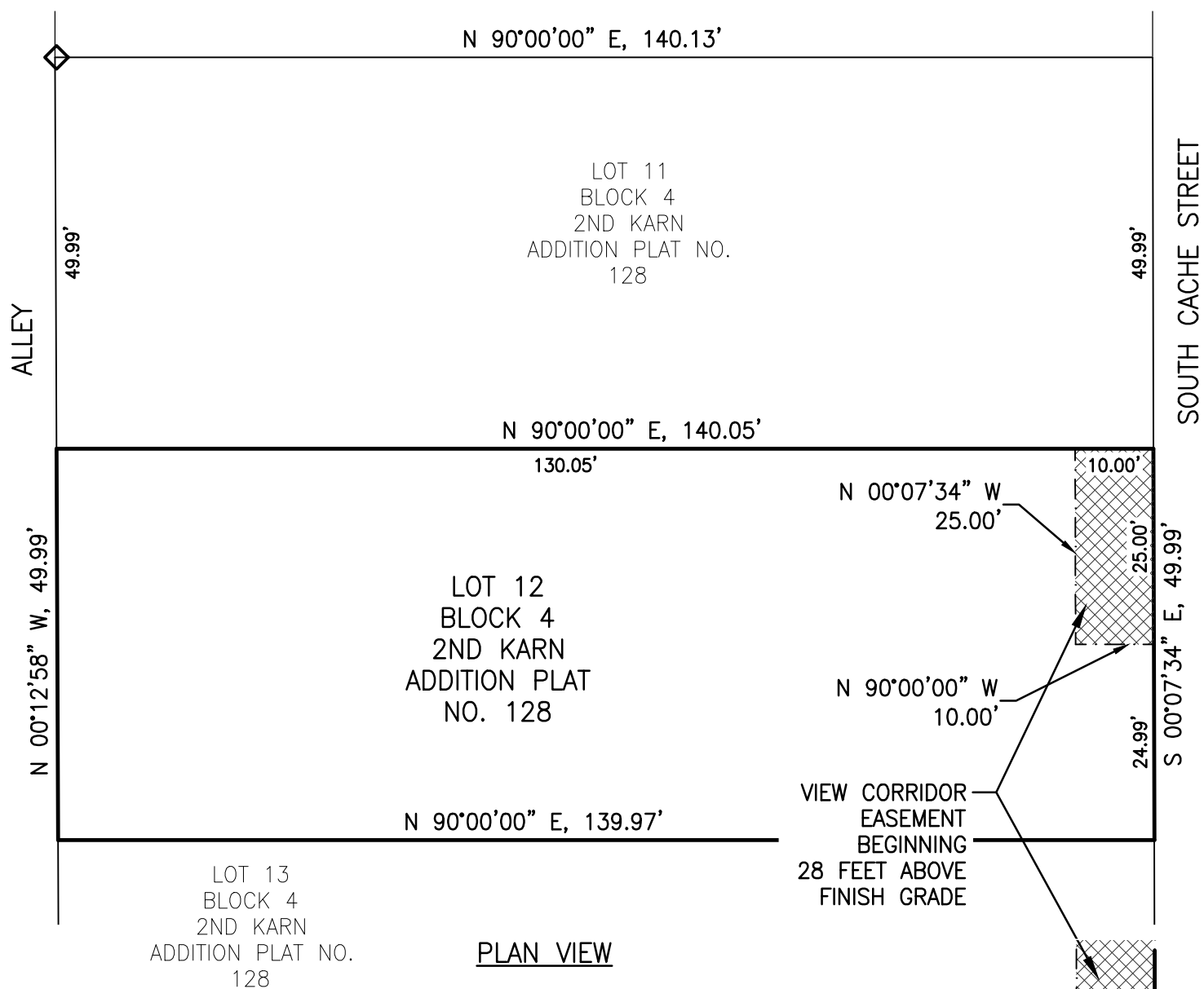
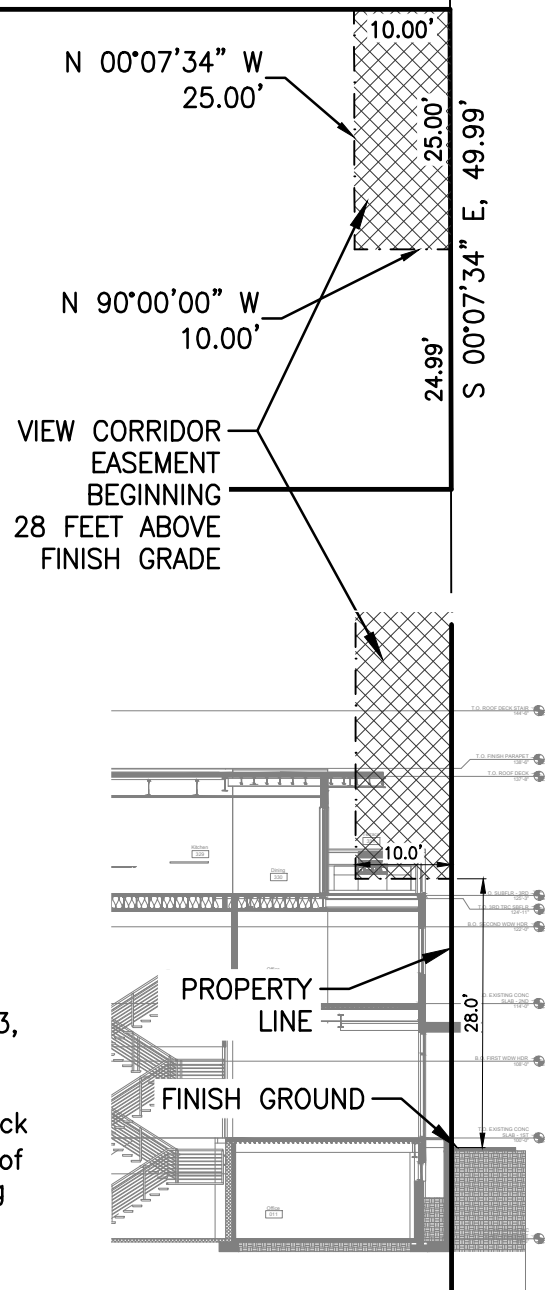


EXHIBIT A
Legal Description:

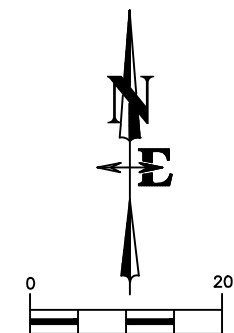
A three-dimensional view corridor easement located within the SE 1/4 NE 1/4, Section 33, Township 41 North, Range 116 West, 6th Principal Meridian, Town of Jackson, Teton County, Wyoming, being a part of Lot 12, Block 4, 2nd Karns Addition, Plat No. 128, records of the Office of the Clerk of Teton County, being more particularly described as follows:

The northerly 25 feet of the easterly 10 feet of Said Lot 12.
Bound vertically by a bottom plane 28 feet above finish grade. There is no top plane for the view easement.



SECTION VIEW

LOT 12, BLOCK 4
2ND KARNs ADD., PLAT 128
LOCATED IN SE 1/4, NE 1/4,
SECTION 33, T41N, R116W,
TOWN OF JACKSON
TETON COUNTY, WYOMING



SCALE 1" = 20'

DRAWING NO 1	DRAWING TITLE NEWJACK LLC VIEW CORRIDOR EASEMENT DON DUFFY	 NELSON ENGINEERING P.O. BOX 1599, JACKSON WYOMING (307) 733-2087	DATE 12/18/20	
JOB NO 20-457-01			ENGINEERED	
			DRAWN	SK
			CHECKED	LR
			APPROVED	LR



Architectural Engineering Consultants, Inc.

Mechanical, Electrical, & Lighting Design Services

An Office with LEED™ Accredited Professionals

Ms. Marina Bello
Hoyt Architects
martinab@hoytarchitects.design

August 4, 2023

Reference: 665 S Cache Street Development
Electrical Permit Comment Response

Dear Marina,

Please submit this written response with our revised Electrical Development plans and photometrics. There's no changes in light fixture selection so the original submittal can be referenced for those.

Permit comment,

8. Lighting

EX1.0 –Revise lighting plan to show compliance with lumen maximum. LDRs were updated in 2022 for lighting standards. Based on site acreage of 0.46, the CR-1 zone is allowed a maximum of 3 lumens per sf of site development but is limited by a maximum of 50,000 lumens per acre of site development for all fixtures and a maximum of 2000 lumens per acre of site development for unshielded fixtures. All lights over 600 lumens shall be fully shielded and light color may not exceed 3000 kelvin. Staff requires the site development area in order to confirm maximum lumens, however, it is likely it will be closer to half the amount currently proposed. Revise plans to include total amount of site development so staff may verify above lumen maximums.

Staff notes application pages referencing NH-1 and CR-2 zones for lighting are nonapplicable to the CR-1 zone which the property is in. Revise lighting plan include photometric plan showing no light trespass occurring over west, south, or east property lines.

Permit comment response:

With review with Katelyn Page we've established this site can be considered 1 acre for sake of planning the exterior lighting. We would apply the max lumens of 50,000 as allowed for 1 acre. IBC exempt fixtures can be removed by the calculation. Per IBC 1006.2 we're required to have 1 footcandle at "places of exit discharge". We've worked through and marked light fixtures in the immediate vicinity of the egress paths at the exterior. Per attached plan we would have 37,765 lumens planned, less than the 50,000 lumens allowed. See "Lumens per Acre Calcs Exempt Fixtures at Egresses not included:" sheet EX1.0. We have also included footcandle calculations as required.

A handwritten signature in black ink, appearing to read 'Stanton O. Humphries', with a long horizontal line extending to the right.

Stanton O. Humphries, PE

Mailing: PO Box 8489, Avon, CO 81620 UPS/FedEx: 210 Edwards Village Blvd Ste C-203, Edwards, CO 81632
phone: 970-748-8520 email: stan@aec-vail.com web: www.aec-vail.com

Application

Recessed wall luminaire with forward throw light distribution for the illumination of ground surfaces, stairs and pathways.

Materials

Luminaire housing and faceplate constructed of die-cast marine grade, copper free (≤0.3% copper content) A360.0 aluminum alloy
Clear safety glass
Silicone applied robotically to casting, plasma treated for increased adhesion
High temperature silicone gasket
Mechanically captive stainless steel fasteners
Stainless steel screw clamps
Composite installation housing

NRTL listed to North American Standards, suitable for wet locations
Protection class IP 65
Weight: 3.1 lbs

Electrical

Operating voltage	120-277V AC
Minimum start temperature	-30° C
LED module wattage	4.8 W
System wattage	7.0 W
Controllability	0-10V dimmable
Color rendering index	Ra > 80
Luminaire lumens	581 lumens (4000K)
LED service life (L70)	50,000 hours

LED color temperature

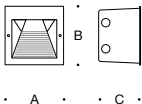
- ☐ 4000K - Product number + **K4**
- ☐ 3500K - Product number + **K35**
- ☐ 3000K - Product number + **K3**
- ☐ 2700K - Product number + **K27**

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish

All BEGA standard finishes are matte, textured powder coat with minimum 3 mil thickness. BEGA Unidure® finish, a fluoropolymer technology, provides superior fade protection in Black, Bronze, and Silver. BEGA standard White, as well as optionally available RAL and custom colors, are a polyester powder.

Available colors ☐ Black (BLK) ☐ White (WHT) ☐ RAL:
☐ Bronze (BRZ) ☐ Silver (SLV) ☐ CUS :



Recessed wall luminaire · directed light

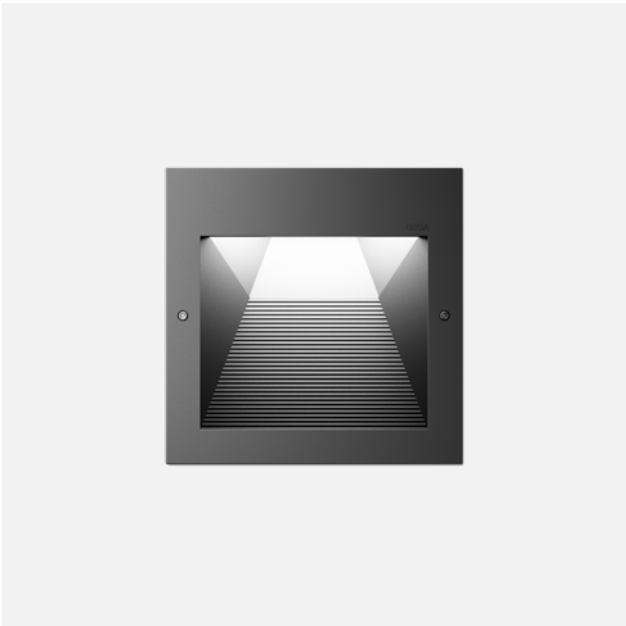
	LED	A	B	C
24 211	ADA 4.8 W	7 ½	7 ½	5 ¼

Type: AA

BEGA Product:

Project:

Modified:



LED Garden and Pathway Luminaire - 77237

By BEGA



Call Us (877) 445-4486

LED Garden and Pathway Luminaire - 77237
By BEGA

"BB"

Product Options

Finish: Graphite,
Motion Sensor: No,
Photocell: No,
CRI: 85,
Voltage: 12 Volt

Details

Clear glass shade
Galvanized steel direct burial anchor included
Lumens: 270
Can be used with existing low voltage landscape systems
Average Rated Life: 50,000 Hours
Requires 12 volt magnetic transformer (sold separately)

Dimensions

12 Volt Option Fixture: Width 3.5", Height 27.5",
Depth 4.13"

Lighting

Lamp Type	LED Built-in
Total Lumens	120
Volts	12
Color Temp	3000 (Soft White)
CRI	85
Equivalent Halogen, CFL or LED Bulb Can Be Used	No

Additional Details

Product URL:
<https://www.lumens.com/led-garden-and-pathway-luminaire---77237-by-bega-BEG487952.html>
Rating: CSA Certified Wet

ITEM#: BEG487952



Notes:

Prepared
by:

Prepared for:
Project:
Room:
Placement:
Approval:



	Project 19-99159S Date 4/28/2020 665 SOUTH CACHE- II	Catalog Number 700WSPITSB-LED830 Notes	TYPE: 
---	--	---	---

PITCH SINGLE WALL SCONCE



An architectural profile reminiscent of beautifully classic roof lines delivers significant light output in this modern LED wall sconce suitable for both indoor and outdoor applications. The Pitch Single's die-cast metal body houses powerful LED light sources that create visual appeal as light cascades down along a wall.

High quality LM80-tested LEDs

for consistent long-life performance and color

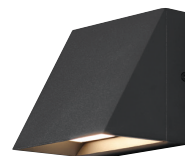
Outstanding protection against the elements:

- Powder coat finishes
- Stainless Steel mounting hardware
- Impact-resistant, UV stabilized frosted acrylic lensing

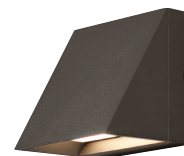
Can be mounted for up lighting or down lighting

SPECIFICATIONS

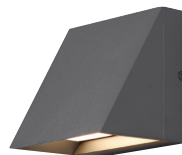
DELIVERED LUMENS	822.6
WATTS	26.1
VOLTAGE	120V, 277V
DIMMING	ELV
LIGHT DISTRIBUTION	Symmetric
MOUNTING OPTIONS	Downlight or Uplight
CCT	2700K, 3000K
CRI	80+
COLOR BINNING	3 Step
BUG RATING	B1-U0-G0
DARK SKY	Compliant (Downlight)
WET LISTED	IP65
GENERAL LISTING	ETL
CALIFORNIA TITLE 24	Can be used to comply with CEC 2016 Title 24 Part 6 for outdoor use. Registration with CEC Appliance Database not required.
START TEMP	-30°C
FIELD SERVICEABLE LED	No
CONSTRUCTION	Aluminum
HARDWARE	Stainless Steel
FINISH	Powder Coat
LED LIFETIME	L70; 70,000 Hours
WARRANTY*	5 Years
WEIGHT	1.2 lbs.



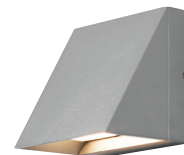
PITCH SINGLE
shown in black



PITCH SINGLE
shown in bronze



PITCH SINGLE
shown in charcoal



PITCH SINGLE
shown in silver

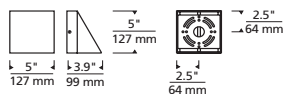
* Visit techlighting.com for specific warranty limitations and details.

ORDERING INFORMATION

700WSPIT	SIZE	FINISH	LAMP
	S SINGLE	B BLACK	-LED827 LED 80 CRI, 2700K 120V
		Z BRONZE	-LED827277 LED 80 CRI, 2700K 277V
		H CHARCOAL	-LED830 LED 80 CRI, 3000K 120V
		I SILVER	-LED830277 LED 80 CRI, 3000K 277V

	Project 19-99159S Date 4/28/2020 645 SOUTH CACHE- II Submitted By Illumination Systems - Denver	Catalog Number 700WSPITSB-LED830 Notes	TYPE: CC
---	--	---	-------------------------------

PITCH SINGLE WALL SCONCE



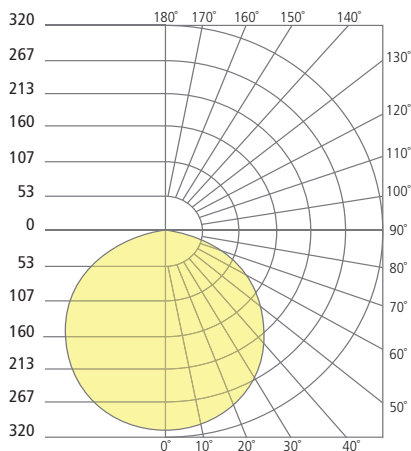
Pitch Single

PHOTOMETRICS*

*For latest photometrics, please visit www.techlighting.com/OUTDOOR

PITCH SINGLE

Total Lumen Output: 822.6
 Total Power: 26.2
 Luminaire Efficacy: 31.4
 Color Temp: 3000K
 CRI: 80+
 BUG Rating: B1-U0-G0



PROJECT INFO

FIXTURE TYPE & QUANTITY

JOB NAME & INFO

NOTES



VISUAL COMFORT & Co.

7400 Linder Avenue, Skokie, Illinois 60077

T 847.410.4400 F 847.410.4500



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Project		Catalog #		Type	"DD"
Prepared by		Notes		Date	



Portfolio

LDS6 | EU6 | 6LBS

6" round, new construction
shallow downlight
250-4000 Lumens

Typical Applications

Office • Education • Healthcare • Hospitality • Retail •
Code-Compliance Areas • Sports Venues

Interactive Menu

- Order Information page 2
- Product Specifications page 3
- Energy Data page 4
- Photometric Data page 5
- Connected System page 9
- Product Warranty

Product Certification



Control Compatibility



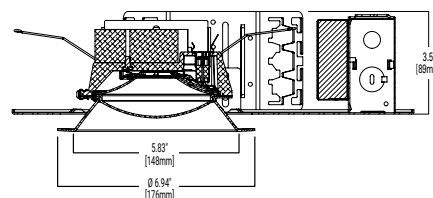
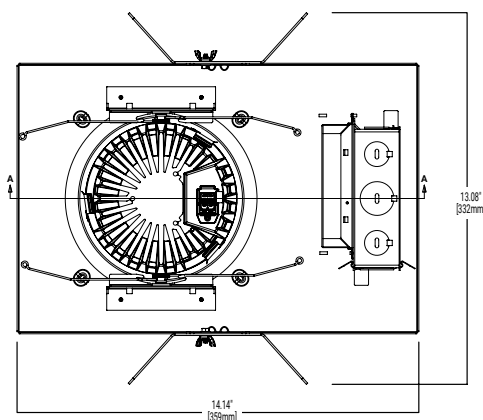
Product Features



Top Product Features

- 250-4000 lumens; Offered in 90 and 97 CRI; ENERGY STAR® qualified
- Easy disconnect for LED engine replacement and installation
- Optional snap in driver for ease of replacement
- Standard 0-10V driver dims to 1%
- 2400K, 2700K, 3000K, 3500K, 4000K, 5000K; D2W™ option from 3000K to 1850K
- Available W2N tunable white CCT range 2700K to 6500K or 2000K to 5000K
- Options to meet Trade Agreements Act requirements

Dimensional and Mounting Details



Single Line Order Information

SAMPLE ORDER NUMBER: **LDS6C109030D010TRM1HEM6**

Invoice will indicate separate fixture components (housing, trim, module) which will ship complete from a single CLS facility in separate cartons.

To receive separate components (housing, trim, module) shipment, click on the "Multi-Line Ordering Information Option" button to the right.

Multi-line Ordering
Information Option

Housing	Lumen ⁽¹⁾	Color Control	CCT ⁽⁷⁾
LDS6C=LED Downlight 6" Nominal Aperture LDS6CCP=LED Downlight 6" Nominal Aperture, Chicago Plenum For TAA use Multi-line Ordering	02 = 250 lumens, IC rated 05 = 500 lumens, IC rated 08 = 800 lumens, IC rated 10 = 1000 Lumens 10IC = 1000 Lumens, IC rated 15 = 1500 Lumens 15IC = 1500 Lumens, IC rated	20 = 2000 Lumens 25 = 2500 lumens 30 = 3000 Lumens 35 = 3500 lumens 40 = 4000 lumens	90=90 CRI Minimum 97=97 CRI Minimum 90 CRI 24=2400K 27=2700K 30=3000K 35=3500K 40=4000K 50=5000K

Driver	Driver Options	Hanger Bars
D010 = 0-10V Dimming, 1% to 100%, 120V-277V up to 4000 lumens 3D010 =0-10V Dimming, 1% to 100%, 347V dedicated drivers for 800 to 4000 lumens; 250 and 500 use step down transformer D010TR = 0-10V (120-277V) or Line Voltage (120V) dimming, 5% to 100%, 120V-277V 250- 4000 lumens 3D010TR =0-10V Dimming, 5% to 100%, 347V step down transformer 250-4,000 DE010 = 0-10V Dimming, 0% to 100%, 120V-277V 500-4000 lumens 3DE010 =0-10V Dimming, 0% to 100%, 347V step down transformer 500-4000 lumens D5LT = Fifth Light® (DALI T6) Logarithmic Dimming, 0% to 100%, 120V-277V, 500-4000 lumens 3D5LT =Fifth Light® (DALI T6) Logarithmic Dimming, 0% to 100% 347V step down transformer, 500-4000 lumens DMX = DMX/RDM Logarithmic Dimming, 0% to 100%, 120V-277V 800-4000 lumens ⁽¹⁴⁾ 3DMX =DMX/RDM Logarithmic Dimming, 0% to 100%, 347V step down transformer, 800-4000 ⁽¹⁴⁾ DMXC5 = DMX/RDM Logarithmic Dimming, 0% to 100%, 120V-277V, 800-4000 lumens, RJ45 Connection ⁽¹⁴⁾ 3DMXC5 =DMX/RDM Logarithmic Dimming, 0% to 100%, 347V step down transformer, 800-4000, RJ45 Connection ⁽¹⁴⁾ 1DL2 = Lutron® Hi-Lume Forward Phase Dimming, 1% to 100%, 120V Only 800-3500 lumens 3DL2 = Lutron® Hi-Lume Forward Phase Dimming, 1% to 100%, 347V step down transformer, 800-3500 lumens DLE = Lutron Ecosystem dimming 1% to 100%, 120V-277V, 800-3500 lumens 3DLE =Lutron Ecosystem dimming 1% to 100%, 347V, step down transformer, 800-3500 lumens DLV = Low voltage dimming driver (1-100%) for use with DLVP system 800-3000 lumens ⁽³⁾	Blank = Standard mount driver PD = Plug in Driver ⁽²²⁾	Blank = Without hanger bars B26 = C-channel Bar Hanger, 26" Long, Pair

Trim Distribution	Trim Flange	Trim Finish	Options ^{(3) (16) (23)}
S =Shallow, Spun Aluminum PS =Non-Conductive Shallow, Injection Molded white ^{(11) (12)} CS =Cast Shallow, Die Cast Aluminum	0 =White Polymer Trim Ring 1 =Self-flanged ⁽¹³⁾ 2 =White Painted Self-flanged 4 =Knife edge rimless use with die cast only ^{(8) (6)}	LI =Specular Clear ⁽⁹⁾ H =Semi-Specular Clear ⁽⁹⁾ WMH =Warm Haze ⁽⁹⁾ WH =Wheat ⁽⁹⁾ GPH =Graphite Haze ⁽⁹⁾ B =Specular Black ⁽⁹⁾ MW =Matte White (Antimicrobial) MB =Matte Black ⁽⁹⁾ MMS =Matte Metallic Silver ⁽⁸⁾	EMBOD6ST =Bodine® 6W Self Test Emergency Module with Remote Test Switch WPN = WaveLinX PRO Wireless Node without sensor ⁽¹⁷⁾

Accessories (Order Separately) ⁽²⁰⁾			
TRM6P =White Metal Trim Ring ⁽²⁾ LGSKT6IP66 =IP66 Gasket Kit PRR6 =Rimless Plaster Ring ⁽²⁾ RKP6 =Knife Edge Plaster Ring ⁽⁹⁾	RPM6MW =Rimless Millwork Ring, Matte White ⁽²⁾ RPM6MB =Rimless Millwork Ring, Matte Black ⁽²⁾ RKM6MW =Knife Edge Millwork Ring, Matte White ⁽⁵⁾ RKM6MB =Knife Edge Millwork Ring, Matte Black ⁽⁵⁾ HSA6 =Slope Adapter for 6" Aperture Housings, Specify Slope ⁽¹⁸⁾	Bar Hangers HB50 =C-channel Bar Hanger, 50" Long, Pair RMB22 =Wood Joist Bar Hanger, 22" Long, Pair	Connected Lighting Systems ^{(3) (19)} WPST = Field installed WaveLinX sensor Kit ⁽¹⁷⁾ WLST = Field installed WaveLinX LITE Sensor Kit ⁽¹⁸⁾

Notes:

- Nominal Lumens will vary depending on selected color, CRI, driver and reflector finish. [Reference Multiplier tables.](#)
- Order trim with polymer trim ring.
- Not available with Chicago Plenum.
- ULUS listed only
- Order die cast trim with flange type 4
- Requires knife edge accessory ring.
- Available only on CS distributions.
- Not available on PS or CS distributions.
- PS available in self-flanged MW finish only.
- Offered up to 2000 lumens

- Flange is the same finish as the reflector
- DMX fixtures default to full on upon loss of DMX signal.
- Refer to system specifications for additional information, features, and benefits. Use with 0-10V driver.
- Non-IC
- WPN = WaveLinX PRO wireless node provides luminaire-level control with scene and zone configuration without an integrated sensor. Connects wirelessly with daylight dimming sensor and PIR motion sensor if desired. Use with 0-10V driver only.
- Not recommended for use with Wall Wash

- Only product configurations with these designated prefixes are built to be compliant with the Buy American Act of 1933 (BAA) or Trade Agreements Act of 1979 (TAA), respectively. Please refer to [DOMESTIC PREFERENCES](#) website for more information. Components shipped separately may be separately analyzed under domestic preference requirements. Offered with shallow (S) spun trim.
- Accessories sold separately will be separately analyzed under domestic preference requirements. Consult factory for further information.
- Not available with DLVP
- 120V-277V



665 CACHE, JACKSON, WY

STRUCTURAL NARRATIVE:

The 665 Cache project in Jackson, Wyoming consists of a three-story building above grade with a full basement. The basement will provide parking for the project while the main level is a mix of residential units, commercial space, and parking. Levels 2 and 3 consist of residential units.

Basement:

The foundation will consist of isolated spread and continuous footings underneath a slab on grade. A 12" basement wall will wrap the perimeter of the basement and the stair shafts. Concrete columns (14x24) will be used to support the concrete slabs at Levels 1 and 2

Level 1:

The Level 1 slab will be a 10" mild slab to support the parking, residential units, and commercial spaces. Transfer beams approximately 24"x48" will be required to transfer out the columns that are discontinuous at Level 1. Studrails are required at all columns where a drop caps or beams do not frame into the columns. Concrete shear walls at the stairs and along Grids B & H will transfer the seismic loads from Level 2 down to foundation elements in the basement.

Level 2 (Podium):

The Level 2 slab will be a 14" mildly reinforced transfer slab that supports the two-stories of wood residential framing and is supported by the concrete columns and walls below. Studrails are required at all columns where drop caps or beams do not frame into the columns. There will be a landscaped portion of the podium of the slab that will be stepped down several inches from the residential framing and sloped to drain.

Level 2 (Wood) – Roof:

The two stories of residential framing bearing on the Level 2 podium are anticipated to be traditional wood framed construction. Floor framing will 11 7/8 TJI @ 16" OC spanning between bearing walls covered with 3/4 plywood glued and nailed to the framing. Roof framing will be 16"-18" TJI @ 16" OC covered with 5/8 plywood at roof and 3/4" plywood at roof decks. Light framed wood shear walls will be utilized to transfer the seismic loads down to the Level 2 podium.

Previous Approvals



PLANNING & BUILDING DEPARTMENT

October 16, 2023

Martina Bello
Hoyt Architects
PO Box 7364
Jackson, WY 83002

RE: P23-170 Approval Letter
Administrative Adjustment 655 S. Cache Street

SENT VIA EMAIL

Dear Applicant,

This letter is to inform you that on October 13, 2023, the Planning Director **approved** an Administrative Adjustment to allow for a 4' building setback from the side interior property line where a 0' or 5' setback is required at the property addressed as 655 S. Cache Street pursuant to Section 8.8.2 Administrative Adjustment and subject to the staff report dated October 13, 2023, and the department reviews attached hereto.

Should you have any questions or require further information on this matter, please feel free to contact Katelyn Page at 733-0440, Ext. 1302.

Sincerely,

A handwritten signature in black ink that reads "Katelyn S. Page".

Katelyn S. Page, AICP
Associate Planner

enclosures: Staff Report
Department Reviews

cc: Brad Hoyt

STAFF REPORT



Date:	October 13, 2023	Meeting Title:	N/A
Applicant:	Hoyt Architects (for owner NewJack, LLC)	Planner:	Katelyn Page
Subject:	P23-170 Administrative Adjustment to side interior setback (north)	Public Comment:	N/A

Purpose & Policy Considerations.

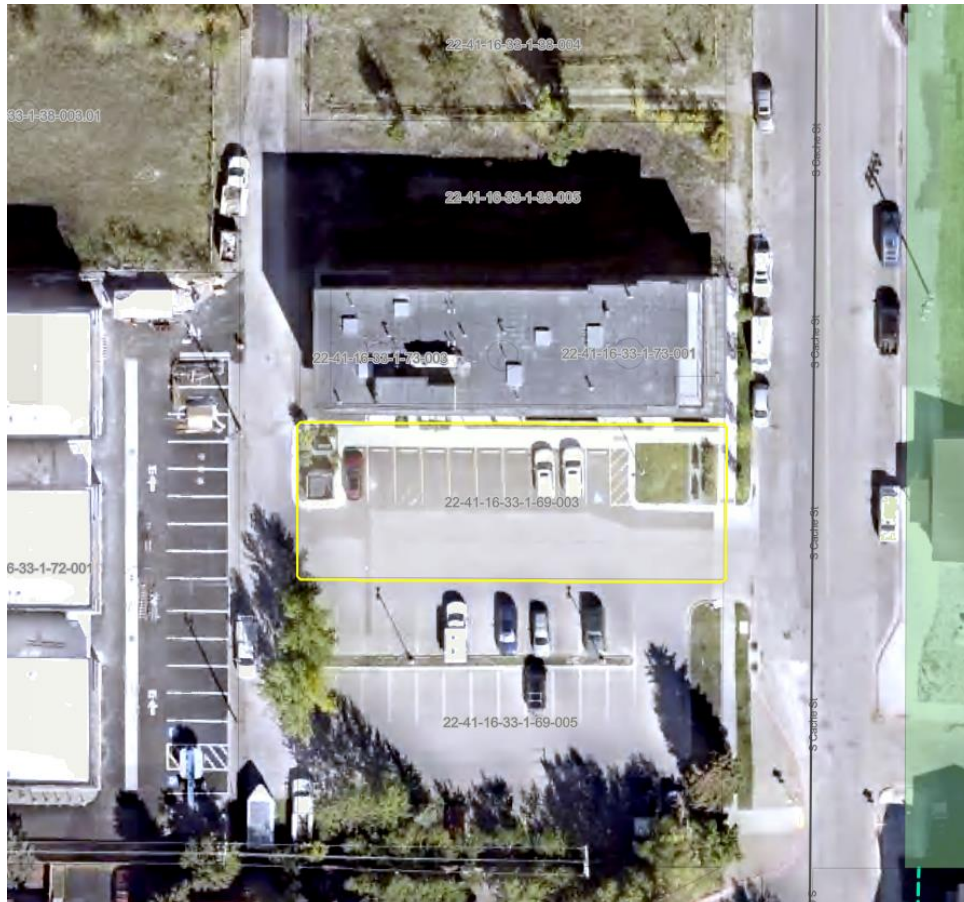
The purpose of an administrative adjustment is to allow minor adjustments to certain requirements and numerical standards in these LDRs based on specific review standards. The intent is to provide relief when application of a standard creates practical difficulties in advancement of Comprehensive Plan goals or zoning district purposes.

Requested Action.

The applicant is requesting an Administrative Adjustment to reduce the side interior structure setback on north side of property by 20% as permitted under Section 8.8.2 (Administrative Adjustment) of the Town of Jackson Land Development Regulations (LDRs).

Project Location.

The property is located at 655 S. Cache Street and legally known as LOT 12, BLK. 4, KARNs-2 (PIDN: 22-41-16-33-1-69-003). An aerial photo of the property is shown below.



Background/Project Description

The subject property is zoned Commercial Residential – 1 (CR-1) and located within the Lodging Overlay (LO). Surrounding properties are zoned CR-1 to the north and south, Planned Unit Development - Urban Residential (PUD-UR) to the west, and Park and Open Space - Town (P-ToJ) to the east.

Existing site conditions on 655 S. Cache Street (Lot 12) include surface parking, trash and recycling enclosure, landscaping, and utilities (transformer) developed in conjunction with 645 S. Cache Street (Lot 11) under building permit B19-0854 which received a certificate of completion in July 2021. A parking easement exists burdens Lot 12 for the benefit of tenants and guests of the commercial unit on 645 S. Cache Street.

Lot 12 was originally developed in conjunction with Lot 11 under building permit B19-0854. Under new Development Plan P23-105, the applicant proposes construction of a 33,646 sf mixed use commercial, residential, and lodging structure spanning Lots 12-14. Amenities such as parking, snow storage, trash and recycling enclosures, and landscape elements supportive of Lot 11 are to be located on Lots 12-14.

The below graphic depicts which lots and property addresses are associated with specific physical development permits.



Administrative Adjustment Request

The applicant requests a 4' building setback from the northern side interior property line where the LDRs require 0' or 5' in the CR-1 zone. This request represents a 20% reduction to the building setback and is the only administrative adjustment that has been requested at the property.

Analysis.

According to Sec. 8.8.2.B.2, structure setbacks may be adjusted up to 20% *upon finding the application meets findings 1-5 of LDR Section 8.8.2.C (findings).*

The buildable area on Lots 12-14 is effectively shifted north in order to accommodate a 15' utility easement which staff recommends be dedicated to the Town as a condition of approval of Development Plan P23-105. Lot 12 is currently burdened by a parking and access easement that benefits some tenants and guests of Lot 11. The primary circulation for that access is currently provided via a 4' sidewalk directly between Lots 11-12.

One intent of the CR-1 zone is that building elements should work in concert to provide an attractive and functional pedestrian environment that complements and serves the surrounding neighborhood. A 4' building setback at the northern property line serves to complement the neighboring structure at 645 S. Cache and supports the internal pedestrian circulation between structures on Lots 11 and 12 while allowing a varying sidewalk width of 4'-5'.

Administrative Adjustment

B. Applicability

An application may be made for administrative adjustment of the following standards of the LDRs per Subsection B. Applicability:

- 1. Landscape Surface Ratio may be adjusted up to 20%.*
- 2. Structure setbacks, not including setbacks from natural resources, may be adjusted up to 20%, or for a property listed on the Jackson Historic Register setbacks may be adjusted as provided in 5.9.6.C.2.a.*
- 3. Site development setbacks, not including setbacks from natural resources, may be adjusted up to 20%, or for a property listed on the Jackson Historic Register site development setbacks may be adjusted as provided in 5.9.6.C.2.a.*
- 4. Fencing height and setbacks may be adjusted up to 20%.*
- 5. Grade of developable slopes may be adjusted up to 20%.*
- 6. Any dimensional standard of a building frontage may be adjusted up to 20%*
- 7. Building façade width may be adjusted up to 20%*
- 8. Wildlife friendly fencing may be adjusted as allowed by 5.1.2.E.*
- 9. Standard plant units may be adjusted as allowed by 5.5.3.E.3.*
- 10. Sign standards may be adjusted as allowed by 5.6.1.B.2.*
- 11. Parking requirement may be adjusted as allowed by 6.2.2.A.1.*
- 12. Pedestrian frontage standards may be adjusted as allowed by 2.2.1.C.*
- 13. A third-story stepback may be reduced or waived to accommodate a building design that uses an historic preservation incentive provided in Sec. 5.9.6.*

Staff finds that the request for approval of an Administrative Adjustment meets the applicability of allowance #2 above.

C. Findings

An administrative adjustment shall be approved upon finding the application:

- 1. Complies with the applicability standards of this Section;**

Complies. The application is in compliance with allowance #2 of the applicability requirements.

2. Either:

- a. Compensates for some unusual constraint of the site or proposal that is not shared by landowners generally, or*
- b. Better protects natural, scenic, or historic resources, or*
- c. Better supports the purpose of the zone;*

Complies. Based upon Finding 2.c, Staff finds that the 4' building setback to the side interior property line (north) better supports the intent of the zone in allowing a proposed structure to be designed in concert and scale with neighboring structures while being constrained by an existing access easement.

3. *Is consistent with the purpose of the zone and the desired future character for the area described in the Comprehensive Plan;*

NA. This finding is not applicable per Wyoming Supreme Court.

4. *Will not pose a danger to the public health or safety; and*

Complies. No known dangers exist in allowing the requested lesser setback dimension because the internal sidewalk will still be no less than 4' in width which meets ADA requirements.

5. *The site is not subject to a series of incremental administrative adjustments that circumvent the purpose of this Section.*

Complies. This is the only administrative adjustment that has been requested for the property.

Attachments or Links.

Department Reviews

Applicant Submittal

Final Determination.

The Planning Director **approves** Administrative Adjustment P23-170 to allow for a 4' building setback from the side interior property line where a 0' or 5' setback is required at the property addressed as 655 S. Cache Street pursuant to Section 8.8.2 Administrative Adjustment and the department reviews attached hereto.

Previous Applicant Response for Expired Permit



October 16, 2023

665 S. Cache DEVELOPMENT PLAN

RESPONSES TO PLANNING COMMISSION COMMENTS:

On September 9, 2023, the Town of Jackson Planning Commission reviewed project P23-105 for a Development Plan at the property located at 655 and 665 S. Cache Street legally known as LOT 12, BLK. 4, KARNS-2 and LOTS 13&14, BLK. 4, KARNS-2 and recommended approval to the Planning Director under the following thirteen (13) conditions:

1. DEED RESTRICTION

Prior to issuance of certificate of occupancy, the property owner is required to record with the Teton County Clerk workforce deed restrictions for the applicable units meeting the satisfaction of the Jackson Teton County Housing Department, for applicable residential units.

All deed restrictions to be obtained at building permit application.

2. SEWER AND UTILITY EASEMENT

Prior to issuance of building permit, the property owner is required to record with the Teton County Clerk a sanitary sewer and utility easement(s) benefitting the Town and meeting the satisfaction of the Town Attorney.

Owner is working with the Town of Jackson to get the easement recorded with specific language to allow for certain site development. Easement to be recorded before building permit application.

3. LOT COMBINATION

Prior to issuance of building permit, the property owner is required to record a Partial Vacation Without Replat (Lot Combination) with the Teton County Clerk to vacate interior lot lines.

Lot line vacation to be obtained before building permit application.

4. PUBLIC EASEMENT

Prior to certificate of occupancy, a public access easement for the 1' portion of sidewalk along the eastern frontage of the property for sidewalk access shall be provided by the applicant to the Town and recorded with the Teton County Clerk.

All Easement & Encroachment agreements to be obtained and updated before building permit application.

5. ENCROACHMENT AGREEMENT

Prior to issuance of building permit, an encroachment agreement for the proposed canopy along the eastern frontage of the structure shall be provided by the applicant to the Town and recorded with the Teton County Clerk.

All Easement & Encroachment agreements to be obtained and updated before building permit application.

6. AMENDMENT SUBDIVISION PLAT

Prior to issuance of building permit, the property owners of the condominium subdivision of Lot 11 are required to record an amendment to subdivision plat 1429 with the Teton County Clerk showing removal of LCE-P 100.

Amendment to be recorded before building permit application.

7. PARKING EASEMENT

Prior to issuance of building permit, the property owner is required to record an updated parking and improvements easement and exhibit with the Teton County Clerk reflective of the new amount, description, and location of shared vehicle parking between Lots 11- 14.

All Easement & Encroachment agreements to be obtained and updated before building permit application.

8. SHARED ACCESS EASEMENT

Prior to issuance of building permit, the property owner is required to record a trash and recycling shared access easement to allow occupants of Lot 11 to access and utilize trash and recycling enclosure on Lot 12.

All Easement & Encroachment agreements to be obtained and updated before building permit application.

9. SNOW STORAGE EASEMENT

Prior to issuance of building permit, the property owner is required to record a snow storage easement to allow occupants of Lot 11 to access and utilize snow storage on Lot 14.

All Easement & Encroachment agreements to be obtained and updated before building permit application.

10. PLANTER ADDITION

Prior to review by Town Council, the applicant shall revise site plan to show at least one additional street tree near the bulb out but within the 5' furnishing zone to comply with the pedestrian frontage requirements.

After discussion with the Planning Department, the project team settled on the addition of one planter with shrubs (not a tree due to utility lines and tree growth in planters). See landscape drawings.

11. SIDEWALK EXTENSION

Prior to review by Town Council, the applicant shall revise site plans to connect proposed sidewalk to Aspen Drive to a standard that meets or exceeds the design standards of the Town.

Sidewalk has been extended to Aspen drive, see civil/landscape drawings. Ramp design with building permit application.

12. WATER SERVICE

Prior to issuance of building permit, any agreement required for shared water service connection between Lot 11 and Lots 12-14 shall be recorded with the Teton County Clerk to the satisfaction of the Town Engineer. Water connection via the alley is not permitted per the Town Engineer.

New water service connection proposed from Cache Street for 645 Cache. Existing connection to be used for 665 Cache. See civil drawings.

13. INTERIOR SIDE SETBACK

Prior to review by Town Council, the applicant shall revise site plans so that the structure meets the required side interior setback as allowed by LDRs.

Design has been changed to accommodate 35' forecourt, and an Administrative Adjustment has been recorded that allows for a 20% reduction of the northern setback of 5' to 4'. See updated drawings and documentation.

EXPIRED. DISREGARD

STAFF REPORT



Meeting Date:	September 16, 2026	Meeting Title:	Regular Planning Commission
Submitting Department:	Planning	Presenter:	Andrew Bowen
Agenda Item:	Arts District South Development Plan (P26-116)	Public Comment:	Yes

Purpose & Policy Considerations.

The purpose of this item is to review the Development Plan application submitted by Jorgensen Associates, Inc., on behalf of Beach Investments LLC, Turquoise Investments #2, LLC, and Boihem Jackson, LLC, for the proposed Arts District South development to determine compliance with the Town of Jackson Land Development Regulations (LDRs) and whether the application satisfies the applicable review standards for Development Plan approval.

Recommendation.

The Planning Director recommends **approval** of a Development Plan for an approximately 51,970-square-foot residential and short-term rental complex located at 230 West Simpson Avenue and 235 South Millward Street, subject to the following condition and departmental review comments attached hereto:

1. Prior to issuance of a Certificate of Occupancy, the Applicant shall record an Affidavit Affecting Title stating that the 2:1 Market Rate Bonus units shall not be permitted to be used as short-term rentals.

Background.

Project Location

The subject property is located at 230 West Simpson Avenue and 235 South Millward Street, at the intersection of West Simpson Avenue and South Millward Street. An aerial photograph of the property is shown below:

Figure no. 1 Teton County 2024 Aerial



The subject property is vacant, relatively flat, and contains little to no existing vegetation. It consists of four adjacent lots proposed for consolidation into a single development site. It is zoned Commercial Residential-1 (CR-1) and is located within the Lodging Overlay. Surrounding land uses include a mix of residential, commercial, office, and lodging development, including the Snake River Brewery and the Springhill Suites.

Project Description

The applicant proposes an approximately 51,970-square-foot residential and short-term rental development consisting of four buildings, each less than 20,000 square feet, and connected by a single underground parking garage. The three buildings along the street are three stories and the building along the alley is two stories. The development includes a mix of short-term rental, market-rate, workforce, and affordable housing units, all of which will be platted as individually owned condominiums.

Proposed site and infrastructure improvements include an underground parking garage accessed exclusively from the alley to the south, long- and short-term bicycle parking, EV-capable parking spaces, landscaping, an internal courtyard, rain gardens, and new sidewalks along West Simpson Avenue and South Millward Street. A site plan (Figure no. 2) and summary of the proposed unit and square footage program (Table no. 1) are provided below:

Figure no. 2 Use and Site Plan

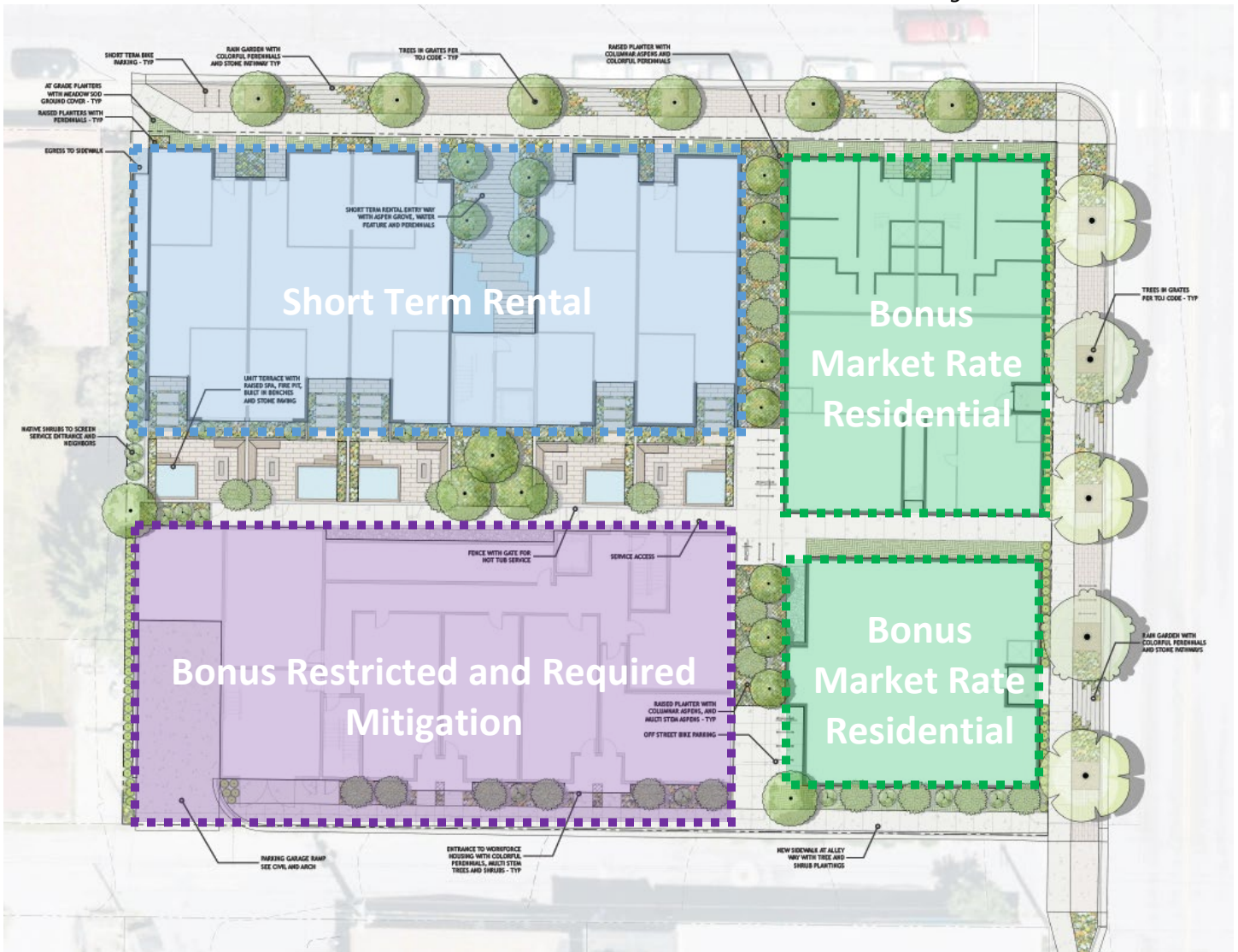


Table no. 1 Unit Summary Table

Building	Square Footage Classification	Unit Mix	Units	Habitable Floor Area (SF)
Short-Term Rental Building	Base FAR	Five 2-bedroom unit types	15	19,487 sf
Market-Rate Buildings (2:1 Bonus)	Bonus FAR	2-, 3-, and 4-bedroom condominiums	8	19,476 sf
Workforce Housing Building (2:1 Bonus)	Bonus Restricted FAR	Studios and 1-bedroom units	9	9,836 sf
Affordable Housing Mitigation	Restricted FAR for Mitigation (Not Counted toward bonus)	Studio and 2-bedroom units	3	2,451 sf
Total Habitable Floor Area			35	51,250 sf
Total Non-habitable (Garage and Above-grade)				27,703 sf

Analysis & Key Questions.

Development Plan Overview

A Development Plan is required because the project's qualifying floor area exceeds 19,500 square feet. The purpose of the Development Plan process is to review a physical development or development option that is large and complex enough to benefit from a public review at a sufficient level of detail to determine compliance with these LDRs prior to preparation of final construction or plat documents.

LDR Compliance

After reviewing the application, staff find that the proposal is consistent with the intent and standards of the CR-1 zoning district. An LDR Compliance Table is provided below:

Table no. 2 LDR Compliance Table

Standard	LDR Reference	Requirement	Proposed	Complies
Primary street setback	Sec.2.2.12.B.1	0'-10'	0'-4'	YES
Secondary street setback	Sec.2.2.12.B.1	0'-10'	0'-4'	YES
Side interior setback	Sec.2.2.12.B.1	5'	5'	YES
Rear setback	Sec.2.2.12.B.1	10'	10'	YES
Landscape surface ratio	Sec.2.2.12.B.1	10% (2,999.65 sf)	4,184 sf	YES
Plant units	Sec.2.2.12.B.1	1/1,000 sf landscape	3	YES
Primary street façade width	Sec.2.2.12.B.2	≥80% lot width	>80%	YES
Secondary street façade width	Sec.2.2.12.B.2	≥40% lot width	>40%	YES
Max building height	Sec.2.2.12.B.2	42'	42'	YES
Stories	Sec.2.2.12.B.2	3	3	YES
Third-story setback	Sec.2.2.12.B.2	10'	10'	YES
Base FAR	Sec.2.2.12.B.2	0.65 (19,500 sf)	19,500 sf	YES (see sf breakdown)
Design Guidelines	Div.5.8	Requires DRC Approval	Complies (DRC Approval 8/12/26)	YES
Vehicle parking	Sec.6.2.2	53	55	YES
Accessible parking	Sec.6.2.2.C	Required	3	YES

Standard	LDR Reference	Requirement	Proposed	Complies
<i>Bicycle parking</i>	Sec.6.2.2.D	7 short-term + 45 long-term	42 short-term + 45 long-term	YES
<i>EVSE parking</i>	Sec.6.2.2.F	17 capable + 3 Installed	17 capable + 3 Installed	YES
<i>Snow storage</i>	Sec.6.2.5.C	2.5%	+ 2.5 Percent within landscaped areas	YES

2.1: Bonus

The proposal uses 19,487 square feet of the 19,500-square-foot by-right FAR allowance, with an additional 31,763 square feet proposed through the Town's 2:1 Workforce Housing Density Bonus. A breakdown of the associated 2:1 Bonus units and floor area allocations is provided in Table no. 1.

Housing Mitigation

The project is required to provide 3.06 affordable deed restricted housing units. The applicant will satisfy this requirement by providing three ownership units on site within the workforce housing building and paying a fee-in-lieu (\$22,908.13) for the remaining 0.06-unit obligation. The units include one two-bedroom unit restricted at 50% Area Median Income (AMI), one two-bedroom unit restricted at 120% AMI, and one studio unit restricted at 120% AMI.

Maximum Building Size and Separation Requirements

Although the total development contains approximately 51,970 square feet, it is divided among four individual buildings, each well below the 40,000-square-foot maximum building size. The buildings are connected through a shared underground parking garage but have no above-ground internal physical connections. Consistent with the definition of an "Individual Building," shared underground parking and pedestrian connections are permitted and do not cause the buildings to be considered a single building for purposes of determining maximum building size.

Development Plan Findings for Approval

Pursuant to LDR Section 8.3.3.C, a "*Development Plan shall be approved upon finding that the application*":

1. *Is consistent with the purposes and organization of the LDRs;*

Complies. The site is located in Comp Plan Subarea 2.3 – Town Commercial Core, Downtown, and borders Subarea 3.2 – Town Residential Core. Subarea 2.3 supports a vibrant mix of lodging, residential, commercial, and office uses, while Subarea 3.2 supports higher-density multifamily development and a transition between Downtown and surrounding residential areas. The proposed lodging, market-rate and workforce housing, and affordable mitigation units are consistent with the intended character and transition between these subareas.

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

Not Applicable. The property is not subject to the NRO or SRO.

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

Complies. The project will connect to Town water and sewer and will be served by existing police, fire, and EMS services. Applicable exactions upon subdivision plat submittal include approximately \$53,000 for schools and

\$69,800 for parks, Water and sewer information is provided in the Engineer's Report in within supplemental materials attached. No significant impacts to public facilities or services are anticipated.

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

Complies. The Design Review Committee recommended approval of the project on August 12, 2026.

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

Complies. As proposed, the project complies with all applicable standards of the LDRs and other Town ordinances.

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

Complies. The site is currently vacant and is not subject to prior permits or approvals applicable to the proposed development.

Design Review Committee Review.

The Design Review Committee (DRC) reviewed and recommended approval of the proposal on August 12, 2026. The DRC expressed broad support for both the site design and overall architectural approach.

The DRC discussed the amount of glazing proposed and generally found it appropriate. Concerns regarding the visual impact of the glazing were addressed by the applicant's commitment to use consistent window shade treatments throughout the development.

The DRC also discussed opportunities to better align the architecture of the Workforce Housing Building with the remainder of the development. At the same time, the Committee supported maintaining the building at two stories to provide a lower-scale transition and preserve access to natural light.

Possible Alternatives.

1. Continue the item to allow additional information or revisions.
2. Recommend Denial of the application if the Planning Commission is unable to make all required findings for a Development Plan.

Comprehensive Plan & Priority Alignment.

The site is located within Comprehensive Plan Subarea 2.3, Town Commercial Core, Downtown, and borders Subarea 3.2, Town Residential Core. Subarea 2.3 supports a vibrant mix of lodging, residential, commercial, and office uses, while Subarea 3.2 supports higher-density multifamily development and provides a transition between Downtown and surrounding residential neighborhoods. The proposal's mix of short-term rentals, market-rate housing, deed-restricted workforce housing, and affordable mitigation units is consistent with this transitional location and the intended character of these subareas. (*Comp Plan, Character Districts 2 and 3; Subareas 2.3 and 3.2*).

The proposal also advances broader Comprehensive Plan objectives by directing infill and redevelopment to areas with existing infrastructure and services, supporting vibrant and walkable mixed-use areas, and providing housing opportunities for the local workforce. (*Comp Plan, Principles 3.2, 4.2, and 5.1*).

Public Comment.

As of the posting of this staff report, no public comment has been received.

Fiscal Impact.

Staff do not anticipate any negative fiscal impacts resulting from the proposed development.

Staff Impact.

Preparation of the Development Plan review and staff report required approximately 30 staff hours across Planning, Engineering, and other reviewing departments. Additional staff time will be required for final permitting and inspection.

Attachments or Links.

- Applicant Submittal
- Department Reviews

Suggested Motion.

I move to recommend ***approval*** of a Development Plan (P26-116) for an approximately 51,971-square-foot short-term rental and residential complex located at 230 West Simpson Avenue and 235 South Millward Street, based upon the findings and condition presented in the staff report, the departmental reviews, and subject to the staff report dated September 2, 2026.

Department Reviews

BUILDING DEPARTMENT COMMENTS

Structures must meet the most current adopted building codes adopted by the Town of Jackson at the time of permitting.

FIRE DEPARTMENT COMMENTS

Project must meet the requirements of the current International Fire Code (IFC) at the time of building permit, including but not limited to the following.

1. The owner or owner's authorized agent shall be responsible for the development, implementation, and maintenance of an approved, written site safety plan establishing a fire prevention program at the site throughout all phases of construction. The plan shall be submitted to this department for review.
2. Premises shall be provided with approved identification as specified in the IFC, Section 505.
3. Fire apparatus access roads shall be provided for every facility, building, or portion of a building in accordance with the IFC, Section 503.
4. A key box shall be installed in an approved location per the IFC, Section 506.
5. An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises.
6. A construction permit from the fire department is required for an automatic sprinkler system. 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 department.
7. A construction permit from the fire department is required for a fire alarm system, including 2-way communication. 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 department.
8. A standpipe system shall be installed throughout buildings where the floor level of the highest story is located more than 30 feet above the lowest level of the fire department vehicle access. A construction permit from the fire department is required for a standpipe system. 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 department.
9. All new commercial construction with 1 or more levels being built below grade or built 2 or more stories above grade are required to comply with the IFC, Section 510 Emergency Responder Communication Coverage. Buildings that cannot support the required level of in-building emergency responder communications may require an enhancement system. This department advises pre-installing raceways for anticipated emergency radio coverage.
10. Means of egress shall meet the requirements of the IFC, Chapter 10. Where exit signs are required in Group R-1 occupancies, additional low-level exit signs shall be provided in all areas serving guestrooms and comply with the IFC, Section 1013.5.
11. An emergency electrical system shall be provided to automatically illuminate areas identified in the IFC, Section 1008.3.
12. Portable fire extinguishers shall be installed for the occupancy per the IFC, Section 906.
13. Where elevators are installed, they shall comply with Chapter 30 of the IBC and the IFC, Sections 604.2 through 604.7.
14. 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.

ENGINEERING DEPARTMENT COMMENTS

PROJECT SPECIFIC COMMENTS

LANDSCAPING PLANS

1. Landscaping complies with the setbacks of 12.24 Protection and Care of Trees. Remove the tree located at the water entry point and shrubs at the sanitary sewer entry point.
2. Show the street signage plan and red curb plan on the landscape plan to avoid tree and signage conflicts.

CIVIL SHEETS

3. C1.1: Remove the reference to Teton County Land Development Regulations under General Project Notes, Construction Notes & Specifications and Water, Sewer and Stormwater Utility Notes along with the wildlife fencing reference.
4. C1.1: General Construction Notes & Specifications reference two different density requirements. Verify there is no conflict with notes on this sheet and detail sheets. Revise the appropriate sheets.
5. C1.1: Provide the correct Geotechnical Investigation Report reference for this project under note 2, Water, Sewer, and Stormwater Utility Notes.
6. C1.1: Revise note 7, Water, Sewer, and Stormwater Utility Notes. SDR 35 PVC and Sch 40 PVC are not compatible. Revise sewer services to be the same pipe material as the main and fittings. Review note for pressure sewer pipe material. DR26 is not typical HDPE.
7. C2.1: The existing water service line shown near Building A needs to be abandoned. ToJ GIS doesn't show the service, but if a survey picked up the curb stop, it will be required to be abandoned at the main. Provide a construction note and road patch to do so.
8. C3.0: Provide street cross sections of existing and proposed streets. Sections shall encompass the entire right of way width or to back of sidewalk, whichever is greater. Coordinate with Town Engineering and Pathways on dimensions. Build proposed section from the center of the right-of-way, dimension any variance in road centerline and ROW centerline. Minimum sidewalk width should be 6-feet. Ideally, the back of sidewalk is coincident with property line, otherwise apply for a sidewalk easement with building permit.
9. C3.1: Provide documentation that the proposed separator unit can be serviced inside the parking garage, i.e. provide the maintenance requirements, the equipment required to maintain, and sufficient information to document that the equipment can access and service the separator. Provide details on how the system can be maintained and replaced over time.
10. C3.1: Review the ADA parking space requirements and provide the appropriate number of van and standard accessible parking spaces. Revise as necessary.
11. C4.0: The asphalt patch on S Millward Street exceeds ToJ standard maximum slope of 4%. Provide cross-sections and a profile showing the existing asphalt at lip of curb, flow line, top back of curb, front and back of sidewalk. The patch may need to be extended to reduce the cross-slope to less than 4%.
12. C5.4: Provide a note on the plans that the proposed stormtech chamber system will require a WYDEQ 52D permit. Provide a copy of the permit to Engineering prior to Engineering final inspection.
13. C5.4: Provide groundwater monitoring data to show that the proposed infiltration system is not below ground water.

ENGINEERING REPORT:

14. Review the stormwater basins and calculations. Verify that the assumed predevelopment discharge actually leaves the site in post development. Revise storage volumes to account for actual post development collection if necessary.

15. Review Table 2 math. Revise as necessary.
16. Provide a construction management and staging plan that shows the impacts of the project construction on the right of way.

BUILDING PERMIT

For Building Permits the information should be detailed for final construction documents.

- All of the documents and information required for a building permit at construction detail.
- Site Plan o Street cross sections showing existing and proposed conditions, if applicable. o Provide two ToJ regulatory parking signs along each block face. o Review and revise grading for roll in and roll out access to the trash and recycling enclosure.
- C3.0: Revise alley sidewalk and curb such that top back of curb is coincident with the property line and provide a note to that effect.
- C3.0: Revise parking garage ramp entrance to a standard driveway detail, i.e. remove the radius and provide a curb taper.
- C4.0: Revise the concrete garage access driveway to not encroach into the right-of-way. End the concrete at the property line/back of curb.
- C4.0: The existing alley has an asphalt surface, show the asphalt patch required to install the doghouse manhole for the sanitary sewer. The existing gas line in the alley may be in conflict with installing the doghouse manhole. Provide construction notes to verify the gas line location prior to installation.
- Provide accessibility plan with spot elevations and slopes for compliance with ADA requirements to any accessible units. Identify accessible or accessible ready units.
- Utility Plan
 - o One meter for the building, owner can submeter privately. The fire line is not required to be metered.
 - o The proposed elevator sumps will require pretreatment prior to discharging into the wastewater collection system.
- C2.1: Revise the asphalt removal hatch to square off the intersection patch rather than a radius patch. Include a note that where feasible new curb to be poured to a straight clean sawcut, otherwise provide a minimum 5-foot wide patch.
- C2.1: The existing monitoring well shown in front of Building A needs to remain. Provide a construction note to protect the well.
- C3.0: Revise note on fire hydrant relocation: Relocate hydrant to buffer strip. Town Water to assess conditions prior to relocation. Town may provide a new hydrant for installation.
- C5.1: revise the crosswalk detail to 24" wide bars 6' OC. Maintain the crosswalk bar on the centerline as shown and space 6' OC.
- C5.1: The detectable warning panels will be provided by ToJ and invoiced to the contractor. Revise the note for this detail.
- C5.3: Delete steps on the manhole detail along with the manhole adjustment and collar in landscape detail.
- C5.3: Building cleanout detail, note 4 requires solvent cement for all PVC fittings. General Construction Notes call for gasketed PVC fittings. Delete solvent cement note.
- Provide for a fire line and domestic water line. Include pipe material and size on the plan sheet and a detail meeting ToJ standards. Provide the most direct route to the building, minimize bends. Confirm if existing service shown exists.

- Domestic water must branch off the fire line outside the building with a separate shutoff.
- Retaining Wall Plans: o Plans for retaining walls and structural calculations to show compliance with building codes.
- EASEMENTS AND AGREEMENTS
 - Provide all executed easements for access, grading, utilities, etc.
 - Executed encroachment agreements.
- Additional details for construction, stamped plans if required, other information to complete the work.
- Construction Management and Staging Plan

PARKS AND RECREATION DEPARTMENT COMMENTS

Although Linden and Hornless Honey Locust are on our approved street tree list these are two of the larger street tree species. Both can spread 30-40' at maturity and grow 30-60'. Trimming and maintenance will need to be a high priority with respect to street and sidewalk clearances. No utility concerns with height. Consider defensible spaces with Fire Dept and limbing/clearing for access.

Arts District South Development Plan Application

Owner:

Beach Investments, LLC, Turquoise Investments #2, LLC, and Boihem Jackson, LLC
6501 Argonne Blvd
New Orleans, LA 70124

Developer & Partner:

VESKCO
Stephen King, CEO
174 Watercolor Way, Ste. 103, #342
Santa Rosa Beach, FL 32459

Prepared by:



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

Town of Jackson

Submittal Date: June 25, 2026
Jorgensen Associates, Inc.
Project No. 25115

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

I. PROJECT BACKGROUND & HISTORY

The proposed location for this project are two undeveloped lots within the Town of Jackson, 230 W Simpson Ave and 235 S Millward Street. There has been no prior use on these lots.

II. LOCATION & ZONING

The site is located at the intersection of Simpson Ave and S Millward Street and is zoned Commercial Residential-1 (CR-1). It is specifically described as Lots 1-2 & 3-4 Block 6, Wort-2. Plat #129 filed on September 28th, 1940 in the Office of the Clerk of Teton County, Wyoming.

The site is in a neighborhood of mixed residential, government offices, service, retail, office, lodging, and commercial. It is close to the Center for the Arts, Town and County buildings, and the downtown core. The immediately adjacent properties include the Snake River Brewery and mixed residential.

This property is not with the Scenic Resource Overlay (SRO) or the Natural Resource Overlay (NRO). It is within the Lodging Overlay, and the Wildland Urban Interface(WUI), and is in the Town Commercial Core Comp Plan District.

III. OWNER & PROJECT TEAM INFORMATION

PROPERTY OWNER & APPLICANT:

Beach Investments, LLC Et Al
6501 Argonne Blvd
New Orleans LA 70124

PLANNING, SURVEY, GEOTECH, & ENGINEERING

Jorgensen Associates, Inc.
P.O. Box 9550
Jackson, Wyoming 83002
307-733-5150
mdi@jorgeng.com

ARCHITECTURE

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PO Box 4183

Jackson WY 83001
doug@parenthalsey.com and karen@parenthalsey.com

and

GGLO
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Seattle WA 98101
mmcdonald@gglo.com

LANDSCAPE DESIGN

Cairn Landscape Architecture
PO Box 8281
1160 Alpine Lane Suite 2G
Jackson WY 83001
hans@cairnla.com

IV. CURRENT PROGRAMMING & DEVELOPMENT PROPOSAL

The lots proposed for development are currently vacant.

Arts District South is a proposed downtown residential development based on the concept of “town as heart” offering residents the opportunity to walk to work, the Center for the Arts, shops, restaurants and other amenities. The project sits on four (4) standard size lots in the CR-1 zone and is comprised of one (1) level of underground parking, two (2) market-rate residential buildings along Millward Street, one (1) short-term rental building along Simpson Avenue, and one (1) building of workforce deed restricted units along the south-facing alley. Three affordable housing mitigation units will be included in the workforce building.

The regular residential and short term rental buildings are 3-stories, and the deed restricted building is 2-stories. It will be a mixed-income development and will provide all required affordable housing on site. The project utilizes the workforce housing 2:1 density bonus to allow for the workforce and market-rate units. Contextual neighborhood buildings include small homes, the Snake River Brew Pub and the Marriott Springhill Suites. The project complies with all CR-1 land development regulations, and the buildings comply with all setbacks and bulk standards. The four (4) buildings are designed to relate to each other yet also read as separate buildings.

The development proposal consists of 35 residential units in total composed of 8 market-rate condos, 15 short-term rentals, 9 deed restricted workforce housing, and 3 affordable housing mitigation units. There will be a mix of unit sizes and bedrooms (see table below). Parking will be on an underground level.

	Proposed Habitable Floor Area Calculations		
Short Term Rental Building	# Bedrooms	# of Units	Square Feet
STR 1	2	5	1168
STR 2	2	3	1280
STR 3	2	2	1222
STR 4	2	2	1270
STR 5	2	3	1221
Circulation			1160
		Total	19,487
Market Rate Building (Bonus Units)			
Unit 16 & 17 (3 Story)	4	2	2849
Unit 18 (Flat)	2	1	2252
Unit 19 & 20 (2 Story)	3	2	2194
Unit 21 (Flat)	3	1	2472
Unit 22 & 23 (2 Story)	3	2	2333
		Total	19,476
Workforce Building			
Unit 1 – Studio Lower	0	1	647
Unit 2 & 3 – Studio Lower	0	2	600
Unit 4 – 1 BR Lower	1	1	619
Unit 5 – 1 BR Lower	1	1	644
Unit 6 & 7 – Studio Upper	0	2	630
Unit 8 – 1BR Upper	1	1	650
Unit 9 – 1 BR Upper	1	1	644
Circulation & Storage			4172
		Total	9,836
Affordable Housing Mitigation			
Mitigation Unit 1	0	1	675
Mitigation Unit 2 & 3	2	2	888
		Total	2,451
		Total Habitable Floor Area	51,250
		Non-habitable	720
		TOTAL FLOOR AREA	51,970

Housing mitigation is required as calculated below using the Housing Mitigation Calculator

(see also Section 4). Common space and circulation are noted on lines 27 and 35.

20	Step 3: Proposed Development					
21	Please describe the proposed use of the site to determine if affordable workforce housing is required as part of the development. Describe the end result of the proposed development. (For example: in the case of an addition do not enter the square footage of the addition, enter the size of the unit upon completion of the addition.)					
22	Proposed Use	Housing Requirement (Sec. 6.3.3.A)	Use Size: bedrooms	Use Size: habitable sf	Use Quantity	Housing Required
23	Short-Term Rental Unit	0.102*bedrooms	2	1168	5	1.021
24	Short-Term Rental Unit	0.102*bedrooms	2	1280	3	0.613
25	Short-Term Rental Unit	0.102*bedrooms	2	1222	2	0.409
26	Short-Term Rental Unit	0.102*bedrooms	2	1270	2	0.409
27	Short-Term Rental Unit	0.102*bedrooms	2	1221	3	0.613
28	Short-Term Rental Unit	0.102*bedrooms	0	1160	1	0.000
29	Workforce Housing Unit	exempt	0	647	1	0.000
30	Workforce Housing Unit	exempt	0	600	2	0.000
31	Workforce Housing Unit	exempt	1	619	1	0.000
32	Workforce Housing Unit	exempt	1	644	2	0.000
33	Workforce Housing Unit	exempt	0	630	1	0.000
34	Workforce Housing Unit	exempt	0	630	1	0.000
35	Workforce Housing Unit	exempt	1	650	1	0.000
36	Workforce Housing Unit	exempt	0	4172	1	0.000
37	Workforce Housing Bonus Unit	exempt	4	2849	2	0.000
38	Workforce Housing Bonus Unit	exempt	2	2252	1	0.000
39	Workforce Housing Bonus Unit	exempt	3	2194	2	0.000
40	Workforce Housing Bonus Unit	exempt	3	2472	1	0.000
41	Workforce Housing Bonus Unit	exempt	3	2333	2	0.000
42	Affordable Housing Unit	exempt	0	675	1	0.000
43	Affordable Housing Unit	exempt	2	888	2	0.000
44						
45	Affordable Workforce Housing Required:		3.064 units	Fee-in-Lieu Amount: n/a		

The project is required to build three (3) units and pay a fee-in-lieu for the 0.064 remainder. The 3 units will be built on-site and are proposed to be two, 2-bedroom units of 888sf, one deed restricted for 120% median income and one at 50% median income, and one, 1-bedroom unit of 675sf deed restricted at the 120% median income level. The fee-in-lieu owed is \$22,908.13.

All vehicle parking required for the project will be provided in an underground lot. There are a total of 55 spaces provided, which is 2 more than the requirement of 53. Four of these will be accessible, 17 will be EVSE capable, and 3 will be EVSE installed, as per LDR requirements.

Use	Units	Parking Calc	Total
Short Term Rental	15	1.5/DU	22.5 → 23
Residential	20	1.5/DU	30
		TOTAL	53

The project is also responsible for providing required bicycle parking as per Section 6.2.2.D. There are 69 bedrooms between all housing types. There are 30 short term rental bedrooms which generate a requirement of 23 total spaces, all long term, and 39 total other residential bedrooms

which generate a requirement of 29 total spaces, 7 short term and 22 long term. A total of 42 short-term and 45 long-term spaces are proposed for the project, with all long-term spaces housed in the underground garage and all short-term spaces aboveground via Landscape Forms Emerson Bike Racks surface-mounted to a concrete pad (see Section 3 for Landscape Plan).

V. FINDINGS FOR APPROVAL

I. 8.3.3.C. Development Plan - Findings for Approval

A development plan shall be approved upon finding the application:

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

Complies. The site is currently located within Jackson/Teton County Comprehensive Plan (Comp Plan) District 2 – Sub-area 2.3 – Town Commercial Core, Downtown and is on the border of District 3 – Sub-area 3.2 – Town Residential Core, Core Residential. These two subareas govern this site’s relationship with the Comprehensive Plan.

Subarea 2.3, Downtown, is a Transitional Subarea that is intended to “create a vibrant mixed use area by accommodating a variety of uses and amenities.” It is acknowledged that there will be lodging, long-term residential housing, commercial and office uses. This proposal includes lodging, long-term residential housing – both workforce and market rate, and affordable mitigation housing units. The project is nicely situated in a mixed-use area and is in keeping with this subarea.

Subarea 3.2, Core Residential is a Transitional Subarea focused on denser, larger, residential developments vs East Jackson. Multifamily projects are encouraged and the borders between Subarea 2.3 and Subarea 3.2 are desired to be blended. This project fits perfectly into Subarea 3.2 as a larger, multifamily residential and lodging development.

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

Not Applicable.

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

Complies. This project will connect to public water and sewer facilities, and will use Town police, Fire, and EMS. There will be parks and schools exactions due for the units

in the condominium plat. Schools exactions are \$53,000 and parks exactions are \$69,800 (see Section 4 for calculations). Water and Sewer calculations can be found in the Engineer's Report in Section 2 and in supplemental materials in Section 3.

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

Complies. The project will go before the Design Review Committee concurrent with the review of this Development Plan application. This project has been designed to the standards set out in the Town Design guidelines.

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

Complies. This project has been designed to comply with all relevant standards of the LDRs.

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

Complies. The lot is currently vacant and does have any prior permits or approvals.

VI. PROPOSED DEVELOPMENT PROGRAM

- I. Structure, Location, and Mass – See SD set (**Section 3**) for details. There are four proposed buildings for a gross total of 51,970sf. There will be 19,487sf of habitable floor area devoted to Short Term Rentals composed of 15 units with 2 bedrooms each. An additional 138sf of elevators brings the total floor area for that building to 19,625sf. The project is proposing to use the Floor Area Bonus and build 9,911sf (habitable) of workforce housing, which will then allow up to 19,822sf of market rate condominiums, using the bonus. The project proposes 19,476sf (habitable) of market rate units which have 444sf of elevators. These will be divided into two buildings for a total of 19,920sf gross. The Short-Term Rentals generate an affordable housing mitigation requirement of 3.064 units, and three will be built on-site in the Workforce Housing building. These will be two, two-bedrooms and one, one-bedroom for a total of 2,376sf. The remaining 0.064 units will be paid as a fee-in-lieu. The buildings have been designed to comply with the Town of Jackson Design Guidelines.
- II. Maximum Scale of Development – the project is currently designed at 51,970 sf gross, which is divided up over 4 buildings, none of which are over 20,000sf.
- III. Lot Coverage – There are 26,042sf of impervious surface proposed.
- IV. Minimum LSR – 10% of the site is required to be landscaped. The gross site area is

29,996.57 sf, which requires 2,999.65 sf. Landscaping proposed covers an area of 4,184sf, which is 139% of the requirement.

A. FENCING

No new fencing is proposed for the project.

B. EXTERIOR LIGHTING

Will comply with the LDRs, be Dark Sky Compliant, and be detailed at Building Permit.

C. LANDSCAPING

See **Section 3** for Landscaping Plan.

D. SIGNS

No signs are planned for the project.

E. GRADING, EROSION CONTROL, STORMWATER MANAGEMENT

See Engineers Report **Section 2**, Site Plan **Section 3**, and Stormwater Calculations **Section 3**.

F. ALLOWED USES

The project will consist of four uses: lodging / short-term rental, workforce, market rate residential, and affordable housing mitigation. The workforce housing and market rate residential are taking advantage of the Floor Area Bonus as per the LDRs.

G. PARKING AND LOADING

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

H. SUBDIVISION

All units will be platted as condominiums and individually owned.

I. EMPLOYEE HOUSING

The project proposes to build three units of affordable housing for mitigation and pay a fee-in-lieu for the remainder. The applicant will work with the Housing Department to make sure all units and calculations follow the Rules and Regulations. Housing Calculations can be found in the Affordable Housing Mitigation Plan submitted with this DEV, and calculations are in Section

J. TRANSPORTATION FACILITY

Vehicular access to the proposed development will be provided through an existing alley running parallel to the southern property line. Parking will be provided within an underground parking lot and accessed through the alley. Pedestrian access is provided to the site from both Millward Street and Simpson Avenue.

K. REQUIRED UTILITIES

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

L. MAXIMUM SCALE OF USE

The property has a maximum allowed 19,500sf of habitable floor area by-right, and is utilizing the 2:1 workforce housing bonus for the additional square footage, which will not count against the 19,500sf. The project proposes 19,487sf of habitable square footage which counts towards the allowed floor area, and an additional 31,763sf of habitable square footage between the workforce units, market rate units, and affordable housing mitigation units. Including non-habitable square footage (elevators) the entire project is a total of 51,971sf. All buildings are under 20,000sf.

M. OPERATIONAL STANDARDS

Short term rentals will have individual valet trash and recycling removal, and the other units will share a collection room in the Workforce Housing building.

N. OTHER

A neighborhood meeting is not required.

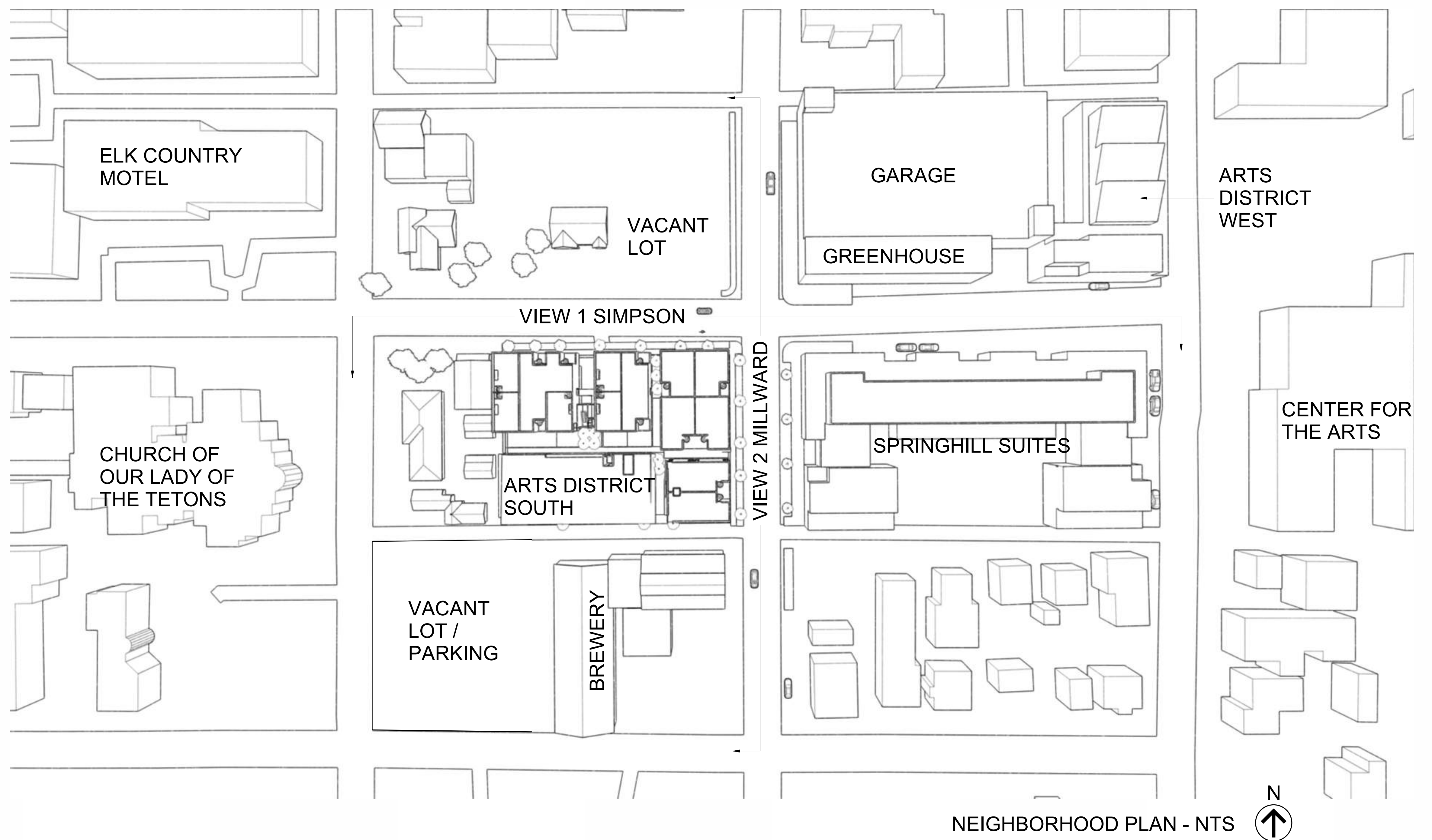
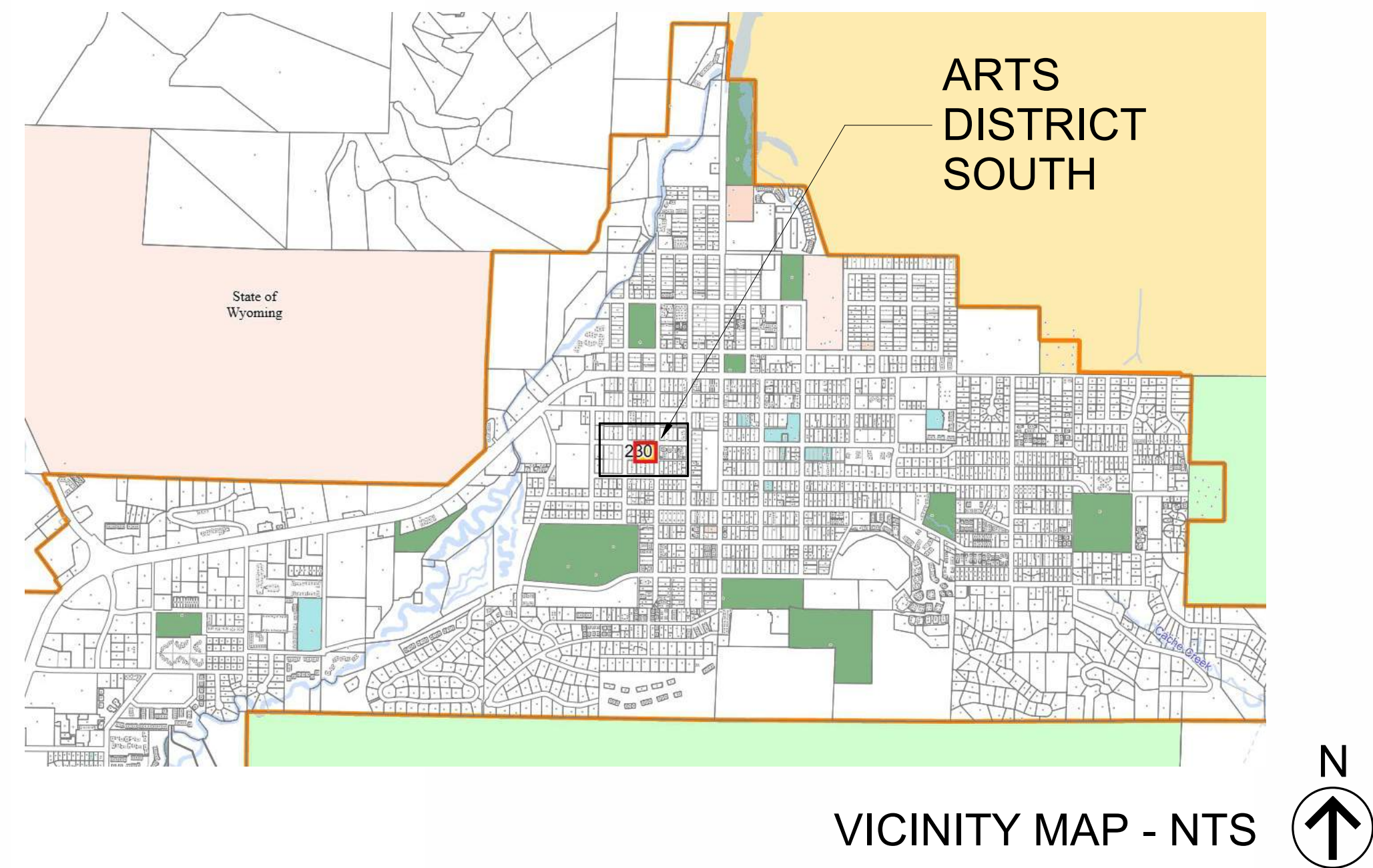
SECTION 3 – DEVELOPMENT PLAN DESIGN

- **ARTS DISTRICT SOUTH SCHEMATIC DESIGN (SD) SET - ELEVATIONS, FLOOR PLANS, & CHARACTER SKETCHES BY PARENT & HALSEY ARCHITECTS AND GGLO DESIGN**
- **ARTS DISTRICT SOUTH LANDSCAPE PLAN BY CAIRN LANDSCAPE ARCHITECTS**
- **ARTS DISTRICT SOUTH CIVIL SET BY JORGENSEN ASSOCIATES, P.C.**



ARTS DISTRICT WEST JACKSON, WYOMING

COVER



NEIGHBORHOOD CONTEXT

EAST MULTIFAMILY/ COMMERCIAL / HOSPITALITY



ARTS DISTRICT WEST
175 SOUTH GLENWOOD



CENTER FOR THE ARTS
250 SOUTH GLENWOOD



SPRINGHILL SUITES HOTEL
130-150 WEST SIMPSON



VERTICAL HARVEST / PARKING STRUCTURE
160 SOUTH MILLWARD

NORTH AND WEST SINGLE FAMILY AND VACANT LOTS



245 W SIMPSON



SIMPSON AND JACKSON



240 WEST SIMPSON



280 SOUTH JACKSON

SOUTH MULTIFAMILY/ SINGLE FAMILY / COMMERCIAL



JACKSON STREET APARTMENTS
HANSEN AND MILLWARD



BREWERY ANNEX
245 WEST HANSEN



280 SOUTH MILLWARD



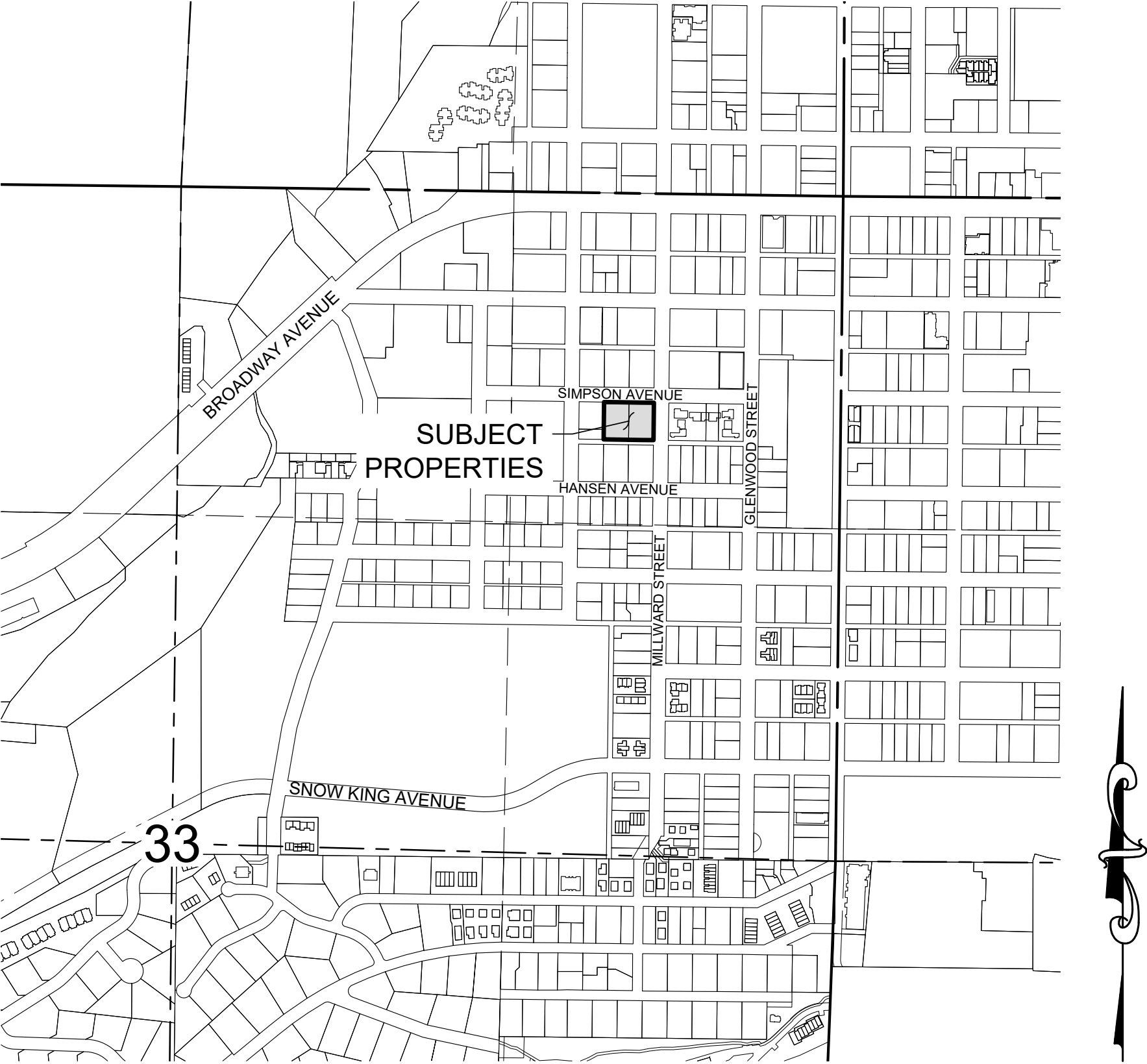
SNAKE RIVER BREWERY
265 SOUTH MILLWARD

NEIGHBORHOOD CONTEXT IMAGES

ART DISTRICT SOUTH
DEVELOPMENT PLAN
230 W SIMPSON AVENUE AND
235 S MILLWARD STREET

LOCATED WITHIN
NE1/4NE1/4 SECTION 33, T41N, R116W, 6TH P.M.
TOWN OF JACKSON, WYOMING

TOWNSHIP 41 N, RANGE 116 W



VICINITY MAP
1" = 500'
FOR 24x36 PRINTS



SHEET LIST TABLE

Sheet Number	Sheet Title
C1.0	CIVIL COVER SHEET
C1.1	PROJECT NOTES
C2.0	EXISTING CONDITIONS
C2.1	DEMOLITION PLAN
C3.0	SITE OVERVIEW AND UTILITIES
C3.1	PARKING GARAGE OVERVIEW
C4.0	RIGHT-OF-WAY GRADING OVERVIEW
C5.0	HARDSCAPE DETAILS
C5.1	HARDSCAPE, STRIPING, AND SIGNAGE DETAILS
C5.2	WATER DETAILS
C5.3	SEWER DETAILS
C5.4	STORMWATER AND UTILITY DETAILS

OWNERS
BOIHEM JACKSON, LLC
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AND BEACH INVESTMENTS, LLC
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LANDSCAPE ARCHITECT
CAIRN LANDSCAPE ARCHITECTS
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JACKSON, WYOMING 83001
307.200.9530

CIVIL COVER SHEET - C1.0

GENERAL PROJECT NOTES:

1.

PROJECT SCOPE: CONSTRUCTION WILL INCLUDE THREE BUILDINGS FOR RESIDENTIAL USE, WALKWAYS, SIDEWALKS, CURBS, AND ASSOCIATED UTILITIES.
2.

PROJECT LOCATION:
230 W SIMPSON AVENUE AND 235 S MILLWARD STREET, JACKSON, WYOMING
PID: 22-40-16-33-1-11-002, AND PID: 22-41-16-33-1-11-001, RESPECTIVELY
3.

PROPERTY ZONING, OVERLAYS, AND FLOODWAYS:
ZONE: CR-1
SCENIC OVERLAY: NOT WITHIN
NATURAL RESOURCES OVERLAY: NOT WITHIN
WILDLAND-URBAN INTERFACE: NOT WITHIN
LODGING OVERLAY: WITHIN
FLOOD ZONE: ZONE X
5.

PROJECT SCHEDULE: CONSTRUCTION TO BEGIN SPRING 2027 AND TO BE COMPLETED FALL 2029.
6.

PROPERTY AREA = ±0.69 ACRES (±29,997 SF)
TOTAL AREA OF DISTURBANCE = ±0.86 ACRES (±37,347 SF)
7.

BASE MAPPING PREPARED FROM GROUND SURVEY PERFORMED BY JORGENSEN ASSOCIATES, INC OCTOBER 2025 AND APRIL 2026. THE SURVEY WAS PERFORMED USING THE NAVD88 VERTICAL DATUM.
8.

ALL PROPOSED REFUSE/RECYCLING CONTAINERS SHALL BE BEAR-RESISTANT ACCORDING TO SECTION 5.2.2 OF THE TETON COUNTY LAND DEVELOPMENT REGULATIONS.
9.

THE PROPOSED RESIDENTIAL PORTION OF THIS DEVELOPMENT WILL INCLUDE DESIGNATED CENTRALIZED MAILBOX UNITS, LOCATED IN AN ACCESSIBLE COMMON AREA IN ACCORDANCE WITH U.S. POSTAL SERVICE REQUIREMENTS. THE DEVELOPER WILL COORDINATE WITH USPS DURING CONSTRUCTION TO CONFIRM LOCATION, DESIGN, AND INSTALLATION.

GENERAL CONSTRUCTION NOTES & SPECIFICATIONS:

1.

ALL SITE WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF WYOMING PUBLIC WORKS STANDARD SPECIFICATIONS, TOWN OF JACKSON LAND DEVELOPMENT REGULATIONS, AND TOWN OF JACKSON UTILITY STANDARDS.
2.

CONTRACTOR SHALL CONSTRUCT EROSION CONTROL STRUCTURES PRIOR TO ANY EARTHWORK OR CONSTRUCTION. EROSION CONTROL STRUCTURES SHALL BE CONSTRUCTED AND MAINTAINED BY CONTRACTOR UNTIL VEGETATION IS RE-ESTABLISHED IN DISTURBED AREAS. REFER TO TYPICAL DETAILS FOR APPROVED EROSION CONTROL STRUCTURES.
3.

CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD AND SHALL PROMPTLY NOTIFY THE ENGINEER OF ANY VARIATIONS OR DISCREPANCIES.
4.

ALL EXCAVATION ACTIVITIES SHALL COMPLY WITH PERMIT REQUIREMENTS ISSUED FOR THE PROJECT. CONTRACTOR SHALL REVIEW AND BE RESPONSIBLE FOR PERMIT COMPLIANCE.
5.

CONTRACTOR TO LOCATE ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
6.

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.
7.

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 12 INCHES IN LOOSE THICKNESS.
8.

CRUSHED GRAVEL BASE MATERIAL SHALL BE 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). IN LIFTS NOT TO EXCEED 8 INCHES IN LOOSE THICKNESS.
9.

WEEDS SHALL BE CONTROLLED BY SPRAYING, LIMITING DISTURBANCE AREA, OR OTHER MEANS PRIOR TO REVEGETATION AND AFTER REVEGETATION IS COMPLETE.

REVEGETATION SPECIFICATIONS:

1.

SEED MIXTURE (OR APPROVED EQUAL). USE THIS REVEGETATION SPECIFICATION IN THE ABSENCE OF OTHER REVEGETATION SPECIFICATIONS OR DIRECTION FROM LANDSCAPE ARCHITECT.
- COMMON NAME

LBS./ACRE
- MOUNTAIN BROME

10 LBS./ACRE
- THICKSPIKE WHEATGRASS

12 LBS./ACRE
- IDAHO FESCUE

6 LBS./ACRE
- WESTERN WHEATGRASS

12 LBS./ACRE
- ALPINE TIMOTHY

12 LBS./ACRE
- TOTAL PURE LIVE SEED APPLICATION RATE

52 LBS./ACRE
2.

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

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

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

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

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

SEEDING SHALL BE PERFORMED BETWEEN THE TIME THE FROST LEAVES THE GROUND IN THE SPRING AND BEFORE THE FROST ENTERS THE GROUND IN THE FALL.

CONSTRUCTION NOTES & SPECIFICATIONS:

1.

ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ALL APPLICABLE PERMITS AND AGREEMENTS INCLUDING: WYOMING DEPARTMENT OF ENVIRONMENTAL QUALITY, AND WYOMING STATE ENGINEERS OFFICE PERMIT. CONTACT ENGINEER FOR COPIES OF PERMITS AND PERMIT REQUIREMENTS. CONTRACTOR SHALL REVIEW AND BE RESPONSIBLE FOR PERMIT COMPLIANCE.
2.

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.
3.

CONTRACTOR SHALL OBTAIN A SMALL CONSTRUCTION STORMWATER PROTECTION PLAN FROM THE WYOMING DEPARTMENT OF ENVIRONMENTAL QUALITY PRIOR TO LAND DISTURBING OPERATIONS.
4.

CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD AND SHALL PROMPTLY NOTIFY THE ENGINEER OF ANY VARIATIONS OR DISCREPANCIES.
5.

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.
6.

CONTRACTOR TO CONFIRM STOCKPILE AND STAGING LOCATIONS WITH THE OWNER.
7.

ALL EXCAVATED MATERIALS SHALL BE STOCKPILED AND PROCESSED ON-SITE ONLY AT LOCATIONS AS DESIGNATED ON THE PLANS.
8.

TOPS OF CUT AND FILL SLOPES SHALL BE ROUNDED TO AVOID RAVELING AND EROSION. CUT AND FILL SLOPES SHALL NOT EXCEED 2:1 WITHOUT SPECIAL STABILIZATION AND APPROVAL FROM ENGINEER.
9.

NO WETLANDS SHALL BE DISTURBED WITHOUT FIRST OBTAINING NECESSARY PERMITS FROM THE U. S. ARMY CORPS OF ENGINEERS.
10.

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.
11.

ENGINEER SHALL BE CONTACTED PRIOR TO CONSTRUCTION TO PROVIDE CONSTRUCTION OBSERVATION.
12.

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 WYOMING GAME AND FISH DEPARTMENT. NO PERMANENT FENCING IS PROPOSED FOR THIS PROJECT.
13.

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.
14.

CONTRACTOR IS RESPONSIBLE FOR PERIODIC INSPECTIONS, MAINTENANCE AND REPAIR OF EROSION CONTROL STRUCTURES TO INSURE PROPER SEDIMENT CONTAINMENT AND EROSION CONTROL.
15.

STORMWATER RUNOFF SHALL BE MANAGED IN ACCORDANCE WITH TETON COUNTY LAND DEVELOPMENT REGULATIONS. RUNOFF FROM THE SITE SHALL NOT EXCEED THE PRE-CONSTRUCTION VALUES, AND VOLUME OF STORAGE SHALL NOT BE REDUCED.
16.

DURING CONSTRUCTION CONTRACTOR SHALL MONITOR THE PROJECT SITE FOR THE GROWTH OF NOXIOUS WEEDS. THE GROWTH 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.
17.

GRADES SHALL FALL A MINIMUM OF 6 INCHES WITHIN THE FIRST 10 FEET OF THE BUILDING FOUNDATION. IMPERVIOUS SURFACES WITHIN 10 FEET OF THE BUILDING FOUNDATION SHALL SLOPE MIN. 2% AWAY FROM THE BUILDING.
18.

ALL SITE AND UTILITY WORK TO BE PERFORMED IN ACCORDANCE TO THE GEOTECHNICAL INVESTIGATION REPORT, PRESBYTERIAN CHURCH JACKSON HOLE, JULY 12, 2022 PREPARED BY JORGENSEN GEOTECHNICAL, LLC.

WATER, SEWER, AND STORMWATER UTILITY NOTES

1.

WATER, SEWER, AND STORMWATER SYSTEMS SERVICING THE PROPOSED DEVELOPMENT SHALL BE PRIVATELY OWNED AND OPERATED.
2.

WATER AND SEWER INSTALLATIONS SHALL BE IN ACCORDANCE WITH CURRENT WYOMING DEPARTMENT OF ENVIRONMENTAL QUALITY, WATER QUALITY DIVISION RULES AND REGULATIONS, AND CONFORM TO TETON COUNTY WATER AND SEWER REGULATIONS
3.

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 WYOMING PUBLIC WORKS STANDARD SPECIFICATIONS. IF BACKFILL TYPE IS NOT SHOWN TYPE A SHALL BE USED.
4.

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, SEWER FORCE MAINS, AND WATER SERVICES OR AS SHOWN ON THE PLANS. ALL SERVICES UNDER ROADWAYS, DRIVEWAYS, AND SIDEWALKS SHALL BE INSTALLED WITH 2" TYPE A INSULATION.
5.

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.
6.

WATER SERVICE LINES 3" OR LESS IN DIAMETER 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.
7.

SANITARY SEWER GRAVITY MAINS AND FITTINGS SHALL BE SDR 35 PVC AND CONFORM TO ASTM D3212. GRAVITY SEWER SERVICES SHALL BE SCHEDULE 40 PVC. PRESSURE SEWER SERVICE LINES SHALL BE DR 26 HDPE.
8.

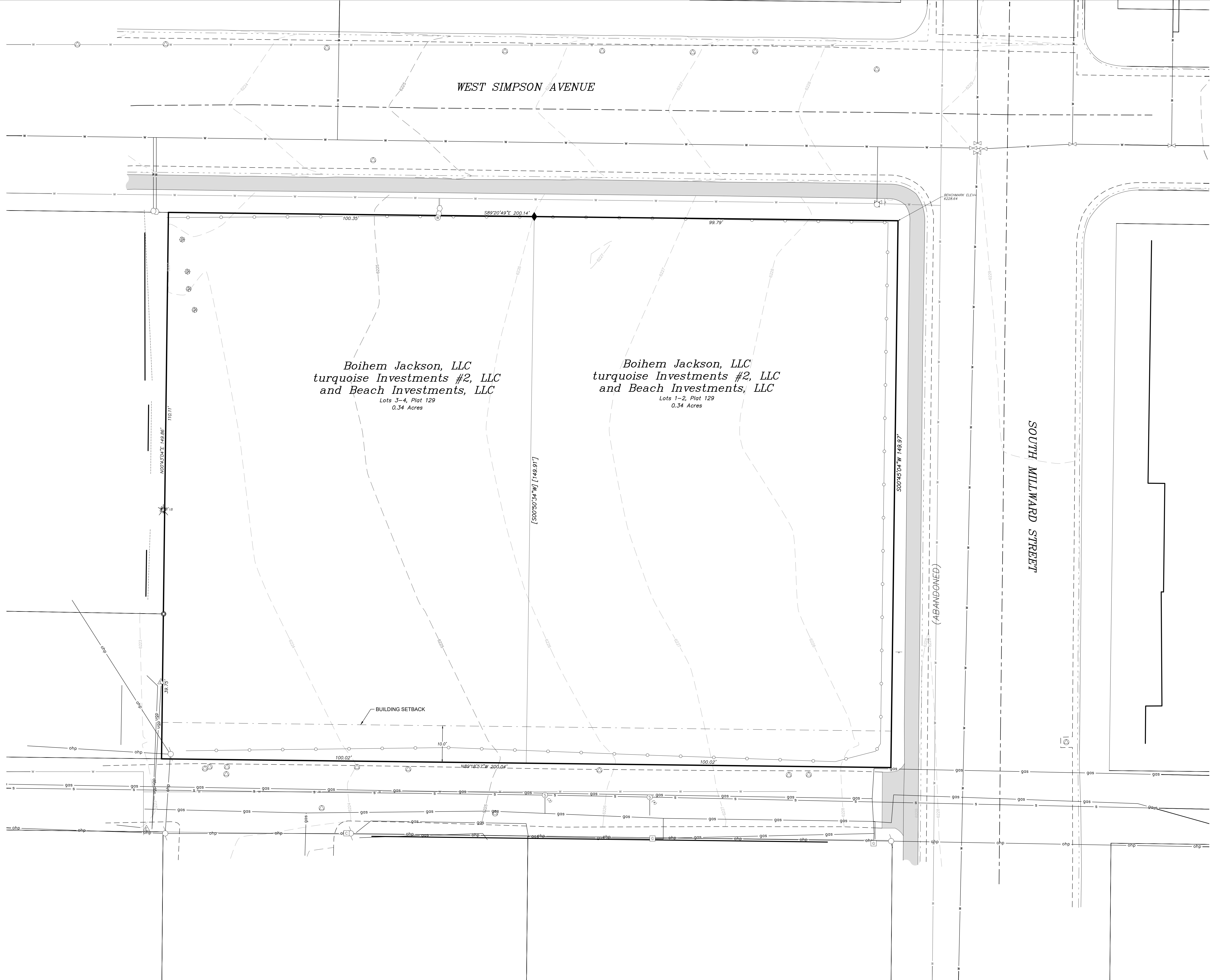
SEWER TESTING: MAXIMUM ALLOWABLE INFILTRATION OR EXFILTRATION, INCLUDING MANHOLES, SHALL NOT EXCEED 50 GALLONS PER DAY PER MILE OF SEWER PER INCH OF PIPE DIAMETER.
9.

AIR TEST ALTERNATE FOR SEWER PIPELINES: MAINTAIN 4.0 PSI FOR 4 MINUTES WITH NO APPRECIABLE LOSS. GAGE SHALL HAVE MAXIMUM 1 PSI GRADATIONS.
10.

LOCATIONS OF EXISTING FACILITIES ARE FROM DRAWINGS PROVIDED TO JORGENSEN ASSOCIATES. CONTRACTOR SHALL POT HOLE IN THE PRESENCE OF THE ENGINEER TO DETERMINE CONNECTION LOCATIONS, DEPTH, SIZE AND TYPE OF PIPE, AND OTHER PERTINENT INFORMATION REQUIRED FOR THE PROJECT. ANY ADJUSTMENTS NEEDED SHALL BE REFLECTED ON AS-CONSTRUCTED DRAWINGS.

EXISTING		PROPOSED
	T-STAKE WITH CHROMED CAP INSCRIBED "PETER M JORGENSEN PE & LS 2612"	
	T-STAKE WITHOUT CAP	
	REINFORCING STEEL BAR WITHOUT CAP, SET IN POURED CONCRETE	
	REINFORCING STEEL BAR WITHOUT CAP, BENT	
	BOUNDARY, SUBJECT PROPERTY	
	BOUNDARY, BUILDING SETBACK	
	BOUNDARY, ADJOINING PROPERTY	
	MEASURED BEARING & DISTANCE OR CURVE GEOMETRY	
	CALCULATED BEARING & DISTANCE OR CURVE GEOMETRY	
	CENTERLINE ROAD	
	EDGE OF PAVEMENT	
	FLOWLINE	
	INDEX CONTOUR, 5' INTERVAL	
	INTERMEDIATE CONTOUR, 1' INTERVAL	
	BUILDING OVERHANG/EAVE	
	FENCE, BUCKRAIL	
	WATER LINE	
	ABANDONED WATER LINE	
	SANITARY SEWER LINE	
	OVERHEAD POWER LINE	
	UNDERGROUND POWER LINE	
	UNDERGROUND GAS LINE	
	UNDERGROUND COMMUNICATIONS LINE	
	WATER VALVE	
	CURBSTOP	
	HYDRANT, FIRE SUPPRESSION	
	WATER MANHOLE	
	SEWER MANHOLE	
	SEWER CLEANOUT	
	MONITORING WELL	
	GAS METER	
	COMMUNICATIONS PEDESTAL	
	ELECTRIC TRANSFORMER	
	STREET LIGHT POLE	
	UTILITY POLE	
	CONIFER TREE, 18"	
	ROCK	
	SIGN	

PROJECT NOTES - C1.1



NOTES

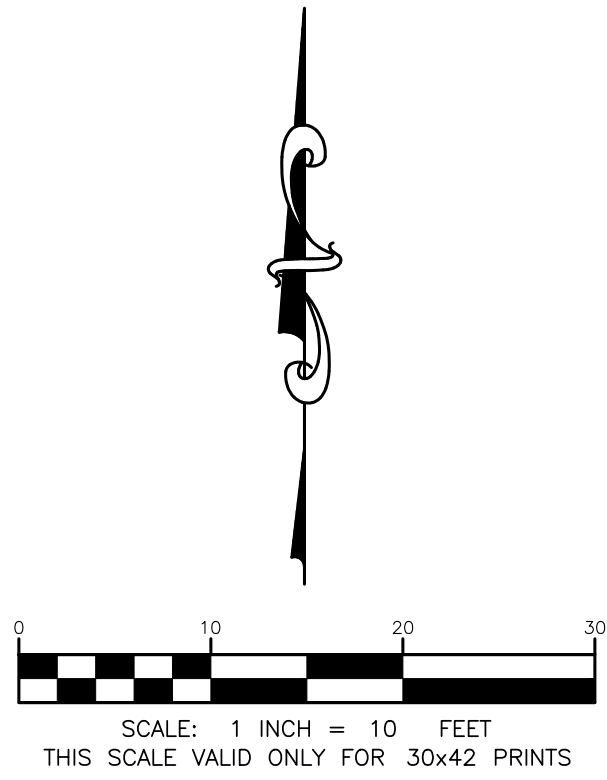
This survey was conducted in October 2025 and April 2026; and prepared under the direction of Mathew P. Gotham, PLS 13002.

Locations of underground utilities depicted hereon are based on markings resulting from a Wyoming 811 utility locate request. The resultant locate did not show any communications utilities in the roadways adjacent to the subject property; the communications lines are likely overhead.

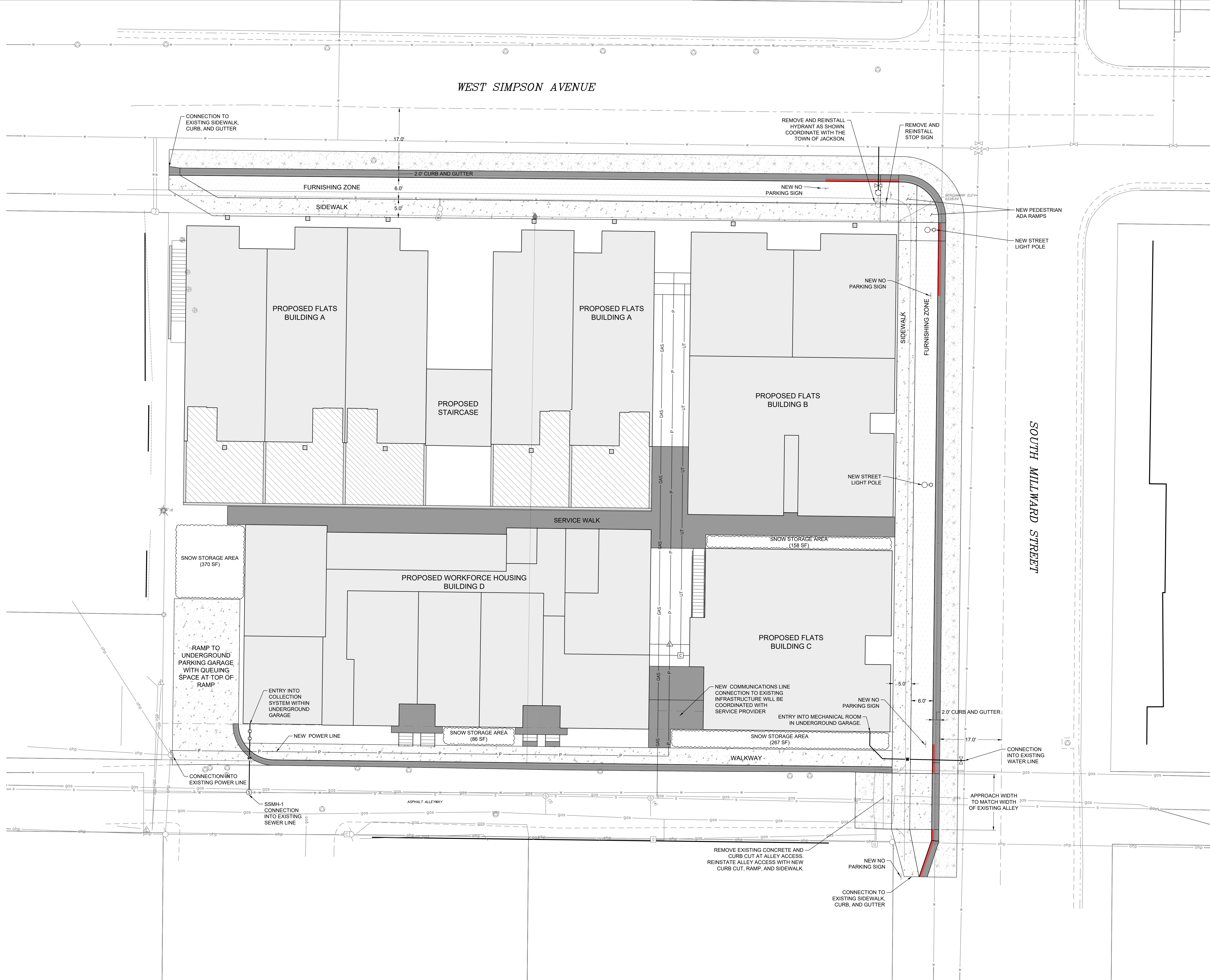
Only monuments pertinent to Subject Property are depicted.

Elevations were derived using GPS RTK observation methods and reference NAVD88. Site benchmark elevation is 6228.64' at the northeast property corner.

Bearings are based on the Wyoming West State Plane coordinate system NAD83 West Zone with distances scaled to ground by a factor of 1.0003199015.



EXISTING CONDITIONS - C2.0

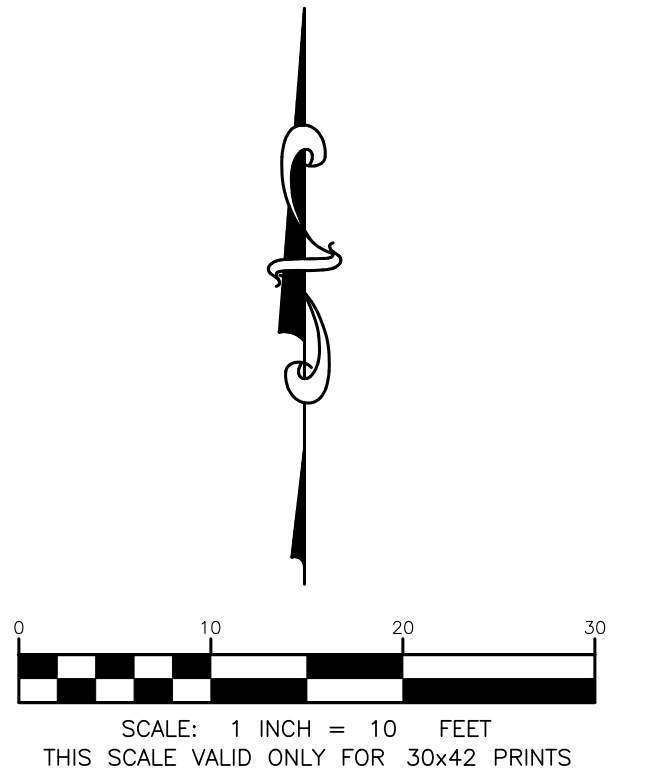
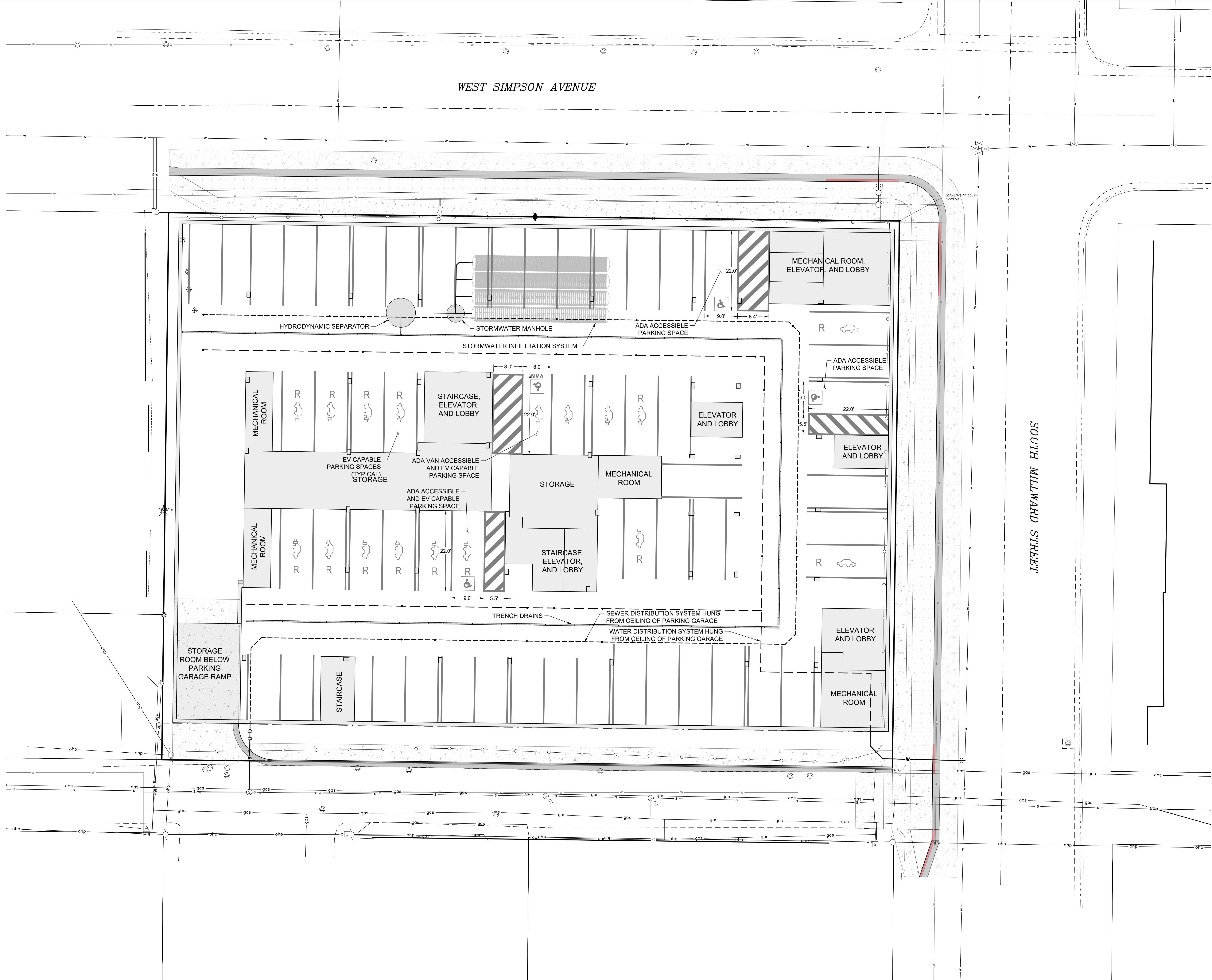


SITE OVERVIEW AND UTILITIES - C3.0

NOTES

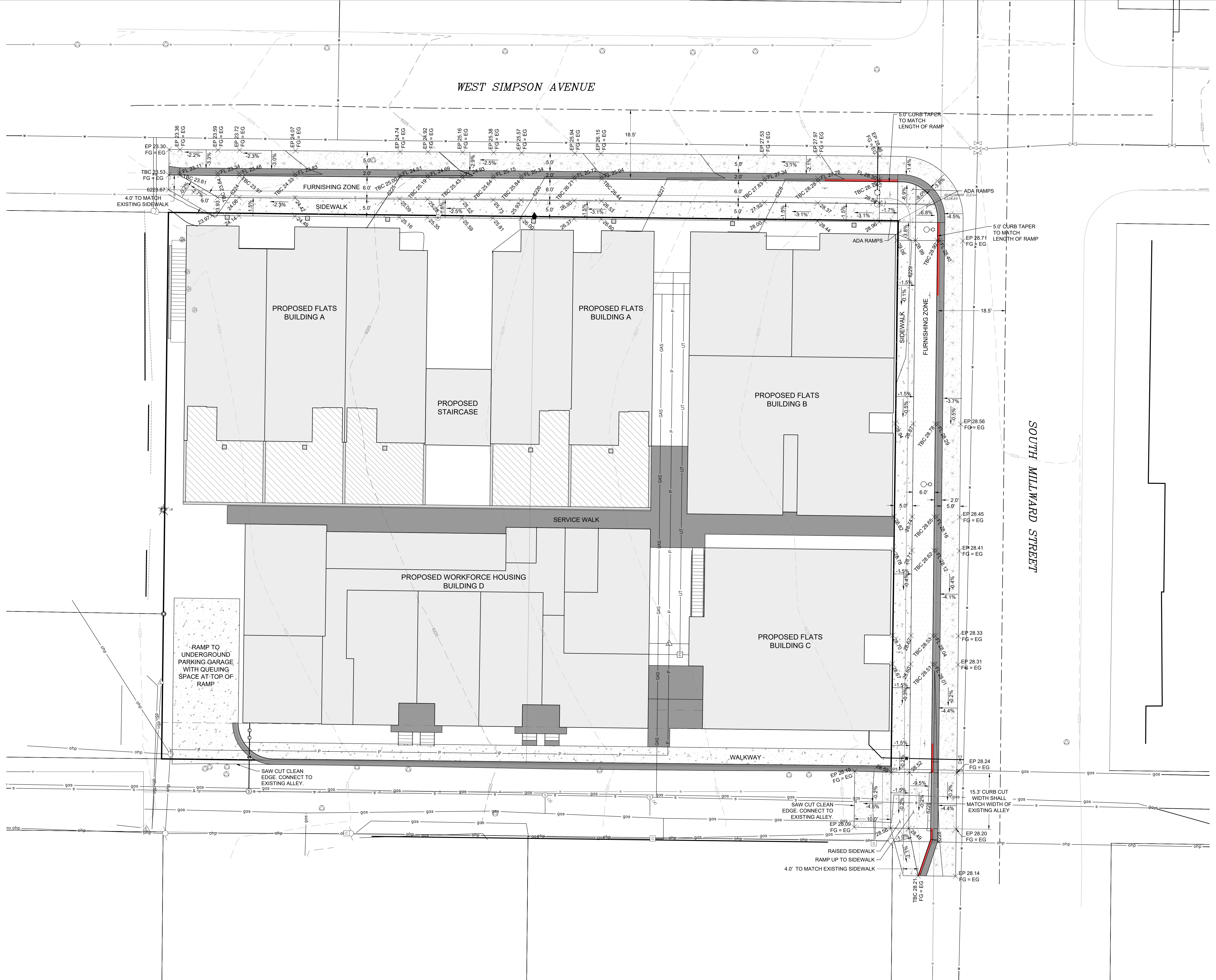
THE WATER AND SEWER DISTRIBUTION SYSTEMS ARE FOR PROSPECTIVE DEPICTION ONLY. DISTRIBUTION SYSTEMS WILL BE DESIGNED BY LICENSED ENGINEERS AS DESIGN PROGRESSES.

STORMWATER COLLECTION SYSTEM AND INFILTRATION SYSTEM ARE FOR PROSPECTIVE DEPICTION ONLY. SIZING OF HYDRODYNAMIC SEPARATOR, MANHOLE, CONNECTION OF ROOF DRAINS AND ROUTING TO SUBSURFACE CHAMBER FIELD, AND CHAMBER FIELD WILL BE DETERMINED AS DESIGN PROGRESSES.

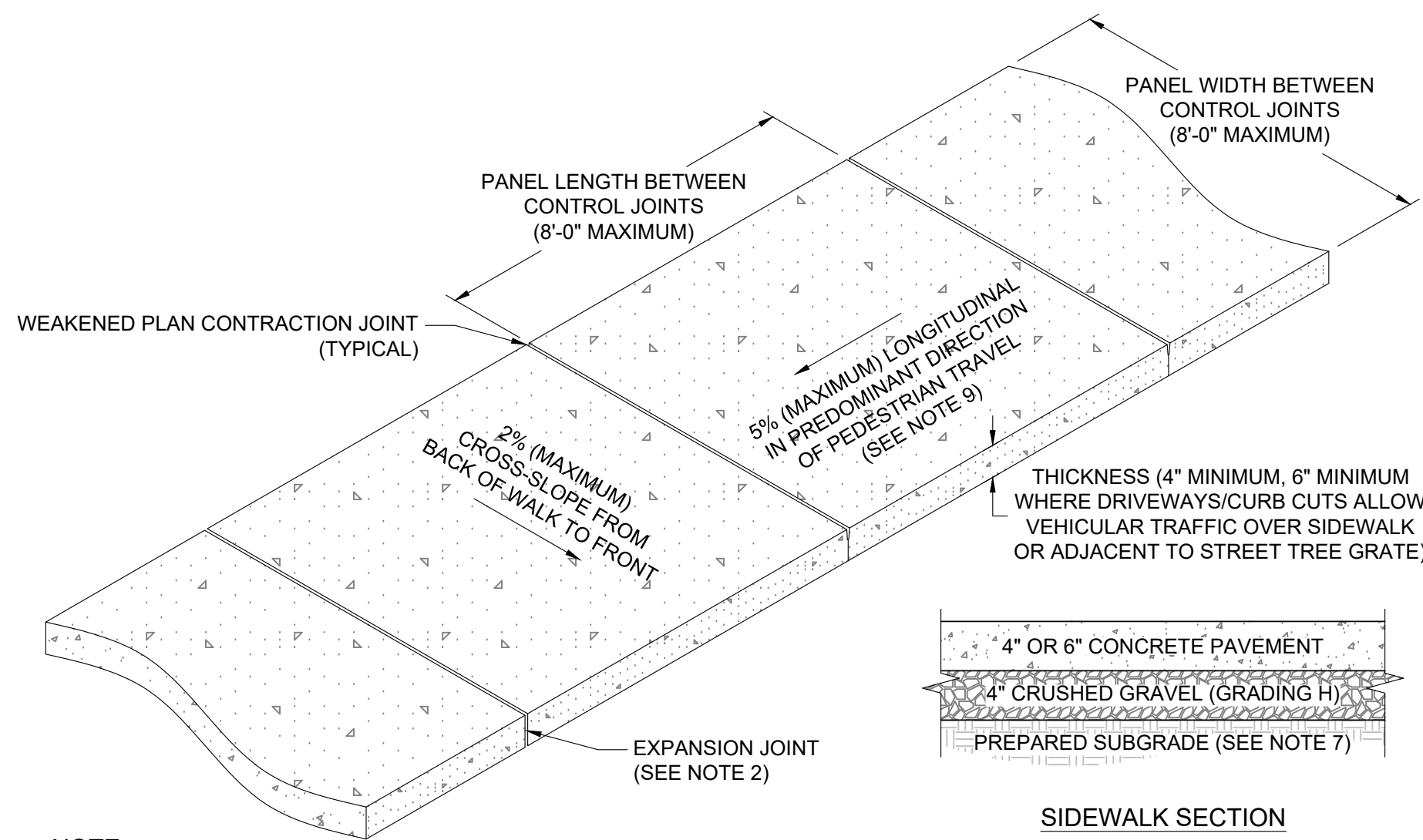


PARKING GARAGE OVERVIEW - C3.1

NOTES
PROFILES FOR THE CURB AND ROW IMPROVEMENTS WILL BE PROVIDED AS DESIGN PROGRESSES.



RIGHT-OF-WAY GRADING OVERVIEW - C4.0

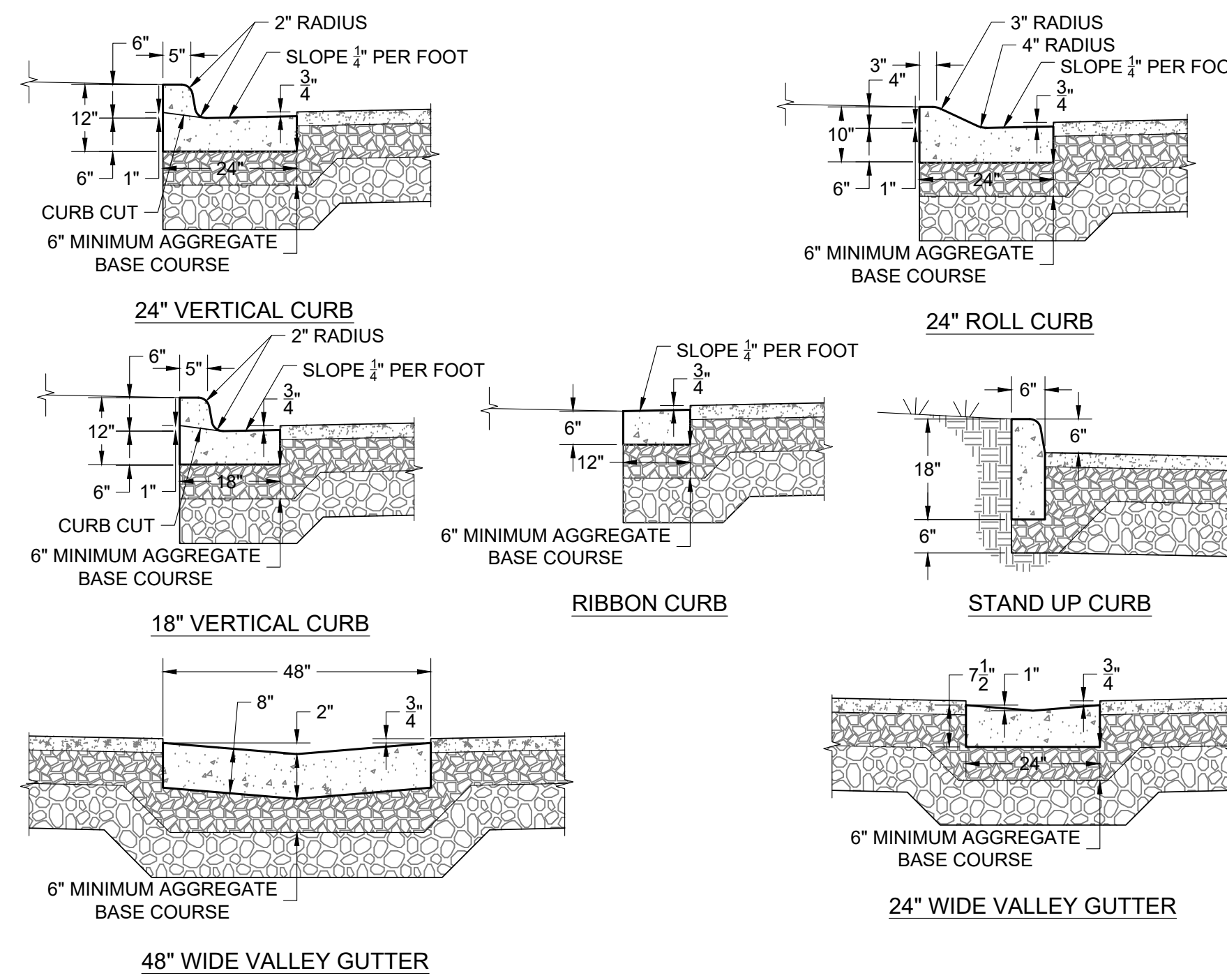


NOTE

1. SIDEWALK SHALL CONFORM TO ALL APPLICABLE ADA STANDARD REQUIREMENTS SIDEWALKS SHALL CONFORM TO WPWSS SECTION 02776, EXCEPT THAT PORTLAND CEMENT CONCRETE CLASS 4000 CONCRETE CONFORMING WITH WPWSS 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 WPWSS 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 WPWSS SECTION 02190, PART 2.03 GRADING H, AND BE INSTALLED PER WPWSS 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. GEOTGRID MAY BE SUBSTITUTED FOR OVER EXCAVATION UPON APPROVAL FROM GEOTECHNICAL ENGINEER.
9. LONGITUDINAL SLOPE OF SIDEWALK MAY EXCEED 5% TO MATCH SLOPES OF ADJACENT STREET.

TYPICAL CONCRETE SIDEWALK DETAIL

NOT TO SCALE REVISED TOJ ST-127

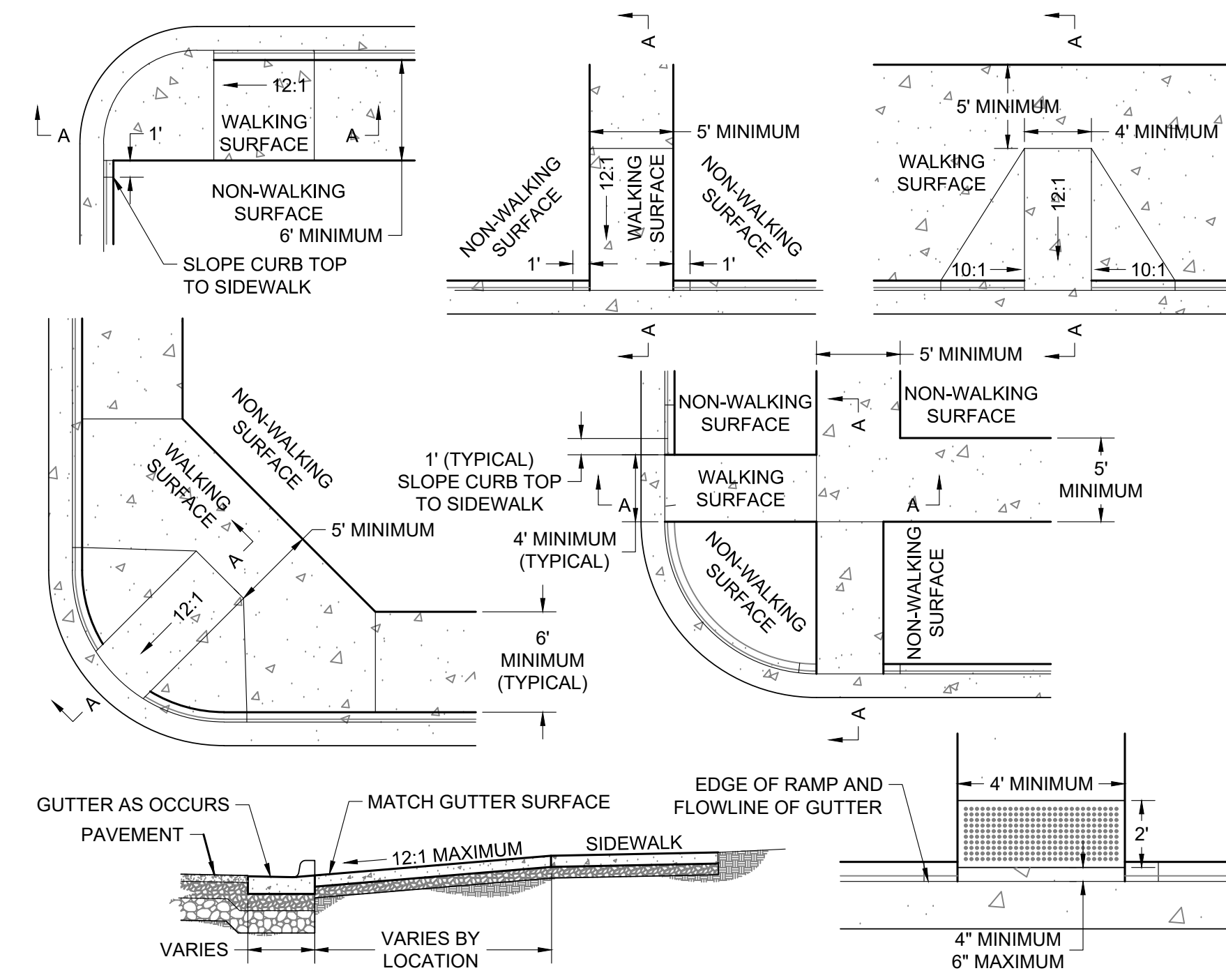


NOTE

1. CURBS SHALL CONFORM TO SPECIFICATION 32 10 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

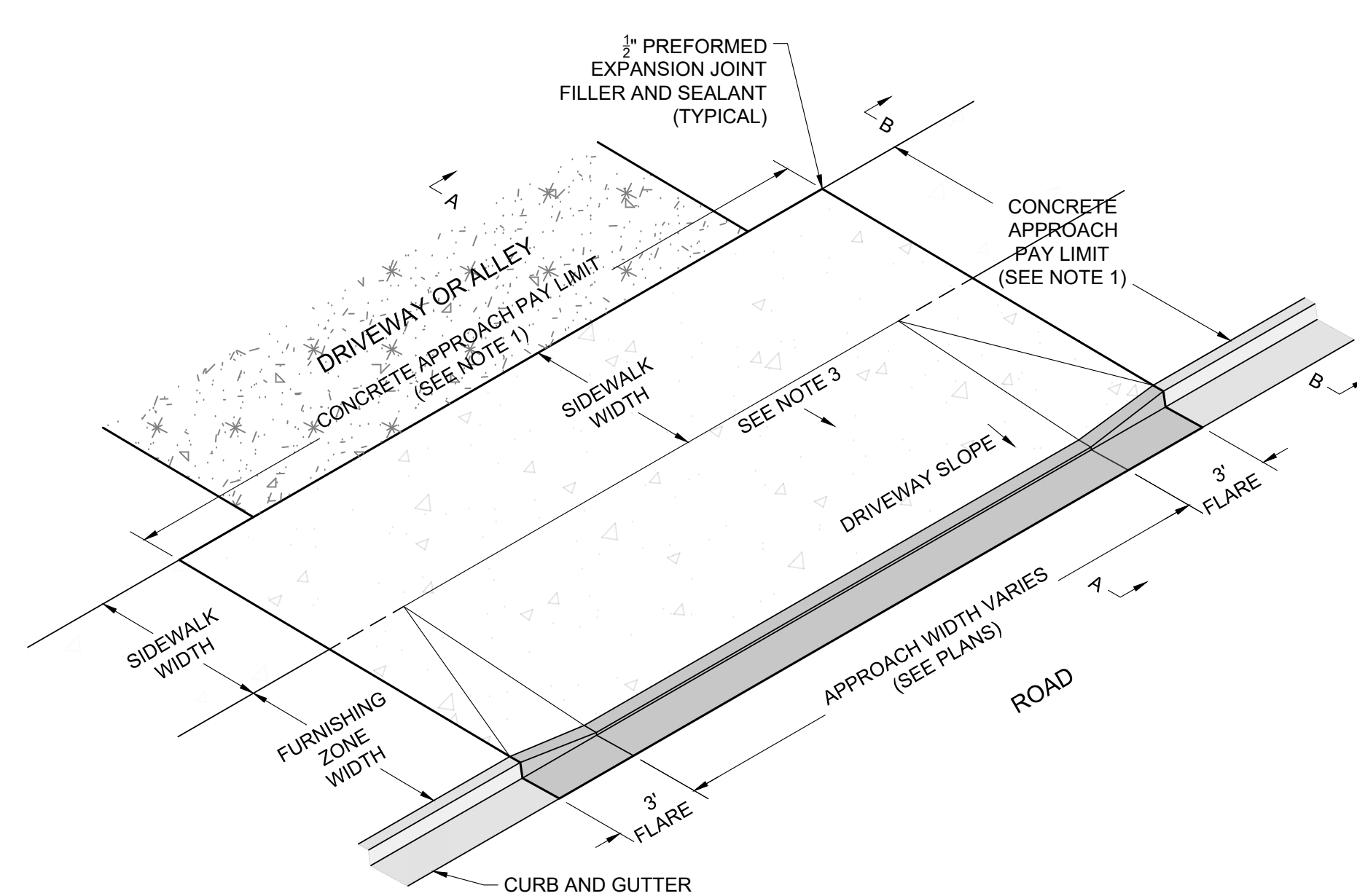


NOTE

1. SIDEWALKS SHALL CONFORM TO ALL APPLICABLE ADA STANDARD REQUIREMENTS.
2. LIP AT GUTTER TO BE NO MORE THAN 1/2" 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

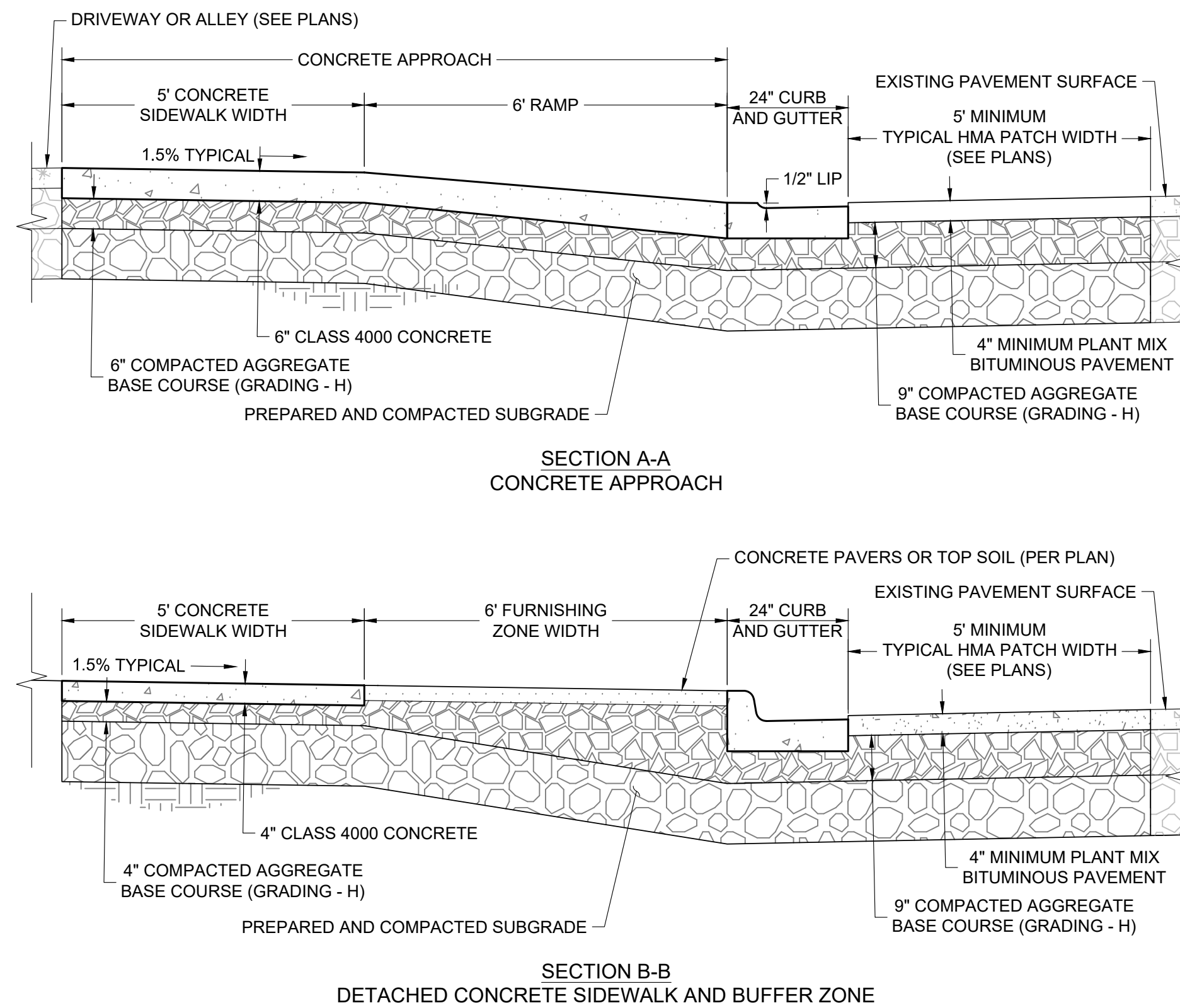


NOTE

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%).

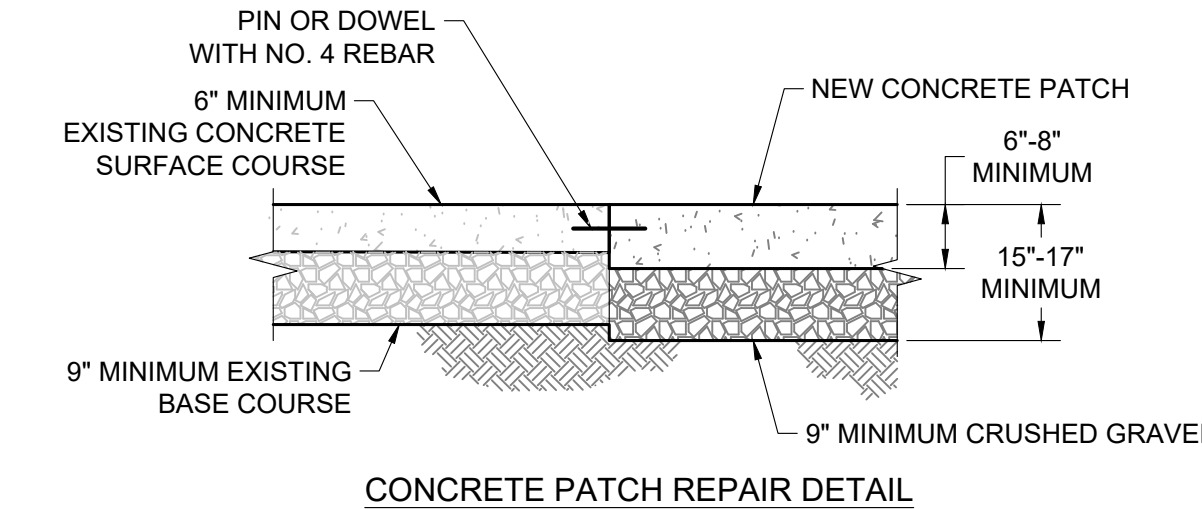
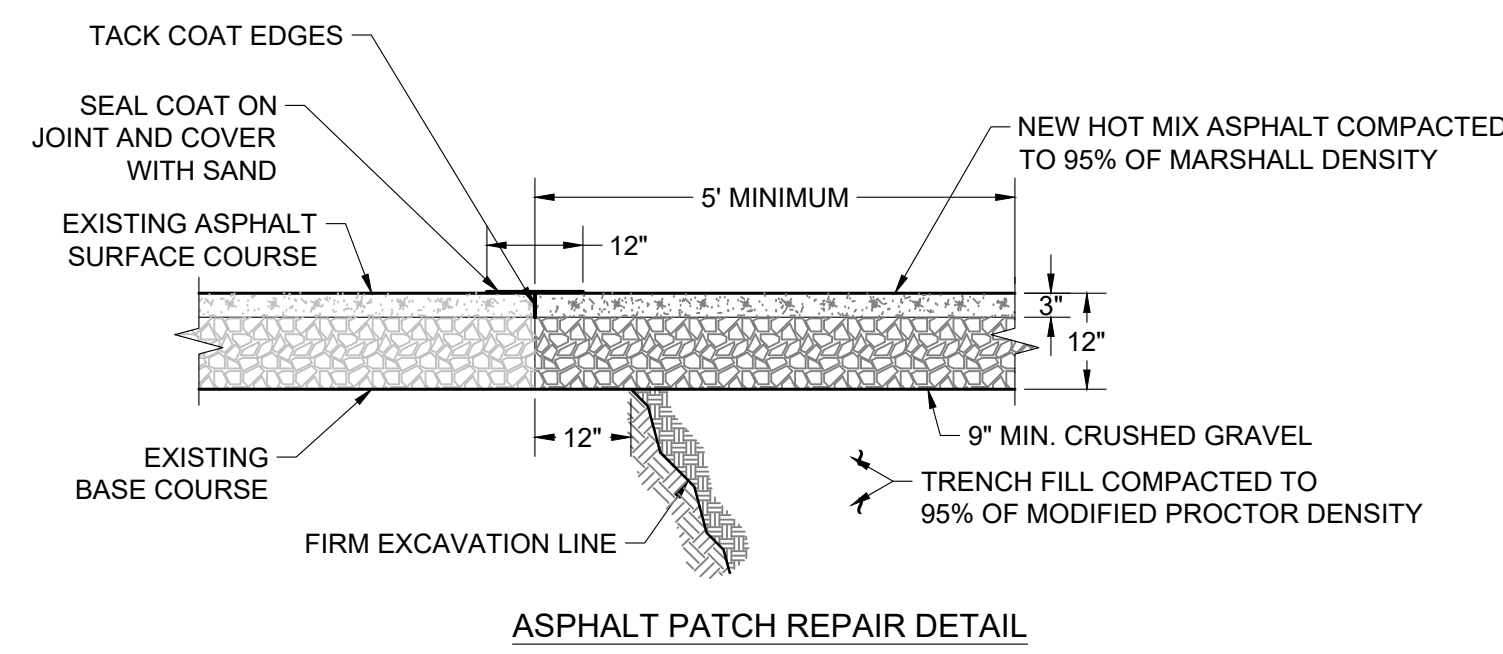
DRIVEWAY/ALLEY APPROACH DETAIL

NOT TO SCALE



DRIVEWAY/ALLEY APPROACH SECTIONS

NOT TO SCALE



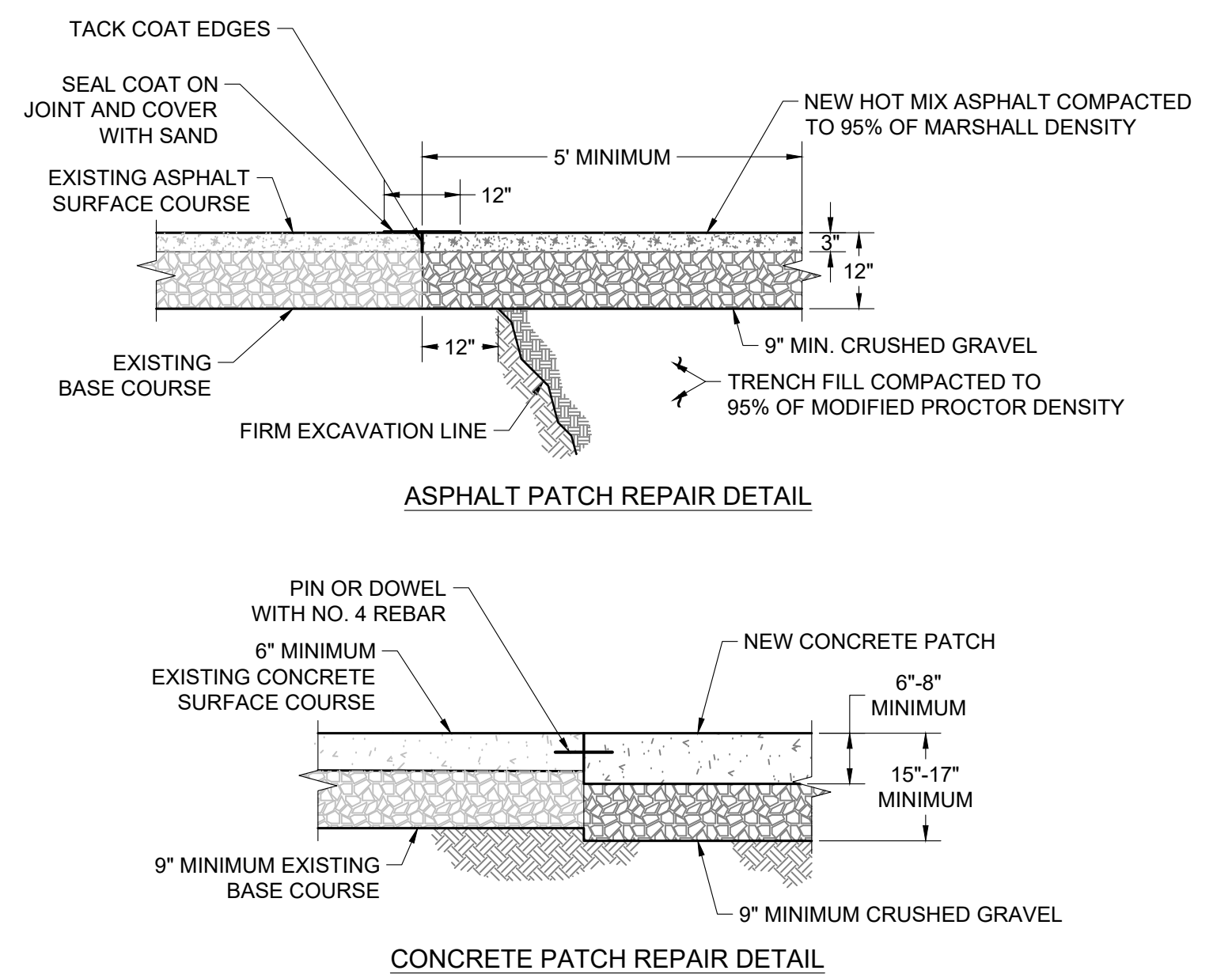
NOTE

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

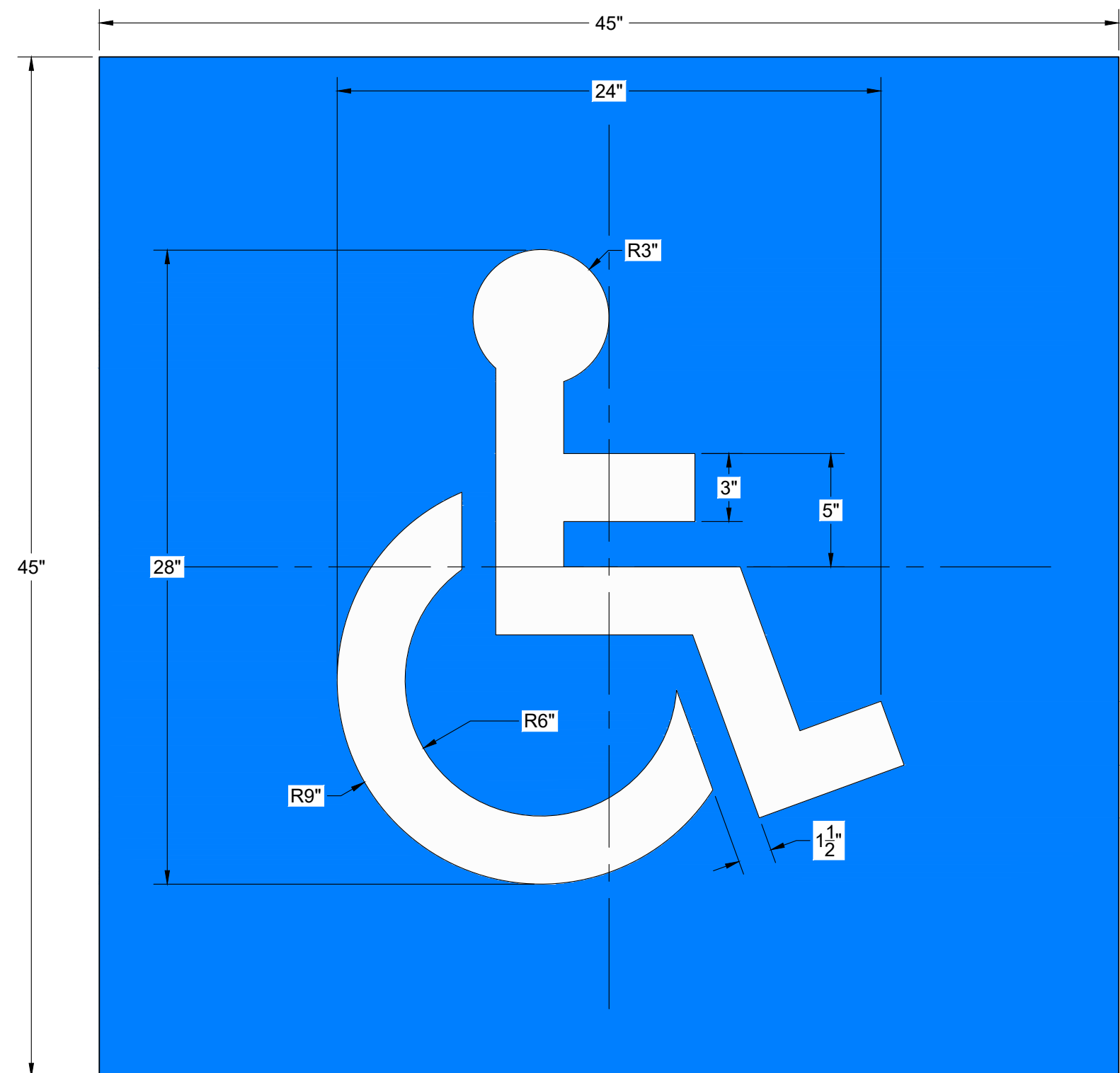
NOT TO SCALE TOJ ST-118

HARDSCAPE DETAILS - C5.0

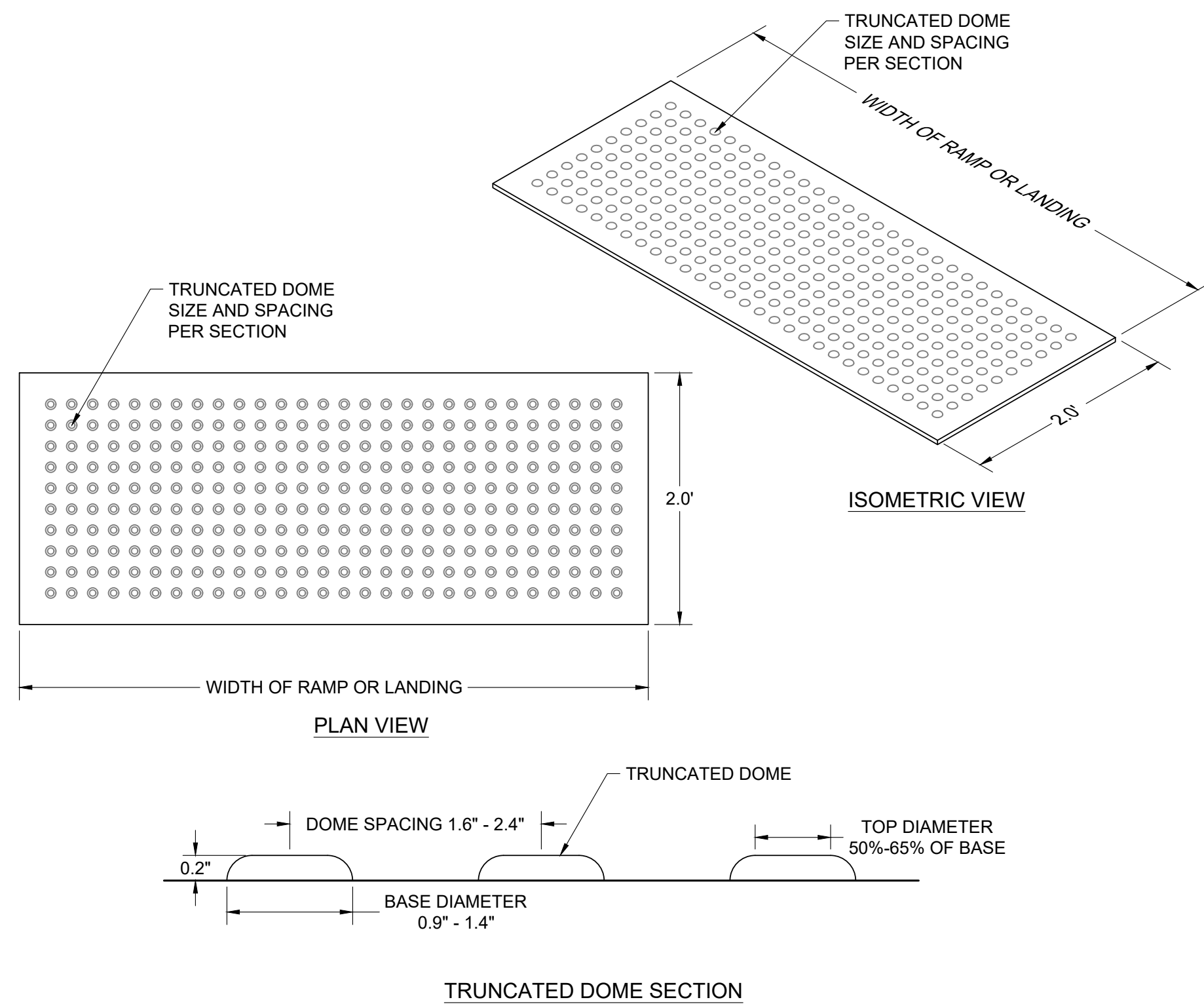


- NOTE
1. REPLACEMENT ASPHALT SHALL BE 1" THICKER THAN EXISTING WITH A MINIMUM THICKNESS OF 3".
 2. ASPHALT SHALL BE PLACED IN TWO (2) LIFTS, EACH NO LESS THEN 1 1/2" IN THICKNESS, AND COMPACTED TO 95% OF MARSHALL DENSITY.
 3. BITUMINOUS MATERIAL SHALL MEET THE APPLICABLE REQUIREMENTS OF SECTION 02545 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

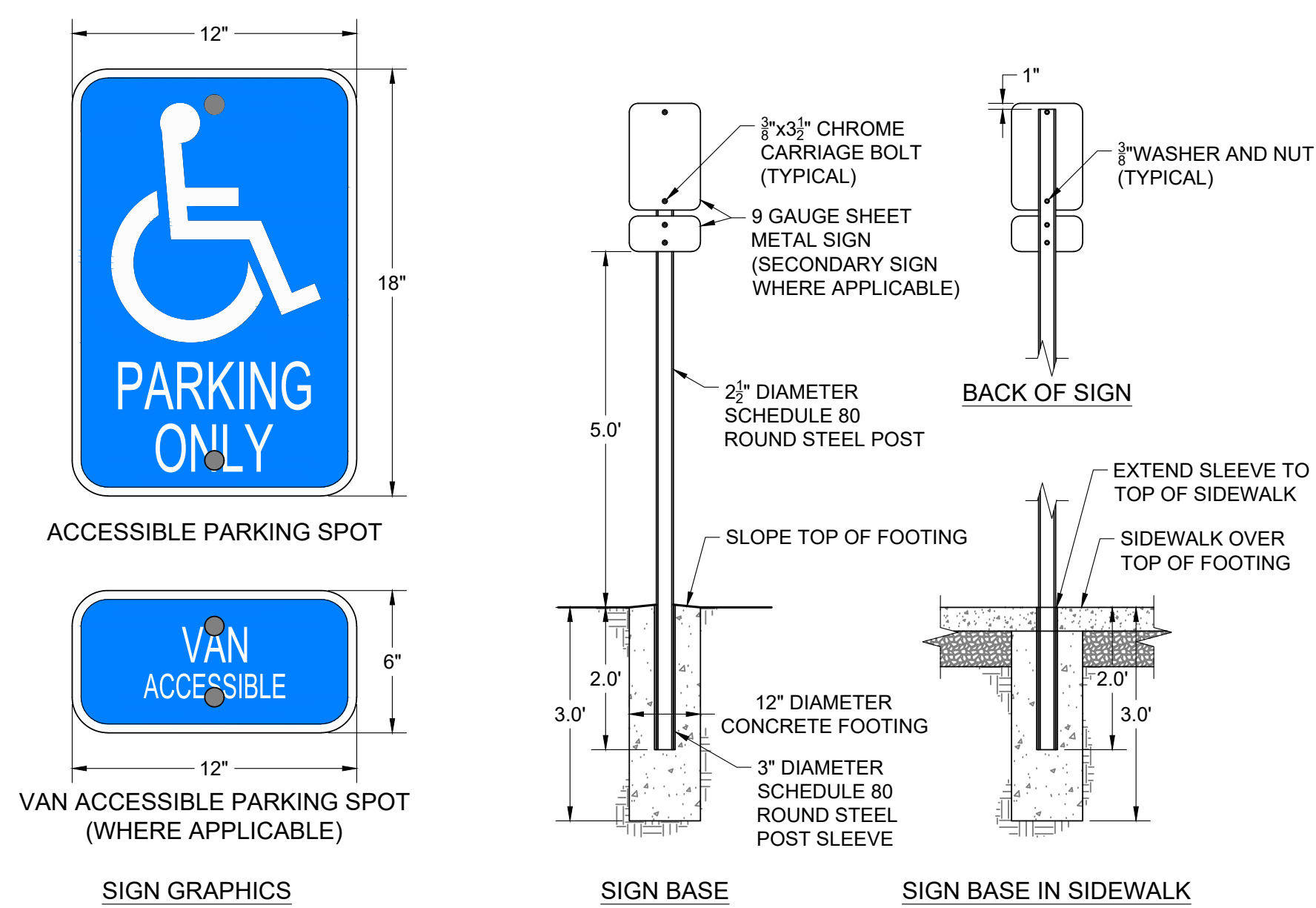


ACCESSIBLE PARKING SPACE MARKING DETAIL
NOT TO SCALE

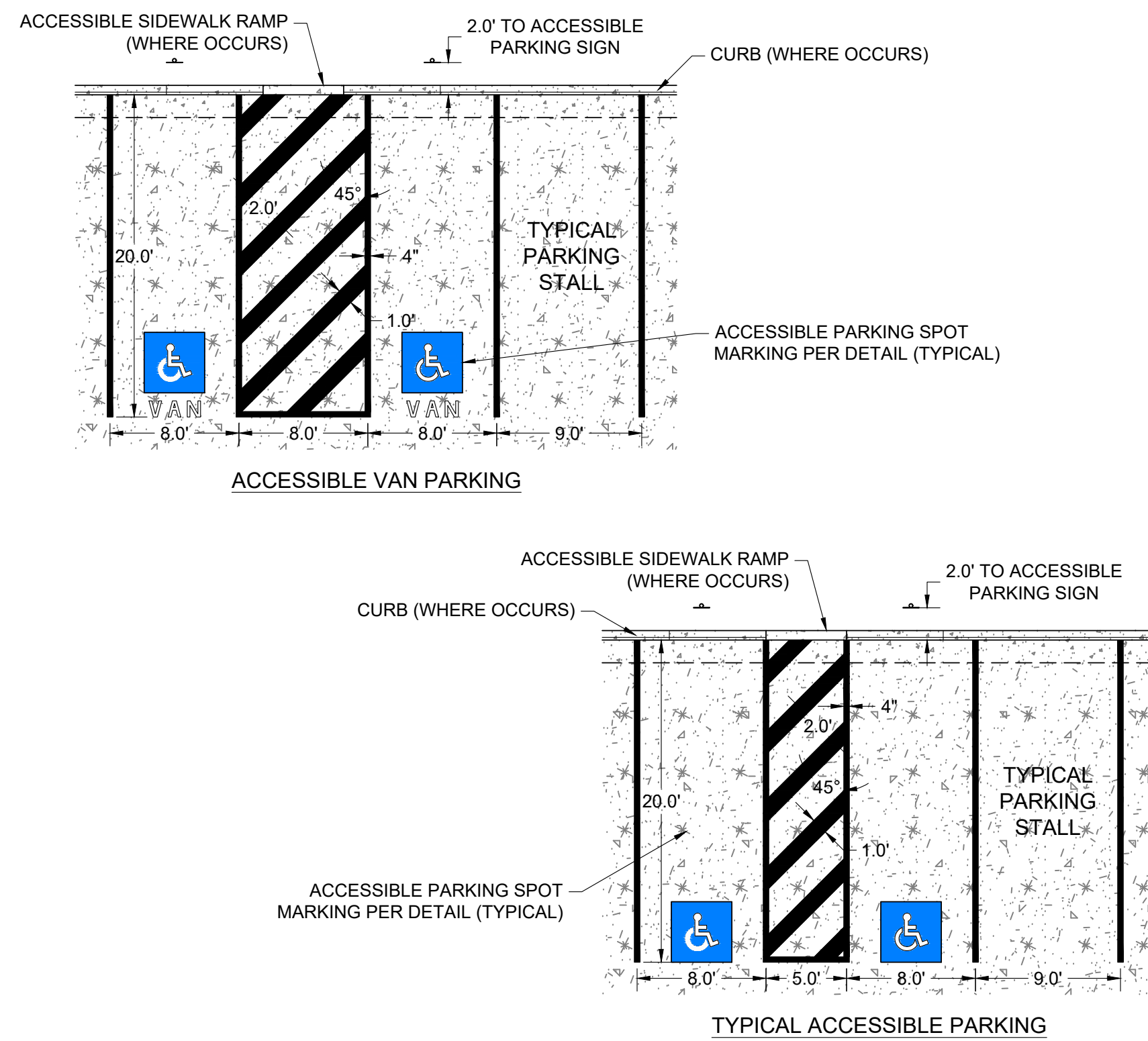


- NOTE
1. DETECTABLE WARNING PANELS SHALL BE RED BRICK COLORED CAST IRON
 2. PANELS PLACED ON PUBLIC SIDEWALKS SHALL BE PROVIDED BY TOWN OF JACKSON

DETECTABLE WARNING PANEL DETAIL
NOT TO SCALE TOWN OF JACKSON

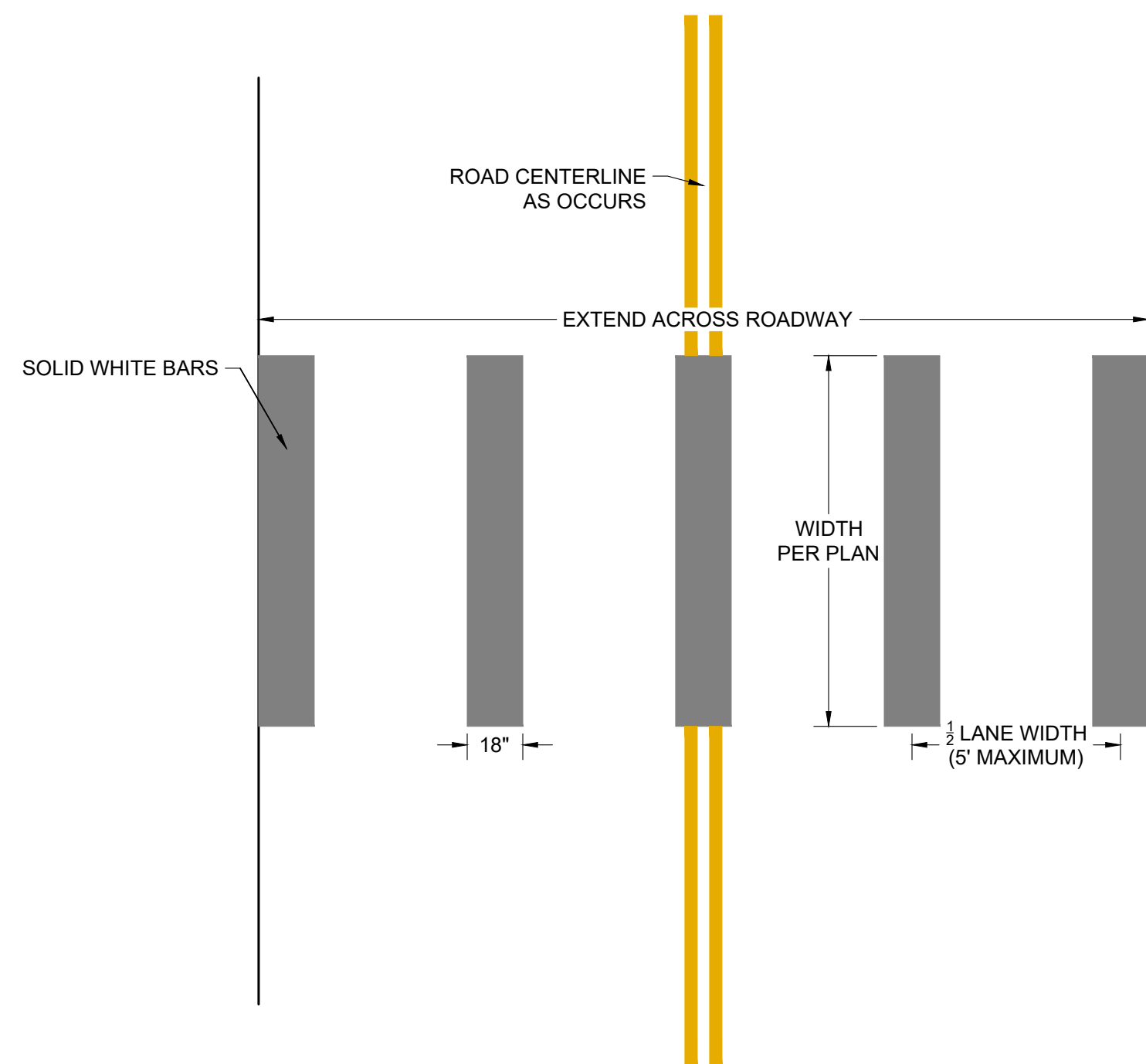


ACCESSIBLE PARKING SIGN DETAIL
NOT TO SCALE



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

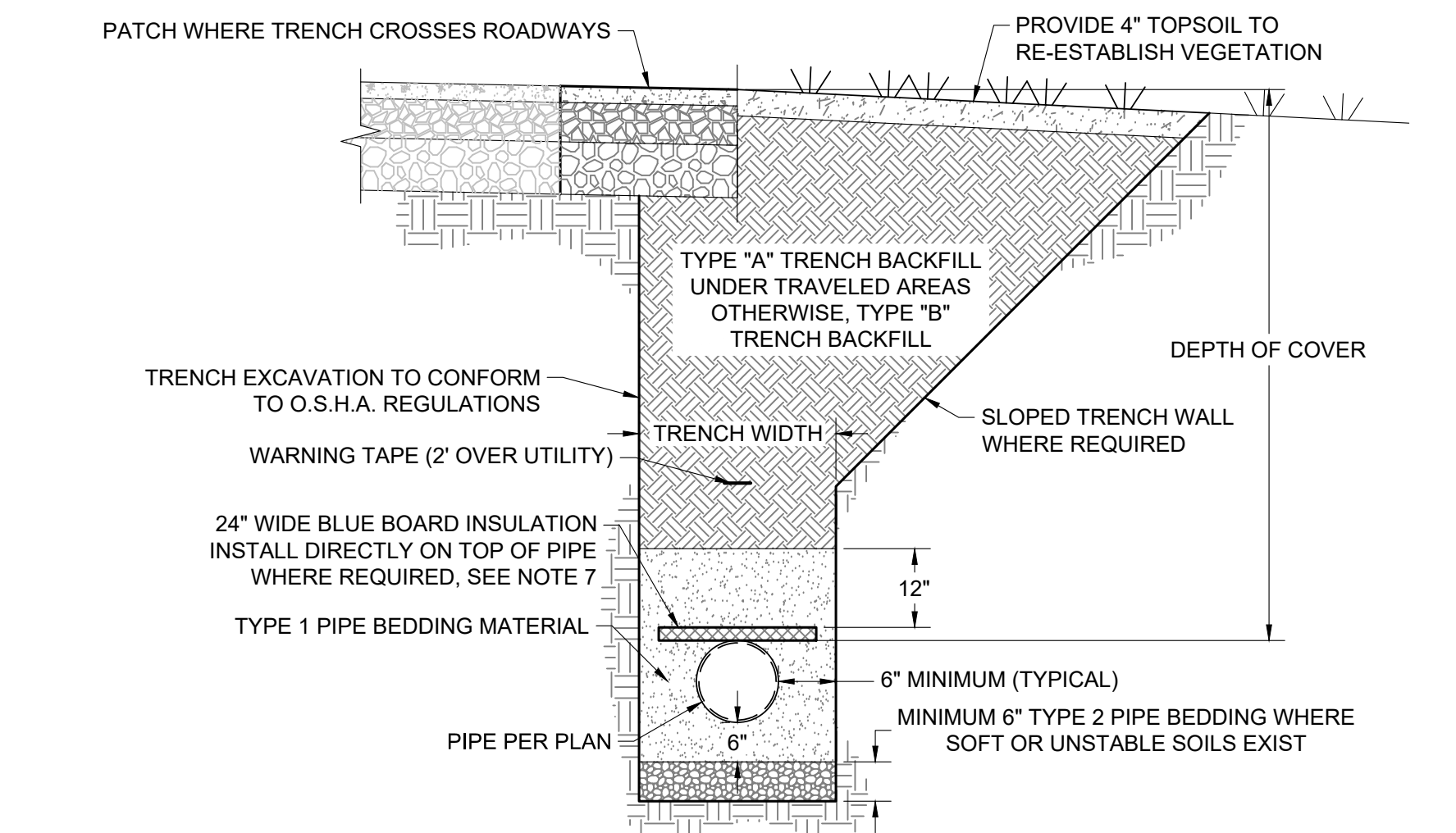
ACCESSIBLE PARKING STALL DETAIL
NOT TO SCALE



- NOTE
1. TO REDUCE WEAR, SPACE CROSSWALK LINES TO AVOID VEHICLE WHEEL PATHS. GENERALLY LOCATE CROSSWALK LINES AT THE EDGE AND CENTER OF LANES.
 2. ROAD AND PARKING LOT LINES SHALL BE 4" WIDE STANDARD STRIPING PAINT.

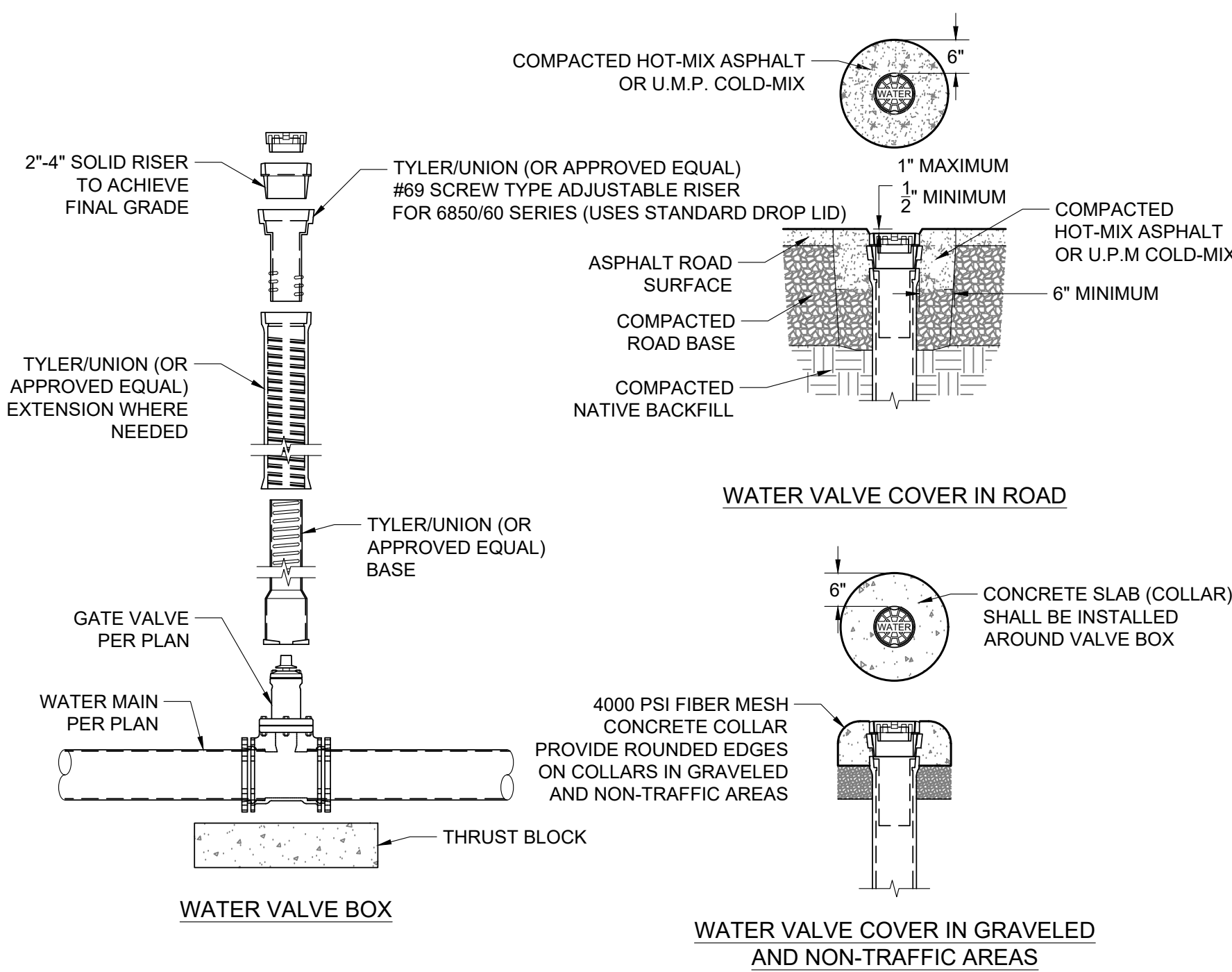
CROSSWALK DETAIL
NOT TO SCALE

HARDSCAPE, STRIPING, AND SIGNAGE DETAILS - C5.1



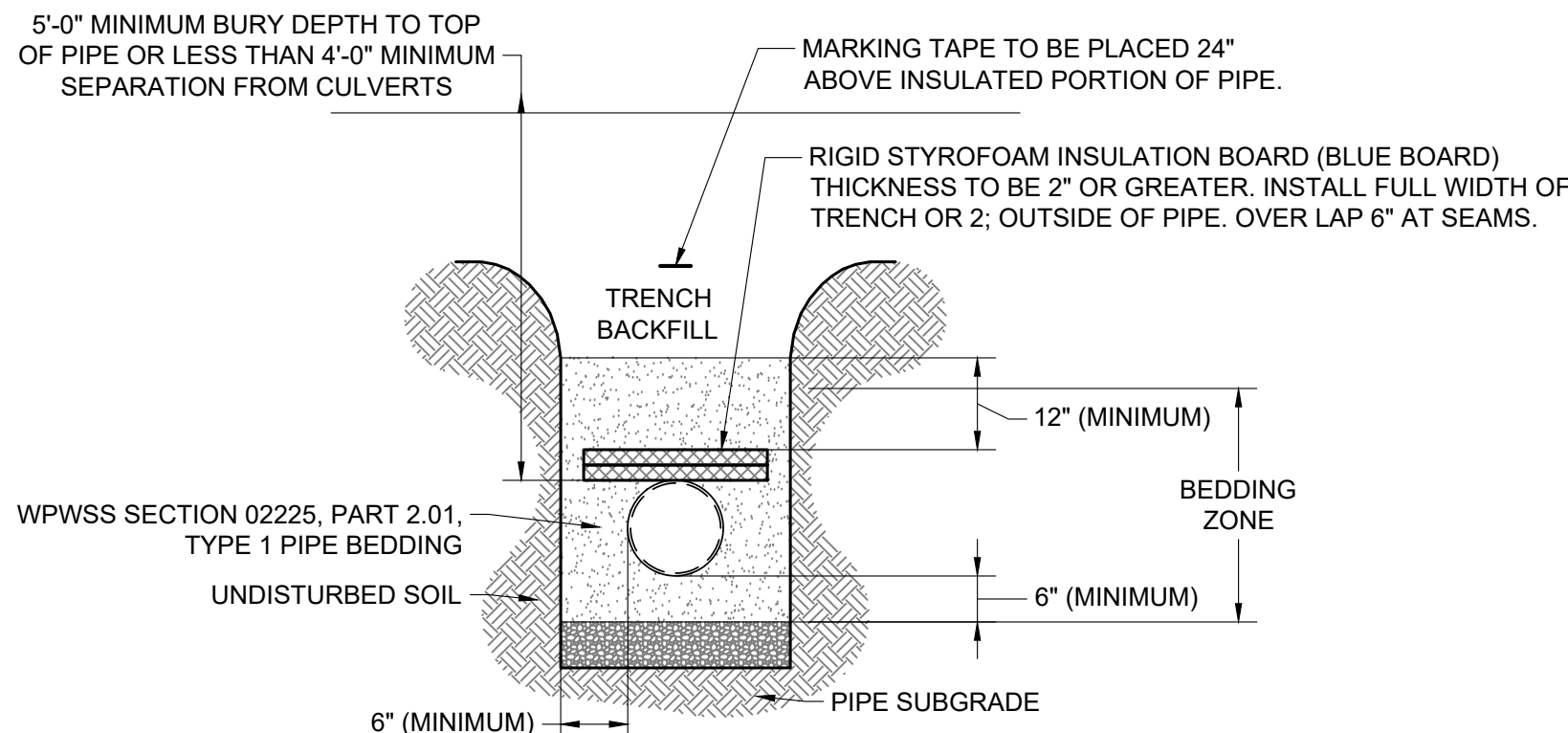
- NOTE
- TRENCH BACKFILL BELOW THE SURFACE SHALL MEET THE FOLLOWING CRITERIA:
 - TYPE A: 95% MODIFIED PROCTOR DENSITY.
 - TYPE B: DENSITY APPROXIMATELY EQUAL TO SURROUNDING SOILS.
 - COMPACTION OF NATIVE TRENCH BACKFILL, WITH ALL ROCK LARGER THAN 6" REMOVED, SHALL BE CARRIED OUT IN 2' LIFTS. PIPE BEDDING SHALL BE PLACED IN 6" LIFTS AND THOROUGHLY COMPACTED WITH A JUMPING JACK TO PROVIDE UNIFORM PIPE SUPPORT.
 - UNLESS OTHERWISE DIRECTED, ALL BASE COURSE AND GRAVEL SURFACE REPLACEMENT SHALL BE INSTALLED PER WPWSS SECTION 02231, PART 3.03.
 - ALL TRENCH EXCAVATION SHALL CONFORM TO WYOMING OCCUPATIONAL HEALTH AND SAFETY ADMINISTRATION (WYOSHA) REGULATIONS.
 - PIPE ELEVATION SHALL BE PER PLANS. IF THE DEPTH SPECIFIED ON THE PLAN CANNOT BE ACHIEVED, NOTIFY THE ENGINEER.
 - PROVIDE INSULATION ACCORDING TO THE FOLLOWING CRITERIA:
 - WHERE COVER OVER WATER OR PRESSURE SEWERS IS LESS THAN 7 FEET, PROVIDE 1 LAYER OF 2" THICK INSULATION.
 - WHERE COVER OVER WATER OR PRESSURE SEWERS IS LESS THAN 6 FEET, PROVIDE 2 LAYERS OF 2" THICK INSULATION.
 - WHERE SANITARY SEWER OR STORM LINES ARE LESS THAN 5 FEET, PROVIDE 1 LAYER OF 2" THICK INSULATION.
 - WHERE SANITARY SEWER OR STORM LINES ARE LESS THAN 4 FEET, PROVIDE 2 LAYERS OF 2" THICK INSULATION.
 - DEPTH OF COVER SHALL NOT BE LESS THAN 5 FEET FOR WATER OR PRESSURE SEWER LINES, OR LESS THAN 3 FEET FOR SANITARY SEWER OR STORM LINES WITHOUT APPROVAL FROM THE ENGINEER.

TYPICAL PIPE TRENCH DETAIL
NOT TO SCALE



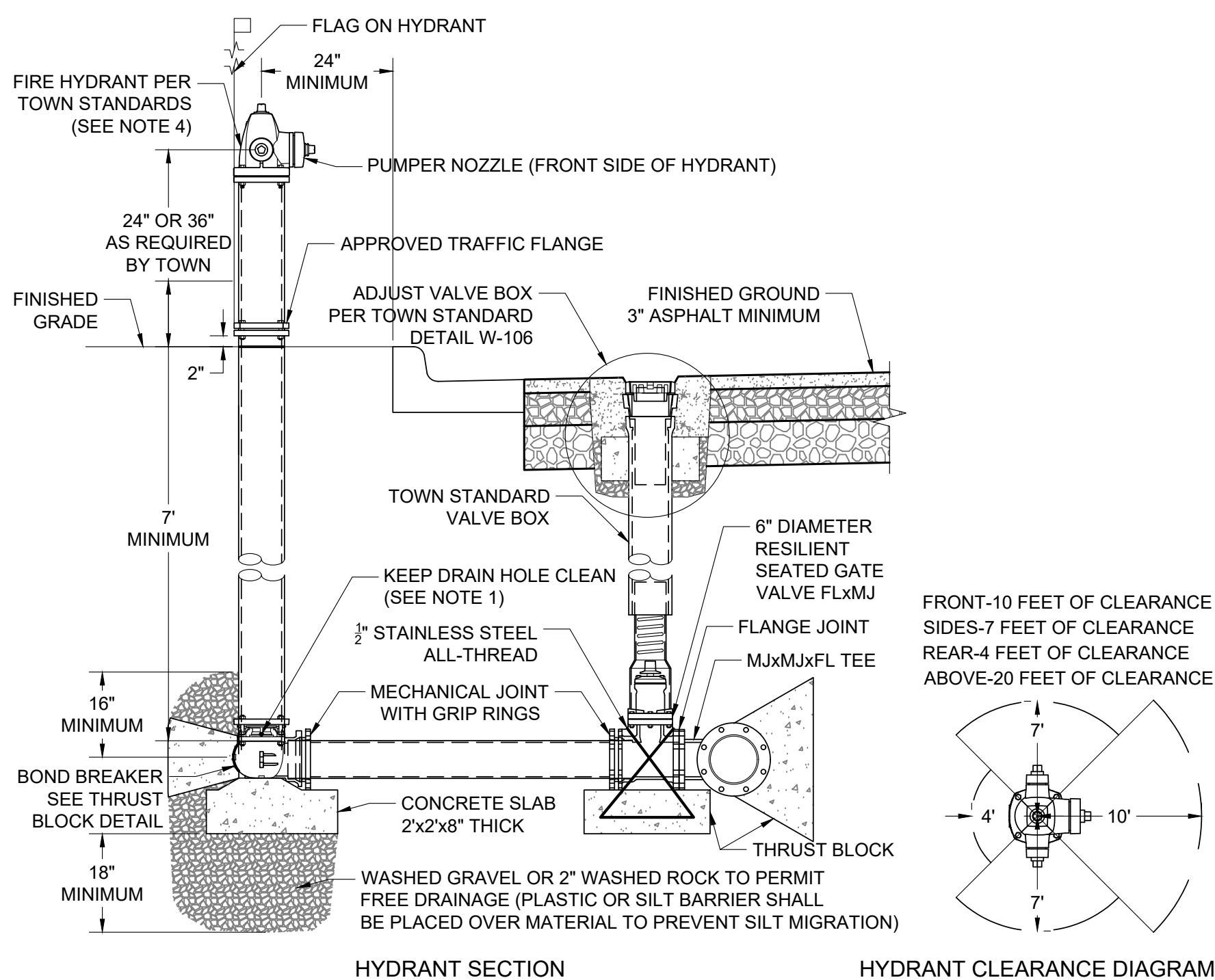
- NOTE
- ADJUST WATER VALVE BOX UPWARD OR DOWNWARD AS REQUIRED. FINAL ADJUSTMENT SHALL BE MADE AFTER PAVING AND BEFORE SEAL COATING
 - THE TOWN SHALL INSPECT THE VERTICAL ALIGNMENT BEFORE AND AFTER BACKFILLING.
 - MUD PLUGS ARE REQUIRED TO BE PLACED IN ALL VALVE BOXES

WATER GATE VALVE DETAIL
NOT TO SCALE



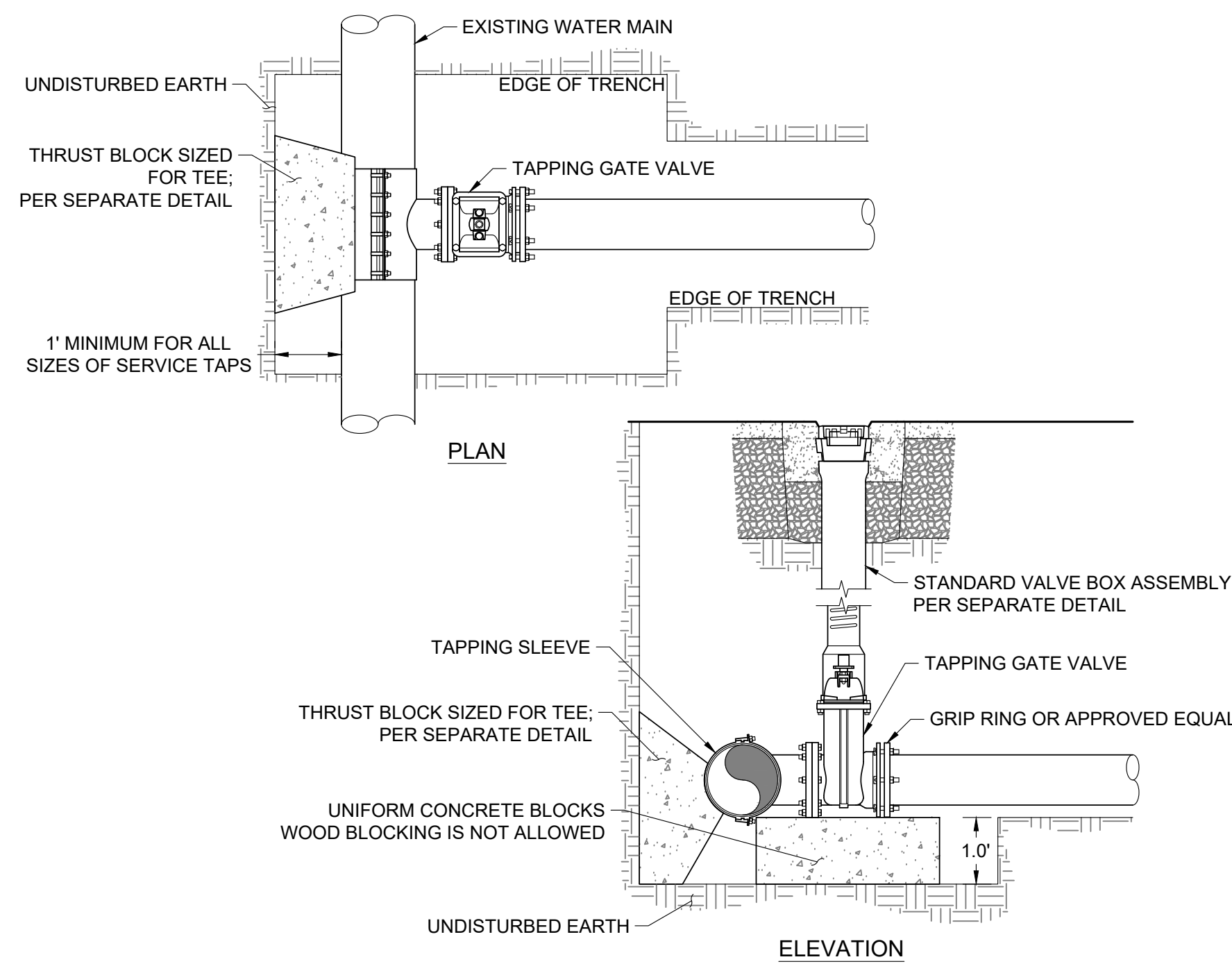
- NOTE
- A CONDITION OF LESS THAN MINIMUM BURY DEPTH IS ALLOWED ONLY WITH WRITTEN APPROVAL FROM THE TOWN ENGINEER PRIOR TO CONSTRUCTION. INSULATION SHALL BE INSTALLED ON ALL PIPE THAT DO NOT MEET MINIMUM BURY REQUIREMENTS.
 - INSULATION SHALL BE INSTALLED ON ALL PIPE THAT IS WITHIN FOUR FEET OF ANY DRAINAGE CULVERT. THIS APPLIES TO ANY SIDE OF THE PIPE WHICH IS NEAR THE CULVERT.
 - INSULATION SHALL BE INSTALLED ON ALL PIPE THAT IS WITHIN VEHICULAR TRAVEL LANES.

WATER PIPE INSULATION DETAIL
NOT TO SCALE



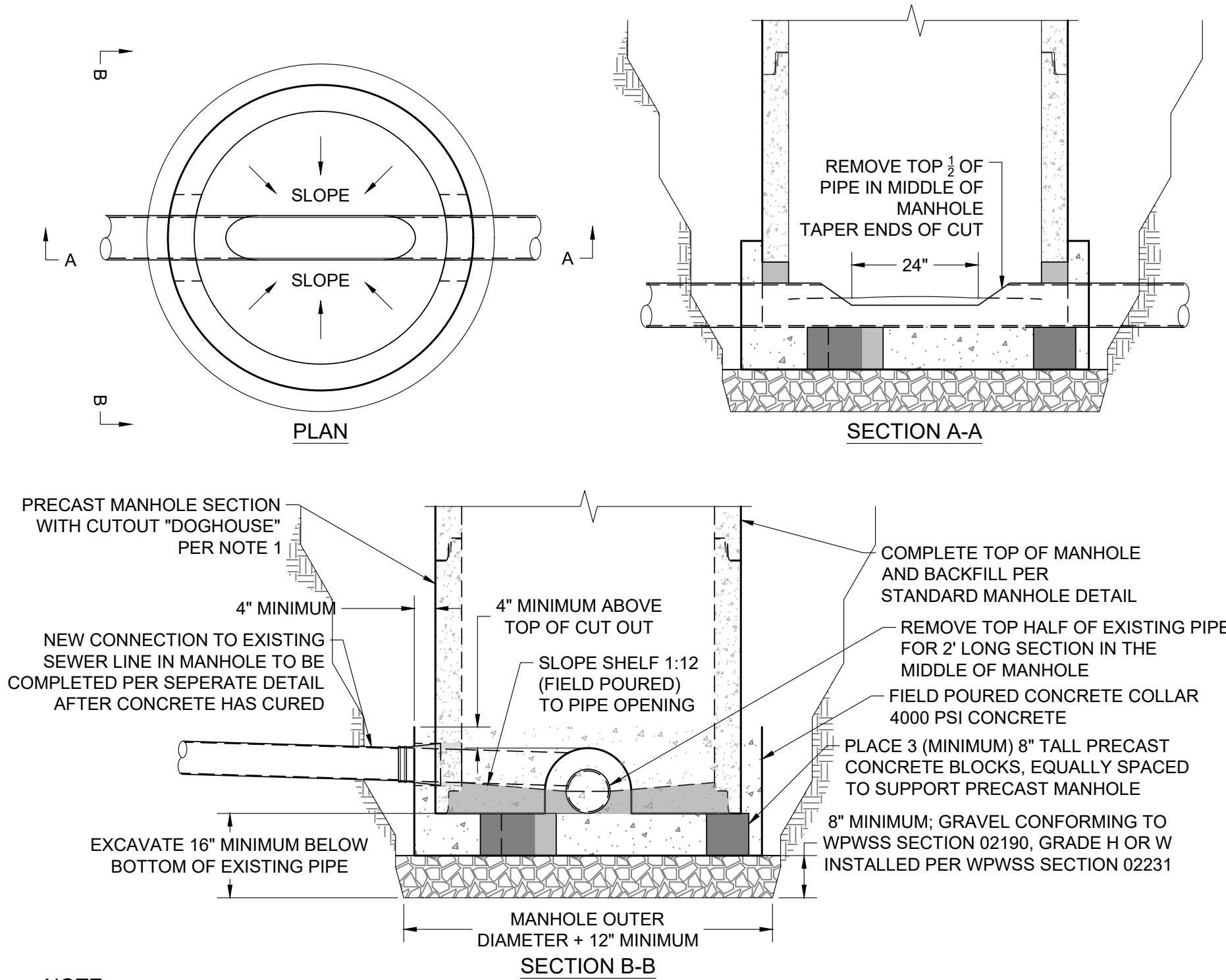
- NOTE
- HYDRANT DRAIN HOLE NOT PERMITTED IF BELOW WATER TABLE
 - HYDRANT LOCATION TO BE APPROVED BY THE TOWN PRIOR TO INSTALLATION
 - THERE ARE NO ABOVE GROUND OBSTRUCTIONS ALLOWED IN THE AREAS SHOWN IN THE HYDRANT CLEARANCE DIAGRAM UNLESS APPROVED BY THE TOWN.
 - FIRE HYDRANTS SHALL BE WATEROUS PACER OR CLOW MOUNTAIN MEDALLION.

FIRE HYDRANT ASSEMBLY DETAIL
NOT TO SCALE



- NOTE
- ALL WORK ON THE EXISTING MAIN INCLUDING ANY OPERATION OF EXISTING VALVES SHALL BE COORDINATED WITH THE WATER SYSTEM OWNER. TAPPING OPERATIONS SHALL EITHER BE COMPLETED BY THE UTILITY OWNER OR BY THE CONTRACTOR WITH WRITTEN APPROVAL, INCLUDING OPERATION SCHEDULING, OF THE UTILITY OPERATOR. ALL OTHER WATER MAIN WORK SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - TRENCH WILL BE EXCAVATED TO MEET ALL OSHA STANDARDS PRIOR TO TAPPING.
 - EXCAVATION OF TAPPING LOCATION SHALL BE APPROVED BY THE UTILITY OWNER PRIOR TO TAPPING.

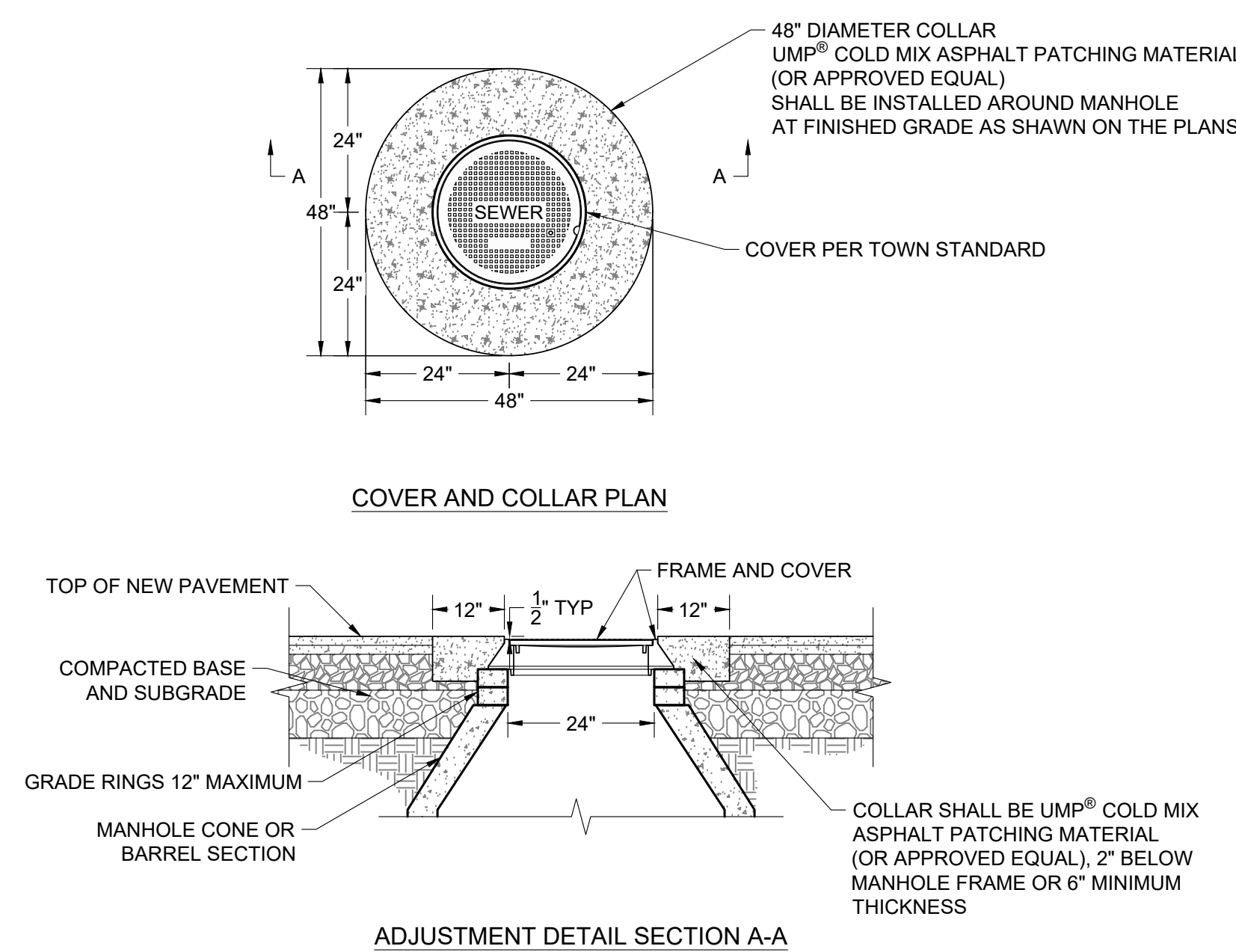
WATER MAIN TAPPING DETAIL
NOT TO SCALE



NOTE

1. INSTALLATION SHOULD BE INSPECTED AND APPROVED BY THE UTILITY OWNER AT THE TIME OF INSTALLATION AND PRIOR TO BACKFILLING

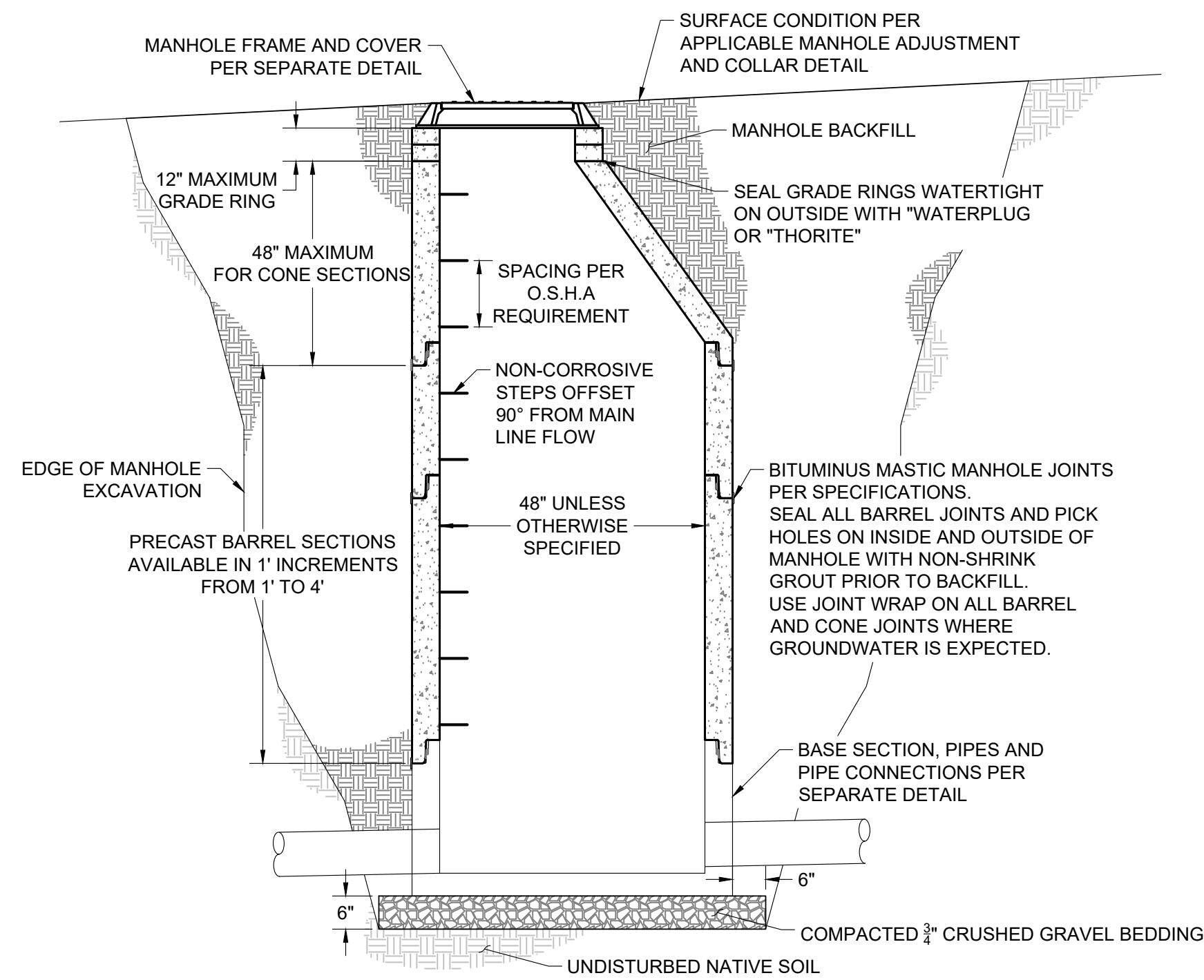
NEW MANHOLE ON EXISTING LINE DETAIL
NOT TO SCALE "DOGHOUSE" MANHOLE



NOTE

1. ADJUST MANHOLE UPWARD WITH ADJUSTING RINGS UNDER FRAME. ADJUST MANHOLE DOWNWARD BY REMOVING A PORTION OF THE MANHOLE RISER AND REBUILDING TO PROPER HEIGHT. SLOPE MANHOLE RING AS REQUIRED TO MATCH STREET GRADE AND CROSS SLOPE. MAKE FINAL MANHOLE ADJUSTMENT AFTER PAVING AND BEFORE SEAL COATING.
2. IF SEWER MANHOLE IS WITHIN UNPAVED AREA USE TAPERED COLLAR. SEE TOWN SANITARY SEWER DETAIL SS-110.

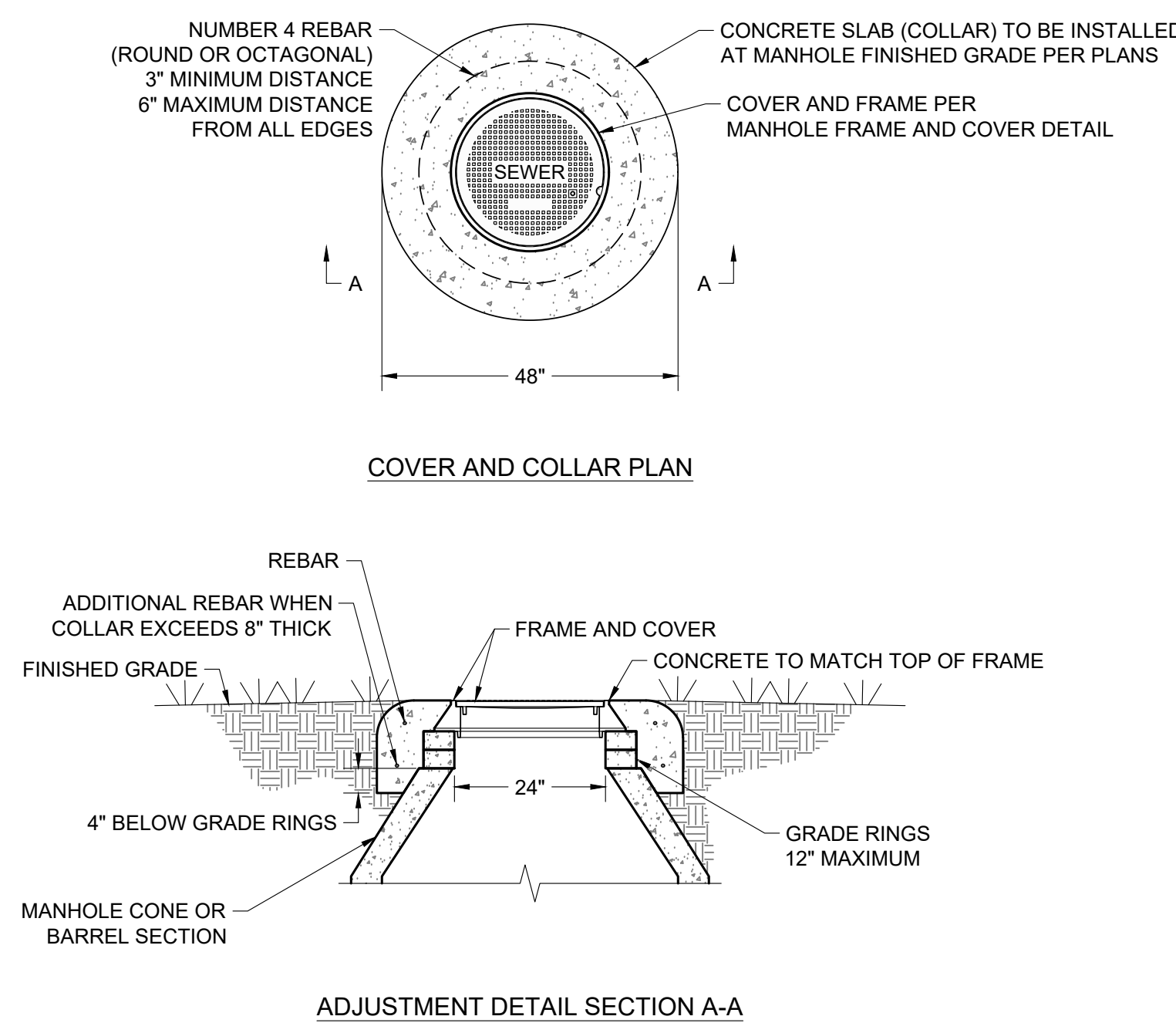
MANHOLE ADJUSTMENT & COLLAR IN ASPHALT
NOT TO SCALE MODIFIED TOJ SS-109



NOTE

1. REINFORCEMENT FOR PRECAST SECTIONS SHALL BE AS PER ASTM C-478.
2. C.I. RING AND COVER HS-20-44 ONE VENT HOLE OR AS SHOWN ON PLAN SHEET.
3. MOUND CRUSHED GRAVEL BASE AROUND TOP OF MANHOLE AT ROAD SURFACING LOCATIONS.
4. ALL SEWER MANHOLE BASES, BARRELS, AND CONES SHALL BE VACUUM TESTED.

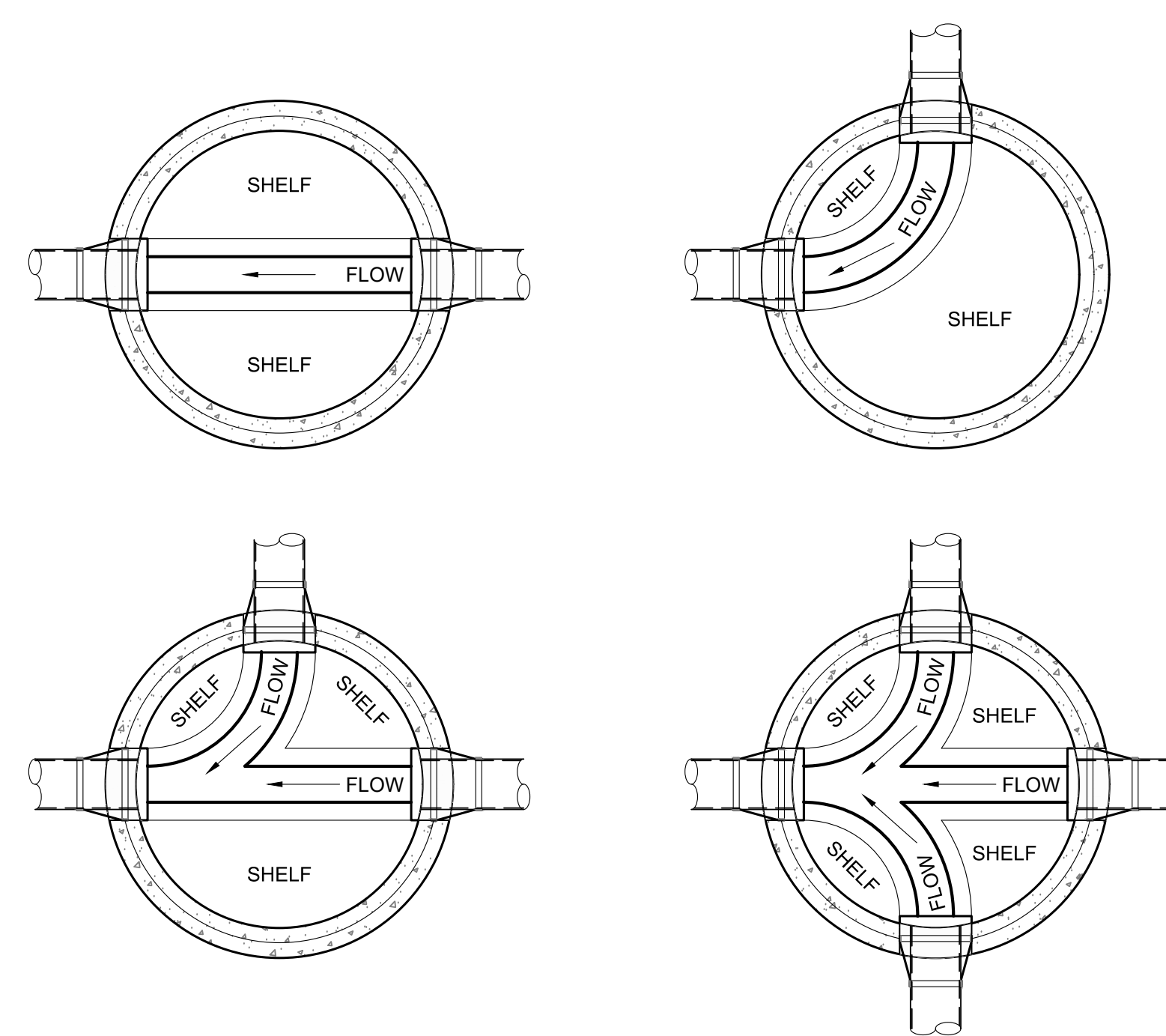
STANDARD MANHOLE CONSTRUCTION DETAIL
NOT TO SCALE



NOTE

1. ADJUST MANHOLE UPWARD WITH ADJUSTING RINGS UNDER FRAME. ADJUST MANHOLE DOWNWARD BY REMOVING A PORTION OF THE MANHOLE RISER AND REBUILDING TO PROPER HEIGHT. SLOPE MANHOLE RING AS REQUIRED TO MATCH STREET GRADE AND CROSS SLOPE. MAKE FINAL MANHOLE ADJUSTMENT AFTER PAVING AND BEFORE SEAL COATING. IF REQUIRED ADJUSTMENT EXCEEDS GRADE RINGS, REMOVE MANHOLE CONE AND ADD OR SUBTRACT BARREL SECTIONS.

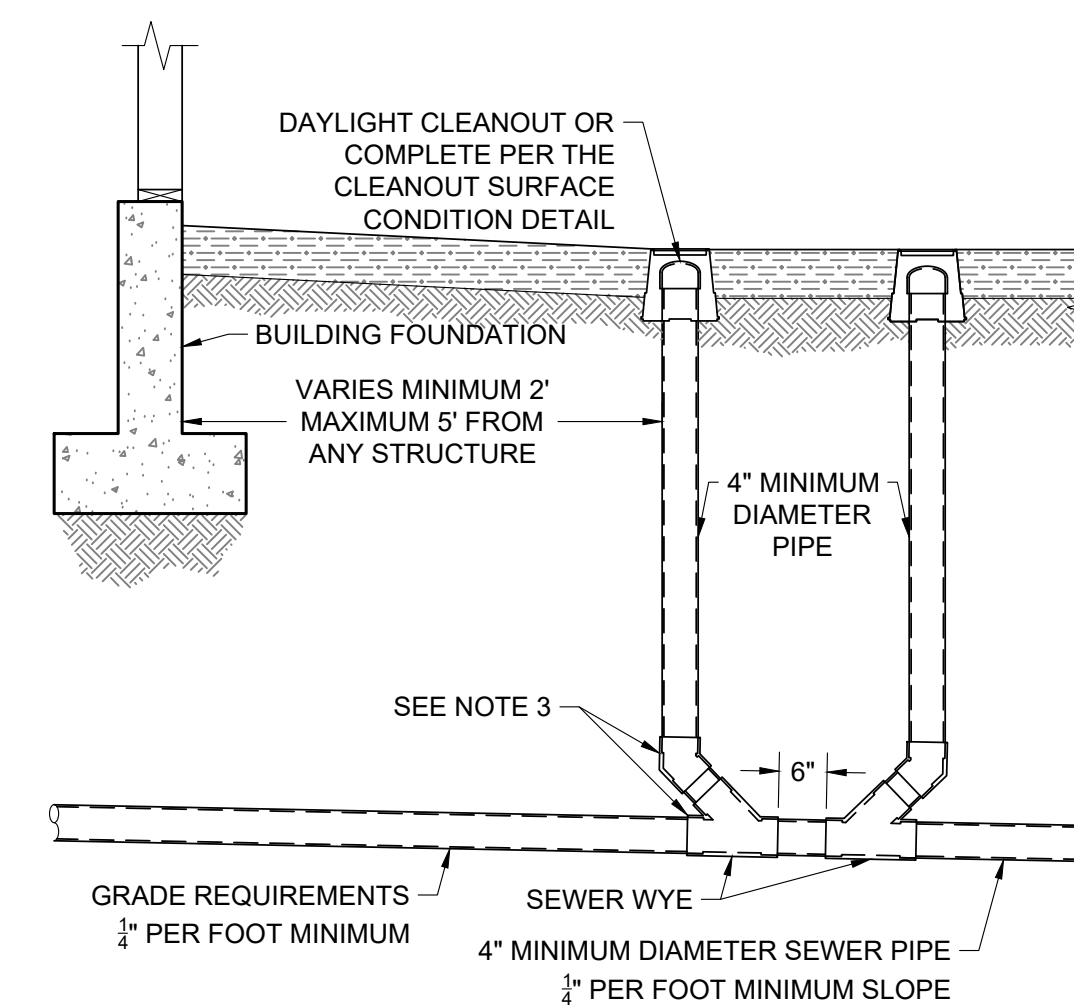
X
CX.X MANHOLE ADJUSTMENT & COLLAR IN LANDSCAPE
NOT TO SCALE



NOTE

1. SLOPE ALL SHELVES TO CHANNEL AT 1" PER FOOT.
2. SLOPE OF CHANNEL SHALL BE 0.1' ACROSS MANHOLE FOR ALL MAIN RUNS. SEE PROFILE SHEETS.
3. MANHOLE INVERTS SHALL MATCH INFLOW AND OUTFLOW PIPE INVERTS
4. 4" SERVICE PIPES ENTERING MANHOLES SHALL HAVE CROWN OF 4" PIPE MATCH CROWN OF MAIN WHERE INVERTS INDICATE.

TYPICAL MANHOLE CHANNEL DETAILS
NOT TO SCALE

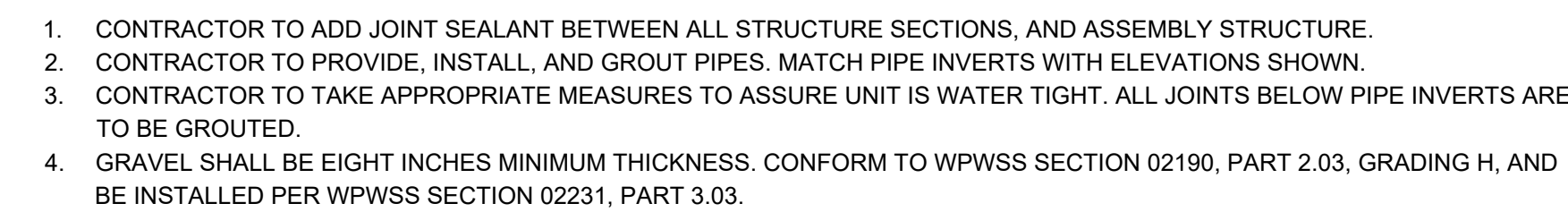
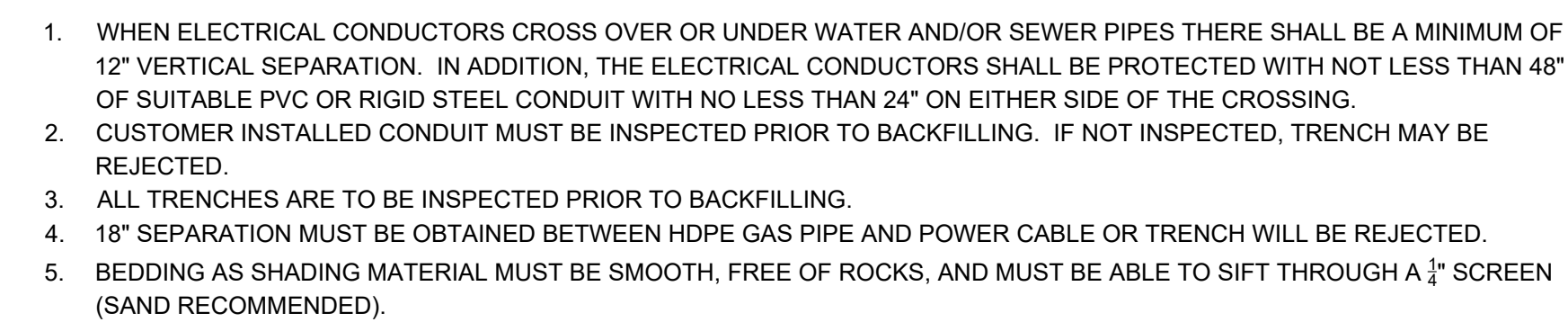


NOTE

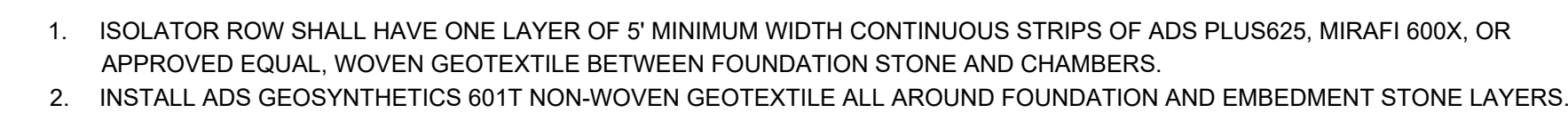
1. CONTACT THE UTILITY OWNER PRIOR TO BACKFILLING TO COORDINATE INSPECTION OF ALL PIPE, FITTINGS, COUPLINGS, GRADE AND THE COMPLETION OF LEAK TESTING.
2. INSTALL AND COMPACT ALL BACKFILL MATERIAL AS SHOWN WITHIN THE TRENCH DETAIL.
3. ALL PVC PIPES AND FITTINGS IN SEWER APPLICATIONS SHALL MEET ASTM D3034 SPECIFICATIONS, AND SHALL ALSO MEET ASTM D3212 SPECIFICATIONS FOR RUBBER GASKETED BELL AND SPIGOT TYPE WITH INTEGRAL BELL.
4. ALL PVC PIPES AND FITTINGS USED IN STORMWATER APPLICATIONS SHALL MEET ASTM D2665.
5. ALL PVC FITTINGS USING SOLVENT CEMENT SHALL MEET ASTM D2672.

BUILDING CLEANOUT DETAIL
NOT TO SCALE

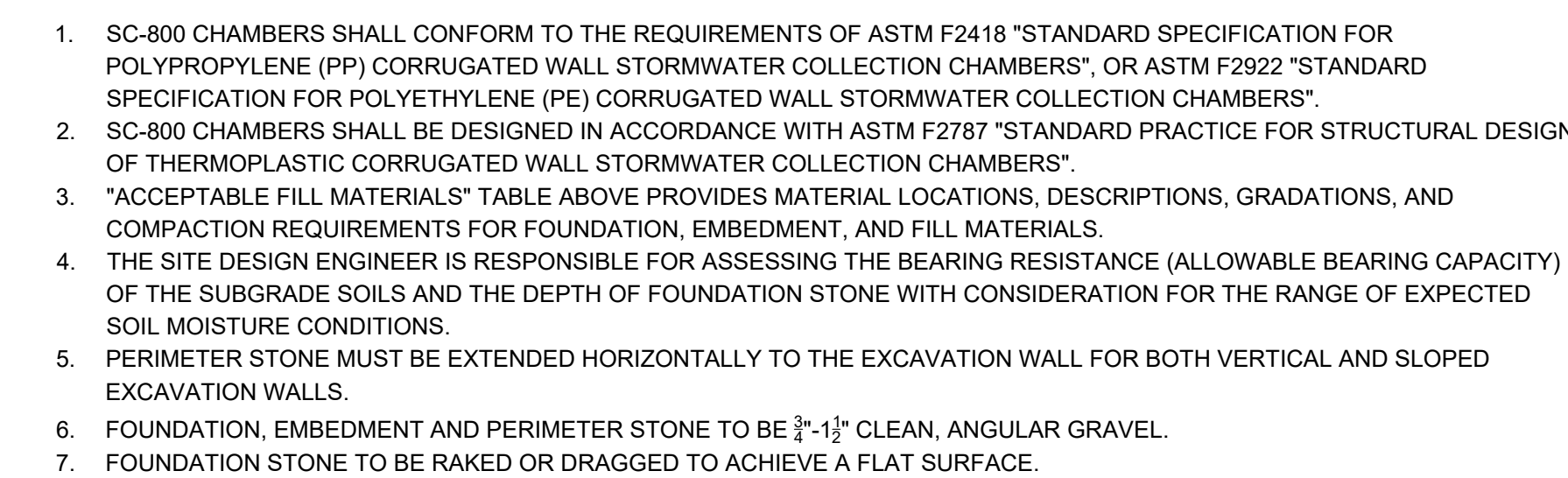
SEWER DETAILS - C5.3



NOT TO SCALE CONTECH ENGINEERED SOLUTIONS



NOT TO SCALE



NOT TO SCALE



LEGEND

	PROPERTY BOUNDARY
	ADJACENT PROPERTY
	RAISED PLANTER
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	RIVER COBBLE

PLANT SCHEDULE

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	CONT.	QTY
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TREES

	Gleditsia triacanthos Inermis	Thornless Honey Locust	3" Cal.	B&B	3
	Multi-Stem Tree	Species TBD	6'-8'	B&B	19
	Populus tremula 'Erecta'	European Columnar Aspen	3" Cal.	B&B	11
	Populus tremuloides	Quaking Aspen	3" Cal.	B&B	11
	Tilia cordata	Greenspire Linden	3" Cal.	B&B	2

SHRUBS

	Native Shrub	Species TBD	5 gal.	Pot	24
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GRASSES

	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 gal.	Pot	97
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SHRUB AREAS

	Perennials and Grasses	Species TBD	1 gal.		828
	Perennials in Raised Planters	Species TBD	1 gal.		682

GROUND COVERS

	Native Meadow Sod	Meadow Sod	sod		886 sf
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TOJ STANDARDS - CR-1

ZONE: CR-1
0.68 ACRES / 29,996.57 SF

AUTO PARKING (SEE ARCHITECTURE)

BIKE PARKING
RESIDENTIAL USE 0.75 PER BEDROOM (25% SHORT TERM / 75% LONG TERM)
38 BEDROOMS x 0.75 = 29 TOTAL SPACES
7 SHORT TERM / 22 LONG TERM
LODGING USE 0.75 PER BEDROOM (100% LONG TERM)
30 BEDROOMS = 23 TOTAL SPACES

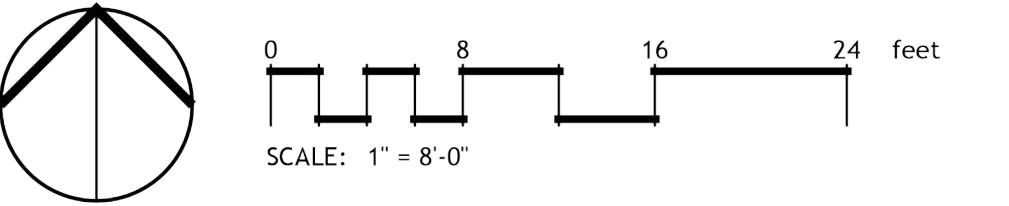
TOTAL REQUIRED = 7 SHORT TERM SPACES / 45 LONG TERM SPACES
TOTAL PROVIDED = 42 SHORT TERM / 45 LONG TERM
LONG TERM SPACES PROVIDED IN UNDERGROUND GARAGE AND WORKFORCE HOUSING BUILDING. SEE ARCHITECTURE.

LSR
10% OF SITE REQUIRED
GROSS SITE AREA = 29,996.57 SF
29,996.57 SF x 10% = 2,999.66 SF REQUIRED

PROVIDED STANDARD LANDSCAPE AREA = 4,184 SF (14.1%)

PLANT UNITS
1/1,000 SF OF REQUIRED LSR = 3 PLANT UNITS REQUIRED

PROVIDED PLANT UNITS = 3 PU USING ALTERNATIVE A
1 - 3" CALIPER CANOPY TREE X 3 = 3 (16 PROVIDED)
6 - 6'-8" LARGE SHRUBS OR MULTI STEM TREES X 3 = 18 (19 PROVIDED)
4 - #5 CONTAINER SHRUBS X 3 = 12 (24 PROVIDED)

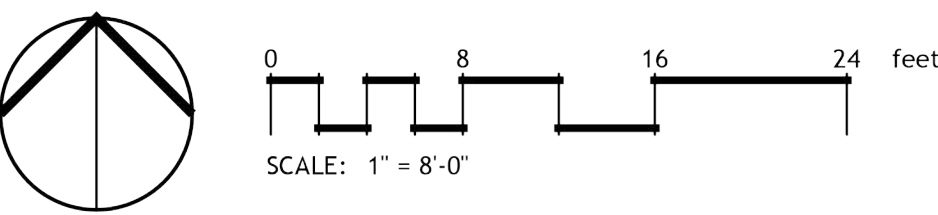


STREET LEVEL LANDSCAPE PLAN



LEGEND	
	PROPERTY BOUNDARY
	ADJACENT PROPERTY
	RAISED PLANTER
	EXISTING MAJOR CONTOUR
	EXISTING MINOR CONTOUR
	BALLAST ROOFTOP

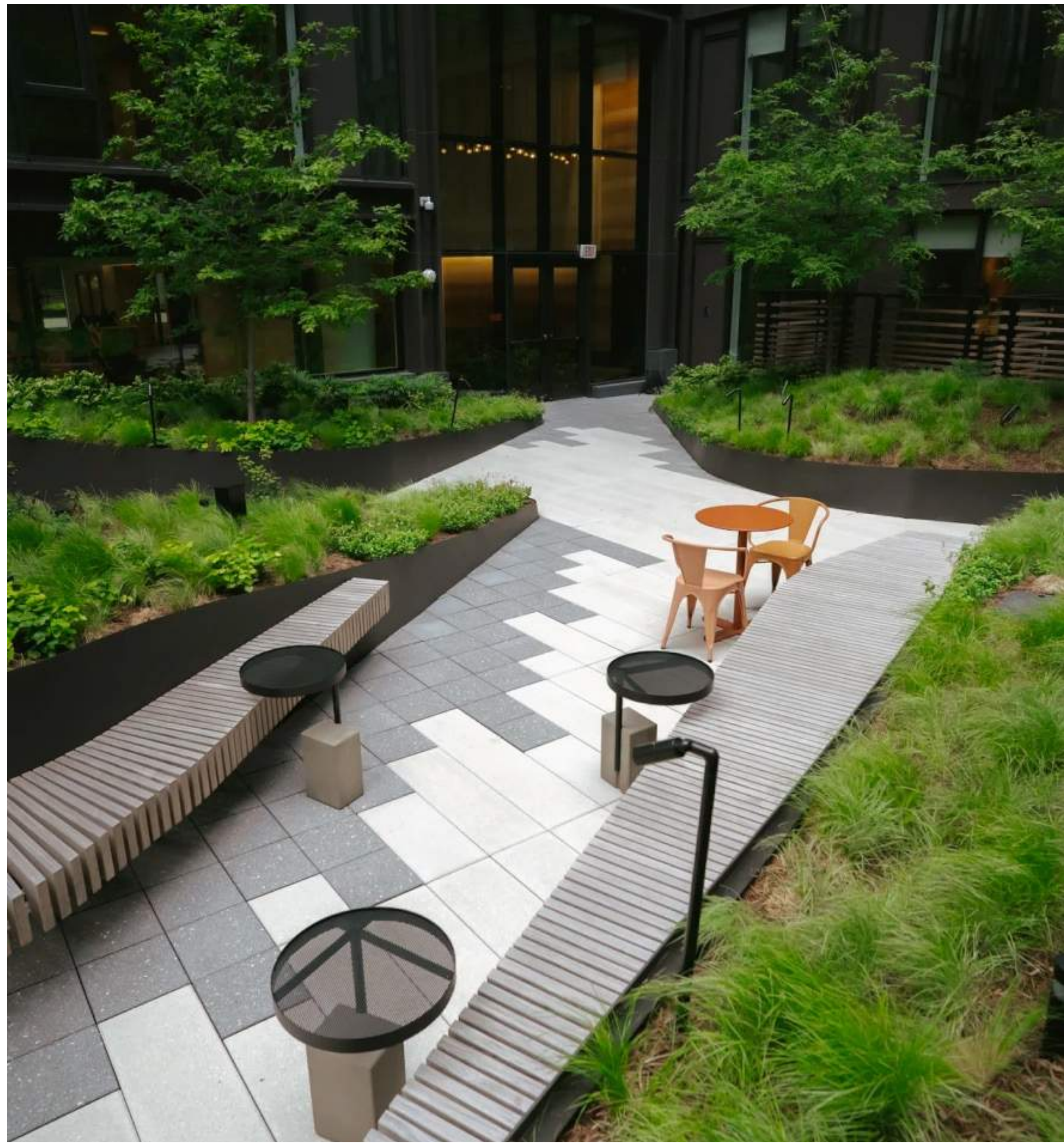
PLANT SCHEDULE						
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	CONT.	QTY	
SHRUBS						
	Native Shrub	Species TBD	5 gal.	Pot	77	
GRASSES						
	Calamagrostis x acutiflora 'Karl Foerster'	Karl Foerster Feather Reed Grass	1 gal.	Pot	347	
	Calamagrostis x acutiflora 'Overdam'	Overdam Feather Reed Grass	1.5' Ht.	Pot	22	
PERENNIALS						
	Achillea millefolium 'Firefly Peach Sky'	Peach Common Yarrow	1 gal.	Pot	125	
	Nepeta faassenii 'Walker's Low'	Catmint	1 gal.	Pot	66	
	Salvia nemorosa 'Caradonna'	Cardonna Meadow Sage	1 gal.	Pot	126	
SHRUB AREAS						
	Green Roof	Plants TBD	Seed		552 sf	
	Perennials In Raised Planters	Species TBD	1 gal.		189	



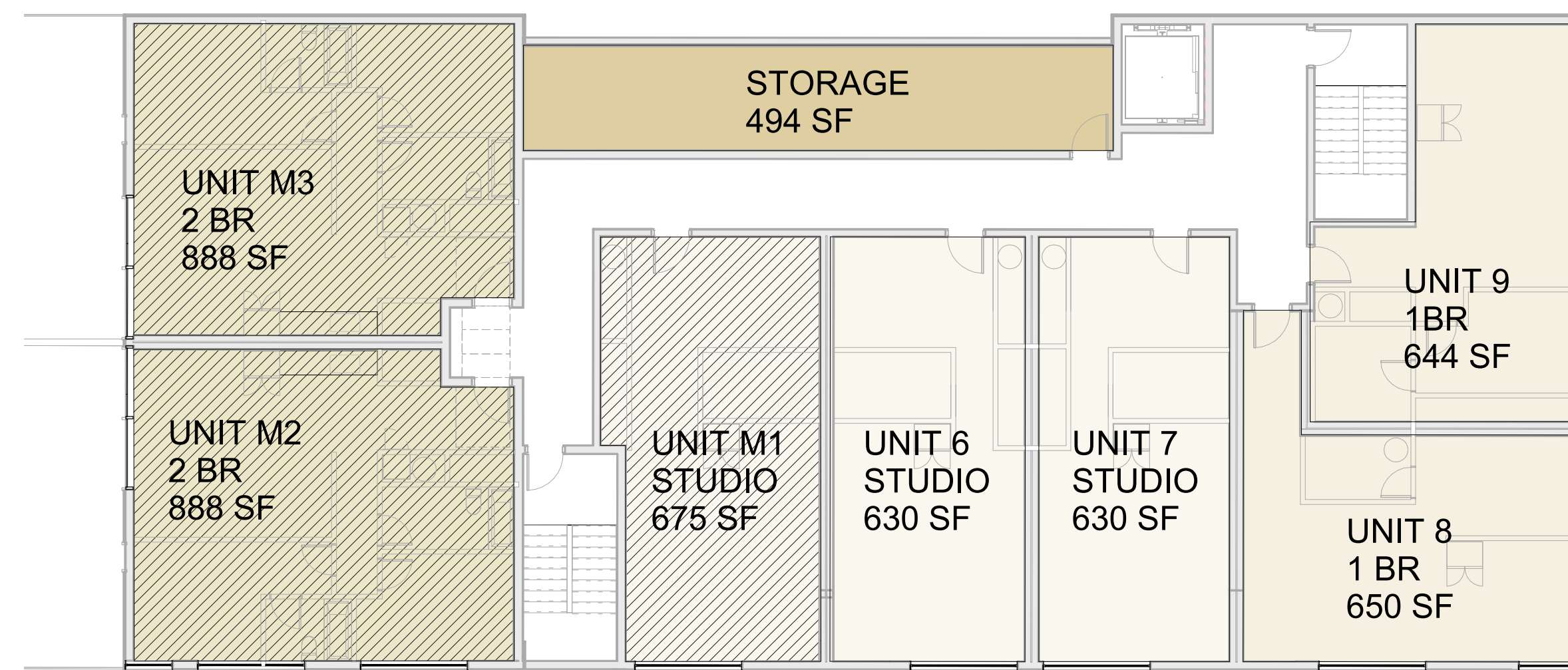
ROOFTOP LANDSCAPE PLAN



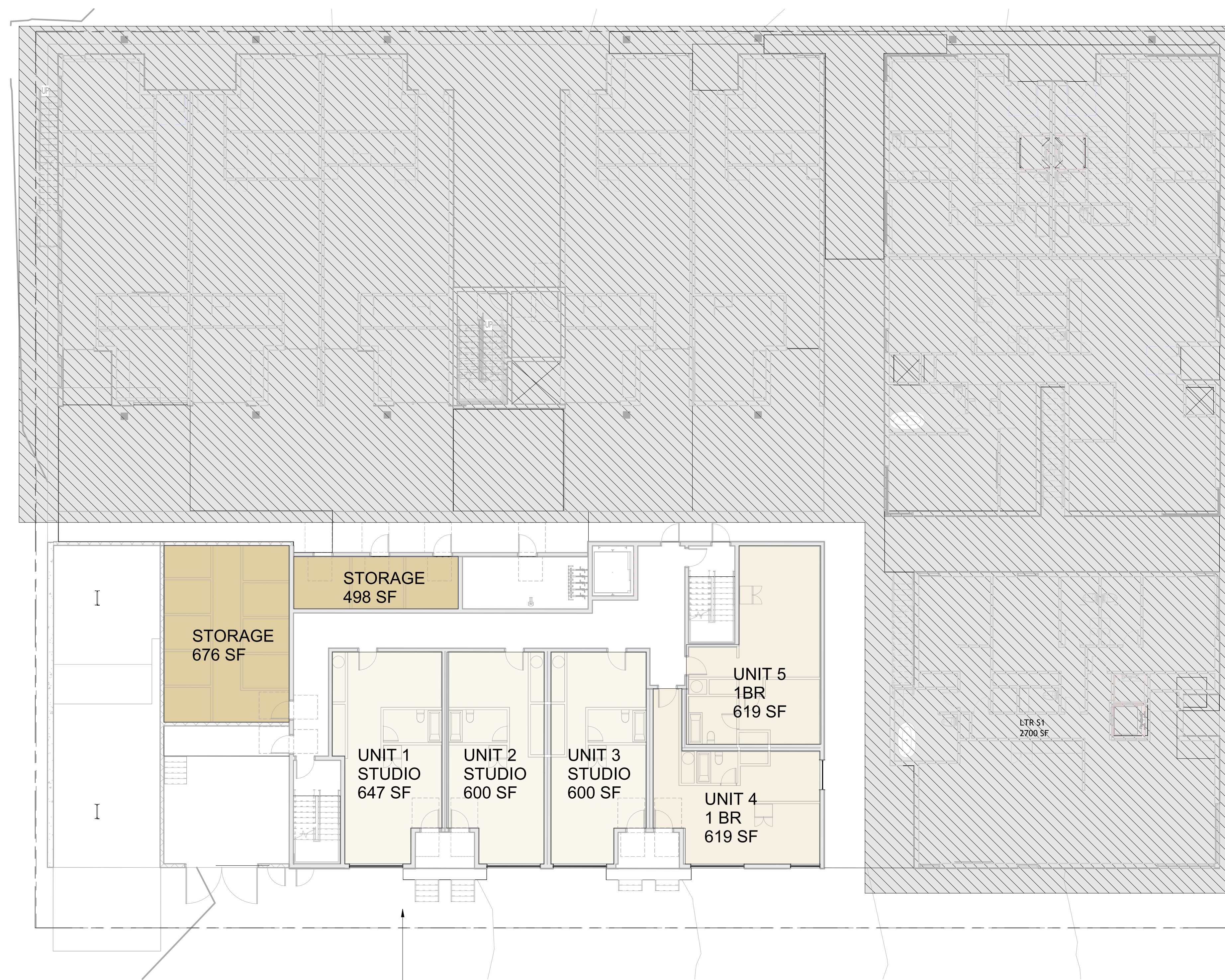
STREET SCAPE AND PUBLIC SPACE LANDSCAPE PRECEDENTS



PRIVATE SPACE LANDSCAPE PRECEDENTS



LEVEL 2



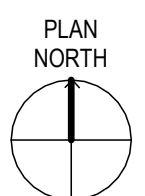
THIS BUILDING IS DEED
RESTRICTED AND
MITIGATED HOUSING

LEVEL 1

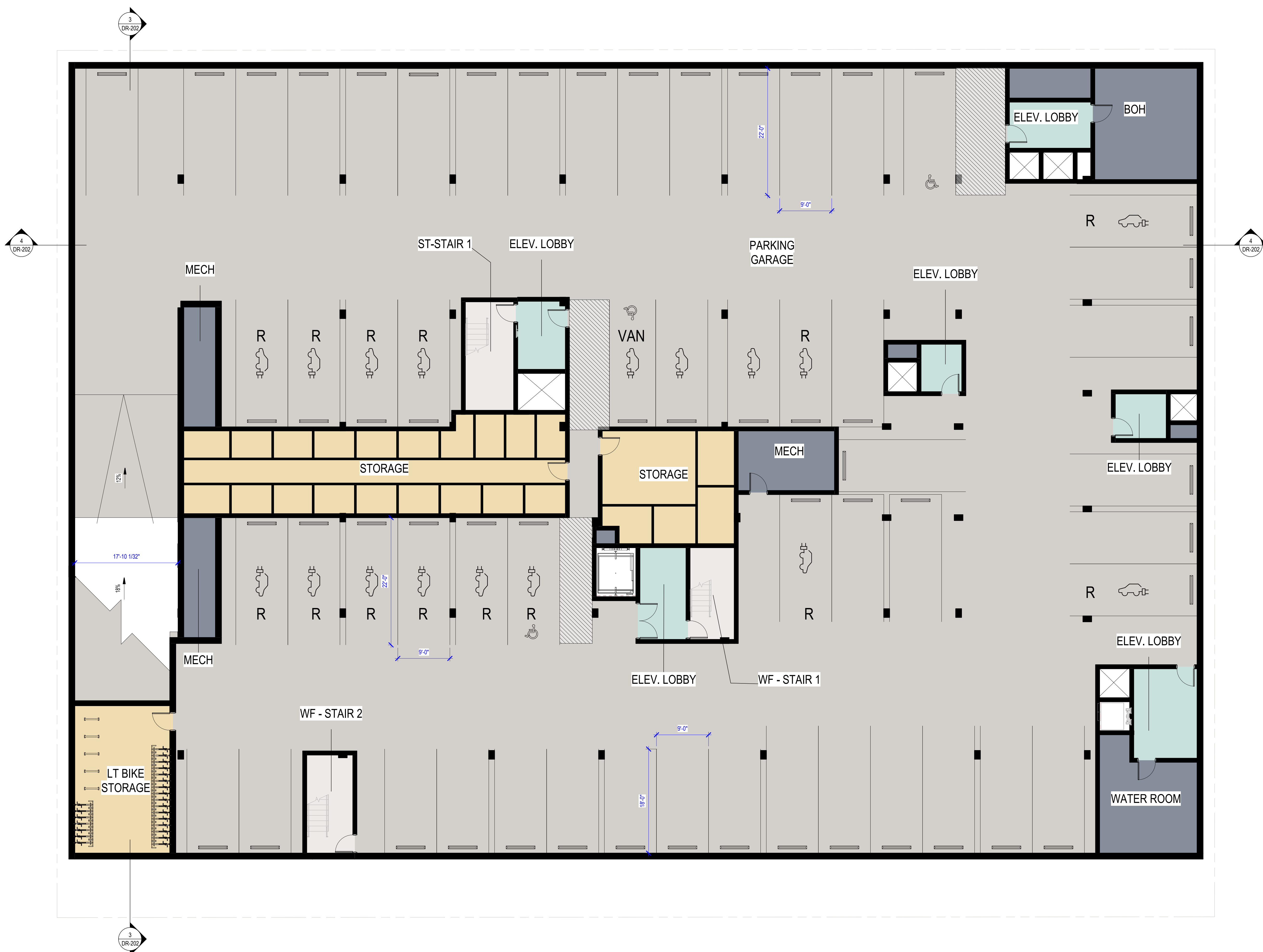
HATCHED AREA IS MARKET
RATE DEVELOPMENT
EXEMPT FROM LIVABILITY
STANDARDS

PROGRAM USE LEGEND

- 1 BED
- 2 BED
- 3 BED
- 4 BED
- AMENITY/Common AREA
- BOH
- CIRCULATION
- STUDIO



LIVABILITY AREAS



PARKING STANDARDS

VEHICLE PARKING
 WORKFORCE 1.5 STALLS PER UNIT @ 12 UNITS = 18 STALLS
 MARKET RATE - 1.5 STALLS PER UNIT @ 23 UNITS = 35 STALLS

3 ACCESSIBLE STALLS REQUIRED
 (PER TABLE 1106.2 ACCESSIBLE STALL REQUIREMENTS)

TOTAL PARKING STALLS REQUIRED: 53 STALLS
PARKING STALLS PROVIDED = 55 STALLS
ACCESSIBLE STALLS PROVIDED = 2 STALLS + 1 VAN STALL

3 EV STALLS INSTALLED
 14 EV CAPABLE/READY SPACES PROVIDED
17 TOTAL EV STALLS PROVIDED (3 INSTALLED)

BIKE PARKING REQUIRED:
RESIDENTIAL USE
 .75 PER BEDROOM (25% SHORT TERM / 45% LONG TERM)
 38 BEDROOMS @ .75 = 29 STALLS REQUIRED
 (7 SHORT TERM / 22 LONG TERM)

LODGING USE:
 .75 PER BEDROOM (100% LONG TERM)
 30 BEDROOMS @ .75 = 23 STALLS REQUIRED

LONG TERM BIKE PARKING PROVIDED:
 33 SPACES @ PARKING GARAGE
 12 SPACES @ LEVEL 1 WORKFORCE

SHORT TERM BIKE PARKING:
 (SEE LANDSCAPE PLAN FOR LOCATION)
 7 SPACES @ LEVEL 1

(25% OF LONG TERM BIKE PARKING TO BE GROUND MOUNTED FOR ACCESSIBILITY AND LARGER BIKES)

PARKING LEGEND

- ACCESSIBLE STALL
- ELECTRIC VEHICLE CHARGING STATION
- ELECTRIC VEHICLE READY
- VAN STALL
- WHEEL STOP

PROGRAM USE LEGEND

- AMENITY/COMMON AREA
- BOH
- CIRCULATION
- LEASING/LOBBY
- PARKING



OVERALL FLOOR PLAN - LEVEL P1



PROGRAM USE LEGEND

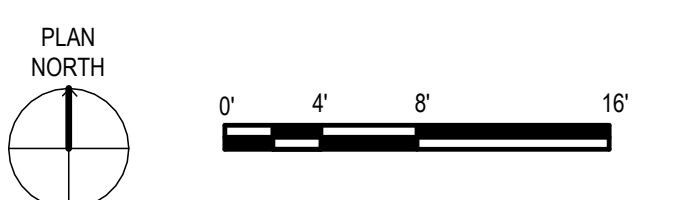
- 1 BED
- 2 BED
- 3 BED
- 4 BED
- AMENITY/Common Area
- BOH
- CIRCULATION
- STUDIO

OVERALL FLOOR PLAN - LEVEL 1



PROGRAM USE LEGEND

- 1 BED
- 2 BED
- 4 BED
- AMENITY/Common AREA
- BOH
- CIRCULATION
- STUDIO

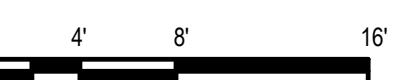
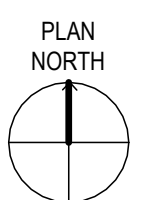


OVERALL FLOOR PLAN - LEVEL 2



PROGRAM USE LEGEND

- 2 BED
- 4 BED

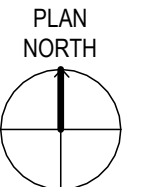


OVERALL FLOOR PLAN - LEVEL 3



PROGRAM USE LEGEND

AMENITY/Common Area



0' 4' 8' 16'

OVERALL ROOF PLAN



LEVEL 4

1/16" = 1'-0"



LEVEL 3

1/16" = 1'-0"



LEVEL 2

1/16" = 1'-0"



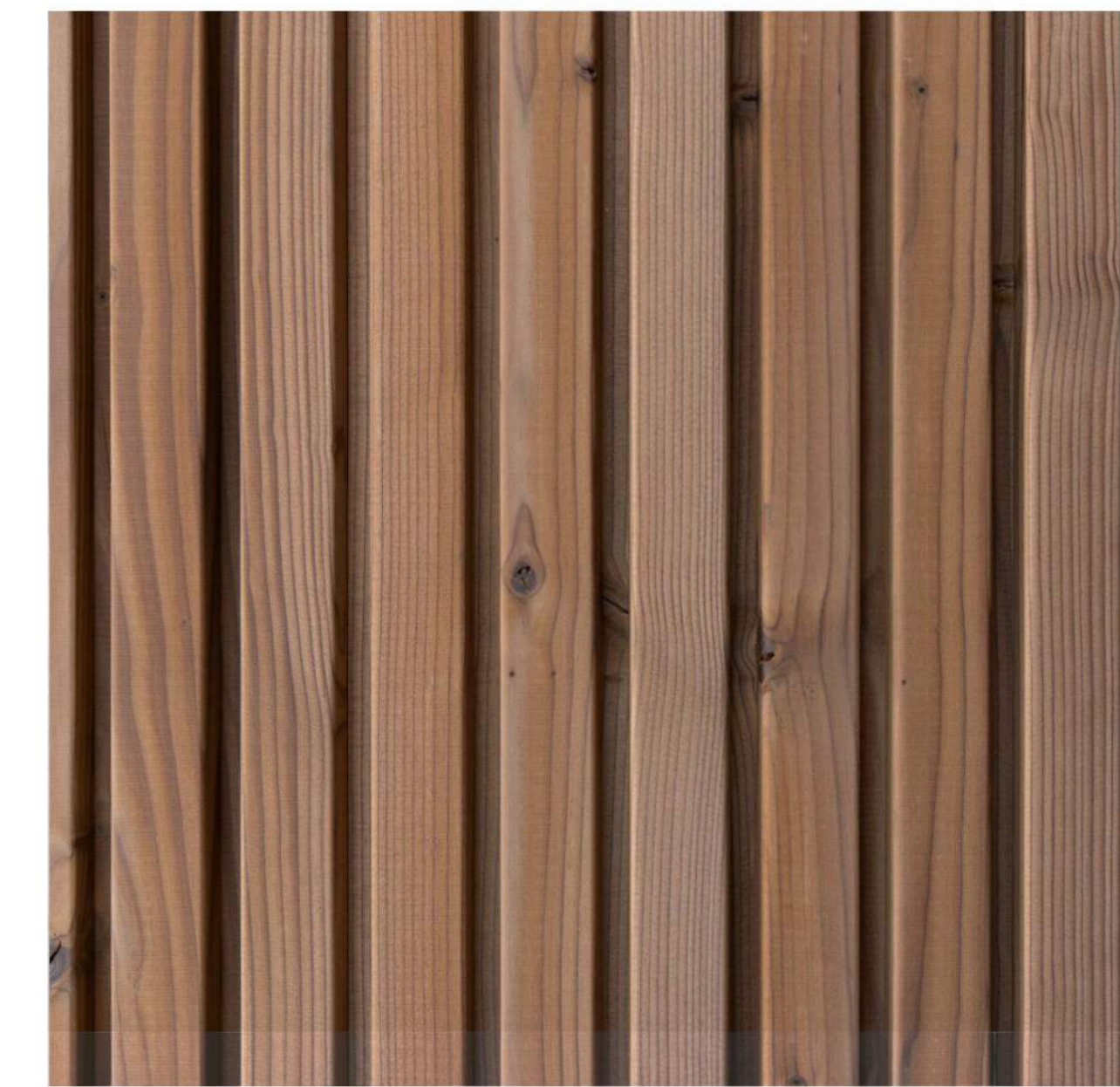
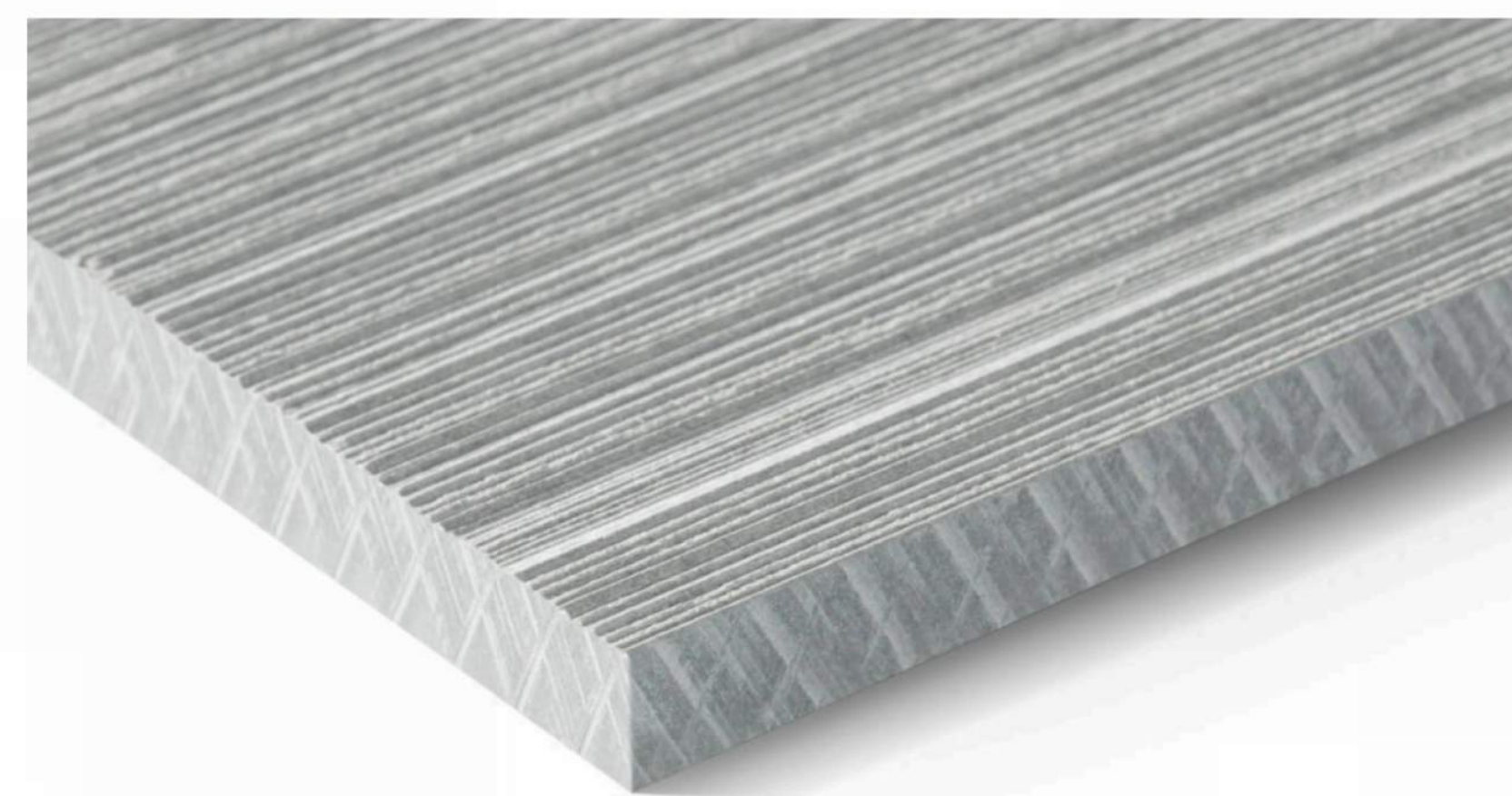
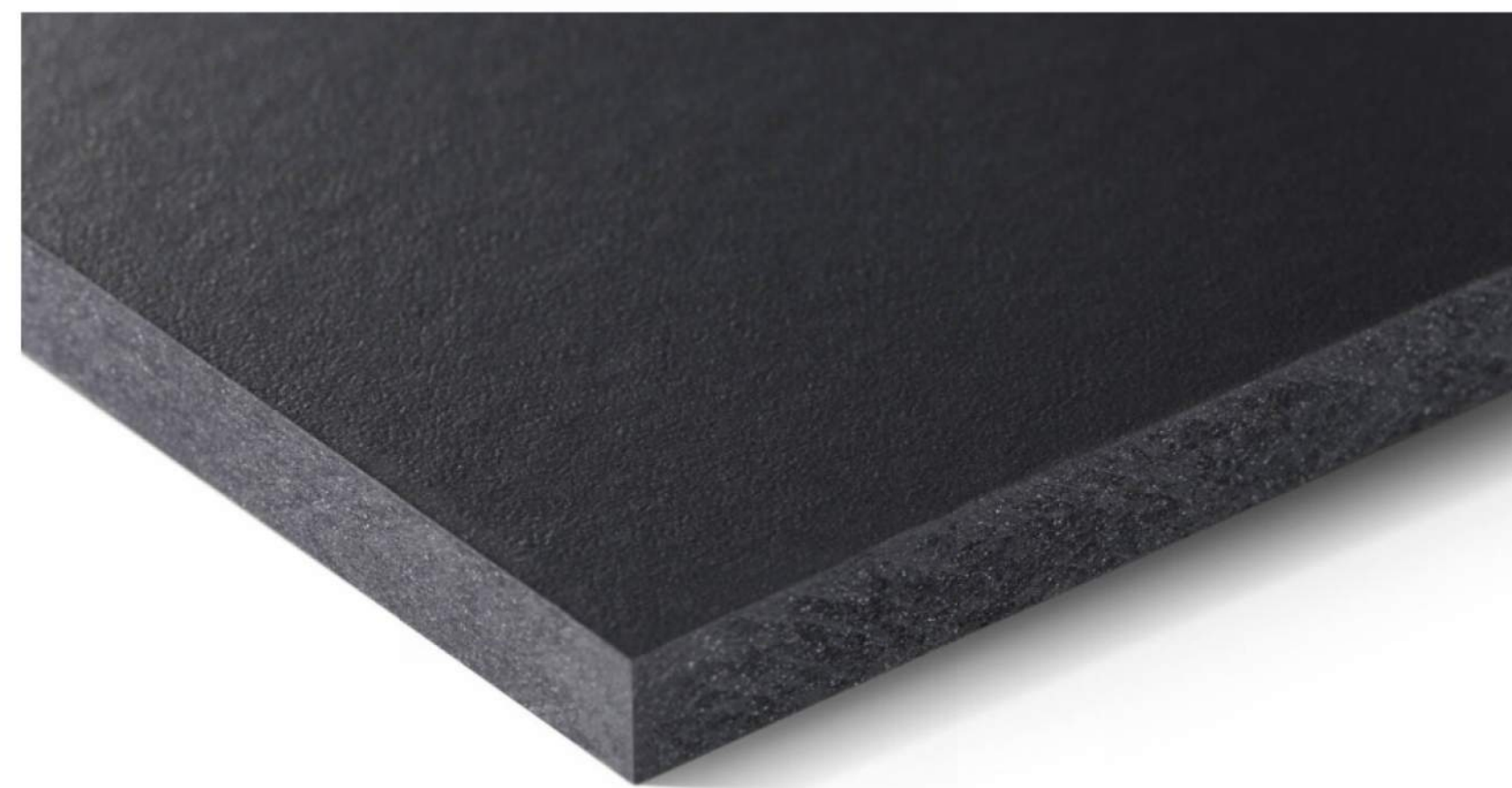
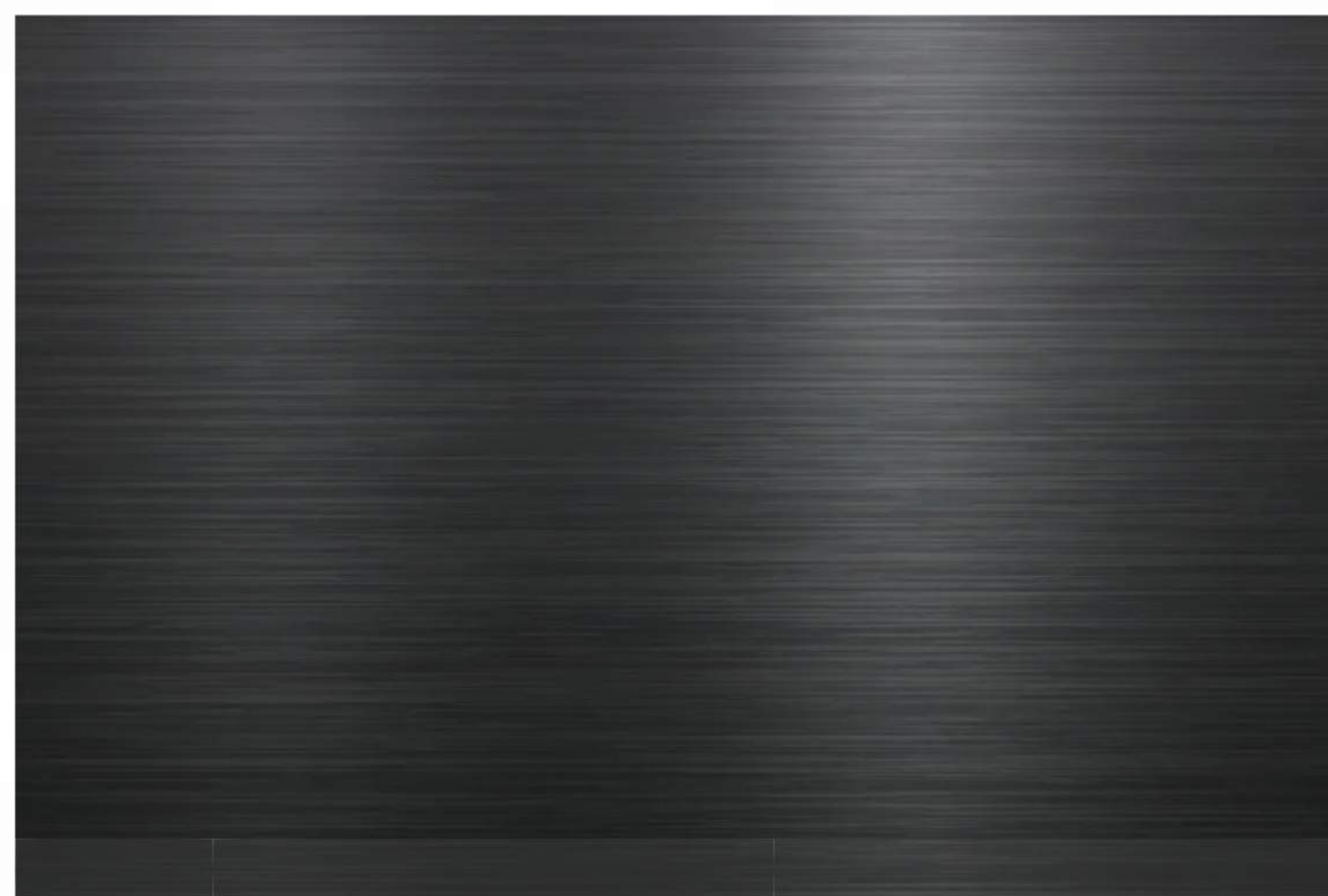
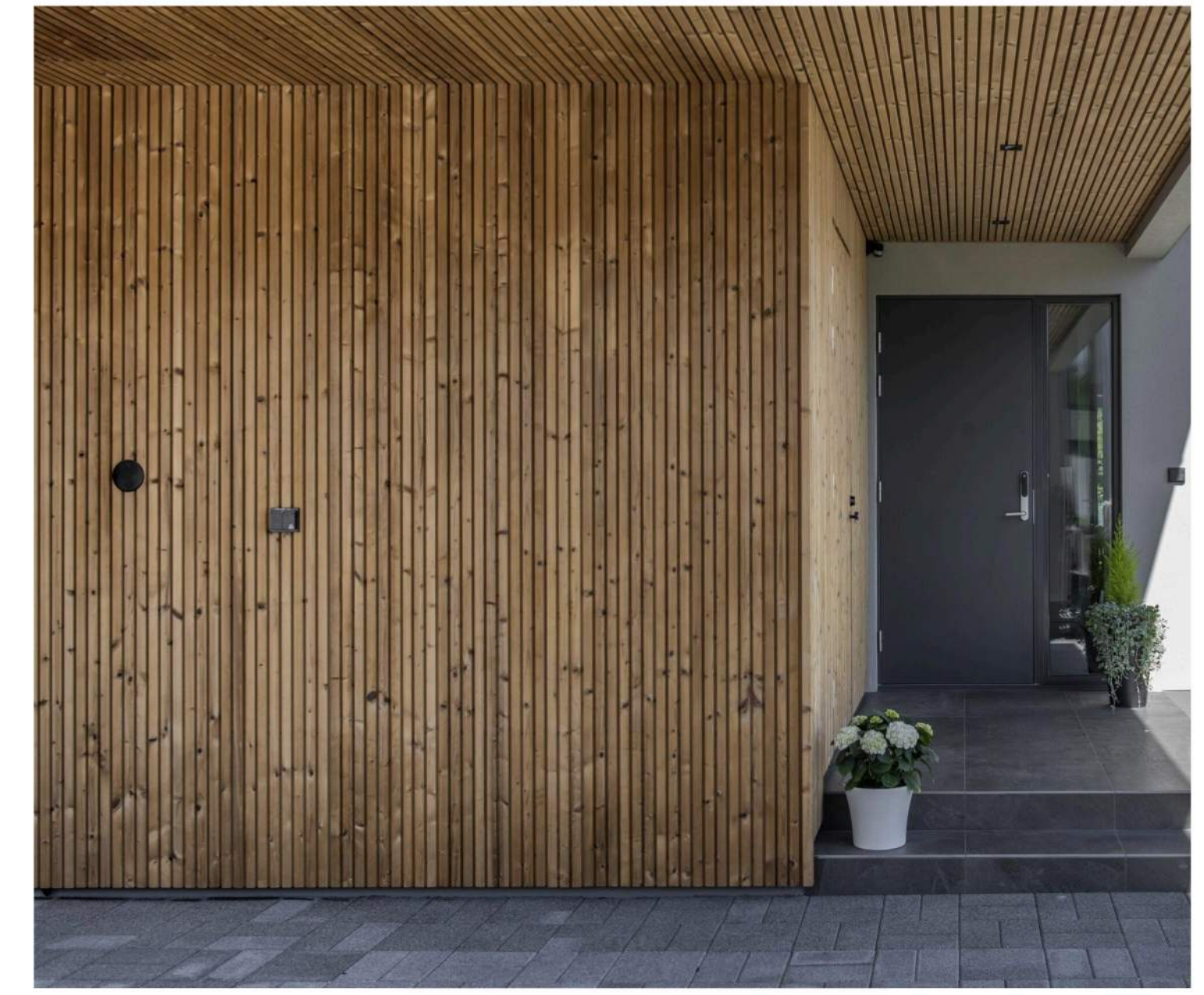
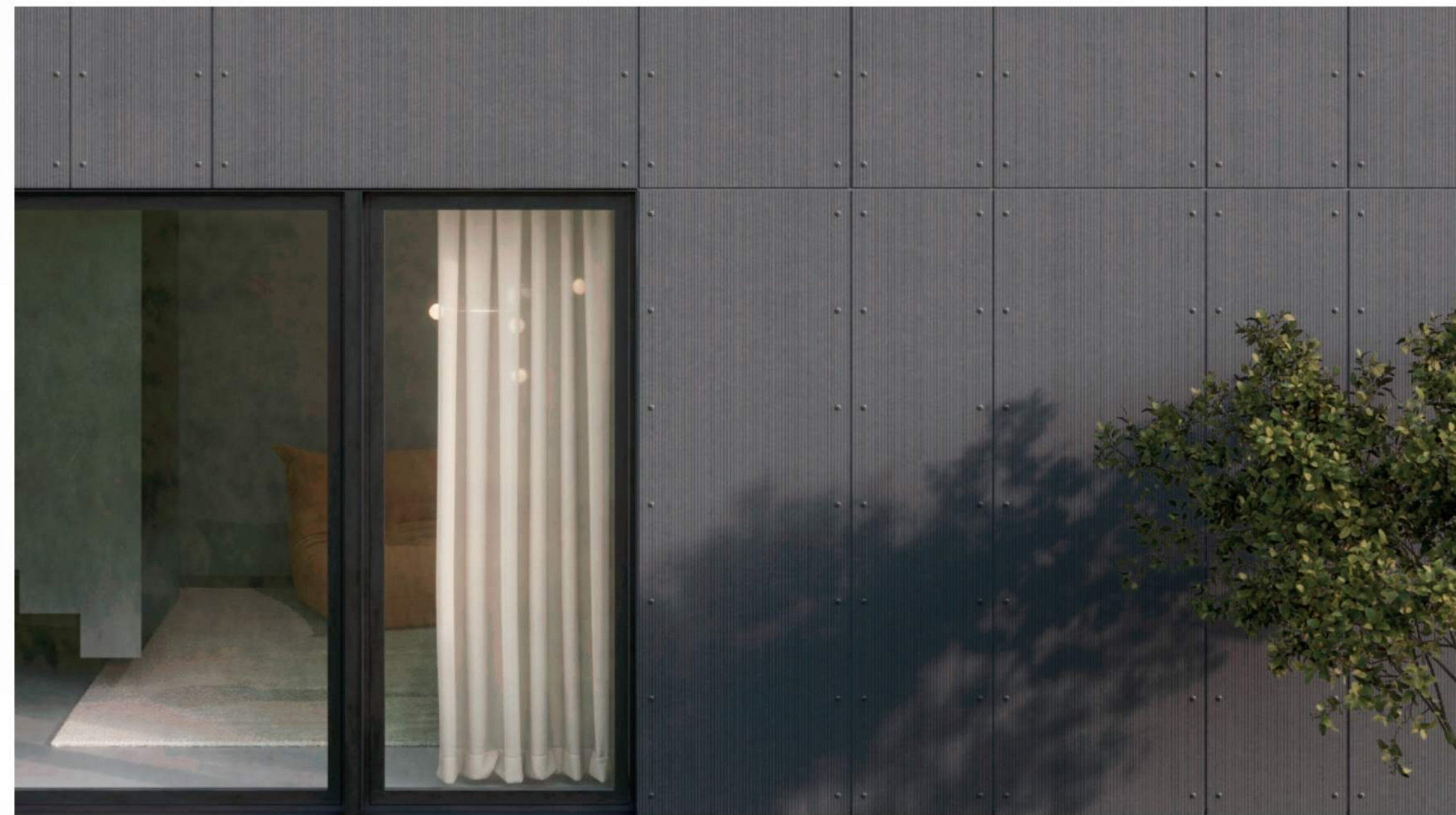
LEVEL 1

1/16" = 1'-0"

PROGRAM USE LEGEND

- 1 BED
- 2 BED
- 3 BED
- 4 BED
- CIRCULATION
- EXTERIOR AMENITY

PROGRAM USE - NET AREA



#01 - ARCHITECTURAL METALS - MATTE BLACK

#02 - LOWER LEVEL FACADE- SWISS PEARL CEMENT PANEL - THROUGH COLORED DARK GREY - SMOOTH

#03 - LOWER LEVEL FACADE- SWISS PEARL CEMENT PANEL - THROUGH COLORED LIGHT GREY - TEXTURED

#04 - UPPER LEVEL FACADE- LUNAWOOD THERMO SPRUCE - TRIPLE NATURAL FINISH



① NORTH ELEVATION - MATERIALS
3/16" = 1'-0"

MATERIALS

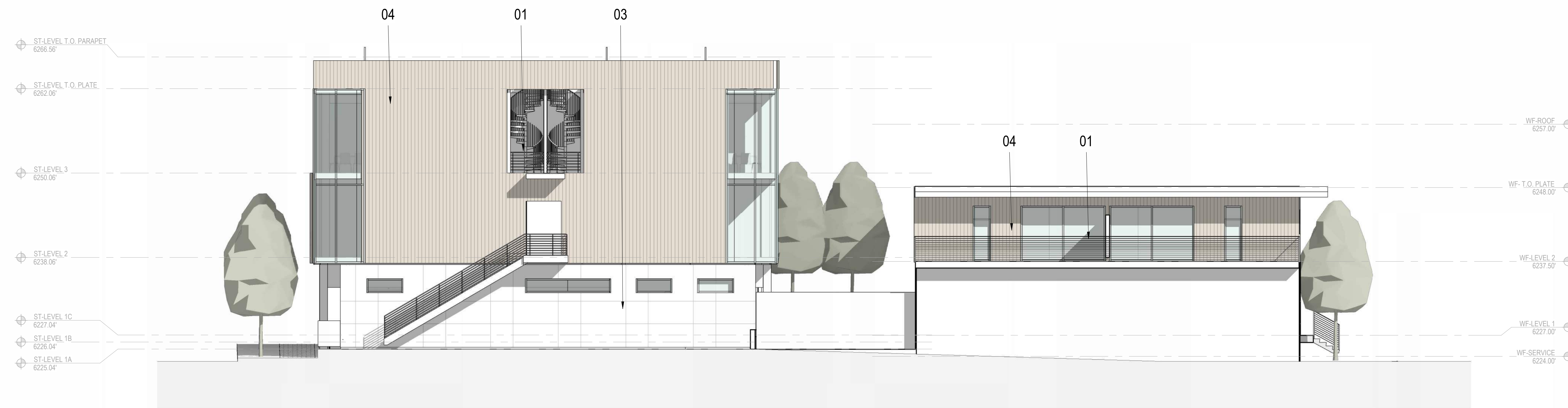


EAST ELEVATION
1/8" = 1'-0"



NORTH ELEVATION
1/8" = 1'-0"

EXTERIOR ELEVATIONS - EAST / NORTH



WEST ELEVATION

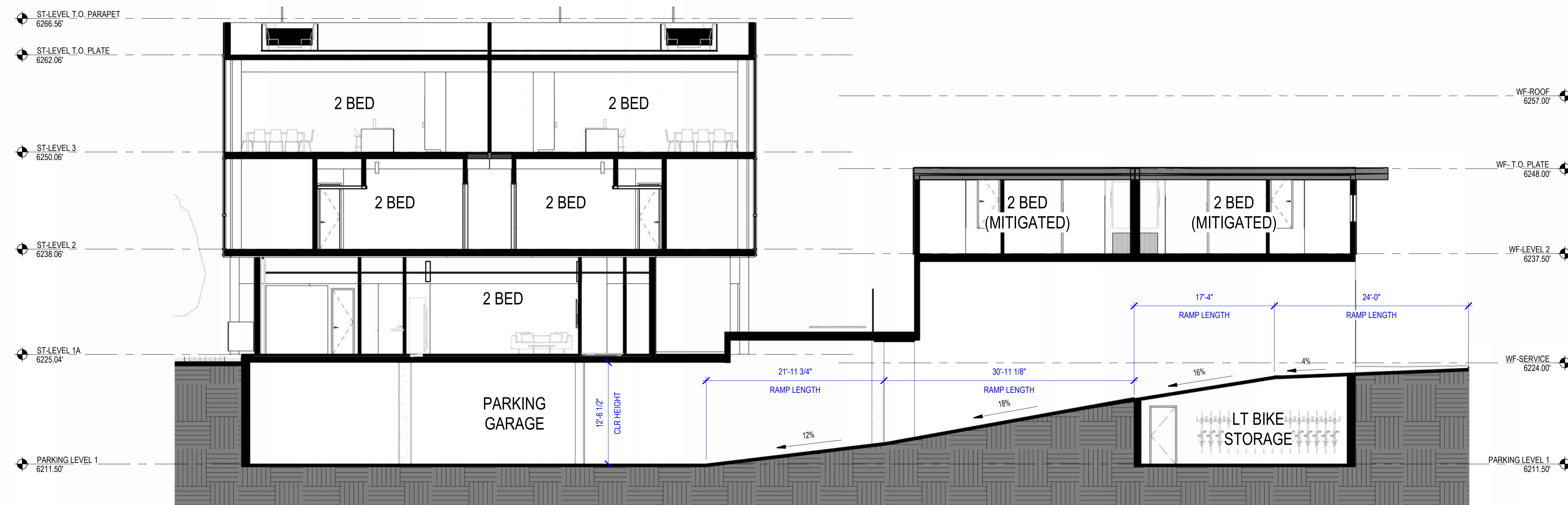
1/8" = 1'-0"



SOUTH ELEVATION

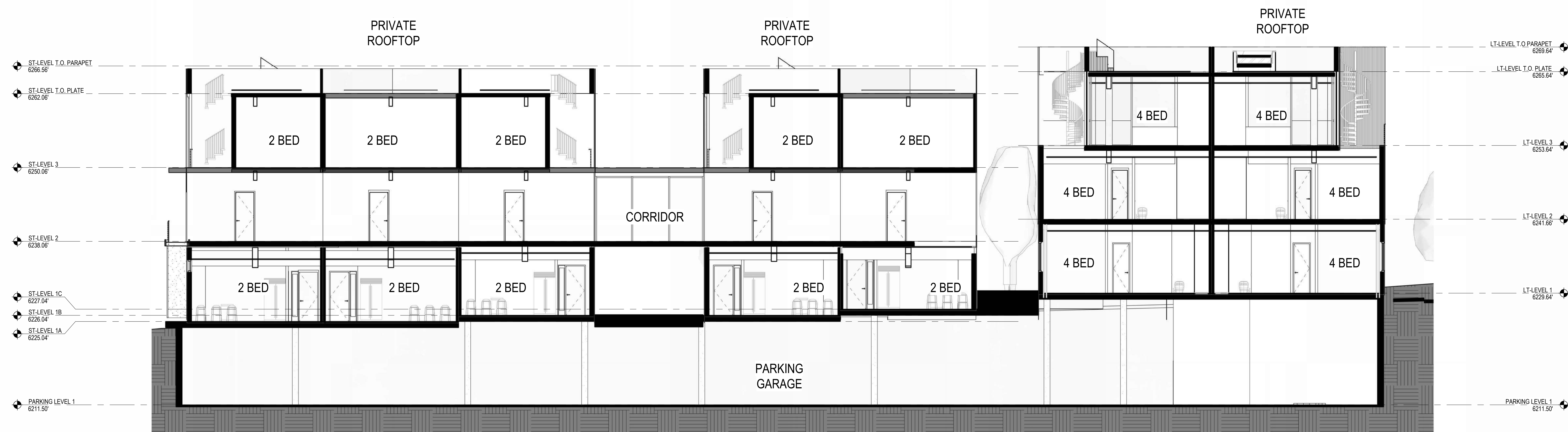
1/8" = 1'-0"

EXTERIOR ELEVATIONS - WEST / SOUTH



BUILDING SECTION - NORTH / SOUTH

1/8" = 1'-0"



BUILDING SECTION - EAST / WEST

1/8" = 1'-0"

BUILDING SECTIONS



RENDERINGS



RENDERINGS

SECTION 4 – SUPPORTING MATERIALS

- **TABLE OF LAND DEVELOPMENT REGULATIONS PERTINENT TO DISTRICTS**
 - **HOUSING CALCULATIONS**
 - **PARKS EXACTIONS WORKSHEET**
 - **SCHOOLS EXACTIONS WORKSHEET**
 - **CONSTRUCTION MANAGEMENT PLAN**

LDR COMPLIANCE

Lots 1-4, Block 6, 2nd Wort Addition to Town of Jackson
 230 W Simpson Avenue & 235 S Millward Street
 Jackson, Wyoming 83001

Project: Condominium development — Residential (Attached Dwelling Unit) + Lodging (Short-term Rental Unit)

Submittal: Development Plan (DEV) — Town of Jackson (ToJ) Planning Department

General	Source	Notes
Zoning District	Teton County GIS	ToJ: Commercial Residential-2 (CR-2)
Comprehensive Plan District	Teton County GIS	Jackson/Teton County: 2 - Town Commercial Core, Subarea 2.3 - Downtown
Zoning Overlays	Teton County GIS	Lodging Overlay (LO)
PIDN	Teton County GIS	22-41-16-33-1-11-002 & 22-41-16-33-1-11-001
Gross Site Area (GSA)	Teton County GIS	0.68 ac – 29,620.8 sf
LSR (min)	ToJ LDR Sec. 2.2.12.B.1.	LSR = GSA × 10% 29,620.8 × 10% = 2,962 sf required
FAR (max)	ToJ LDR Sec. 2.2.12.B.2.	Base: GSA × 0.46 29,620.8 × 0.46 = 13,625.6 sf + Lodging: GSA × 0.34 29,620.8 × 0.34 = 10,071.1 sf

2.2.12. CR-2: Commercial Residential-2

Town of Jackson Applicable LDRs

B.1. Lot Standards				
General	Source	Requirement	Proposed	Complies
Building Setbacks (Sec. 9.4.8.)				
Primary street setback range (min–max)	Sec. 2.2.12.B.1.	0' – 10'	0' – 4'	YES
Secondary street setback range (min–max)	Sec. 2.2.12.B.1.	0' – 10'	0'-4'	YES
Side interior (min)	Sec. 2.2.12.B.1.	5	5'	YES
Rear (min)	Sec. 2.2.12.B.1.	10'	10'	YES
Abutting protected zone (min)	Sec. 2.2.12.B.1.	10'	N/A	
Landscaping (Div. 5.5.)				
Landscape surface ratio (LSR) (min)	Sec. 2.2.12.B.1.	10% of GSA	4,184 SF	YES

Plant units (min) – all uses	Sec. 2.2.12.B.1.	1/1,000 sf of landscape area	3	YES
Plant units (min) – parking lot (all uses)	Sec. 2.2.12.B.1.	1/12 parking spaces	0	YES
Fencing				
Height in any street or side yard (max)	Sec. 2.2.12.B.1.	4'	N/A	
Height in rear yard (max)	Sec. 2.2.12.B.1.	6'	N/A	
Setback from pedestrian frontage (min)	Sec. 2.2.12.B.1.	1'	N/A	
Setback from side or rear lot line (min)	Sec. 2.2.12.B.1.	0'	N/A	
Parking Setbacks (Sec. 9.4.8.)				
Primary street, above ground (min)	Sec. 2.2.12.B.1.	30'	N/A	
Secondary street, surface parking (min)	Sec. 2.2.12.B.1.	30'	N/A	
Secondary street, tuck-under, enclosed, or structured parking (min)	Sec. 2.2.12.B.1.	0'	N/A	
Access				
Curb cut width (max)	Sec. 2.2.12.B.1.	20'	N/A ALLEY	YES
B.2. Bulk Standards				
General	Source	Requirement	Proposed	Complies
Street Façade (Sec. 9.4.11.)				
Width of ground and 2nd story in primary street setback range	Sec. 2.2.12.B.2.	% of lot width (min): 80% Length from street corner (min): 30'	>80%	YES
Width of ground and 2nd story in secondary street setback range	Sec. 2.2.12.B.2.	% of lot width (min): 40% Length from street corner (min): 30'	>40%	YES
Maximum street façade width	Sec. 2.2.12.B.2.	200'	128' (<200')	YES
Maximum combined street façade width (corner lot)	Sec. 2.2.12.B.2.	300'	132' (<300')	YES
Building Height (Sec. 9.4.9.)				
Height (max) if roof pitch $\geq$ 5/12	Sec. 2.2.12.B.2.	46'	N/A	
Height (max) if roof pitch $\leq$ 5/12	Sec. 2.2.12.B.2.	42'	42' MAX	YES
Stories (max)	Sec. 2.2.12.B.2.	3	3	YES
Stories or Height (min) in any street setback range	Sec. 2.2.12.B.2.	2 stories or 24'	2	YES
Building Stepback (Sec. 9.4.12.)				

Stepback for any 3rd story street façade or street façade over 30' (min)	Sec. 2.2.12.B.2.	10'	10'	YES
Encroachment in stepback (max % of overall façade width)	Sec. 2.2.12.B.2.	60%	60% STR N/A other	YES
Residential stepback exemption	Sec. 2.2.12.B.2.	A building with only residential use that has at least 4 units is exempt from the stepback requirement	Using this exemption for non-STR	YES
Scale of Development				
Floor area ratio (FAR) (max) (E.4)	Sec. 2.2.12.B.2.	0.46	19,500sf	
Additional FAR for lodging use	Sec. 2.2.12.B.2.	0.34	N/A	
Deed restricted housing exemption	Sec. 2.2.12.B.2.	See Sec. 7.8.3.	9960sf	YES
Workforce housing floor area bonus	Sec. 2.2.12.B.2.	See Sec. 7.8.4.	19920sf	Yes
Maximum individual building size – general (E.4 & E.5)	Sec. 2.2.12.B.2.	40,000 sf	19920sf	YES
Maximum individual building size – hotel & deed-restricted housing (E.6)	Sec. 2.2.12.B.2.	50,000 sf		
B.3. Form Standards				
General	Source	Requirement	Proposed	Complies
Design Guidelines (Div. 5.8.)				
Design guidelines	Sec. 2.2.12.B.3.	Apply to all development, except where exempted by the Planning Director for additions of 20% or less that are consistent with existing architecture	Project complies	YES
Pedestrian Frontage				
Trees in grates	Sec. 2.2.12.B.3. / Sec. 2.2.1.C.2.	Total width from back of curb (min): 13.5' Furnishing/planting area (min): 5' Clear sidewalk width (min): 6' Planting type: tree grate Tree spacing (on center): 30' to 40'	Complies with addition of rain gardens proposed to add visual interest to the street frontage. Walkways	YES

			have been applied throughout the rain gardens as to not interrupt pedestrian circulation	
Building Frontage Options				
Shopfront	Sec. 2.2.12.B.3.	See Sec. 2.2.1.D.2.	N/A	
Office	Sec. 2.2.12.B.3.	See Sec. 2.2.1.D.3.	N/A	
Residential	Sec. 2.2.12.B.3. / Sec. 2.2.1.D.4.	Story Height (Sec. 9.4.13): Ground story height (min): 9' Upper story height (min): 9' Ground floor elevation (min–max): 0'–5' Transparency (Sec. 9.4.14): Ground story, primary street (min): 20% Ground story, secondary street (min): 20% Upper story, primary/secondary (min): 20% Blank Wall Area (Sec. 9.4.15): Primary street (max): 35' Secondary street (max): 50' Pedestrian Access (Sec. 9.4.16): Entrance facing primary street: required for each ground floor unit Entrance spacing along primary street (max): n/a	12' 12' 0'–2' >20% >20% >20% < 35' <50' YES	YES
Lodging	Sec. 2.2.12.B.3. / Sec. 2.2.1.D.5.	Story Height (Sec. 9.4.13): Ground story height (min/max): 12' Upper story height (min): 7' 6" Ground floor elevation (min–max): 0'–5' Transparency (Sec. 9.4.14): Ground story, primary street (min): 40% Ground story, secondary street (min): 20% Upper story, primary/secondary (min): 20%	12' 12' 0'–2' >20% >20% >20% < 35' <50'	YES

		Blank Wall Area (Sec. 9.4.15): Primary street (max): 35' Secondary street (max): 50' Pedestrian Access (Sec. 9.4.16): Entrance facing primary street: required Entrance spacing along primary street (max): n/a	YES	
Parking Type Options				
On-street parking	Sec. 2.2.12.B.3.	See Sec. 2.2.1.E.1.	N/A	
Surface parking	Sec. 2.2.12.B.3.	See Sec. 2.2.1.E.2. (must be behind/side of building, screened from streets)	N/A	
Enclosed parking	Sec. 2.2.12.B.3.	See Sec. 2.2.1.E.3.	N/A	
Tuck-under parking	Sec. 2.2.12.B.3.	See Sec. 2.2.1.E.4. (located to rear of building)	N/A	
Structured parking	Sec. 2.2.12.B.3.	See Sec. 2.2.1.E.5.	N/A	
Underground parking	Sec. 2.2.12.B.3.	See Sec. 2.2.1.E.6.	YES	YES
B.4. Environmental Standards				
General	Source	Requirement	Proposed	Complies
Natural Resource Setback (min) (Sec. 5.1.1.)				
Cache Creek south of Cache Creek Dr.	Sec. 2.2.12.B.4.	20'		
Flat Creek north of Hansen Ave.	Sec. 2.2.12.B.4.	25'		
Flat Creek south of Hansen Ave.	Sec. 2.2.12.B.4.	50'		
Wetland	Sec. 2.2.12.B.4.	30'		
Irrigation Ditch Setback (min) (Sec. 7.7.4.D.)				
Irrigation ditch	Sec. 2.2.12.B.4.	15'		
Natural Resource Overlay (NRO) (Sec. 5.2.1.)				
B.5. Scenic Standards				
General	Source	Requirement	Proposed	Complies
Exterior Lighting (Sec. 5.3.1.)				
Light trespass	Sec. 2.2.12.B.5.	Prohibited	LIGHT WILL NOT TRESPASS	YES
Shielding	Sec. 2.2.12.B.5.	All lights over 600 lumens shall be fully shielded	LIGHTS WILL BE SHIELDED	YES
Max lumens per sf of site development	Sec. 2.2.12.B.5.	3	WILL COMPLY	YES

Lumens per acre of site development (max) – all fixtures	Sec. 2.2.12.B.5.	50,000	WILL COMPLY	YES
Lumens per acre of site development (max) – unshielded fixtures	Sec. 2.2.12.B.5.	2,000	WILL COMPLY	YES
Light color	Sec. 2.2.12.B.5.	≤ 3000 Kelvin	WILL COMPLY	YES
Scenic Resource Overlay (SRO) (Sec. 5.3.2.)				
B.6. Natural Hazards to Avoid				
General	Source	Requirement	Proposed	Complies
Steep Slopes (Sec. 5.4.1.)				
Development prohibited	Sec. 2.2.12.B.6.	Slopes > 25%	N/A	
Hillside CUP required	Sec. 2.2.12.B.6.	Parcel with average cross-slope ≥ 10%	N/A	
Other Natural Hazards				
Areas of Unstable Soils	Sec. 2.2.12.B.6.	See Sec. 5.4.2.	N/A	
Fault Area	Sec. 2.2.12.B.6.	See Sec. 5.4.3.	N/A	
Floodplains	Sec. 2.2.12.B.6.	See Sec. 5.4.4.	N/A	
Wildland Urban Interface	Sec. 2.2.12.B.6.	See Sec. 5.4.5.	At building permit	
B.7. Signs (nonresidential) (Div. 5.6.)				
General	Source	Requirement	Proposed	Complies
Number of signs (max)	Sec. 2.2.12.B.7.	3 per business per frontage	0	
Background color	Sec. 2.2.12.B.7.	No white or yellow	N/A	
Sign Area				
Total sign area (max)	Sec. 2.2.12.B.7.	3 sf per ft of street façade width, up to 150 sf	N/A	
Penalty	Sec. 2.2.12.B.7.	10% per projecting and freestanding sign	N/A	
Sign Type Standards				
Canopy sign	Sec. 2.2.12.B.7.	Clearance (min): 7' 6" from average grade Setback (min): 18" from back of curb	N/A	
Freestanding sign	Sec. 2.2.12.B.7.	Height (max): 6' Setback (min): 5'	N/A	
Projecting sign	Sec. 2.2.12.B.7.	Height (max): 24' above grade Clearance (min): 7' 6" from average grade Setback (min): 18" from back of curb	N/A	

Wall sign	Sec. 2.2.12.B.7.	See Div. 5.6.	N/A	
Window sign	Sec. 2.2.12.B.7.	Window surface coverage (max): 25% up to 16 sf	N/A	
Temporary signs	Sec. 2.2.12.B.7.	See Sec. 5.6.1.	N/A	

B.8. Grading, Erosion Control, Stormwater

General	Source	Requirement	Proposed	Complies
Grading (Sec. 5.7.2.)				
Erosion Control (Sec. 5.7.3.)				
Erosion control	Sec. 2.2.12.B.8.	Erosion shall be controlled at all times	See CMP	YES
Stormwater Management (Sec. 5.7.4.)				
Peak flow / velocity	Sec. 2.2.12.B.8.	No increase in peak flow rate or velocity across property lines	See engineer's report	YES

B.9. Physical Development Permits Required

Physical Development	Sketch Plan (8.3.2)	Development Plan (8.3.3)	Building Permit (8.3.4)	DRC Review (8.2.6)	Sign Permit (8.3.6)	Grading Permit (8.3.5)	Floodplain Permit
Floor area (habitable incl. basement)							
< 6,900 sf			X	X		Sec. 5.7.1.	Sec. 5.4.4.
6,900 – 13,800 sf		X	X	X		Sec. 5.7.1.	Sec. 5.4.4.
> 13,800 sf	X	X	X	X		Sec. 5.7.1.	Sec. 5.4.4.
> 13,800 sf for only residential use	Optional	X	X	X		Sec. 5.7.1.	Sec. 5.4.4.
Sign					X	Sec. 5.7.1.	Sec. 5.4.4.

C.1-2. Allowed Uses & Use Requirements (proposed uses only)

Use	Permit	Individual Use (max)	Density (max)	Parking (min) (Div. 6.2.)	Affordable Workforce Housing Units (min) (Div. 6.3.)	Complies
Residential						
Attached Dwelling (6.1.4.C)	B	8,000 sf habitable, excluding basement	n/a	1/DU if < 2 bedrooms and < 500 sf; otherwise 1.5/DU	$0.000017(sf) + (Exp(-14.17 + 1.59 \cdot \ln(sf))) / 2.176$	YES
Lodging						
Short-term Rental Unit (6.1.5.C)	B (LO)	n/a	n/a	1/DU if < 2 bedrooms and < 500 sf; otherwise 1.5/DU	$0.102 \times \text{bedrooms}$	YES

C.3. Operational Standards

General	Source	Requirement	Proposed	Complies
Outdoor Storage (Sec. 6.4.1.)				
Outdoor storage	Sec. 2.2.12.C.3. / Sec. 6.4.1.	Prohibited		

Freestanding storage units (trailers, sheds, tarpaulin structures, etc.) not made a permanent part of a structure	Sec. 2.2.12.C.3. / Sec. 6.4.1.	Prohibited		
Refuse and Recycling (Sec. 6.4.2.)				
Trash & recycling enclosure	Sec. 2.2.12.C.3. / Sec. 6.4.2.	Required for > 4 DUs and all nonresidential uses	Valet trash for str, trash storage area shown on plan	
Performance Standards				
Vibration	Sec. 2.2.12.C.3. / Sec. 6.4.4.	See Sec. 6.4.4.	See engineer's report	Yes
Electrical disturbances	Sec. 2.2.12.C.3. / Sec. 6.4.5.	See Sec. 6.4.5.	See engineer's report	Yes
Fire and explosive hazards	Sec. 2.2.12.C.3. / Sec. 6.4.6.	See Sec. 6.4.6.	See engineer's report	Yes

D.1. Allowed Subdivision and Development Options				
General	Source	Requirement	Proposed	Complies
Land Division	Sec. 2.2.12.D.1. / Sec. 7.2.3.	Minimum lot size: 7,500 sf	N/A	
Condominium Townhouse Subdivision	Sec. 2.2.12.D.1. / Sec. 7.2.4.	Minimum lot size: n/a	All units to be individually platted prior to C of O	YES
D.2. Residential Subdivision Requirements				
General	Source	Requirement	Proposed	Complies
Schools and Parks Exaction				
Schools exaction	Sec. 2.2.12.D.2.	0.020 acres per 1- or 2-unit dwelling 0.015 acres per multi-unit dwelling	See calculations	YES
Parks exaction	Sec. 2.2.12.D.2.	9 acres per 1,000 residents	See calculations	YES
D.3. Infrastructure				
General	Source	Requirement	Proposed	Complies
Transportation Facilities (Div. 7.6.)				
Access	Sec. 2.2.12.D.3.	Required	ALLEY	YES
Right-of-way for Minor Local Road (min)	Sec. 2.2.12.D.3.	60'	N/A	YES

Paved travel way for Minor Local Road (min)	Sec. 2.2.12.D.3.	20'	N/A	YES
Required Utilities (Div. 7.7.)				
Water	Sec. 2.2.12.D.3.	Public	See engineer's report	Yes
Sewer	Sec. 2.2.12.D.3.	Public	See engineer's report	Yes
D.4. Required Subdivision and Development Option Permits				
Option	Sketch Plan (8.3.2)	Development Plan (8.3.3)	Development Option Plan (8.5.3)	Subdivision Plat (8.5.4)
Land Division				
≤ 10 lots		X		X
> 10 lots	X	X		X
Condominium / Townhouse				X

Division 6.2 – Parking & Loading				
Item	Source	Requirement	Proposed	Complies
Required Vehicle Parking (min)				
Attached Dwelling Unit	Sec. 6.2.2. / 2.2.12.C	1/DU (< 2 br & < 500 sf) or 1.5/DU	30	YES
Short-term Rental Unit	Sec. 6.2.2. / 2.2.12.C	1/DU (< 2 br & < 500 sf) or 1.5/DU	22.5 (23)	YES
Required Disability Parking (Sec. 6.2.2.C.)				
Parking Spaces Provided: Disability Spaces Required 1-25 : 1 26-30 : 2	Sec. 6.2.2.C.	In addition, one disability space shall also be provided for each dwelling unit that is designed for occupancy by the physically disabled.	3 Accessible	YES
Required Bicycle Parking (Sec. 6.2.2.D.)				
Residential – fewer than 5 units per lot	Sec. 6.2.2.D.	n/a	N/A	
Residential – 5 or more units per lot	Sec. 6.2.2.D.	Standard: 0.75 / bedroom, short-term: 25%, long-term: 75%	26.25 → 27	YES
Short-term Rental	Sec. 6.2.2.D.	Standard: 0.75 / bedroom, short-term: n/a, long-term: 100%	22.5 → 23	YES
Required Loading (Sec. 6.2.2.E.)				
Loading	Sec. 6.2.2.E.	Applicant must demonstrate how specific loading needs are met.	N/A	
Required EVSE (Sec. 6.2.2.F.)				
Attached Dwelling Unit	Sec. 6.2.2.F.	EVSE Capable: 30% of off-street spaces, EVSE Installed: 5% of off-street spaces	30 X .3 = 9 EVSEC 30 X .05 = 1.5 EVSEI	YES
Lodging	Sec. 6.2.2.F.	EVSE Capable: 30% of off-street spaces, EVSE Installed: 5% of off-street spaces	23 X .3 = 6.9 EVSEC 23 X .05 = 1.15	YES

EVSE Installed applicability	Sec. 6.2.2.F.	Installed requirement applies only to lots of 10+ spaces; waived if all spaces are EVSE Capable	3 installed	YES
Snow Storage (Sec. 6.2.5.C.)				
On-site snow storage area (min)	Sec. 6.2.5.C.	2.5% of total required off-street parking & loading area (incl. aisles and access drives)	LANDSCAPED AREAS	YES
Parking Facility Dimensions (Sec. 6.2.5.D.)				
Stall width (min)	Sec. 6.2.5.D.	9' wide; 20' long for standard space, 18' + 2' for overhang w/ wheel stop,	9'	YES
Stall length (min)	Sec. 6.2.5.D.	Standard: 20' Overhang with Wheel Stop: 18' + 2' for overhang Alley Access: 22' length for perpendicular access, 11' width for parallel access Parallel: 22'	18-22	YES
N/Vertical Clearance (min)	Sec. 6.2.5.D	7'	7' MIN	YES

Housing Mitigation Plan

updated 1/8/21

Development of a new house, hotel, or commercial space generates the need for employees. The construction workforce builds the space, the commercial workforce or residential service workforce works in the space, and first responders are needed to protect the space. Only about 27% of the employees generated by development can afford housing in the community, but the community's "community first" character goal is that 65% of employees live locally. To bridge this affordability gap, each development is required to include affordable workforce housing proportional to the employees it generates. These housing mitigation requirements are established in Division 6.3 of the Land Development Regulations. This worksheet is intended to assist in meeting the requirements for a project. However, an error in the worksheet does not amend the actual standard; if you find an error please notify the Planning Department. Fill in the highlighted cells, all the other cells will autopopulate.

Calculating the Requirement (Sec. 6.3.2 & 6.3.3)

Step 1: Location

Town of Jackson

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

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

Step 2: Existing Development

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

Existing Use (Sec. 6.3.2.A)	Housing Requirement (Sec. 6.3.3.A)	Use Size: bedrooms	Use Size: habitable sf	Use Quantity	Housing Required

Existing Workforce Housing Credit 0.000

Step 3: Proposed Development

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

Proposed Use	Housing Requirement (Sec. 6.3.3.A)	Use Size: bedrooms	Use Size: habitable sf	Use Quantity	Housing Required
Short-Term Rental Unit	0.102*bedrooms	2	1168	5	1.021
Short-Term Rental Unit	0.102*bedrooms	2	1280	3	0.613
Short-Term Rental Unit	0.102*bedrooms	2	1222	2	0.409
Short-Term Rental Unit	0.102*bedrooms	2	1270	2	0.409
Short-Term Rental Unit	0.102*bedrooms	2	1221	3	0.613
Short-Term Rental Unit	0.102*bedrooms	0	1160	1	0.000
Workforce Housing Unit	exempt	0	647	1	0.000
Workforce Housing Unit	exempt	0	600	2	0.000
Workforce Housing Unit	exempt	1	619	1	0.000
Workforce Housing Unit	exempt	1	644	2	0.000
Workforce Housing Unit	exempt	0	630	1	0.000
Workforce Housing Unit	exempt	0	630	1	0.000
Workforce Housing Unit	exempt	1	650	1	0.000
Workforce Housing Unit	exempt	0	4172	1	0.000
Workforce Housing Bonus Unit	exempt	4	2849	2	0.000
Workforce Housing Bonus Unit	exempt	2	2252	1	0.000
Workforce Housing Bonus Unit	exempt	3	2194	2	0.000
Workforce Housing Bonus Unit	exempt	3	2472	1	0.000
Workforce Housing Bonus Unit	exempt	3	2333	2	0.000
Affordable Housing Unit	exempt	0	675	1	0.000
Affordable Housing Unit	exempt	2	888	2	0.000

Affordable Workforce Housing Required: 3.064 units

Fee-in-Lieu Amount: n/a

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

TOWN OF JACKSON
LAND DEVELOPMENT REGULATIONS
DIVISION 7.5.2 - PARK EXACTIONS

DATE: June 16, 2026

CASH-IN-LIEU OF LAND DEDICATION: SECTION 49660

1. PROJECT NAME: Arts District South
2. LOCATION: 230 West Simpson Ave & 235 S Millward Street
3. PROJECT NUMBER: _____

4. CALCULATE PROPOSED PROJECT POPULATION:

<u>UNIT TYPE</u>	<u># OF UNITS</u>	X	<u>PERSONS HOUSED PER UNIT</u>	<u>PROJECTED POPULATION</u>
STUDIO	<u>6</u>		1.25	<u>7.5</u>
1 BEDROOM	<u>4</u>		1.75	<u>7</u>
2 BEDROOM	<u>18</u>		2.25	<u>40.5</u>
3 BEDROOM	<u>5</u>		3.00	<u>15</u>
4 BEDROOM	<u>2</u>		3.75	<u>7.5</u>
5 BEDROOM	_____		4.50	_____
EACH ADDITIONAL BEDROOM	_____		0.50	_____
DORMITORY	_____		1 per 150 sf of net habitable area	_____
TOTAL				<u>77.5</u>

5. CALCULATE REQUIRED PARK ACREAGE:

$$\frac{77.5}{\text{TOTAL PROJECTED POPULATION}} \times \frac{9 \text{ ACRES}}{1000 \text{ RESIDENTS}} = \frac{0.698}{\text{REQUIRED ACRES}}$$

6. CALCULATE CASH-IN-LIEU:

$$\frac{0.698}{\text{REQUIRED ACRES}} \times \$100,000 \text{ (VALUE OF LAND)} = \$ \frac{69,800}{\text{CASH-IN-LIEU}}$$

7. FOR INFORMATION ON PROVIDING AN INDEPENDENT CALCULATION, SEE LDR SECTION 7.5.2 OPTION FOR INDEPENDENT CALCULATION OF DEDICATION STANDARDS

TOWN OF JACKSON
LAND DEVELOPMENT REGULATIONS
DIVISION 7.5.3 - SCHOOL EXACTIONS
DATE: June 16, 2026

CASH-IN-LIEU OF LAND DEDICATION: SECTION 49770

1. PROJECT NAME: Arts District South
2. LOCATION: 230 West Simpson Ave & 235 S Millward Street
3. PROJECT NUMBER: _____

4. CALCULATE REQUIRED DEDICATION OF LAND:

LAND DEDICATION REQUIREMENT	X	# OF UNITS	=	LAND DEDICATION
.020 ACRES PER UNIT SINGLE & TWO-FAMILY		230 West Simpson Ave & 235 S Millward Street _____		_____
.015 ACRES PER UNIT MULTI-FAMILY		<u>35</u>		<u>0.53</u>

5. CALCULATE CASH IN-LIEU:

$$\frac{0.53}{\text{LAND DEDICATION STANDARD}} \times \$100,000 \text{ (VALUE OF LAND)} = \$ \frac{69,800}{\text{CASH-IN-LIEU}}$$

6. FOR INFORMATION ON PROVIDING AN INDEPENDENT CALCULATION, SEE LDR SECTION 7.5.3 OPTION FOR INDEPENDENT CALCULATION OF DEDICATION STANDARDS

June 8, 2026

Construction Management Plan: Arts District South- Phase 2

230 West Simpson Ave & 235 South Millward, Jackson Wy

Project Scope:

Arts District South – Phase 2 is a 51,727-square-foot commercial mixed-use building located at the corner of W. Simpson Ave and S. Millward St in Jackson, WY. The project program includes short-term rental units, long-term condominium residences, and workforce housing, along with a below-grade parking garage. Construction is scheduled to begin in the summer or fall of 2027, with a projected 24-month construction schedule.

Public utilities will include domestic water tie-in, sanitary sewer tie-in, and storm sewer tie-in. Electricity will be brought to the site and coordinated with Lower Valley Energy and TOJ, as necessary.

The project acknowledges compliance with Muni Code 12.08.040.B, which restricts construction activities in the downtown core area between June 15 and September 25, and Muni Code 12.08.320, which governs excavation activities between October 15 and April 15.

Public Impact:

Shaw will coordinate with the Town of Jackson (TOJ) to identify the properties and businesses most impacted by construction and create an email contact list to provide updates regarding the project schedule and work. This list is attached at the end of this submission and includes the TOJ Engineering Division.

Shaw will work to minimize impacts on adjacent properties by maintaining proactive communication, including providing a minimum five-day notice of any closures and after-hours work. Shaw acknowledges that the right-of-way (R.O.W.) is a shared public use area and will coordinate with TOJ and neighboring properties for special event planning and construction activities that may encroach on the R.O.W. along S. Millward, W. Simpson, and adjacent alleyways.

As necessary, Shaw will maintain a sidewalk with a covered walkway along W. Simpson and S. Millward during portions of the project to minimize inconvenience to pedestrian traffic and provide a safe boundary given the zero lot-line construction. A protective barriers will also be installed along the western boundary of Lot 230, as well as along the northern side of the alleyway, to ensure safety and restrict access.

Once the parking deck is completed and backfilled, barriers along the alleyway, the western boundary of Lot 230, S. Millward, and W. Simpson will be converted to fencing. As per the site logistics plan, covered walkways may also be converted to fencing at the appropriate construction phase.

As necessary, Shaw will submit R.O.W. permits for temporary and intermittent sidewalk closures and will install all required signage to direct pedestrian traffic across intersections to alternate sidewalks. Temporary sidewalk and partial street lane closures will be required throughout the project for various construction activities, including but not limited to fencing, demolition, curb and sidewalk adjustments, utility installations, and exterior finishes.

We anticipate intermittent impacts to parking along S. Millward as well as W. Simpson; however, as construction progresses, the contractor will make every effort to reopen areas for public parking and minimize closures.

Alleyway access may also be impacted throughout the project due to various construction requirements. We intend to restrict construction worker access primarily to W. Simpson, with equipment entering via the garage ramp off the alleyway. However, there may be instances where, due to trucking restrictions, access from S. Millward or W. Simpson is necessary. A R.O.W. permit will be submitted whenever this occurs.

As indicated in the site plan, the crane will be located in the center of the project. Appropriate permits will be obtained for any instances where the crane may swing into the R.O.W.

Construction Parking:

Shaw will implement a clear, self-enforcing construction parking plan that avoids the use of downtown on-street spaces and public parking lots. Under this plan, employees and contractors are prohibited from parking in time-restricted zones, the Home Ranch lot, East Deloney, Miller Park, and the parking garage.

Contractor parking spaces will be available on the two lots located north of the subject parcels. Shaw will also actively encourage carpooling and the use of public transit among workers.

Site Logistics and General Staging Plan:

A site logistics plan is attached to this submission. All construction activity will be contained within the project site at 235 S. Millward and 230 W. Simpson. Primary staging and laydown will occur at the two lots located to the north at 165 S. Millward.

This staging area will include the job office trailer, temporary toilets, additional dumpsters, laydown area, snow storage, and worker parking. When necessary, enclosed containers will be used to transport materials and waste between the site and laydown yards.

The entire site and laydown areas will be surrounded by temporary metal construction fencing with fabric screening and/or covered sidewalks. Fencing and covered walkways will be installed as shown in the site logistics plan.

Worker and vehicle access points will be located off W. Simpson and garage ramp off the alleyway. All vehicle gates will include tracking control pads as needed, and a skid steer with a sweeper attachment will be maintained onsite to keep adjacent roads clean.

Throughout all stages, trucks entering and leaving the site will utilize designated town truck routes. Workers will use portable restrooms located within fenced areas at all stages.

Flaggers and pedestrian signage will be in place whenever equipment, materials, or personnel are moving across W. Simpson or between the construction site and the alleyway entrance to the laydown yard.

Construction work hours, unless otherwise approved by special exception, will be Monday through Friday from 7:00 AM to 7:00 PM, and 8:00 AM to 5:00 PM on weekends and holidays.

Parking, Street, and Alley Encroachments:

Site logistics will require portions of adjacent street travel lanes and parking spaces to be occupied temporarily for construction deliveries and curb work at various stages of the project. As noted, we intend to limit impacts on S. Millward as much as logistically feasible.

The attached site logistics plan identifies areas that will be affected on a temporary and intermittent basis. Shaw will coordinate with Town officials and adjacent property owners to minimize impacts and ensure compliance with all Town regulations and permitting procedures.

Boom trucks will be used before and after the duration of the self-erecting crane and will be kept on-site when not in use. Public safety will be the highest priority during crane operations and concrete pumping activities.

All necessary permits will be obtained prior to any closures, including submission of a traffic control plan.

Stormwater Management:

All erosion control measures and BMPs will be implemented in accordance with plans developed by the project civil engineer, including inlet protection and perimeter controls. All stormwater will be contained on-site, with no runoff or discharge.

Vehicle tracking control mats will be installed and maintained at all access points as needed. Temporary toilets will be properly secured and maintained. Gas, diesel, and oils will be stored in appropriate containment vessels.

Snow Removal:

Snow will be removed from the property and transported to an off-site storage location. Snow removal will occur following each snowfall event and will be coordinated with TOJ plowing operations to maintain clear access to fencing, parking, and the job site.

Site barriers will not interfere with Town snow removal operations, and all boardwalks will be cleared of snow.

Shaw Wyoming
460 South Cache
Jackson, WY 83001
TEL: 303-733-8401



Performance Bonds and Guarantees:

If additional activities require bonding, Shaw will provide the necessary bonds prior to commencing work. Please refer to the attached letter from the surety confirming bonding capacity.

Warranty:

Unless otherwise exempted by the Planning Director, all public improvements and required mitigation measures will be warranted for a period of two (2) years following completion and final inspection.

Modification:

The contractor acknowledges that the Town has the authority to require modifications to the Construction Management Plan.

ARTS DISTRICT SOUTH
STAGING PLAN
PHASE: ROW SIDEWALK WORK

Off-Site Laydown & Parking

MATERIAL & SNOW STORAGE

Temporary Fence for Laydown Yard

RECYCLING

TRASH

BATHROOMS

SHAW
CONSTRUCTION
TRAILER

Worker & Vehicle Entrance with Gate

W Simpson Ave

"Sidewalk
Closed Ahead"
Signage

Temporary Site Fence

Temporary Sidewalk
Closures & Parking
Encroachment for
Sidewalk Work
(PROW TO BE
SUBMITTED PRIOR TO
WORK START)

Temporary / Intermittent
Alleyway Shutdown
(PROW TO BE
SUBMITTED PRIOR TO
WORK START)

"Sidewalk
Closed Ahead"
Signage

S Jackson St

230

ARTS DISTRICT SOUTH
STAGING PLAN
PHASE: SHORING & EXCAVATION



Temporary Fence for Laydown Yard

Off-Site Laydown & Parking

Worker & Vehicle Entrance with Gate

MATERIAL & SNOW STORAGE

RECYCLING

TRASH

BATHROOMS

SHAW CONSTRUCTION TRAILER

W Simpson Ave

Potential Covered Sidewalk if necessary by TOJ

S Jackson St

230

Jersey Barriers with Fence On Top

Worker & Vehicle Entrance with Gate

TRUCK EXIT ROUTE FROM SITE

TRUCK ENTRANCE ROUTE TO SITE

**ARTS DISTRICT SOUTH
STAGING PLAN
PHASE: VERTICAL**

Off-Site Laydown & Parking

MATERIAL & SNOW STORAGE

Temporary Fence for Laydown Yard

RECYCLING

TRASH

BATHROOMS

SHAW
CONSTRUCTION
TRAILER

Intermittent Parking Spots
Reserved for Crane Picks (PROW
TO BE SUBMITTED PRIOR TO
WORK)

Worker & Vehicle Entrance with Gate

Covered
Pedestrian
Walkways

W Simpson Ave

Worker Entrance with Gate

Temporary Site Fence

Site Crane

S Jackson St

Worker & Vehicle Entrance with Gate

Intermittent Alley Encroachment

SOUTH MILLWARD STREET

**ARTS DISTRICT SOUTH
STAGING PLAN
PHASE: SITEWORK & FINISHES**

Off-Site Laydown & Parking

Temporary Fence for Laydown Yard

Worker & Vehicle Entrance with Gate

MATERIAL & SNOW STORAGE

RECYCLING

TRASH

BATHROOMS

SHAW
CONSTRUCTION
TRAILER

W Simpson Ave

Temporary Fence for Laydown Yard

Worker Entrance with Gate

Worker & Vehicle Entrance with Gate

S Jackson St

SOUTH WILKINSON STREET

SECTION 5 – Application Materials

- **DEVELOPMENT PLAN APPLICATION**
- **PREAPPLICATION CONFERENCE CHECKLIST**
- **DEEDS & LETTER OF AUTHORIZATION**



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: Arts District South
Physical Address: 230 W Simpson Ave and 235 S Millward Street
Lot, Subdivision: Lots 1-2 and 3-4, Block 6, Wort-2 PIDN: 22-41-16-33-1-11-002 and 22-41-16-33-1-11-001

PROPERTY OWNER.

Name: Beach Investments LLC, Turquoise Investments #2, LLC and Boihem Jackson, LLC Phone: _____
Mailing Address: 6501 Argonne Blvd, New Orleans LA ZIP: 70124
E-mail: stephen@veskco.com

APPLICANT/AGENT.

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

DESIGNATED PRIMARY CONTACT.

_____ Property Owner ☒ _____ Applicant/Agent

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

Use Permit

_____ Basic Use
_____ Conditional Use
_____ Special Use

Relief from the LDRs

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

Physical Development

_____ Sketch Plan
☒ _____ Development Plan
_____ Design Review

Subdivision/Development Option

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

Interpretations

_____ Formal Interpretation
_____ Zoning Compliance Verification

Amendments to the LDRs

_____ LDR Text Amendment
_____ Map Amendment

Miscellaneous

_____ Other: _____
_____ Environmental Analysis

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

Pre-application Conference #: P25-165 Environmental Analysis #: _____
Original Permit #: _____ Date of Neighborhood Meeting: _____

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

Have you attached the following?

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

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

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

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

Name Printed

June 16, 2026

Date
Project Manager

Title



PRE-APPLICATION CONFERENCE SUMMARY
Planning & Development Department
Planning Division

150 E Pearl Ave. | ph: (307) 733-0440
P.O. Box 1687 | fax: (307) 734-3563
Jackson, WY 83001 | www.jacksonwy.gov

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

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

PRE-APPLICATION MEETING GENERAL INFORMATION.

PAP#: P25-165
Date of Conference: 10.13.25
Planning Staff: Andrew Bowen

PROJECT.

Name/Description: Arts District South (New Development)
Physical Address: 230 W Simpson Ave and 235 S Millward St.
Lot, Subdivision LOT 3-4, BLK. 6, WORT-2 and LOT 1-2, BLK. 6, WORT -2 PIDN: 22-41-16-33-1-11-002 and 22-41-16-33-1-11-001
Zoning District(s): CR-1
Overlay(s): WUI (Townwide)

STAKEHOLDERS.

Applicant: Parent Halsey
Owner: Qualified Exchange Titleholder
Agent: Same as Applicant

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

Application	Reason	Fee
Lot Combination	Structure cannot span two lots	TBD
Sketch Plan (Optional)	> 19,500 sf for only residential use	TBD
DRC Review	> 19,500 sf	TBD
Development Plan	> 19,500 sf	TBD
Building Permit (Sec. 8.3.4)	Required for all physical development.	TBD

Grading Pre-App (Sec. 8.2.1) (If Applicable)	Required prior to Building Permit for site disturbance greater than 3,000 sf	\$199
Encroachment Agreement (If Applicable)	Required for any encroachments into the ROW (i.e., soil nails, roofs, decks, covered sidewalks, architectural projections, etc.)	TBD
Right-Of-Way Permits (If Applicable)	Required to do work in the ROW (i.e., water/sewer connection, road/lane closures, etc.)	TBD
Subdivision	Required for any subdivision of for-sale units.	TBD

MEETING ATTENDEES:

Name	Company	Phone/Email
Andrew Bowen	Town Planning	(307) 733-0440 x1306

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

The following timelines are generally applicable:

Application Types:	Sufficiency	Decision-Maker	Timeline
Sketch Plan (Optional)	14 Days	Town Council	120 - 150 days
DRC Review	NA	Design Review Committee	1-2 Months
Development Plan	14 days	Town Council	120 - 150 days
Grading Pre-App (can occur after Development Plan approval)	1 week	Town Engineer	2-3 weeks
Building Permit (after Development Plan approval)	Upon submittal	Building Official	-First round of review is 8 weeks. -Subsequent reviews are 30 days
Subdivision	14 Days	Town Council	120 - 150 days

Checklist Key.

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

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

General Information

Requirement

Notes

√	Planning Permit Application. The application should list all pertinent permits (use, physical development, interpretation, relief from the LDRs, Development Option/Subdivisions, Amendments to the LDRs) for which you are applying.	
√	Notarized Letter of Authorization. See "Permit and Applications" section on Planning Department website for copy of form.	Required if the applicant is different than owner.
√	Application Fees. Fees are cumulative. Applications for multiple types of permits, or for multiple permits of the same type, require multiple fees. See the currently adopted Fee Schedule in the Administrative Manual for more information.	Please see above.
√	Review fees. The applicant is responsible for paying any review fees and expenses from consulting services necessitated by the review of the application by the County Surveyor, Town Engineer, Title Company and any other required consultant. Such fees shall be paid prior to approval of the permit.	
√	Mailed Notice fee. See Section 8.2.14.C.2 for notice requirements. If mailed notices are required, the applicant is responsible for paying for any mailing in excess of 25 notices.	Landowners within two hundred (200) feet of the land subject to the application. Done by Town Staff.
√	Digital Format. All applications submitted to the Town Planning Department must be submitted in digital format.	Please provide a digital copy of the application.
√	Response to Submittal Checklist. All applications require a response to applicable review standards. For applications where a pre-application conference is required, applicable standards are identified below. If a pre-application conference is optional, see the submittal checklist for the relevant application type, established in the Administrative Manual.	This checklist serves as a guideline for the process but has additional concerns/recommendations throughout.
N/A	Title Report. A title report, title certificate or record document guarantee prepared within the last six months that includes evidence of ownership and all encumbrances on the subject property. Copies of the documents referenced in the report should not be submitted unless requested by the planner during review.	
√	Narrative description of the proposed development. Describe in detail the existing condition of the property and the proposed development, use, or subdivision for which you are seeking approval.	
√	Findings for approval. Include in your narrative a response to the findings for approval found in LDR Sec. 8.3.2, as applicable.	Findings for each application must be provided in each application.
√	Proposed Development Program. Provide a table that summarizes the projects compliance with the primary development standards (setbacks, heights, FAR, LSR, etc.).	The applicant shall provide compliance with all applicable CR-1 zoning standards and provide a housing mitigation plan. Staff will provide a building permit submittal checklist.
√	Site Plan. Provide a detailed site plan of the proposed project. A list of minimum standards for a site plan are established in the Administrative Manual.	Please provide a site plan to scale and dimensioned.
√	Floor Plans. Include floor plans for any existing buildings that will be occupied by a proposed use. If changes to existing buildings are proposed, indicate those on the floor plans.	Floor plans need to be dimensioned and show square footages for all areas.

<u>N/A</u>	Neighborhood Meeting Summary. See Section 8.2.3 for Neighborhood Meeting requirements.
<u>√</u>	Posted Notice. See Section 8.2.14.C.4 for Posted Notice requirements for all public hearings.

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

Applicable Zone:	<u>NL-2</u>
Applicable LDR Section:	<u>2.2.3. - NL-2: Neighborhood Low Density-2 (Attached)</u>

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

Requirement	Notes
<u>√</u> Structure Location and Mass (setbacks, height, FAR, etc.)	Show in CR-1 zoning compliance summary table
<u>√</u> Maximum Scale of Development (individual building size)	
<u>√</u> Design Review (Design Guidelines and Design Review Committee)	DRC meets second Wednesday of each month. The submittal deadline is three Mondays before the DRC meeting. Please visit the Town's website for DRC submittal checklist requirements.
<u>√</u> Site Development (Driveway and Access limits)	
<u>√</u> Landscaping (see Div. 5.5 for more information)	
<u>√</u> Fencing (see Sec. 5.1.2 for more information)	
<u>N/A</u> Environmental Standards (see Div. 5.1 and 5.2 for more information)	
• Natural Resource Buffers • Irrigation Ditch Setback • Wild Animal Feeding • Natural Resource Overlay Standards • Bear Conflict Area Standards	
<u>√</u> Scenic Standards (see Div. 5.3 for more information)	Provide exterior lighting worksheet with building permit submittal, and provide manufacturer cut sheets..
• Exterior Lighting • Scenic Resource Overlay (SRO) Standards	
<u>√</u> Natural Hazards to Avoid (see Div. 5.4 for more information)	
• Steep Slopes • Areas of Unstable Soils • Fault Areas • Floodplains • Wildland Urban Interface	
<u>N/A</u> Signs (see Div. 5.6 for more information)	A separate sign permit application will be required.

<u>√</u>	Grading, Erosion Control, Stormwater (see Div. 5.7 for more information)
	• Grading • Erosion Control • Stormwater Management

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

Requirement	Notes
<u>√</u> Allowed Uses (see Div. 6.1 for more information)	
<u>√</u> Parking (see Div. 6.2 for more information)	.
<u>√</u> Affordable Workforce Housing (see Div. 6.3 for more information)	
<u>√</u> Maximum Scale of Use	
<u>√</u> Operational Standards (see Div. 6.4 for more information)	
	• Outside Storage • Refuse and Recycling • Noise • Vibration • Electrical Disturbances • Fire and Explosive Hazards • Heat and Humidity • Radioactivity

DEVELOPMENT OPTIONS. *Please see Subsection D in the applicable Zone District for specific standards.*

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

OTHER APPLICABLE LDR STANDARDS

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

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

ADDITIONAL COMMENTS

PLANNING DEPARTMENT COMMENTS

Direct Questions

1. There is no "grandfathered parking." Credits for on street cannot be used for residential uses.
2. *"An individual short-term rental unit located in the Lodging Overlay shall not exceed 1,500 sf in habitable floor area. Two or more short-term rental units may not be connected in a way that results in a combined floor area that exceeds 1,500 square feet."*
3. Clarification is needed regarding whether these units could be used as short-term rentals (STRs). The narrative states that all units are intended for residential use; however, the question posed, and proposed unit sizing suggests they may be rented out in the future. This distinction is important because any lodging use would require Sketch Plan approval. If this intent is not reflected in the application, staff will recommend a condition to the Town Council specifying that no unit may be used as an STR in the future.
4. Each structure will need to present as a separate building architecturally.
5. The 6' sidewalk will likely need to be expanded on Milward. Staff will verify with the Pathways Department.
6. Do the units along Simpson Ave. have individual entry. This will be consistent with the Town's Form and Design Standards.
7. No unit gained by the 2:1 Bonus may be used as an STR.
8. The applicant must submit a full LDR compliance checklist.
9. The development must comply with the new EV parking standards outlined in LDR Section 6.2.2.F.

BUILDING DEPARTMENT COMMENTS

Structure must meet the most current building codes adopted by the Town of Jackson at the time of permitting.

FIRE DEPARTMENT COMMENTS

Project must meet currently adopted International Fire Code (IFC) requirements at 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, including individual units, shall have address identification that shall be legible and placed in a position that is visible from the street or road fronting the property.
4. Where access to or within a structure is restricted, a key box shall be installed in an approved location.
5. A fire department permit is required for an automatic sprinkler 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.
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.
7. Portable fire extinguishers shall be located for each occupancy per the IFC, Section 906.
8. Means of egress in accordance with the IFC, Chapter 10.
9. Means of egress illumination and any required emergency electrical systems shall be in accordance with the IFC, Section 1008, 2023 NEC and NFPA 70

10. Provide elevation - if the floor level of the highest story is located more than 30 feet above the lowest level of the fire department vehicle access a standpipe may be required.
11. Exit signs shall be in accordance with the IFC, Section 1013.
12. 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.
13. 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.

HOUSING DEPARTMENT:

1. 6.1.5.C Housing Mitigation will be tied to an STR (Lodging Use), goes by number of bedrooms.
2. Provide calculations per the TOJ Housing Calculator
3. Under one unit. Applicant may pay a fee in lieu.
4. No 2:1 bonus may be used as STR.
5. Housing will need floor plans and will require that Livability Standards are met.
6. Large workforce units tend to be more expensive and may be critiqued by the TC. Perhaps break up units.

ENGINEERING DEPARTMENT:

See Attached

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

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

_____	Wyoming Department of Game & Fish
_____√_____	WYDOT

2

QUITCLAIM DEED

Qualified Exchange Titleholder (Series A-Z), LLC, an Alabama limited liability company, with respect to its "Series B-12" ("**Grantor**"), whose address is c/o Herbert Law Firm, LLC, PO Drawer 3889, Gulf Shores, AL 36547, for and in consideration of Ten Dollars (\$10.00) and other good and valuable consideration, receipt of which is hereby acknowledged, CONVEYS AND QUITCLAIMS an undivided 21.78 percent interest to Beach Investments, LLC, a Louisiana limited liability company, whose address is c/o Lester L. Boihem, Jr., 6501 Argonne Blvd., New Orleans, LA 70124; an undivided 24.91 percent interest to Turquoise Investments #2, LLC, a Louisiana limited liability company, whose address is c/o Lester L. Boihem, Jr., 6501 Argonne Blvd., New Orleans, LA 70124; and an undivided 53.31 percent interest to Boihem Jackson, LLC, a Wyoming limited liability company, whose address is c/o Lester L. Boihem, Jr., 6501 Argonne Blvd., New Orleans, LA 70124 ("**Grantees**"), all right, title and interest now owned by the Grantor in and to the following described real estate situate in the County of Teton, State of Wyoming, hereby waiving and releasing all rights under and by virtue of the homestead exemption laws of the State of Wyoming, to-wit:

Lots 1, 2, 3, and 4 of Block 6 of the Second Wort Addition to the Town of Jackson, Teton County, Wyoming according to that Plat recorded in the Office of the Teton County Clerk on September 28, 1940 as Plat No. 129.

PIDN: 22-41-16-33-1-11-001 (Lots 1-2) and 22-41-16-33-1-11-002 (Lots 3-4)

Together with and including all oil, gas and other mineral rights owned by Grantor, and all other hereditaments and appurtenances thereunto belonging, but subject to taxes, reservations, covenants, conditions, restrictions, rights-of-way, and easements of record.

[signature page and notary blocks follow]

GRANTOR: HERBERT LAW FIRM LLC
GRANTEE: BEACH INVESTMENTS LLC
Doc 1112979 Filed At 15:21 ON 10/09/25
Maureen Murphy Teton County Clerk fees: 15.00
By Corrina Dorman Deputy Clerk

WITNESS the hand of the Grantor.

GRANTOR:

Qualified Exchange Titleholder (Series A-Z), LLC,
an Alabama limited liability company, with respect to its "Series B-12":

By its Sole Member, Herbert Law Firm, LLC,
an Alabama limited liability company:

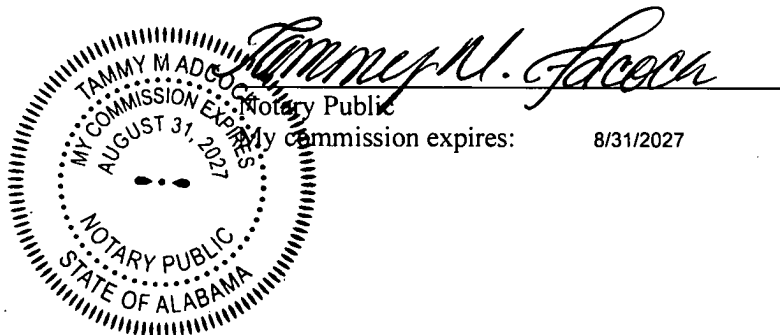
By: *Jule R. Herbert, Jr.*
Jule R. Herbert, Jr.

Its: Manager

STATE OF ALABAMA)
)ss
COUNTY OF BALDWIN)

The foregoing instrument was acknowledged before me by Jule R. Herbert, Jr., as Manager of Herbert Law Firm, LLC, an Alabama limited liability company, on this 2nd day of October, 2025.

WITNESS my hand and official seal.





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: Beach Investments, LLC, Turquoise Investments #2, LLC, and Barber Jackson LLC

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

Address of Premises: 235 S Millward St and 230 W Simpson Ave

Legal Description: LOT 1-2, BLK. 6, WORT -2 and LOT 3-4, BLK. 6, WORT-2

Please attach additional sheet for additional addresses and legal descriptions

And, that the person named as follows: Name of Applicant/agent: Jorgensen Associates; Mila Dunbar-Irwin

Mailing address of Applicant/agent: PO Box 1550, Jackson WY 83001

Email address of Applicant/agent: mdi@jorgeng.com

Phone Number of Applicant/agent: 307-733-5150

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

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

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.

[Signature]
 Property Owner Signature

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

STATE OF Florida)
) SS.
 COUNTY OF Walton)

The foregoing instrument was acknowledged before me by Stephen King this 24
 day of June 2026. WITNESS my hand and official seal.

Tyler Traylor
 Notary Public



TYLER TRAYLOR
 Commission # HH 685293
 Expires June 8, 2029

My commission expires: 6/8/2029

ACTIONS BY WRITTEN CONSENT OF THE SOLE MEMBER
Beach Investments, LLC, a Louisiana limited liability company
Turquoise Investments #2, LLC, a Louisiana limited liability company
Boihem Jackson, LLC, a Wyoming limited liability company

The undersigned, being the Sole Member of each of Beach Investments, LLC, a Louisiana limited liability company, Turquoise Investments #2, LLC, a Louisiana limited liability company, and Boihem Jackson, LLC, a Wyoming limited liability company (collectively, the “Companies”) hereby consent in writing to the taking of the following actions without holding meetings and hereby adopt the following resolutions:

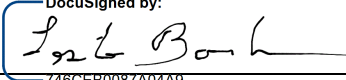
WHEREAS, the Sole Member of each of the Companies desires to appoint Stephen King as an authorized signatory of the Companies for the purpose of executing and delivering any and all documents necessary for the development of those certain real properties with addresses of 230 W. Simpson Avenue and 235 S. Millward Street in Jackson, Wyoming (the “Development”).

NOW, THEREFORE BE IT RESOLVED, that Stephen King is hereby authorized to execute and deliver any and all documents necessary for the Companies to participate in the Development.

Upon execution of this Action by Written Consent of the Sole Member, the adoption of the above resolutions will be effective as of the date written below.

Dated to be effective as of the date set forth below:

SOLE MEMBER:

DocuSigned by:

74BCEB0087A04A9...
Lester L. Boihem, Jr.

Date signed: 6/25/2026



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: Beach Investments, LLC, Turquoise Investments #3, LLC, and Bohem Jackson LLC

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

Address of Premises: 235 S Millward St and 230 W Simpson Ave

Legal Description: LOT 1-2, BLK. 6, WORT -2 and LOT 3-4, BLK. 6, WORT-2

Please attach additional sheet for additional addresses and legal descriptions

And, that the person named as follows: Name of Applicant/agent: Jorgensen Associates; Mila Dunbar-Irwin

Mailing address of Applicant/agent: PO Box 1550, Jackson WY 83001

Email address of Applicant/agent: mdi@jorgeng.com

Phone Number of Applicant/agent: 307-733-5150

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

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

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.

[Signature]
Property Owner Signature

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

STATE OF Florida)
) SS.
COUNTY OF Walton)

The foregoing instrument was acknowledged before me by Stephen King this 24
day of June 2026. WITNESS my hand and official seal.

Tyler Traylor
Notary Public



TYLER TRAYLOR
Commission # HH 685293
Expires June 8, 2029

My commission expires: 6/8/2029

SECTION 2 – ENGINEER’S REPORT

- **ENGINEER’S REPORT**
- **STORMWATER, WATER, & SEWER CALCULATIONS BY JORGENSEN ASSOCIATES, P.C.**

June 19th, 2026

Introduction

This Engineer's Report is intended to provide an engineering basis for design and to discuss engineering related topics for the development located on Lots 1-4, Block 6, of the Second Wort Addition to the Town of Jackson, Teton County, Wyoming. These lots are currently known to be at 235 Millward Street and 230 Simpson Avenue. The proposed development includes residential condominiums for sale, workforce housing, and short-term rentals.

Existing Town of Jackson's infrastructure for roads, water, and sanitary sewer will be used to service the development. Electrical, gas, and communication utilities are in place at or near the proposed development.

Vehicular access to the proposed development will be provided through an existing alley running parallel to the southern property line. Parking will be provided within an underground parking lot and accessed through the alley. Pedestrian access is provided to the site from both Millward Street and Simpson Avenue.

This Engineer's Report is intended to provide the engineering basis for the design and discuss engineering related items for the development of the project. Design details will advance as the plan moves into construction permitting and construction phases of the project.

Site and Soils Conditions

The project site is found on the geologic map Geologic Map of Grand Teton National Park, Teton County, Wyoming, by J.D. Love et al. published in 1992. According to the map, the project site is covered by Quaternary-age alluvial fan comprising of cobbles, gravel, sand, and varying amounts of fine-grained soils. A subsurface exploration was performed on May 18 and 19, 2026 by Jorgensen Associates, Inc (Jorgensen). Six boreholes were drilled and logged to depths ranging from 25.9 to 36.5-ft below ground surface (bgs). The soils observed during the subsurface exploration were consistent with mapped geology consisting of stony alluvial fan deposits comprised of; gravels and sands with cobbles and varying amounts of fine-grained soils. A layer of sandy alluvial fan deposits was observed within the stony alluvial fan beginning at depths ranging from approximately 23 to 27-ft bgs, and a thin veneer of fill was observed across the surface of the site. Bedrock is assumed to be very deep at this site. The site is located within the Intermountain Seismic Belt with the risk of major earthquakes understood to be relatively high. The Teton Fault system is roughly 7-miles northwest of the site.

The native alluvial fan deposits, consisting of primarily of gravels and sands with cobbles and varying amounts of fines observed at the site are typically considered adequate to support loads associated with the proposed construction. Undocumented fill, and any fine-grained soils observed near the surface present a risk of settlement. The sandy alluvial fan deposits consisting primarily of sand and fines will undergo laboratory testing to determine if any mitigation is required. A comprehensive Geotechnical Report will be issued with permit documents for this project.

Groundwater

Based on Jorgensen's subsurface exploration, groundwater was not encountered in any of the boreholes. Jorgensen installed three (3) standpipe piezometers during the subsurface exploration to facilitate groundwater

monitoring. Local groundwater levels at this site are assumed to be primarily influenced by local rivers and streams and are expected to fluctuate seasonally, if encountered. Groundwater monitoring is being performed during the spring and summer of 2026. A comprehensive Groundwater Monitoring Report will be issued with permit documents for this project.

LAUST Remediation System

There is a LAUST Remediation System which the State of Wyoming is planning to abandon. As design progresses our team will verify which monitoring well permits are applicable to the subject lots. Our team will coordinate with the DEQ to identify the status of monitoring wells and use for any ongoing DEQ monitoring programs. Our team will recommend permit changes and/or cancellations for any inactive or abandoned monitoring wells for the subject lots. Prior to any underground work or alley resurfacing, proper abandonment of the LAUST system will be coordinated and approved by the WYDEQ.

Transportation, Parking and Access

The development is required to provide 1.5 parking spaces for every dwelling unit categorized as an apartment unit or a short-term rental unit. The development will include 35 dwelling units. These units will require 53 total parking spaces. The total required parking spaces includes 3 required ADA parking spaces, out of which one ADA parking space must be van accessible. It also includes the required 17 EVSE capable spaces, out of which 3 EVSE spaces must be fully installed. All parking will be provided within the proposed underground parking garage and will meet all applicable parking standards. Plan views of the parking garage detailing key dimensions and layouts are provided in the plan set.

The development is required to provide 0.75 bike spaces per bedroom for residential uses with 5 or more units per lot, out of which 25% need to be for short-term parking and 75% need to be for long-term parking. The development is within the Lodging Overlay, and it is also required to provide 0.75 bike space per bedroom for short-term rentals, out of which, 100% need to be long-term parking. Plan views of the bike spaces showing locations and layouts are provided in the architectural sheets.

Grading, Drainage, and Stormwater Management

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 proposed development will be ADA compliant.

The existing lots are undeveloped and allow for water to infiltrate as it drains across the landscape towards the southwest.

All drainage will be directed towards area drains, roof drains, and trench drains to facilitate its collection and routed to a chamber system located under the slab of the underground parking garage. Pre-development runoff for the 100-year storm is calculated to be 0.34 cfs and compared to a post-development runoff of 1.51 cfs. The chamber system will allow for the difference between pre-development and post-development runoff to be retained on site. A hydrodynamic separator will be installed prior to the chamber infiltrators to remove pollutants from being introduced into the groundwater.

All runoff will be routed to a surface infiltration chamber field under the slab of the proposed underground parking lot. A chamber field containing 20 chambers will be sufficient to detain the 100-year storm. Stormwater routing and details for the stormwater retention system will be provided as the design progresses.

Table 1 – Stormwater Calculations

Stormwater Rational Method Runoff Design Storm Frequency = 100			
Basin	Pre-Development Peak (cfs)	Post-Development Peak (cfs)	Required Water Storage (gal)
Chamber Field	0.34	2.07	6,850

Water Supply and Distribution System

Water (domestic and fire) will be supplied to this development by the Town of Jackson Public Water System. The proposed development will need a new service tap on the existing 12" main within Millward Street.

Water demand for domestic use was calculated using the AWWA M22 method and estimated at 58 gpm based on preliminary fixture counts for the proposed buildings. No significant increase in irrigation demand is expected as part of this development due to minimal landscaping.

The fire suppression system demand of 1,500 gpm was calculated utilizing Appendix B, Table B105.2 and Table 105.1(2) of the 2021 International Fire Code based on building area and Type IV construction. All buildings will provide a full sprinkler system designed per NFPA 13.

Wastewater Collection and Treatment Systems

Sanitary sewer will be connected to the existing Town of Jackson sewage collection lines within the existing alley running parallel to the southern property boundary.

Wastewater generation values were developed using 2018 Wyoming DEQ values for the current building program. Those values are summarized in Table 2 below.

Table 2 – Wastewater Generation

Sanitary Sewer Generation				
Average Daily Flow; percent of maximum				50%
Peak Hour Factor				4
Unit Type	Number of Units	Average TOTAL per Unit Type, (gpd)	Maximum TOTAL per Unit Type, (gpd)	PEAK HOUR, (gpm)
Short Term	15	1,125	2,250	6.3
Long Term	8	1,475	2,950	8.2
Workforce Housing	12	1,030	2,060	5.8
Total		3,835	7,670	20.3

Cable Utilities and Gas

Electrical power and natural gas connections will be coordinated with Lower Valley Energy, and connections to both will be provided along the southern boundary of the property. A new transformer to service the development will be necessary and located within an internal corridor between buildings D and E. Communication utility vaults will be located in the same transformer area and will be coordinated with the service provider.

Refuse, Trash, and Recycling

Refuse, garbage, and recycling is proposed in a dedicated utility room within the southwestern corner of building D. The enclosure, when the doors are closed, will hide the dumpsters and will be inaccessible to wildlife.

Snow Storage

A snow storage area sized to be a minimum of 2.5% of the area of the plowed walkways will be provided in areas of open space adjacent to the walkways.

Respectfully submitted,

JORGENSEN ASSOCIATES, Inc.



Brian Simon, P.E.

Project Manager



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

**STORMWATER MANAGEMENT
RATIONAL METHOD FOR RUNOFF CALCULATIONS
SITE INFORMATION**

Project Name:
Jorgensen Project Number:
Site Calculation Date:

Art District South
JA Project No. 25115
05.26.2026

Pre Development Site

Surface Type	Area (ft ²)
Hardscape	0
Lawn, Sandy, Average, 2 to 7%	29,996
Roofs	0
Total	29,996

Post Development Site (Excluding ROW)

Surface Type	Area (ft ²)
Hardscape	8,320
Lawn, Sandy, Average, 2 to 7%	1,650
Roofs	20,026
Total	29,996

Stormtech SC-800 Chambers Storage	50.6 cubic feet
Number of Chambers Provided	20
Provided Storage in Chambers	1012.0 cubic feet
Required Storage for Site	915.8 cubic feet



STORMWATER MANAGEMENT RATIONAL METHOD FOR RUNOFF CALCULATIONS PRE-DEVELOPED FLOW RATE - 100 YEAR

Design Storm Frequency = 100 years

Discharge Rate, d = 0.00 cfs

Art District South
JA Project No. 25115
05.26.2026

Surface Type	Area A (ft ²)	Area (acres)	Runoff Coefficient C	Frequency Factor C _f	C x C _f	Calculation Value C'	C' x A (acres)
Hardscape	0	0.00	0.95	1.25	1.19	1.00	0.00
Lawn, Sandy, Average, 2 to 7%	29,996	0.69	0.13	1.25	0.16	0.16	0.11
Roofs	0	0.00	0.95	1.25	1.19	1.00	0.00
Roofs	0	0.00	0.95	1.25	1.19	1.00	0.00
Roofs	0	0.00	0.95	1.25	1.19	1.00	0.00
Totals	29,996	0.69					0.11

$$\text{Weighted Runoff Coefficient, } C_{wd} = \frac{\sum C_i A_i}{\sum A_i} = 0.13$$

$$C_{wd} \times C_f = 0.16$$

$$C_{wd} \times C_f \times \sum A_i = 0.11$$

Time of Concentration = 5.0 minutes

Water Quantity Calculations			
Rainfall Duration, t (min)	Rainfall Intensity, i (in/hr)	Runoff Volume (ft ³)	Peak Flow (ft ³ /sec)
0	0.00	0.00	0.00
5	3.00	101.55	0.34
10	2.33	157.74	0.26
15	1.90	192.95	0.21
20	1.65	223.41	0.18
30	1.30	264.03	0.15
40	1.08	292.47	0.12
50	0.95	321.58	0.11
60	0.82	333.09	0.09
70	0.74	350.69	0.08
80	0.65	352.04	0.07
90	0.61	371.67	0.07
100	0.56	379.12	0.06

Peak Flow Rate = 0.34 cfs



STORMWATER MANAGEMENT RATIONAL METHOD FOR RUNOFF CALCULATIONS PROPOSED DEVELOPMENT - 100 YEAR

Design Storm Frequency = **100** years

Art District South
JA Project No. 25115
05.26.2026

Discharge Rate, d = **0.34** cfs
☒ From **100** year pre-development storm
☐ Other (enter flowrate) cfs

Surface Type	Area A (ft ²)	Area (acres)	Runoff Coefficient C	Frequency Factor C _f	C x C _f	Calculation Value C'	C' x A (acres)
Hardscape	8,320	0.19	0.95	1.25	1.19	1.00	0.19
Lawn, Sandy, Average, 2 to 7%	1,650	0.04	0.13	1.25	0.16	0.16	0.01
Roofs	20,026	0.46	0.95	1.25	1.19	1.00	0.46
Totals	29,996	0.69					0.69

$$\text{Weighted Runoff Coefficient, } C_{wd} = \frac{\sum C_i A_i}{\sum A_i} = 0.90 \quad C_{wd} \times C_f = 1.00$$

$$C_{wd} \times C_f \times \sum A_i = 0.69$$

Time of Concentration = **7.3** minutes

Water Quantity Calculations					
Rainfall Duration, t (min)	Rainfall Intensity, i (in/hr)	Runoff Volume (ft ³)	Discharge Volume (ft ³)	Req'd Site Detention (ft ³)	Peak Flow (ft ³ /sec)
0	0.00	0.00	0.00	0.00	0.00
5	3.00	619.76	100.71	631.56	2.07
10	2.33	962.70	201.42	645.76	1.60
15	1.90	1177.55	302.13	766.82	1.31
20	1.65	1363.48	402.84	857.72	1.14
30	1.30	1611.38	604.27	915.82	0.90
40	1.08	1784.91	805.69	899.09	0.74
50	0.95	1962.58	1007.11	884.35	0.65
60	0.82	2032.82	1208.53	765.05	0.56
70	0.74	2140.24	1409.96	680.44	0.51
80	0.65	2148.51	1611.38	500.61	0.45
90	0.61	2268.33	1812.80	426.19	0.42
100	0.56	2313.78	2014.22	280.64	0.39

*

Peak Flow Rate = **2.07** cfs Water Storage Required = **916** ft³
6850 gal

*Req'd site detention greatly overestimates required storage when tc > t



WATER SYSTEM DEMAND PER WYDEQ CHAPTER 12

Project Name:
 Jorgensen Project Number:
 Site Calculation Date:

Art District South
 JA Project No. 25115
 06.03.2026

Average Day Occupancy Rate	70%
Max Day Factor, MDF	2.72
Peak Hour Factor ² , PHF	2.5

WATER DEMAND - SHORT TERM RENTAL UNITS					
	a	b	c=a*b	d=MDF*c	e=d/1440 * PHF
	Unit Count	Average gpd/capita ¹	Average TOTAL, gpd	Maximum TOTAL, gpd	PEAK HOUR, gpm
2 Bedroom Unit	15	125	2,625	7,140	12.4
SUBTOTAL			2,625	7,140	12.4

Average Day Occupancy Rate	100%
Max Day Factor, MDF	2.72
Peak Hour Factor ² , PHF	2.5

WATER DEMAND - LONG TERM UNITS					
	a	b	c=a*b	d=MDF*c	e=d/1440 * PHF
	Unit Count	Average gpd/capita ¹	Average TOTAL, gpd	Maximum TOTAL, gpd	PEAK HOUR, gpm
2 Bedroom Unit	3	125	750	2,040	3.5
3 Bedroom Unit	3	125	1,125	3,060	5.3
4 Bedroom Unit	2	125	1,000	2,720	4.7
SUBTOTAL			2,875	7,820	13.6

Average Day Occupancy Rate	100%
Max Day Factor, MDF	2.72
Peak Hour Factor ² , PHF	2.5

WATER DEMAND - WORKFORCE HOUSING UNITS					
	a	b	c=a*b	d=MDF*c	e=d/1440 * PHF
	Unit Count	Average gpd/capita ¹	Average TOTAL, gpd	Maximum TOTAL, gpd	PEAK HOUR, gpm
1 Bedroom Unit	10	125	1,250	3,400	5.9
2 Bedroom Unit	2	125	500	1,360	2.4
SUBTOTAL			1,750	4,760	8.3



WATER SYSTEM DEMAND PER WYDEQ CHAPTER 12

WATER DEMAND - SUMMARY				
	Unit Count	Average TOTAL, gpd	Maximum TOTAL, gpd	PEAK HOUR, gpm
Short Term Units	15	2,625	7,140	12.4
Long Term Units	8	2,875	7,820	13.6
Workforce Housing Units	12	1,750	4,760	8.3
TOTAL	35	7,250	19,720	34.2

FIRE SUPPRESSION							
Unit Type	Building Gross Area	Building Type	Required Pressure ³	Required Duration ⁴	Total Fire Flow ⁴	Sprinkler Reduction ⁵	Adjusted Fire Flow ⁵
	(SF)	(IBC)	(psi)	(hours)	(gpm)	(%)	(gpm)
Short	19,523	IV	20	2	2,500	75%	1,500
Long	5,386	IV	20	2	1,500	75%	1,500
Long	14,118	IV	20	2	2,250	75%	1,500
Workforce	12,700	IV	20	2	2,000	75%	1,500

Note:

¹ Based on daily rates from the WYDEQ CH 12, Section 10.a.i. and WYDEQ CH 25, Section 5

² Peak Hour Factor based on busiest hour occurring during the busiest quarter of the day

³ IFC - Appendix B, Section B102

⁴ IFC - Appendix B, Table B105.1(2), Type IV

⁵ IFC - Appendix B, Section B105, 75% reduction for automatic sprinkler systems, minimum 1,500 gpm



WATER SYSTEM DEMAND PER AMERICAN WATER WORKS ASSOCIATION (M22)

Project Name:
Jorgensen Project Number:
Site Calculation Date:

Art District South
JA Project No. 25115
06.03.2026

WATER DEMAND - M22 FIXTURE CALCULATION (SHORT TEM UNITS)					
	Fixture	No. Units	Fixtures per Unit	Fixture Value	Fixture Value Per Unit
2 Bedroom Units	Toilet	15	2	6	180
	Lavatory Sink		2	1.5	45
	Shower		2	2.5	75
	Kitchen Sink		1	1.8	27
	Dishwasher		1	1.3	20
	Laundry (Washer)		1	3	45
SUBTOTAL FIXTURE VALUE					392

WATER DEMAND - M22 FIXTURE CALCULATION (LONG TEM UNITS)					
	Fixture	No. Units	Fixtures per Unit	Fixture Value	Fixture Value Per Unit
2 Bedroom Units	Toilet	3	2	6	36
	Lavatory Sink		2	1.5	9
	Shower		2	2.5	15
	Kitchen Sink		1	1.8	5
	Dishwasher		1	1.3	4
	Laundry (Washer)		1	3	9
3 Bedroom Units	Toilet	3	3	6	54
	Lavatory Sink		3	1.5	14
	Shower		3	2.5	23
	Kitchen Sink		1	1.8	5
	Dishwasher		1	1.3	4
	Laundry (Washer)		1	3	9
4 Bedroom Units	Toilet	2	4	6	48
	Lavatory Sink		4	1.5	12
	Shower		4	2.5	20
	Kitchen Sink		1	1.8	4
	Dishwasher		1	1.3	3
	Laundry (Washer)		1	3	6
SUBTOTAL FIXTURE VALUE					279

WATER SYSTEM DEMAND PER AMERICAN WATER WORKS ASSOCIATION (M22)

WATER DEMAND - M22 FIXTURE CALCULATION (WORKFORCE HOUSING UNITS)					
	Fixture	No. Units	Fixtures per Unit	Fixture Value	Fixture Value Per Unit
1 Bedroom Units	Toilet	10	1	6	60
	Lavatory Sink		1	1.5	15
	Shower		1	2.5	25
	Kitchen Sink		1	1.8	18
	Dishwasher		1	1.3	13
	Laundry (Washer)		1	3	30
2 Bedroom Units	Toilet	2	2	6	24
	Lavatory Sink		2	1.5	6
	Shower		1	2.5	5
	Kitchen Sink		1	1.8	4
	Dishwasher		1	1.3	3
	Laundry (Washer)		1	3	6
SUBTOTAL FIXTURE VALUE					161

WATER DEMAND - M22 FIXTURE CALCULATION (SUMMARY)	
	Fixture Value Per Unit Type
Short Term Units	392
Long Term Units	279
Workforce Housing Units	161
TOTAL FIXTURE VALUE	831

Probable Water Flow Demand (AWWA M22 - Figure 4-2)	58.0
Design Pressure Adjustment Factor (AWWA M22 - 60 psi)	1.00
Adjusted Probable Demand (gpm)	58

Note: Domestic use only, no irrigation



WATER SYSTEM DEMAND PER WYDEQ CHAPTER 11

Project Name:
 Jorgensen Project Number:
 Site Calculation Date:

Art District South
 JA Project No. 25115
 06.03.2026

Average Daily Flow 50%
 Peak Hour Factor 4

SANITARY SEWER DEMAND - SHORT TERM UNITS					
Number of Bedrooms per Unit	No. of Units ²	Max Flow per Bedroom, gpd ¹	Average TOTAL, gpd	Maximum TOTAL, gpd	PEAK HOUR, gpm
1 Bedroom	15	150	1,125	2,250	6.3
SUBTOTAL RESIDENTIAL SANITARY SEWER DEMAND			1,125	2,250	6.3

Average Daily Flow 50%
 Peak Hour Factor 4

SANITARY SEWER DEMAND - LONG TERM UNITS					
Number of Bedrooms per Unit	No. of Units ²	Max Flow per Bedroom, gpd ¹	Average TOTAL, gpd	Maximum TOTAL, gpd	PEAK HOUR, gpm
2 Bedroom	3	280	420	840	2.3
3 Bedroom	3	390	585	1,170	3.3
4 Bedroom	2	470	470	940	2.6
SUBTOTAL RESIDENTIAL SANITARY SEWER DEMAND			1,475	2,950	8.2

Average Daily Flow 50%
 Peak Hour Factor 4

SANITARY SEWER DEMAND - WORKFORCE HOUSING UNITS					
Number of Bedrooms per Unit	No. of Units ²	Max Flow per Bedroom, gpd ¹	Average TOTAL, gpd	Maximum TOTAL, gpd	PEAK HOUR, gpm
1 Bedroom	10	150	750	1,500	4.2
2 Bedroom	2	280	280	560	1.6
SUBTOTAL RESIDENTIAL SANITARY SEWER DEMAND			1,030	2,060	5.8



WATER SYSTEM DEMAND PER WYDEQ CHAPTER 11

SANITARY SEWER DEMAND - SUMMARY			
	Average TOTAL, gpd	Maximum TOTAL, gpd	PEAK HOUR, gpm
Short Term Units	1,125	2,250	6.3
Long Term Units	1,475	2,950	8.2
Workforce Housing Units	1,030	2,060	5.8
TOTAL RESIDENTIAL SANITARY SEWER DEMAND	3,630	7,260	20.3

Notes:

¹ Based on daily flow rates from the WYDEQ CH 25, Section 5, Table 1 and Table 2

² Bedroom count based on worksheet from Parent/Halsey dated 2026-05-27

STAFF REPORT



Meeting Date:	September 16, 2026	Meeting Title:	Planning Commission - Workshop
Submitting Department:	Joint Transportation	Presenter:	Charlotte Frei
Agenda Item:	Traffic Impact Analysis and Travel Demand Management Requirements (PM26-001)	Public Comment:	Yes

Purpose & Policy Considerations.

The purpose of this item is to establish a clear, predictable framework for evaluating and mitigating transportation impacts from new development, and to seek Planning Commission review and recommendation on when Transportation Impact Analyses and Transportation Demand Management measures should be required. Following this workshop, this item will be brought back to the Planning Commission at a future regular meeting as a formal text amendment to obtain a recommendation from the Planning Commission.

Recommendations.

This is a discussion item with no recommendation at this time.

Background.

The Town's Land Development Regulations (LDRs) require a Transportation Impact Analysis when a project is expected to create significant off-site transportation impacts, but the current regulations do not provide consistent definitions, methodologies, thresholds, or processes for monitoring and mitigating transportation impacts. Over the past several years, transportation-related development review in Jackson has become increasingly complex as traffic congestion, pedestrian safety concerns, multimodal demands, and seasonal visitation patterns continue to affect the transportation system. At the July 2025 Joint Meeting (staff report attached), the Board of County Commissioners (BCC) and Town Council directed staff to initiate a process to adopt TIA requirements that included considerations for Travel Demand Management.

Staff presented a draft recommendation on June 1, 2026, to bring LDR amendments, Transportation Impact Analysis (TIA) and Transportation Demand Management (TDM) Requirements before Town Council. During the June 1 meeting, Council voted to continue the item and requested additional information to make a decision, in particular whether issues like transportation system safety are adequately captured in the requirements and whether this approach captures 'cumulative impacts' of many small and medium-sized projects, not just 'large' projects that tend to generate more attention and complexity. Staff took the direction from Council and is presenting a refined option to the Planning Commission that explicitly captures *High Injury Network impacts and provides a progressive percentage reduction which increases as project size increases*.

Rather than repeating the standard methodology to calculate 'maximum trip generation' by land use, the prior staff report can serve as a reference for that common practice. The Analysis & Key Questions below focus on refinements that were made in response to council's discussion on June 1, 2026, in order to focus discussion among the Planning Commission.

Analysis & Key Questions.

Proposed Framework

Staff developed draft TIA and TDM Requirements to provide a more transparent and consistent framework for evaluating transportation impacts associated with development proposals. To formalize requirements, staff developed a three-tier review process: projects generating fewer than 10 PM peak-hour trips would be exempt; projects generating 10 to 50 trips would complete a simplified worksheet; and projects generating more than 50 trips would require a full TIA and traffic-reduction measures. The proposed requirements are intended to create a predictable, standardized process for applicants, staff, and decision-makers by defining:

- thresholds for when transportation analysis is required;
- the methodology and expectations for Transportation Impact Analyses;
- expectations for TDM measures; and
- monitoring and reporting procedures to evaluate the effectiveness of mitigation measures over time.

Staff recommend a threshold of 50 trips for a TIA report because the travel demand management strategies are more important to achieving our Integrated Transportation Plan (ITP) goals than receiving a report; larger projects still need to generate a report because their impacts may indicate necessary changes for the street network, for which the developer should be responsible. As a trade-off to the higher threshold for a formal traffic impact analysis, the trip reduction percentages required are more stringent: projects generating 10-30 PM (afternoon) peak hour trips will need to achieve a 30% reduction, and projects generating 31-100 PM peak hour trips will need to achieve an additional 80% reduction for the trips between 31-100, and locations generating 101 or more new PM peak hour trips will need to mitigate 100% of the trips from 101 to the maximum. Example calculations are provided in the table in the following section.

The proposed TDM framework is intended to ensure that larger developments contribute toward the Town's adopted mobility goals by reducing vehicle trip generation through strategies such as transit support, ridesharing, bicycle and pedestrian improvements, parking management, and employer transportation programs. The draft requirements also establish a monitoring process to help the Town better understand actual trip generation over time and to refine future transportation planning assumptions using local data. Rather than requiring all developers to do studies, the framework gives developers tools for improving their site design and frontage so that their development helps the Town achieve adopted mobility goals. In particular, locations on the High-Injury Network are asked to coordinate more closely with staff when designing their frontage.

How the Framework Applies to Recent Projects

Several larger Jackson projects — including Dauntless on Pearl/Glenwood and Mogul Capital on Perry/Cache — have already completed similar analyses. Public comment on those projects reflected strong community interest in a more consistent and transparent approach to reviewing traffic impacts. The draft requirements are intended to balance predictability and flexibility. The standards establish clear baseline thresholds and methodologies while still allowing staff discretion in unique circumstances where site access, safety concerns, existing congestion, or multimodal impacts warrant additional review. Since 2024, several developers have reached out to staff for guidance on completing a TIA. This is a common process in many communities, and developers and engineers are familiar with the purpose and need for TIAs and TDM programs. Most developers for larger sites, such as the Dauntless Development on Pearl/Glenwood and Mogul Capital on Perry/Cache, have coordinated with staff on their TIAs. Public comment related to these large developments has expressed a desire for development to enhance the public realm and not introduce significant safety and congestion impacts. Please see the attached framework table for how this framework applies to recent projects.

Why Staff Recommend These Thresholds

The proposed framework advances the Comprehensive Plan by improving transportation safety, supporting multimodal travel, reducing vehicle trips, and creating a more predictable development review process. It also reflects current professional transportation practice and approaches increasingly used in peer mountain communities.

The objective is not to require more transportation studies. Rather, the objective is to reduce transportation impacts through predictable design expectations and TDM strategies. Staff anticipate that under the proposed framework, fewer applicants will need to prepare full TIA than under current practice because most projects will be able to satisfy the requirements through standardized mitigation measures.

Key Policy Questions

The five key questions below ask Planning Commission to provide feedback on the key parameters of the proposed framework. Current Town LDRs include language requiring TIA if certain conditions are met, such as if significant off-site impacts are anticipated. Staff's goal is to systematize and clarify a) **when** a Traffic Impact Analysis is required and b) **how** a developer can mitigate their traffic impacts. Policy Questions 1 and 2 below address the question of 'when' and questions 3 and 4 addresses 'how'. Policy Question 5 addresses applicability.

1. **Key Question 1:** Should developments generating 9 or fewer PM peak-hour trips be fully exempt, and should a simplified worksheet apply to projects generating between 10 and 50 PM peak-hour trips? Staff recommends yes. For reference, a 10-apartment building or a 9-room hotel would be exempt from the Trip Generation Worksheet. A change in use that generates fewer than 10 new peak hour trips would be exempt.
2. **Key Question 2:** Does Planning Commission agree that more than **50** PM peak-hour trips is the appropriate threshold for a full Traffic Impact Analysis? Staff recommends yes. Trip generation estimates are widely standardized; extensive reporting via a TIA is less valuable than an applicant working with staff to construct projects and streets that meet our community goals. Applicants generating fewer than 50 peak hour trips can use the Statement of Trip Generation Tool creates by staff for a standardized submittal: <https://s54yuvma.nudgehost.site/>
3. **Key Question 3:** Should developments generating 10-30 peak hour trips be required to mitigate 30% of trips, and if they are on the High Injury Network, should they work with staff to design and construct a frontage that mitigates injuries? Staff recommend yes. This is based on council's earlier direction to address cumulative impacts of moderate development and to advance our safety objectives in a structured way in partnership with developers. By raising the threshold for a full analysis report, but requiring more travel demand management strategies for all applicants and additional safety considerations for applicants on the HIN, we will build safer, more effective streets over time. Changes in use on the High-Injury Network or which generate more than 10 trips would be subject to additional scrutiny under this framework.
4. **Key Question 4:** Should developments generating more than 30 PM peak-hour trips be required to reduce their traffic impact by 80% of trips above that threshold, and should an additional 100% mitigation requirement take effect for 101 or more trips? Staff recommends yes. As Table 1 showed (attached below), a development generating 235 AM peak hour trips would need to mitigate 229 or 86% of trips; conversely, smaller affordable housing developments like Nelson Drive (30 units) would mitigate a weighted 20% of all net new trips. The mitigation tiers thus appropriately reflect intensity of use.
5. **Key Policy Question #5:** Does Planning Commission desire to exempt some land uses? Staff recommend no. The Comprehensive Plan and Integrated Transportation Plan establish policies to require development to provide for walk, bike, transit, and carpooling rather than single-occupancy travel. These mitigation strategies are needed to ensure all future development considers impacts on the transportation system. To address cumulative impacts of development fairly, all development should be included. One exception might be industrial land use where alternative modes are more challenging for a business, but most industrial use is in Teton County.

Staff notes that mitigation requirements may increase development costs, which could affect housing affordability, a topic the Planning Commission should be aware of when making recommendations to Council.

Possible Alternatives.

1. The first alternative is to make no changes to the existing Land Development Regulations. Staff would continue reviewing traffic analyses on a project-by-project basis without formal thresholds or required mitigation. This does not fulfill Council's July 2025 direction to address traffic impacts of development, and it leaves developers without clear guidance.
2. The second alternative is to adjust the thresholds or mitigation percentage before proceeding. Planning Commission could recommend that staff raise or lower the exemption threshold (recommended: 10 PM peak-

hour trips), the full-analysis threshold (recommended: 50 PM peak-hour trips), or the 30%, 80%, and 100% mitigation requirements.

Comprehensive Plan & Priority Alignment.

The proposed requirements directly advance the following Comprehensive Plan goals:

1. Policy 7.2.a: Implement a Transportation Demand Management (TDM) program.
2. Policy 7.3.b: Coordinate transportation network decisions.
3. Policy 7.3.e: Require development to provide for walking, biking, carpooling, and transit.
4. Strategy 7.1.S.8: Develop and carry out a comprehensive sidewalk improvement program for the Town of Jackson, appropriate County Roads, and Teton Village streets.
5. Strategy 7.2.S.2: Create a Countywide Transportation Demand Management (TDM) program.
6. Strategy 7.2.S.5: Consider specific provisions for current planning review to require walk, bike, carpool, and transit components in new development.

Staff note that while these requirements advance transportation and sustainability goals, increased mitigation costs could create tension with the Comprehensive Plan's housing affordability goals. Staff will monitor and report back as the program is implemented.

Fiscal Impact.

The fiscal impact falls on developers, who will fund their own traffic analyses and mitigation measures. There is no direct added cost to the Town. The Town currently spends approximately \$20,000 to \$35,000 per year on traffic counts, funded through the Joint Transportation Division's professional services budget. Staff do not anticipate additional budget needs to implement the proposed requirements.

Staff Impact.

Staff do not anticipate a significant increase in workload associated with the proposed requirements because transportation review occurs today for many larger developments on an ad hoc basis. Staff spend hundreds of hours each year reviewing development plans and identifying traffic mitigation solutions. The proposed TIA and TDM requirements evolved to streamline these reviews and analyses into a clear process. Rather than adding to workload, the proposed framework codifies and standardizes an existing review process, which is expected to improve consistency, clarify expectations for applicants, and reduce the time spent resolving methodological questions during development review.

Staff anticipate that only a small number of developments each year — approximately two to three sites annually — would exceed the threshold (i.e., 50 net new PM peak hour trips) requiring a full TIA and ongoing monitoring. The Transportation and Planning Divisions will maintain a database of monitored projects and use the collected data to better understand local trip generation patterns and the effectiveness of various TDM strategies over time. This information is expected to improve future development review, transportation planning, and calibration of mitigation assumptions specific to Jackson conditions.

While there will be some ongoing administrative responsibilities associated with monitoring and compliance tracking, staff believe the long-term benefit of a consistent, data-informed transportation review process outweighs the ~20 hours per year required to track these submittals annually. The Transportation Manager and Transportation Planner can absorb this workload within the current planning review and 'plan review committee' tasks.

Attachments or Links.

The following attachments are provided for reference, and they will be updated based on discussion with the Planning Commission:

- **July 7, 2025 Joint Meeting Staff Report on TIA Requirements**

- **Framework Applies to Recent Projects Table**
- **Draft Statement of Trip Generation:** <https://s54yuvma.nudgehost.site/> recommended for developments exceeding 10 peak-hour trips using the maximum generation rate. The form is easy to complete and is provided in DRAFT form for Planning Commission.
- **Draft TIA and TDM Requirements**, recommended to be followed by trips exceeding 50 peak-hour trips (TIA) and 10 trips (TDM) to be adopted by reference as an Appendix in the LDRs. Note these requirements are a DRAFT, and the thresholds need to be updated according to PC's recommendation and future Council direction.
- **Draft LDR Redline**

Suggested Motion.

No motion required.



JOINT MEETING AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: Joint Transportation Division

PRESENTER: Charlotte Frei

MEETING DATE: July 7, 2025

SUBJECT: Traffic Impact Study and Land Development Regulation Amendment

STATEMENT/PURPOSE

Staff have been working since mid-2023 to develop Traffic Impact Study (TIS) and Travel Demand Management (TDM) guidelines for planning applicants to follow. The purpose of this item is for Council and Commission to:

1. Direct staff to initiate the Land Development Regulation (LDR) update process to adopt formal Traffic Impact Study requirements, based on the existing Traffic Impact Study (TIS) and Travel Demand Management (TDM) guidelines developed throughout 2024 and 2025.
2. Provide initial feedback on dedicated revenue opportunities that relate to traffic impacts.

BACKGROUND/ALTERNATIVES

Workplan and Policy Direction

Two related tasks were in staff's FY24-25 workplan and are carried forward in the FY25-26 workplan. These include:

1. Transportation System Monitoring, including Traffic Impact Studies and Travel Demand Management. This work area deals with understanding existing traffic patterns in the community, understanding how development will impact the transportation network, and designing strategies to **mitigate** those impacts through demand management, capital planning, and/or potential transportation mitigation fees.
2. Dedicated revenue: if we are to effectively address traffic in the community, dedicated revenue is needed to fund traffic management and mitigation strategies. Dedicated revenue sources (such as mitigation fees) were briefly explored in the Integrated Transportation Plan, and staff has done initial research on relevant dedicated revenue options. Today staff will present preliminary information related to revenues tied to traffic impact studies for feedback.

The Comprehensive Plan common values are Growth Management, Ecosystem Stewardship, and Quality of Life. In order to deliver on these common values, we need the ability to forecast transportation system demands (Growth Management) and plan a transportation system that can serve those demands effectively (Quality of Life) while limiting environmental impacts and/or enhancing/rehabilitating the natural world (Ecosystem Stewardship). The image below was shared as part of the Joint Transportation workplan on May 5, 2025. Requiring developers to demonstrate their transportation impacts (System Monitoring) and provide a plan to address them (Capital Planning and Programming, Asset Management) is essential to delivering these common values.



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What is a Traffic Impact Study?

A Traffic Impact Study is a technical document assessing the potential effects of a proposed development on the surrounding roadway network. Conducted by a licensed professional engineer, it is typically overseen or conducted by the agency with jurisdiction. Staff have written guidelines¹ directing applicants how/when to conduct a TIS. We propose that applicants hire a licensed engineer to oversee their study and submit it to staff, rather than having Town or County staff conduct the TIS. A TIS submitted by a developer would be reviewed primarily by the Transportation Manager for compliance with the TIS guidelines (or, if adopted, TIS requirements).

Are Traffic Impact Studies (TISes) required in Jackson, Teton County, or elsewhere in Wyoming?

Town and County LDRs already include language and require TISes for certain situations; the existing language differs between the Town and County LDRs. We have not had formal guidelines. Staff presented at a County Commission workshop on June 3, 2024, to receive initial feedback on proposed guidelines. Prior to having these guidelines, an applicant submitting a traffic impact study would develop their own template. With the guidelines, several applicants have submitted more consistent studies for staff to evaluate. Guidelines save time for the preparer and reviewer because we both know what to expect. At least four applicants have applied the TIS guidelines that were attached to the June 3, 2024, workshop materials as part of Conditional Use Permits, master plan, or other applications: Legacy Lodge, Area 1 Northern South Park, 90 Virginian Lane, and the Teton County Justice Center. The results of these TISes have enabled both applicants and staff to identify potential transportation issues and plan accordingly.

¹ <https://tetoncountywy.gov/DocumentCenter/View/29669/0603-Traffic-Impact-Studies-and-Travel-Demand-Management-Guidelines>

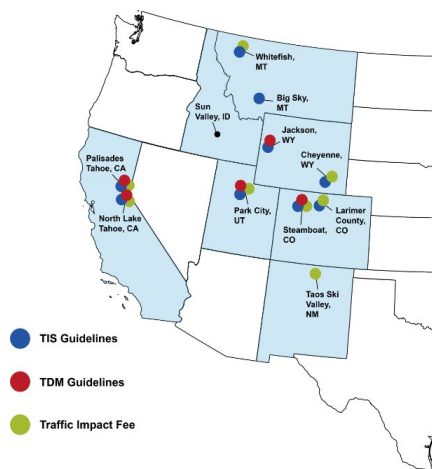
The Town LDRs request Traffic Impact Studies in several locations. In the Town of Jackson, under the LDRs, any new commercial or mixed-use building over 35,000 sq ft or **any CUP/subdivision that**, in Staff's judgement, could materially affect traffic must submit a full Traffic Impact Study or comparable Traffic Impact Analysis. Division 2.2, Section 8 of numerous Downtown zones, Town Square zones, and Complete Neighborhood zones specifies "Applicant shall submit studies of sufficient detail, as identified by staff at the preapplication meeting, to address **anticipated impacts on traffic generation**...and other important Town resources. **Mitigation measures** shall be included as part of any required study."

Current County Land Development Regulations (LDRs) state that "developments which will generate more than 1,000 vehicle trips per day shall conduct a traffic impact study" to determine roadway geometry changes or other improvements. Resort master plans also explicitly require a TIS. The current language provides general direction but describes neither timelines for continued monitoring/reporting nor appropriate mitigation (i.e. infrastructure improvements) or Travel Demand Management strategies/measures that an applicant could use to mitigate and manage their impacts. Currently, TDM plans are negotiated on an ad hoc basis, and consistent guidelines would support staff and applicants by standardizing the process, information, and format expected of applicants. These requirements would facilitate a more standardized and predictable process for staff and for applicants.

Other communities in Wyoming also have formally adopted Traffic Impact Study Requirements. The **City of Casper** mandates a TIS based on a 20-dwelling unit or 75 peak-hour trip threshold. The TIS is commissioned by the City Engineer and reimbursed by the developer. Lower-volume projects may require only a brief Traffic Impact Memo or could be processed through negotiated developer mitigations. The **City of Cheyenne** uses a "Transportation Worksheet" for all development. Projects whose estimated peak-hour trip generation exceeds the Worksheet thresholds (generally around 100 peak-hour trips, depending on land use) require a full TIS. Smaller projects remain at the Worksheet level unless the City Engineer requests further analysis.

Staff recommend, for Teton County and Jackson, a **30 peak-hour 'net new trip' threshold** for Traffic Impact Study based on peer communities. The four applicants who have submitted a TIS over the last 12 months have used the 30 net new trip threshold. For comparison, the threshold in Park City, Utah is **25 peak hour trips**. The threshold in Aspen, CO is **2 peak hour trips**.

Other peer communities in the Mountain West have adopted TIS and TDM requirements, as illustrated in the image below.



Map	Community Name	TIS Guidelines	TDM Guidelines	Traffic Impact Fee
A	Cheyenne, WY	●	●	●
B	Larimer County, CO	●	●	●
C	Steamboat, CO	●	●	●
D	Park City, UT	●	●	●
E	Big Sky, MT	(County) ●	N/A	N/A
F	Whitefish, MT	●	N/A	●
G	Taos Ski Valley, NM	N/A	N/A	●
H	Palisades Tahoe, CA	(County) ●	(County) ●	(County) ●
I	North Lake Tahoe, CA	(County) ●	●	●
J	Sun Valley, ID	N/A	N/A	N/A

Once we identify the traffic impacts, what do we do to address those impacts?

Currently, Town and County staff follow ad hoc processes for addressing traffic impacts. For instance, Town staff negotiated with Mogul to add a west to southbound left-turn lane on South Park Loop road to enter The Loop when it was determined that a left-turn lane would reducing queueing in the through lane. Staff is more familiar with examples that have played out in the County. Two examples that prompted customized transportation impact mitigation conditions with their development approvals are as follows:

- Legacy Lodge, November 19th, 2024. The related condition to approval read as follows: “The applicant shall submit a supplement to the Transportation Demand Management Plan developed with the regional Transportation Planning Administrator to create a more refined Transportation Demand Management measures; explore partnership with the Rafter J Homeowner’s Association; learn from the Wyoming Department of Transportation (WYDOT) study of the intersection of W Big Trail Drive and South Highway 89, which shall be presented to the Board of County Commissioners with the first monitoring report²”
- Area 1 NSP, May 19th, 2025. The related conditions to approval read as follows:

“1. Transportation. Prior to the submittal of the first Development Plan application, the applicants for this Master Site Plan shall collaborate with Teton County Public Works staff, including the Transportation Manager and County Engineer, and shall obtain the County Engineer’s written approval of a list of impact fees by Block related to traffic mitigation, and off-site infrastructure improvements (or required financial contributions toward additional off-site improvements) in West Jackson, in proportion to the development’s traffic that will trigger the need for transportation infrastructure improvements in the West Jackson Transportation Study area consistent with the Northern South Park Neighborhood Plan.

a. In addition to the list of impact fees and required financial contributions, the applicant shall also identify the entity responsible for transportation mitigation, account for construction impacts including construction traffic, and include realistic benchmarks and performance monitoring to ensure that Transportation Demand Management (TDM) measures and off-site improvements adequately address the impact of the traffic trips generated by Area 1.

b. Future Development Plans in Area 1 shall follow the approved list, and required financial contributions shall be provided as required in an approved Development Plan. The final mitigation requirements, informed by the structured list, may be adjusted as necessary based on final unit counts and monitoring data; the applicant shall obtain approval by the Board of County Commissioners at Development Plan. The applicant shall be responsible for mitigating the impact of traffic deficiencies generated by the Area 1 development in the West Jackson Transportation Study Area.

c. The use of any required financial contributions is at the discretion of the Board of County Commissioners for transportation improvements in the West Jackson Transportation Study Area.

2. East-West Connector. Prior to the issuance and recordation of this Master Site Plan the applicant shall provide a right-of-way easement, with legal description prepared by a Wyoming licensed surveyor, of the proposed East-West Connector in Area 1, to be presented to the Board of County Commissioners for their review and approval. The right of-way easement shall be recorded with the Teton County Clerk before this permit is effective. The intent is that this easement could, in the future, connect to easements in Area 2 that will either connect with Highway 89, the intersection of High School Road and Gregory Lane, or another alignment as determined in the future. 3. Blocks. All future blocks shall demonstrate compliance with the standards of LDR Section 4.5.2.B.1”

Currently, staff are addressing impacts of individual developments essentially as standalone projects with conditions such as the two above. Standardized traffic impact study and travel demand management

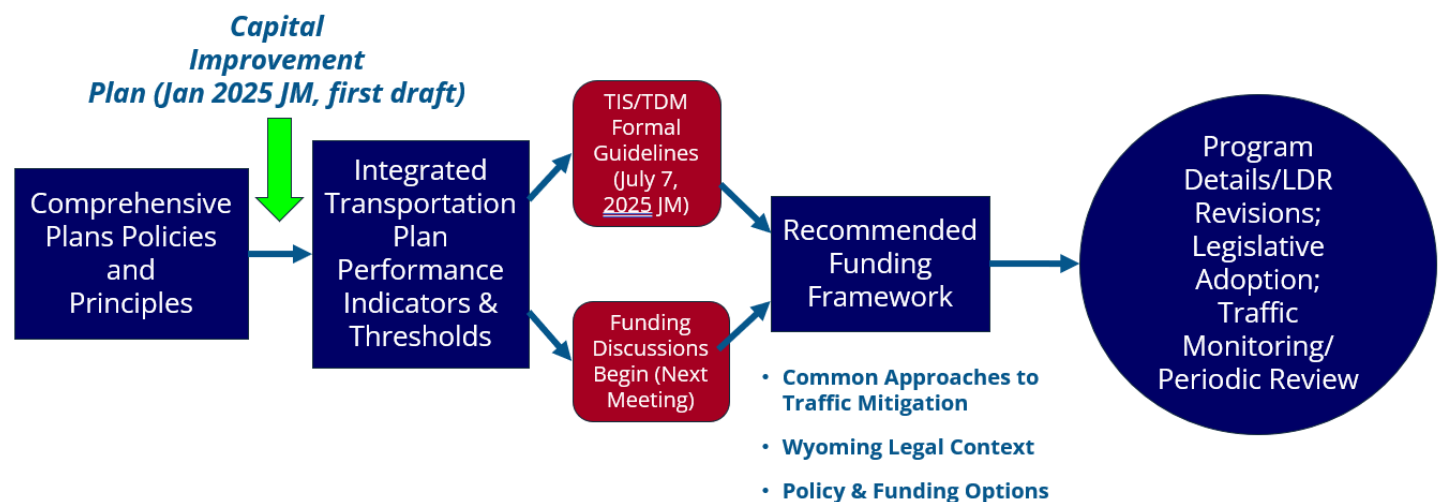
² <https://tetoncountywy.gov/DocumentCenter/View/31856/11-19-24-R-Mins>

requirements will provide predictability for both staff and applicants to create the multi-modal future envisioned by the Comprehensive Plan and ITP.

What other robust approaches are there to addressing traffic impacts holistically?

Holistic transportation planning relies on a thoughtful capital plan to identify improvement needs and implement them in a predictable fashion based on how traffic volumes are materializing throughout the transportation network. Staff presented the first iteration of the Joint Local Transportation Capital Improvement Plan at the January 2025 Joint Meeting.

Teton County has led the creation of a regional Travel Demand Model (sometimes called a TDM, and not to be confused with Travel Demand *Management*). We can use the model to forecast 2045 traffic, given approved land use and development, and estimate infrastructure and programmatic needs to address future travel demand. The figure below illustrates the process staff plans to follow through work approved in the FY25-26 work plan. The goal is to develop a nexus between 1) the capital and service improvements needed to realize the vision in the Comprehensive Plan and ITP and 2) the impacts of changing land use on capital needs.



What are options for funding the necessary traffic improvements?

Dedicated sales tax, property tax, impact fees, and user fees are options that other communities in the US use. Because Town and County have had extensive conversations regarding sales and property taxes, staff would like to focus the introduction today on impact fees and user fees. Staff is not proposing actual fees today, but offering an introduction to how mitigation fees might work and seeking feedback to bring more information to a future meeting.

Transportation Impact Fees

A Transportation Impact Fee is a predetermined charge, based on a detailed nexus study, levied on development projects to share the costs of improving roads, paths, transit, and related infrastructure needed by the development. These are one-time, up-front charges determined by a formula and applied uniformly to all new development, rather than individual, negotiated assessments. Transportation Impact Fees **must** be used for capital projects or growth-related facility expansion, not maintenance³.

³ Essential nexus from *Nollan v. California Coastal Comm'n*, 483 U.S. 825 (1987); Rough proportionality *Dolan v. City of Tigard*, 512 U.S. 374 (1994).

The County Commission has applied impact fees (via a condition in the conditional use permit) for construction (Grand Targhee – Ski Hill Road) and as a special condition for other developments (Melody Ranch, Area 1 NSP). Staff are unfamiliar with Town Planning’s application of conditions that impose a fee for traffic impacts.

Many peer communities use Transportation Impact Fees, also referred to as Transportation Exactions or Mobility Exactions, to fund capital infrastructure needed to accommodate growth. Below are examples of development and exactions charged in different communities.

Development Example	Trip Generation (from ITETripgen.org or existing TIS)	Park City, UT Current fees	Bozeman, MT Current fees	Manatee County, Florida Effective 9/9/25
91 hotel rooms (81,348 sq ft) and 33 mid-rise multifamily housing units (97,382 sq ft)	727 total for lodging use (48 AM Peak); 150 for residential uses Approx 877 per day, (12 AM peak)	Hotel component fee = 727 trips × \$149.06 cost per trip = \$108,367. Residential component fee = 150 trips × \$149.06 = \$22,359 . Total = \$130,726	\$1,584 per hotel room x 91 rooms = \$144,144. \$7,078 per other residential @ 2951 avg sq ft x 33 units = \$233,574. Total = \$377,718	\$3911 per hotel room x 91 rooms = \$355,901. \$13,749 per multifamily unit >1301 sq ft x 33 units = \$453,717. Total = \$809,618
69 single-family, 56 duplexes, and 446 multifamily (apartment) homes	4133 Trips Per day, 259 AM, 330 PM	4133 average daily trips x \$149.06 cost per trip = \$616,065	Assume single-family units all 3500 sq ft: \$11,530 per single unit x 69 = \$795,570. Assume duplexes all 1700 sq ft: \$8,431 x 56 = \$472,136. Assume all multifamily apartments 1200 sq ft: \$4,311 x 446 = \$1,922,706. Total = \$3,190,412	Assume single-family units all >1701 sq ft: \$19,768 per single family detached x 69 = \$1,363,992. Assume duplex split 50/50 1301 sq ft – 1700 sq ft and >1701 sq ft: \$14,333 x 28 units + \$18,177 x 28 units = \$910,280. Assume multifamily split 25:25:25:25 between 4 smaller sq ft categories. \$3,806,722. Total = \$6,080,994
60 short-term rental condominiums and 12 affordable workforce units Condo buildings with combined 110,892 habitable square footage; can be used as short-term rentals	Rental units: 264 daily (all suites use) 25 (AM peak, resort hotel use) Affordable housing: 58 per day; 6 (AM peak)	Short-term rental component fee = 264 trips × \$149.06 cost per trip = \$39,352. Affordable component fee 58 trips × \$149.06 = \$8,645. Total = \$47,997	Assume all units are 1540 sq ft (unit average): \$4,806 per multifamily unit x 72 units = \$346,032	Assume all units >1301 sq ft (unit average is 1540 sq ft) \$13,749 per multifamily unit x 72 units = \$989,928

User Fees

User fees charge a user directly for their use of a facility. Examples include parking fees, tolls, congestion pricing, or a Vehicle Miles Traveled (VMT) tax or fee. User fees are tied directly to the level of usage—meaning individuals pay in proportion to how much they use the transportation system. User-fee based approaches are

widely considered to be more equitable and transparent than taxes, as it ensures that those who derive the most benefit from the infrastructure contribute directly to its upkeep and expansion.

Next Steps

Staff are recommending initiating the formal LDR update process, including hearings at Planning Commission and a 60-day comment period, to formally adopt the Traffic Impact Study and associated TDM requirements. The hearings before Planning Commissions and the 60-day comment period will **NOT** include LDR amendments related to Impact Fees unless BCC and Council direct staff to include that Information at this stage. This process could lead to impact fees. Formally adopted TIS and TDM requirements provide predictability for both staff and applicants to navigate project development. Staff also recommend that the Town and County adopt the same guidelines for consistency. Jointly funded Transportation Staff will review Traffic Impact Studies and TDM plans, and using the same guidelines will streamline staff review. Based on the findings from traffic modeling and revising the Capital Improvement Plan (CIP) with other departments (as directed in January 2025), staff can bring additional information regarding dedicated revenue options and a nexus approach to a future joint meeting.

Other next steps identified at the June 3, 2024, BCC meeting included:

- 'Update the guidelines approximately annually as a traffic count program and TDM programs become more established.' Staff recommended these requirements, once adopted, could be in place for several years and reviewed/revised only with major LDR amendments and policy changes.
- 'Define the desired process for review, monitoring, and enforcement of studies and regulations from County/Town staff. This will occur through conversations with the Planning Director.'
- 'Work with legal staff to develop a formalized transportation impact fee program (for construction traffic as well as to mitigate traffic generated after building occupancy)'. This will be the subject of a future meeting.

COMPREHENSIVE PLAN ALIGNMENT

The Comprehensive Plan directs staff to make walking, biking, transit, carpooling and micromobility more convenient than driving alone. To do so, the Comprehensive Plan recommends several policies and strategies to encourage this shift, among them:

1. "Policy 7.1.e: Establish a permanent funding source for an alternative transportation system
2. Policy 7.2.a: Implement a Transportation Demand Management (TDM) program
3. Policy 7.3.b: Coordinate transportation network decisions
4. Policy 7.3.e: require development to provide for walking, biking, carpooling, and transit. A critical component of informed transportation planning is the concurrent review of transportation impacts with land use applications. As land use decisions are made that will result in transportation impacts, the Town and County should require that impacts be identified and mitigated. Development decisions will be made with an equal and concurrent consideration of both land use and transportation impacts. The Town and County will require facilities and building orientations that promote transit, walking, and biking. Specific provisions for walk, bike, carpool, and transit infrastructure will be required in all developments, including the provision of sidewalks, pathways, easements, transit infrastructure, and other complete street features." (p. CV-3-24)
5. "Strategy 7.2.S.2 Create a Countywide Transportation Demand Management (TDM) program" (p CV-3-25)
6. Strategy 7.1.S.8: Develop and carry out a comprehensive sidewalk improvement program for the Town of Jackson, appropriate County Roads, and Teton Village streets." (p. CV-3-25)
7. Strategy 7.2.S.5 "Consider specific provisions for current planning review to require walk, bike, carpool, and transit components in new development" (p CV-3-26).

STAKEHOLDER ANALYSIS

Staff convened a staff-level working group in January 2024 to discuss the initial guidelines which were presented to the BCC on June 3, 2024. Since June 2024, at least four applicants have used the guidelines for Traffic Impact Studies and TDM Plans, and these four applicants have not indicated that the guidelines were difficult or confusing to follow. If the Land Development Regulation amendment process is initiated, staff will seek additional input from developers.

FISCAL IMPACT

Formal adoption of the TIS and TDM requirements is anticipated to **reduce** the fiscal impact on the Town or County for spot improvements, such as the \$1,000,000 left-turn lane on South Park Loop Road, split 50/50 between the Town and the developer, associated with 'The Loop' development. Staff will continue to evaluate the fiscal impact of these requirements as part of the dedicated revenue research. The FY25-26 recommended budget included \$86,000 for this category⁴ of work if needed, however staff anticipate being able to conduct the LDR amendment aspects work without consulting support..

STAFF IMPACT

The Transportation Division accounted for this task with 300+ hours⁵ in the FY25-26 workplan. The Joint Long-Range Planning staff also included 120 hours in their workplan⁶ for FY25-26 to shepherd these changes through the adoption process. Based on the number of impact studies submitted over the past 12 months (June 2024-May 2025), staff anticipates we may have **up to** ten (10) traffic impact studies and associated monitoring reports each year to review, and each study will require ten (10) hours of time to review, for 100 hours of ongoing Transportation staff time if these requirements are adopted. Estimated time needed for the documents is as follows:

1. Draft Traffic Impact Study (2.5 hours)
2. Revised/Final Traffic Impact Study (2.5 hours)
3. Make a formal recommendation for approval/revisions to the Planning Director/BCC as part of the Conditional Use Permit or other permit (1 hour)
4. Bi-annual TIS monitoring report (review and offer recommendations to owner to improve) (2 hours)
5. Triennial TDM monitoring report (review and offer recommendations to owner to improve) (2 hours)

In addition to document review, staff will need to support applicants in contributing to or participating in the applicant's selected Travel Demand Management programs (e.g., bike/ped improvements, purchasing transit passes, providing information about taxable benefits, educating businesses and residents about travel options). Managing programs for applicants to participate in would take more time at start-up, then would level out once programs are in a maintenance/operating phase. As of July 1, 2026, the full-time TDM Coordinator position will be a shared full-time employee between the Town and County; the TDM Coordinator can support applicants in their TDM programs.

Note that Town and County adopting *different requirements* will result in added time for staff to confirm and cross-reference the appropriate requirements for an applicant in the Town versus the County. For this reason, staff recommend the Town and County adopt identical TIS and TDM guidelines for ease of review.

LEGAL REVIEW

Gingery, Colasuonno

⁴ This category includes traffic count collection.

⁵ See Table 1 on page 2: <https://tetoncountywy.gov/DocumentCenter/View/36438/0505D-Transportation-Work-Plan>

⁶ See page 23: <https://tetoncountywy.gov/DocumentCenter/View/36436/0505B-Joint-Long-Range-Planning-Work-Plan>

ATTACHMENTS

Attachment 1: Draft Traffic Impact Study (TIS) and Travel Demand Management (TDM) Requirements

Attachment 2: Initial Draft Town and County LDR Redline of Relevant Sections

RECOMMENDATION

Staff recommend that Town and County 1) initiate the LDR update process to formally adopt Traffic Impact Study and Travel Demand Management Requirements by reference 2) direct staff to bring additional information regarding the nexus of traffic impacts and development to a future meeting. Furthermore, staff recommend the Town and County utilize the same requirements so that Joint Transportation staff can review studies and plans against the same set of requirements.

SUGGESTED MOTION

Teton County:

I move to direct staff to initiate the process for updating the Land Development Regulations to adopt Traffic Impact Study and Travel Demand Management Requirements. Furthermore, I move to direct staff to bring additional information regarding dedicated revenues to address traffic impacts to a future meeting.

Town of Jackson:

Same Motion

Attachment 1: Draft Traffic Impact Study (TIS) and Travel Demand Management (TDM) Requirements

Teton County Transportation Impact Study Guidelines

DRAFT 1: May 2024

UPDATE: June 2025

If formally adopted in the Land Development regulations, these 'Guidelines' could be renamed 'Requirements'

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GLOSSARY

Development: A project that converts land to a new purpose by constructing new buildings or making new use of its resources.

Transportation Impact Study (TIS): A Transportation Impact Study (TIS) evaluates the potential adverse effects of proposed development projects on surrounding and supporting transportation infrastructure and services. A TIS determines if the adverse effects constitute significant impacts, and, if so, how the significant impacts can be mitigated.

Trip Generation Memo: A memorandum documenting the processes and assumptions used to estimate peak hour trip generation for a development. This document will only be required when the development is expected to generate fewer than 30 peak hour trips.

Transportation Demand Management (TDM): Transportation Demand Management (TDM) is the application of strategies and policies to reduce travel demand (specifically that of single-occupancy vehicles)

Transportation Management Plan: A section of the Transportation Impact Study where the development’s compliance with the County’s vehicular trip reduction goals is discussed. Proposed Transportation Demand Management (TDM) techniques and measures to be implemented as part of the development are described, potential trip reduction for each are stated (with source for the calculation), and total percent trip reduction is indicated.

Mixed-Use Development: A building, complex, or combination of buildings that combines differing land uses in the same development.

Pass-By Rate: The percentage of trips to and from a development that come from existing trips on the adjacent roadway, and not generated specifically by the development. Total trip generation estimates may be reduced by this amount, as these trips are not net additions to background roadway traffic.

Internal Capture Rate: In mixed-use developments, trips may be shared between varying land uses. (e.g., A patron of a grocery store may also stop to eat at a restaurant in the same development). Thus, the total generation of external trips may be less than the simple sum of the trips generated by each discrete land use. The internal capture rate is a reduction applied to the total external trip generation estimate to account for this effect.

Minor Project: A development that is projected to generate fewer than 30 peak hour trips.

Major Project: A development that is projected to generate greater than 30 peak hour trips.

Monitoring Report: This is a report an applicant submits to the appropriate Town/County staff to ensure compliance with TIS and TDM guidelines and/or regulations.

Transportation Management Association (TMA): This is an organization that supports the development, coordination, and implementation of TDM programs and services in the community.

1. Introduction

Transportation Impact Study (TIS) guidelines establish methodologies and procedures for assessing transportation impacts of proposed development projects. The following guidelines have been developed according to standard industry practice with modifications to meet the unique needs of Teton County. Any aspect of a TIS not explicitly addressed in this document shall be addressed in a manner consistent with guidelines found in the Institute of Transportation Engineers' (ITE) Transportation Impact Analyses for Site Development.¹

1.1. Intent of Study Guidelines

The purpose of the Transportation Impact Study Guidelines is to create a standardized system for developments to determine and mitigate transportation impacts. This document describes how to prepare a Transportation Impact Study and addresses the following topics:

- Transportation Impact Study (TIS) triggers.
- Scope, methods, and extent of the required study.
- Mitigation measure requirements, including TDM Programs and Infrastructure.
- Criteria to determine if the transportation-related impacts of a proposed project are significant.
- Monitoring and reporting requirements for mitigation measures.

Transportation studies and reports were used to inform the basic framework of this document. However, each project is unique; not all criteria or analysis will apply to every project, and these guidelines are not intended to be prescriptive beyond what might be considered practical. Early and consistent communication with the appropriate Engineering, Planning, and Transportation staff is encouraged to work through the details of a given project. This joint document between the County and Town is designed to simplify the requirements for transportation impact analysis throughout the entire county. The Agency Having Jurisdiction (AHJ) will be the agency within which the development is being proposed. The cost of the TIS and any mitigation measures deemed necessary shall be the responsibility of the individual or entity requesting access to the network.

¹ *Multimodal Transportation Impact Analysis for Site Development: A Recommended Practice of the Institute of Transportation Engineers (ITE)*. Institute of Transportation Engineers, 2023.



2. When a TIS is Required

A TIS is required for all major developments² in Teton County, which is defined as any development with an expected net new external peak hour trip generation of 30 trips or more. Developments expected to generate fewer than 30 net new peak hour trips are considered minor projects. Whenever possible, the most recent version of the ITE Trip Generation Manual and Trip Generation Handbook should be used to determine peak hour trip generation. A sample of common development land uses and the respective quantities that would result in 30 peak-hour trips based on the ITE Trip Generation Manual, 11th Edition, is presented in Table 1. Note that these values serve as a quick reference point for a subset of land uses. Other factors unique to the development (such as mixed-use development or pass-by rates³) should also be considered.

Table 1: Quantity of Land Development above “Major Project” Threshold

Land Use Type	ITE Land Use Code	Quantity	Net Peak Hour Trips Generated
Single-Family Detached Housing	210	28 Dwelling Units	30
Multifamily Housing (Low-Rise)	220	22 Dwelling Units	30
Strip Retail Plaza	822	4,500 Sq. Ft. gross leasable area	30
General Office Building	710	12,500 Sq. Ft. gross floor area	30
Medical-Dental Office Building	720	8,200 Sq. Ft. gross floor area	30
Fast Food Restaurant	933	900 Sq. Ft. gross floor area	30
High-Turnover (Sit-Down) Restaurant	932	3,100 Sq. Ft. gross floor area	30
Hotel	310	65 rooms	30

The County may also require a TIS for projects that do not exceed 30 peak-hour trips in unique circumstances, such as when significant changes will be made to existing roadways or intersections by the project. Examples of such changes include:

- Changes to intersection control (i.e., stop-control to roundabout or signalization)
- A new leg is added to an existing signalized intersection.

Standard peak hour trip generation estimates should include typical weekday AM and PM peak periods. For commercial, retail, hotel, recreational, and other land use (up to the discretion of the County) developments, the Saturday peak hour shall also be included. For some projects, such as those expected to generate significant trips in non-traditional 9-5 peak periods, the County may substitute or require an additional period to use as the peak period for estimating peak hour trip generation, including but not limited to the following time periods.

² For all phased or master-planned developments, trip generation estimates should be considered for each phase individually as well as the development as a whole. Each phase that is expected to generate more than the “Major Project” threshold should be analyzed individually in a TIS report or memo.

³ See Glossary for definition of terms.



- Weekday mid-day peak
- Friday evening peak
- Weekend midday peak
- Weekend evening peak

In general, trip generation estimates should be based on the rates found in the most recent edition of the ITE Trip Generation Manual, or if an acceptable case can be made for the use of alternative trip generation rates (subject to approval by County staff). However, for development types or peak periods that are not covered by or have insufficient documentation in the Manual, a custom trip generation analysis shall be conducted. See **Appendix A** for guidelines on developing custom trip generation rates, as presented in the ITE Trip Generation Handbook, 3rd Edition. The methodology employed for the trip generation rate study (appropriate peer sites, time period for data, etc.) shall be approved by County/Town staff prior to collection of local data.

For developments that do not require a TIS based on trip generation, a “Trip Generation Memo” performed by a qualified transportation professional, commissioned by the applicant at their own expense, will be required. The Trip Generation Memo should include a documentation of the methodologies used to determine estimated peak hour trips, including details of the proposed development (location, land use type, and scale), the assumed peak hour period, and the trip generation rates used for the estimate. In addition, the memo should include an assessment of proposed site access points to demonstrate needed traffic control and/or auxiliary lanes.

At the County’s discretion, the Trip Generation Memo requirement may be waived for developments below the thresholds described in Table 1. For the purposes of assessing the need for a TIS, applicants may reduce the net external new peak hour trips based on pass-by trip rates⁴ (as represented in the most recent edition of the ITE Trip Generation Handbook) and internal capture with proper documentation. See **Figure 1** for a graphical representation of the report-type determination process.

⁴ See glossary for definition of terms.



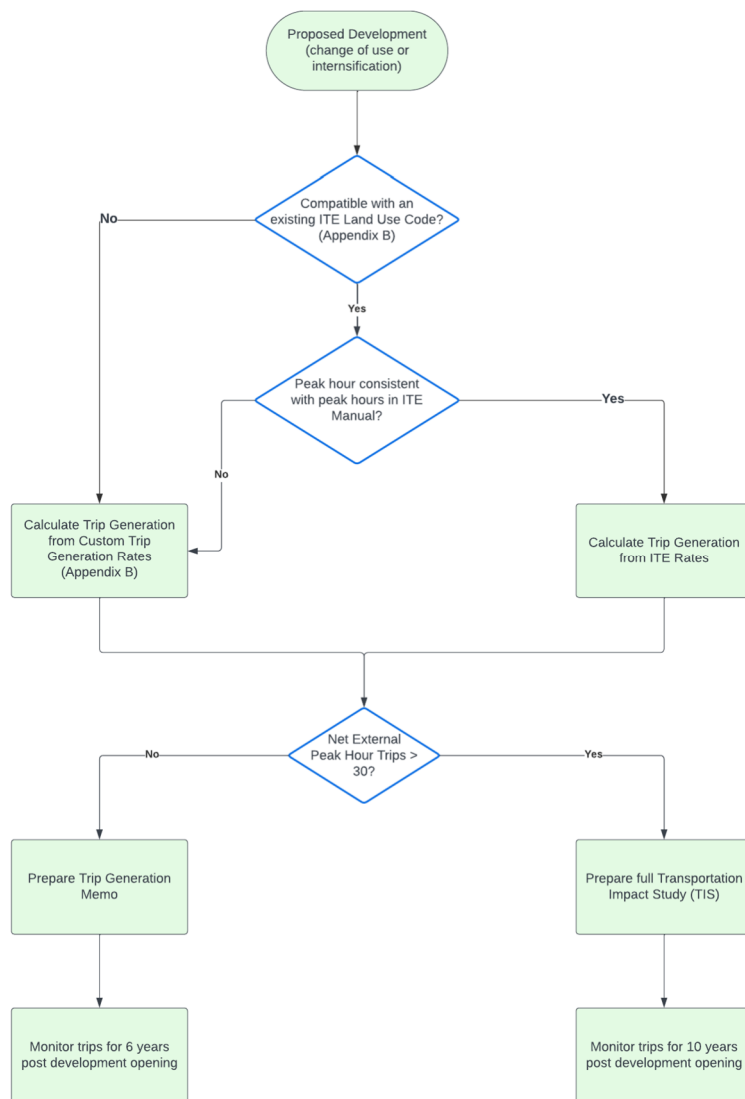


Figure 1. Report Type Decision Process



3. TIS Requirements

When the net external new peak hour trips for a development exceeds 30, a TIS shall be commissioned by the applicant (at their own expense) to be performed by a qualified transportation professional. Study intersections and other requirements should be discussed and finalized during a pre-application conference with County staff prior to beginning the traffic study.

The elements that must be included in a TIS are listed in this section.

3.1. Site Plan

The proposed site plan for the development, including all proposed accesses, must be included as part of the TIS. The site plan shall be developed in such a way that driveway spacing, sight distances, and curb radii provide for efficient and safe traffic operations. The site plan must adhere to principle 7.1 of the Comprehensive Plan to make walking, bicycling, transit, carpooling, and micromobility more convenient than driving alone.

3.2. Analysis Scenarios

To properly assess the traffic impacts of a development, both in the near-term and the future, a TIS must include the following analysis scenarios:

- Existing Background Conditions
- Existing Background Plus Project Conditions
- 20-year Forecast Background Conditions
- 20-year Forecast Background Plus Project Conditions

The 20-year forecast scenarios shall assume a growth in background traffic at a rate determined by analysis of historical data near the proposed development or at rates represented in the regional travel demand model, which is available from the County/Town upon request. In addition, the County may require adding in detailed traffic forecasts for specific approved or known developments. For master-planned developments with more than one phase, the County may require a TIS for the first phase and require the developer to meet monitoring requirements for at least two years before authorizing additional phases. Additional phases may also require an amendment to an original TIS after monitoring requirements are met.

3.3. Analysis Time Periods

Analysis time periods for the study shall be determined in coordination with the County/Town. Typically, weekday (Tuesday, Wednesday, or Thursday) AM and PM peak periods will be analyzed. For developments that are only expected to generate trips in either the AM or the PM peak periods, the peak period in which the development is not expected to generate trips may be omitted from analysis. Furthermore, if the development is expected to have



peak trip generation at a time outside of conventional peak periods or if the development will be built in an area that has unconventional background peak periods, the city may require analysis of non-standard peak periods. Examples of additional peak periods that could be required are included in Section 2 of this report.

Developments and areas with unconventional peak traffic periods may include, but are not limited to, schools, theaters, or recreational sites.

The study shall analyze traffic conditions during the peak hour within each peak period, which will be defined as the window with the maximum total intersection volume for any four consecutive 15-minute periods within each peak at each study intersection. If study intersections are near each other with differing peak hours, the consultant preparing the study may opt to determine a unified peak hour for analysis based on the overall peak hour of the study area.

3.4. Data Collection

The data required by a TIS includes turning movement counts for the applicable peak periods at all study intersections. Typical weekday AM peak periods shall include data from 6-9 AM, while typical weekday PM peak periods shall include data from 4-6 PM. If additional peak periods are required for analysis, as discussed in the previous section, data should be collected for a minimum of two hours for each peak period.

The data collected shall include turning movement counts for all motor vehicles movements, bicyclists, and pedestrians. Data should also include vehicle classification to determine the percentage of background traffic made up by heavy vehicles. Count data should be collected while schools are in session. Since the period with the highest amount of traffic is during the summer, traffic count data collected outside of summer months shall be grown with a seasonal adjustment factor. Seasonal adjustment factors shall be calculated based on the most recent data available through WYDOT's Transportation Survey's office⁵. All required data must be submitted to the County as an appendix to the TIS. Another source of data is Teton County's aggregated traffic information: <https://experience.arcgis.com/experience/29387787329f45988b9329525e55b737>

3.5. Study Intersections

The study shall include all intersections anticipated to be impacted by traffic from the development. This includes, at a minimum, all project driveways, all public intersections within 1,000 feet of the development's boundaries, all signalized intersections within 0.5 mile of project boundaries, and any other intersection to be impacted by 30 or more project peak hour trips. The County may also request additional intersections to be included in the analysis if existing and potential traffic volumes and trip distribution patterns suggest those could be impacted by the development. Study area intersections should be finalized at the pre-application conference.

3.6. Trip Generation

Whenever possible, the most recent version of the Institute of Transportation Engineers (ITE) Trip Generation Manual and Handbook should be used to determine peak hour trip generation. For land use types that are not covered by or have insufficient documentation in the ITE Trip Generation Manual, a custom trip generation analysis shall be provided. See **Appendix B** for a list of land use codes included in the ITE Trip Generation Manual 11th Edition. When applicable, developments with differing compatible uses may reduce the number of external

⁵ As of December 2023, contact Chad Mathews; Wyoming Department of Transportation; Transportation Surveys; 307-777-4190; chad.mathews@wyo.gov



trips by accounting for Internal Capture⁶ between on-site land uses. Net new external trips may also be reduced by accounting for pass-by trips consistent with methodology and pass-by rates according to the ITE Trip Generation Handbook, or custom collected data as applicable. Vehicular trip reductions resulting from transportation demand management measures and mode shift may also be applied to the trip generation.

3.6.1. Transportation Demand Management Measures

To reduce the transportation impacts of new developments, the County requires preparation of a Transportation Management Plan section in the traffic study to identify appropriate Transportation Demand Management (TDM) techniques and measures for the proposed development., in-line with the County's vehicular trip reduction goals.

TDM measures can reduce external automobile trips by mixing land uses, reducing the need to make trips to the development, and/or encouraging walking, biking, transit, or carpooling. Applicants may apply these trip reductions to the project trip generation. The TIS shall document all TDM measures being incorporated into the development and quantify⁷ their estimated effect in terms of a percent reduction on project trips. TDM strategies/improvements may include, but are not limited to, the following:

- Development intensity/density reduction – proposed few units or land uses that generate fewer trips
- Access management – proposed fewer and/or consolidated access points and locate them to maximize safety and reduce congestion spots.
- Transit initiatives – provide bus stops, shelters, route/schedule extensions, park-n-ride lots
- Demand management/commuter assistance – park-n-ride/transit for employees, modified hours to avoid peak periods.
- Pedestrian/bicycle improvements – trails, bridges/tunnels, crossing safety improvements, fill in missing network connections, shelters
- Intelligent transportation system improvements – real-time transit schedule information, park-n-ride availability
- Livable community site design features – incorporate amenities to minimize vehicular trips and promote alternative modes.

Appendix C includes an estimated range of reductions for common TDM measures. TDM measures should should attempt to achieve at least a 50% trip reduction. Documentation for assumed trip reductions percentage must be included in the traffic report. Once approved by County staff, a corresponding reduction in vehicle trip generation can be applied.

. Note that capital improvements that may be required **do not** count as TDM measures.

3.7. Trip Distribution and Assignment

Trip distribution should be determined based on project proximity to major streets, population densities, regional destinations, and locations of similar developments.

and regional destinations.

3.8. Capacity Analysis

Analysis shall use a traffic analysis software program consistent with the state-of-the-practice. Examples of appropriate software include Vistro, Synchro, HCS, VISSIM, and SimTraffic. Analysis with Vistro or Synchro should use the latest version of the Highway Capacity Manual methodology available.

Signalized intersections shall be programmed in accordance with existing signal parameters for phases, splits, yellow and all-red times, and pedestrian crossing times. This information can be obtained from the Agency Having Jurisdiction (AHJ).

The respective capacity analysis reports for all intersections, and all scenarios must be provided to the County/Town as an appendix to the TIS. The AHJ reserves the right to request software files for any TIS.

3.9. Multimodal Analysis

The TIS shall evaluate the project's potential adverse effects on transportation facilities and services related to transit, bicycles, and pedestrians. The evaluation could include identification of any disruption to existing facilities

⁶ See Glossary for definition of terms.

⁷ Caltrans hosts a publicly available tool for quantifying the impact of TDM measures on Vehicle Miles Traveled (VMT) at the following link: [https://www.dropbox.com/s/73w8vi3bdi27fiv/TDM%2B CT_custom_ver20220913.xlsm?dl=0](https://www.dropbox.com/s/73w8vi3bdi27fiv/TDM%2B%20CT_custom_ver20220913.xlsm?dl=0). VMT reduction can be used as a proxy for trip reduction in TDM quantification estimates.



and services or interference with the implementation of planned facilities and services. This effort will require identifying and mapping existing facilities. Particular attention should be made to roadway or intersection widening improvements and the addition of new driveway locations, that would increase pedestrian/bicycle crossing times or increase the potential for vehicle and pedestrian/bicycle conflicts. Consideration should also be given to how a project affects accessibility between each travel mode and the surrounding land uses. For some projects, more detailed multimodal analysis may be required. In these cases, the methodology shall be selected in consultation with County staff and should consider new tools, procedures, and performance measures such as those listed below:

- **Multimodal LOS** – The HCM contains multimodal LOS analysis methods. Simulation models can also be used to measure performance (i.e., person-delay) for all modes using the transportation network.
- **Activity Connectedness** – Travel time for each mode (vehicles, transit, bicycles, and walking) between the project and surrounding land uses can be used to gauge the degree of accessibility for a project. The County desires to minimize travel time to necessary destinations while minimizing unnecessary vehicle travel. The main idea is to evaluate activity centers and destinations around projects to ensure that walk times to necessary destinations are minimized and the walking experience is comfortable.
- **Speed Management** – Desired travel speeds for each mode should be considered in project evaluation where new transportation facilities are being constructed.
- **On-Site Multimodal Accommodation** - A development needs to accommodate the needs of all users and properly connect them to the network. The location, quantity, and design of site access points can constrain traffic operations in the vicinity of the development and compromise an access' ability to process trips safely and efficiently. The internal circulation system has direct bearing on adequacy of site access points and its ability to move users once inside a development. The TIS must address on-site multi-modal connectivity to ensure adequate and safe circulation of all multimodal on-site trips.

3.10. Level of Service Standards

Intersections shall be evaluated for Level of Service (LOS) according to the aforementioned methodologies. LOS and delay for signalized, all-way stop, and roundabout intersections shall be reported for the overall intersection, while LOS and delay for side-street stops shall be reported based on the worst movement. The LOS standard for all intersections under Teton County jurisdiction is LOS D. At intersections that are found to be below LOS D in background or plus project conditions, the TIS shall analyze potential mitigations for and document the proportional impact of the proposed development on increasing delay at the failed intersection. Multimodal LOS must also be assessed and the LOS write up must include qualitative and quantitative discussion of multimodal LOS per the aforementioned methodologies.

3.11. Crash Assessment

Obtain crash data for the latest 3-year period for the study area intersections and road segments. Develop a spreadsheet summarizing crash numbers, crash types, weather conditions, lighting and crash causes. Identify locations with higher-than-expected number of crashes, fatalities or injuries, identifiable patterns, and concentrations of pedestrian and bicycle crashes. Determine if the proposed development could make any safety problems worse by adding vehicle, pedestrian or bicycle volumes, or by the proximity of proposed access points. Identify improvements and methods to fix the identified safety concerns. Developments that proposed access to a road or intersection on the County High Injury Network [<https://storymaps.arcgis.com/stories/ad22e47f0ab2480ea3cd6a390c39d6a5>] may require additional partnerships/mitigations.

3.12. Mitigations

The least intensive successful mitigation should be recommended for all deficient LOS. Signalized phase split adjustments⁸ may be recommended, though required minimums for yellow time, all-red time, and pedestrian crossing times must be maintained, and total cycle length must be preserved for coordinated signals. If an intersection control type modification is recommended, the appropriate planning-level warrants shall be provided. In certain cases, intersections with deficient LOS may be determined to be acceptable by the County/Town if queues are viewed as acceptable, and the only mitigations available could result in a substantial decrease in the suitability of the intersection for non-motorized users. This is particularly applicable at two-way stop-controlled intersections with low-volume minor streets.

The applicant is responsible for funding the mitigations of their impact on the transportation system. These could include roadway and intersection improvements such as turn lanes, acceleration/deceleration lanes, multi-modal improvements, and intersection controls. The combination of TDM measures and mitigation should achieve multimodal LOS D or better at affected intersections. Work with County staff to determine if any safety mitigation measures are required for the proposed development.

Proposed mitigations should consider the impact on all roadway-users, with the goal of improving mobility for all users. Potential mitigations could include adding or upgrading sidewalks, driveway consolidation, adding bicycle amenities such as racks, and improving bus stop amenities. All facilities must meet standards set by the Americans with Disabilities Act (ADA) as well as the Town of Jackson Community Streets Plan and Teton County Safe Streets for All plans, as applicable.

The TIS should comment on the following additional items, where applicable:

- Ensure the proposed site plan allows for the minimum required sight distance, as described in AASHTO's *A Policy on Geometric Design of Highways and Streets*.
- Applicable guidelines for auxiliary/turn lanes.
- Assessment of proposed access spacing.
- Pedestrian/bicycle improvements along the proposed site frontage and on-site to tie into these facilities.
- Transit/pedestrian/bicycle shelters and security.
-

3.13. Monitoring

After the opening year of the development, the County requires that developers or owners monitor project-generated motor vehicle trips to ensure that planned TDM measures are having the intended effect. The required monitoring period will last for six years for minor⁹ projects and ten years for major projects. Property owners will be required to document trips in and out of the development on an annual basis and submit a biannual report to the planning director summarizing the updated data. Data collection should include the same peak periods analyzed in the TIS.

For **minor projects**, the monitoring reporting requirement shall include driveway counts that are consistent with the original trip generation estimates to show compliance with the 30 peak hour trip threshold. If the project exceeds more than the 30-trip threshold, the owner shall develop a TDM program to mitigate all trips over the 30 peak hour trip threshold.

For **major projects**, the monitoring requirements shall include driveway counts, transit ridership (as appropriate), vehicle occupancy, and active transportation trips. As shown in Figure 2, if actual project trips are more than 5% above those forecasted in the TIS, the County/Town will require the owner to develop a new TDM strategy to get trip reductions to the forecasted levels. After the initial 10-year period when TIS reporting sunsets, TDM monitoring should continue every three to five years via a report on TDM activities the owner is conducting and the estimated/measured efficacy of those activities.

3.14. Traffic Impact Fees

If the County and/or Town adopt a Traffic Impact Fee program, a full Traffic Impact study, as defined in Section 2, is no longer required. Instead, every development must prepare a mini-study, applying the requirements stated in Section 3, which presents trip generation forecasts, and analysis of proposed access points and any intersections along the proposed site frontage. Every development will be responsible for any level of service mitigations, access point auxiliary lanes and upgrades traffic control, pedestrian/bicycle and transit facilities along the site frontage. Exact access/ frontage mitigation measures shall be determined by the County. In addition, the developer/owner will be required to pay the calculated impact fee based on the trip generation.

The mini-study can propose and implement TDM measures to reduce the impact fee to be paid. The monitoring requirements stated previously in this document apply. The agency with jurisdiction must agree to the improvements and any associated credits for TDM measures.

The developer/owner may propose other measures in lieu of the impact fees. For example, an owner may construct an access road through their property that supports the County's Transportation Plan, or dedicate right-of-way for a future County or Town facility. It is the discretion of agency staff and elected officials as to what will be considered as acceptable traffic mitigation for a specific development.

3.15. Qualifications of Third-Party Preparers and Reviewers

Traffic Impact Studies shall be prepared or reviewed by a licensed professional engineer (PE) with Professional Traffic Operations Engineer (PTOE) certification, plus at least four (4) years of experience preparing traffic impact studies.

3.16. Traffic Impact Study Checklists and Forms

See Appendix C.

3.17. Table of Contents

The following represents a typical Table of Contents for a traffic impact study:

I. Introduction

Study Purpose and Scope, Project Description, and Study Area Boundaries.

II. Study Area

Description Existing Land Use, Transportation Network, and Key Intersections.

III. Existing Traffic Conditions

Data Collection (Counts, Speeds, Volumes)

Analysis of Existing Traffic Patterns

Existing Level of Service

Existing Crash Assessment

Existing Pedestrian/Bicycle and Transit Facilities

IV. 20-Year Future Traffic Conditions

Background Growth (Annual %, other developments)

Trip Generation Estimates (Project and Background)

Trip Distribution and Assignment (How trips are assigned to the network)

Future Traffic Forecasts (Opening year and opening year + 20, both with and without the project)

V. Intersection Analysis

Level of Service Analysis (Existing and Future), Critical Movement Identification, and Potential Need for Improvements.

VI. Transportation Management Plan

Proposed TDM measures and forecast trip reduction

VI. Proposed Mitigations

Recommended Traffic Control Improvements, Signage and Pavement Markings, and Potential Impacts on Pedestrians and Transit.

Multimodal Site Access and Circulation Summary

VII. Summary of Findings and Recommendations

Key Findings, Overall Project Impacts, and Mitigation Strategies, Impact Fee Calculations.

VIII. Appendices

Maps and Figures

Trip Generation Table

Traffic County Data

Traffic Analysis

Other Supporting Documents

⁹ Minor projects will be defined as projects not requiring a full TIS. Major projects will be those that require a full TIS. See glossary for definition.



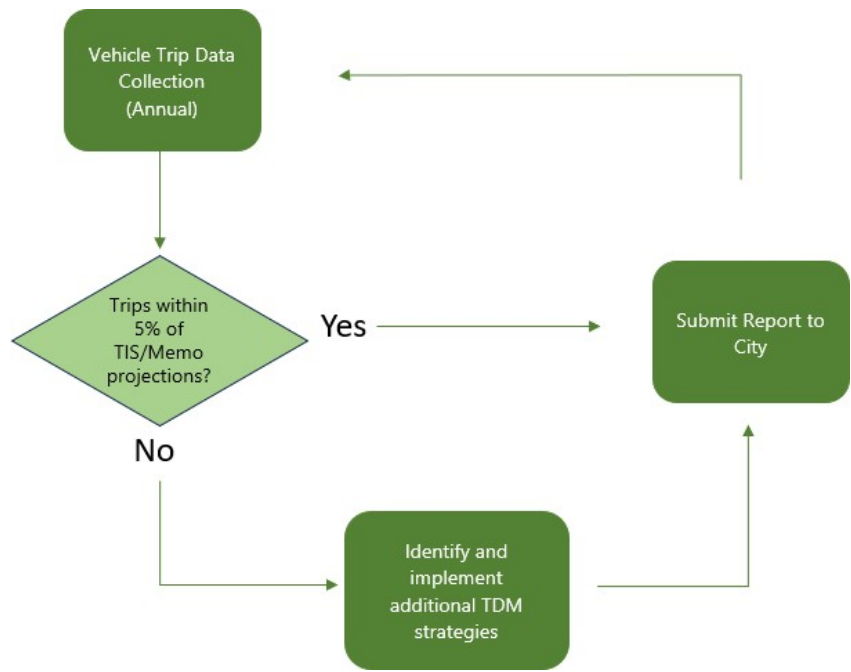


Figure 2. Trip Monitoring Process for Major Projects



4. Transportation Management Association

For projects that create 50 or more employees, participation in a Transportation Management Association (TMA) shall be required. Participation shall be indefinite. At this point, the specific TMA is not determined.



Appendix A: Custom Trip Generation Rate Development Guidelines (Chapter 9 of ITE Trip Generation Handbook, 3rd Edition)



9 | Use of Local Data to Estimate Trip Generation

9.1 Background

Chapter 4 presents a recommended process for assessing the appropriateness of *Trip Generation Manual* data for estimating trip generation at a particular study site. The procedure states that local data should be collected and used to estimate trip generation under the following circumstances:

- If the characteristics or setting of a study site are not covered by a land use description and the individual data points presented in the *Trip Generation Manual* data volumes; OR
- If the size of a study site is not within the range of data points presented in the *Manual* data volumes; OR
- If the *Manual* database has an insufficient number of data points; OR
- If the *Manual* database produces weighted average rates or fitted curves for which standard deviation or regression coefficients are not appropriate for use; OR
- If local circumstances (such as the site setting or context, age of residents, worker shifts, area type, parking conditions, or business activity) indicate a study site may have different trip-making characteristics than the baseline sites for which data were collected and reported in the *Manual*.

This chapter presents a recommended procedure for estimating trip generation using local trip generation data.

If the study site is located in a downtown or infill setting, is served by significant public transportation, or is a mixed-use development, other chapters in this *Handbook* provide specific guidance for estimating vehicle and person trip generation. Chapter 6 addresses mixed-use development, Chapter 7 addresses infill development, and Chapter 8 addresses development in close proximity to significant transit service.

9.2 Cautionary Notes

While many analysts and local officials feel their area is somehow unique, this can lead to a conclusion that this uniqueness means vehicle trip generation characteristics in their area are different from those in the national database. However, it is the experience of the professionals who prepared the guidance contained in this *Handbook* that differences in trip generation between sites have more to do with the site context and setting than exclusively with geography.

A development site in one metropolitan area will generally have trip generation characteristics comparable to those of a development site in another metropolitan area if the site settings are similar. In contrast, two development sites in the same state or same local jurisdiction may have different trip generation characteristics because of significant differences in their settings. For example, the analyst should expect vehicle trip generation characteristics to be different between sites located in a downtown setting versus sites located in a suburban setting. Likewise, a site located near and with accessibility to major transit service can exhibit a lower vehicle trip generation rate than a similarly located site with no transit service. Guidelines for estimating the effects of setting and proximity to transit on study site vehicle trip generation are presented in Chapters 7 and 8.

It is recommended that the geography of data points not be the primary focus of concern with the national database when deciding whether to collect or use local trip generation data. Rather, the analyst should understand that site context is the overriding factor influencing trip generation, not the state or local jurisdiction.

9.3 Collection of Local Trip Generation Data

The decision to establish a stand-alone local trip generation rate or equation should start with the development of a hypothesis for why the national *Trip Generation Manual* data might not be appropriate for local application. For example, the rationale could involve the age of residents, or the supply and price of parking, or market area characteristics for a retail site. It is critical that the analyst document a common-sense rationale for the local trip generation characteristics to be significantly different from that presented in the *Manual*. Clearly, the absence of any data covering a particular land use or a data deficiency in the existing database (for example, in the range of site sizes) is a sufficient rationale.

The analyst should collect trip generation data at a minimum of three local sites. Collecting data at five or more sites is preferable. Where there are only one or two potential data collection sites in a comparable setting, the analyst should use that data, coupled with other local or national data, to derive the estimate. The analyst is cautioned that this recommendation should not be used as an excuse for collecting and using data from only one or two sites when more sites are reasonably available.

Chapter 12 presents guidance on the selection of appropriate data collection sites, on the appropriate procedures for collecting data, and on the analysis and summary of data. The following are reminders of specific issues that need to be considered when the analyst designs and conducts a program to establish a local trip generation rate or equation.

- Each data collection site should be located in a setting comparable to that of the study site. For a jurisdiction that wishes to establish a local trip generation rate based on specific characteristics, the local trip generation sites should match the setting or size characteristics set out in the initial hypothesis.
- The data collection sites should reflect the size range of the study site and the anticipated general intensity of activity. Each independent variable presented in the *Manual* for the particular land use (such as GFA or employees) should be included, if available, in the identification of potential comparable sites.
- The data collection time period should reflect the time of day, day of the week, and month of the year corresponding to the analysis period needed for the study site or for the local trip generation database.

In accordance with guidance presented in Chapter 12, the analyst should collect person trip information, tabulated by travel mode, as well as vehicle trips.

9.4 Calculation of a Stand-Alone Local Trip Generation Rate or Equation

The weighted average rate and standard deviation can be calculated as described in Appendix J of this *Handbook*. The weighted average rate is appropriate for use as a stand-alone local estimator for

trip generation if the weighted average rate for the local counted sites is at least 15 percent¹⁶ higher or lower than the comparative *Manual* rate **and** if the local trip generation data provide results that satisfy the Chapter 4 criteria that demonstrate the validity of the data in a statistical sense.¹⁷

If the *Manual* database is composed of two or fewer data points AND if the local trip generation data provide results that satisfy the Chapter 4 criteria, then the weighted average rate (or, if applicable, the fitted curve equation) is appropriate for use as a stand-alone local estimator for trip generation.

On the other hand, if either of the two criteria for establishing a stand-alone local trip generation rate or equation is not met (because the local data either (1) are not sufficiently different from the national data to warrant consideration as being distinct or (2) do not demonstrate sufficient consistency to warrant consideration as a stand-alone local trip generation rate), then the analyst should consider consolidating the local and national databases, as described in the following section 9.5.

9.5 Calculation of a Consolidated Local Trip Generation Rate

The following text presents formulas that should be used for merging local and national databases. They can be used for any land use, time period, and independent variable for which a weighted average trip rate is provided in the *Manual*. Derivation of a consolidated fitted curve equation is not possible with the data that are available.

As shown in the equation below, the consolidated weighted average trip generation rate equals the sum of all trips in the combination of the ITE database and the local database divided by the sum of all the independent variable units in the combination of the ITE database and the local database.

$$\text{Consolidated Weighted Average Rate} = \frac{\Sigma \text{Trips (ITE)} + \Sigma \text{Trips (local)}}{\Sigma \text{IV Units (ITE)} + \Sigma \text{IV Units (local)}}$$

where

$\Sigma \text{Trips (ITE)}$ = “weighted average trip rate” (from ITE data page statistics) multiplied by
“average value of independent variable values” (from data page) multiplied by
number of studies (from data page)

$\Sigma \text{IV Units (ITE)}$ = “average value of independent variable values” (from data page) multiplied
by number of studies (from data page)

$\Sigma \text{Trips (local)}$ = the sum of trips recorded for all of the local data collection sites

$\Sigma \text{IV Units (local)}$ = the sum of independent variable values for all of the local data collection sites

¹⁶ The “15 percent difference” threshold is considered to be a reasonable, though arbitrary, guideline. If the analyst, based on professional judgment, is confident of the validity and applicability of the data for local application, then the analyst should use the local data rather than the national data. But the analyst is reminded that the simple randomness of numbers will produce some variation and the 15 percent threshold tries to limit the possibility of reaching unfounded conclusions that local conditions are indeed different from the national database.

¹⁷ As described in that chapter, an acceptable weighted average trip generation rate requires at least three data points with a computed standard deviation that is no more than 55 percent of the weighted average rate. An acceptable fitted curve equation requires at least four data points with a computed R^2 of at least 0.75.

9.6 Documentation

The stand-alone or consolidated local trip generation documentation should clearly state the following:

- The local rates or equations;
- The circumstances in which they are applicable; and
- What to do in situations where they are not applicable (for examples, use national data or collect more local data).

The documentation should also include the site-specific information for the local data, such as

- Land use;
- Value(s) of the independent variable(s);
- Survey date and day of the week;
- Survey time period and its relation to site peak hour and peak hour of adjacent street; and
- Site context.

All trip generation data should be submitted to ITE for inclusion in future editions of *Trip Generation Manual*. In cases where a local rate or equation is developed, consideration should be given to submitting the results of the local trip generation analysis to ITE. Sources will be cited but the identity of specific sites will be kept confidential. Data and analyses should be transmitted to:

Institute of Transportation Engineers
Trip Generation Data
1627 Eye St., NW, Suite 600
Washington, DC 20006
Tel: +1 202-785-0060
Fax: +1 202-785-0609
www.ite.org

ITE accepts trip generation data in any form. Preference is for forms and content consistent with Chapter 12 guidance. However, it is acceptable to submit data which are potentially incomplete or that must be extracted from a report.

9.7 Examples of Recommended Process

The following examples demonstrate the steps for determining whether a stand-alone, local trip generation rate/equation, or a consolidated local trip generation rate is appropriate. The calculations referenced below are presented in detail in the Appendix J examples for how to calculate weighted average, variance, and standard deviation.

Example 1—Local Data Weighted Average more than 15 Percent Different from *Manual* Weighted Average Rate but Inadequate Local Data Statistics

In the professional judgment of the analyst, *Trip Generation Manual* data for Land Use Code 492 (Health/Fitness Club) is not appropriate for estimating the weekday morning peak hour of the generator as a function of site GFA for a local study site. Trip generation data are collected at three local proxy sites:

- Site A is 43,000 sq. ft. GFA and has 11 vehicle trips in AM site peak hour
- Site B is 49,000 sq. ft. GFA and has 83 vehicle trips in AM site peak hour
- Site C is 15,000 sq. ft. GFA and has 34 vehicle trips in AM site peak hour

The three sites have a total GFA of 107,000 sq. ft. and 128 total AM peak hour trips for a weighted average of 1.20 (calculated as 128/107).

For Land Use 492, the data pages in *Trip Generation Manual*, 9th Edition present the following:

- Weighted average weekday trip rate (per 1,000 sq. ft. GFA) = 1.43
- Average value for the independent variable unit (1,000 sq. ft. GFA) = 39
- Number of studies = 4

The weighted average trip rate for the three local proxy sites (1.20) is 16 percent lower than the *Manual* rate (1.43). However, the weighted standard deviation for the local data is 0.97 (81 percent of the weighted average rate) and is too high to be acceptable (that is, greater than 55 percent). Therefore, the recommended use of the local data is to consolidate it with the national data to produce a consolidated local rate.

$$\text{consolidated weighted average rate} = \frac{\Sigma \text{trips (ITE)} + \Sigma \text{trips (local)}}{\Sigma \text{IV units (ITE)} + \Sigma \text{IV units (local)}}$$

where

$$\Sigma \text{trips (ITE)} = 1.43 * 39 * 4 = 223$$

“weighted average trip rate” multiplied by “average value of independent variable values” multiplied by number of studies

$$\Sigma \text{IV units (ITE)} = 39 * 4 = 156$$

“average value of independent variable values” multiplied by number of studies

$$\Sigma \text{trips (local)} = 128$$

$$\Sigma \text{IV units (local)} = 107$$

$$\text{consolidated weighted average rate} = 1.33 = \frac{223 + 128}{156 + 107}$$

The consolidated weighted average rate (1.33) is less than the *Manual* weighted average rate of 1.43, but higher than the weighted average rate of 1.20 for the three local data points.

Example 2—Local Data Weighted Average less than 15 Percent Different from *Manual* Weighted Average Rate

Trip generation data are collected at a fourth local proxy site to add to the three sites described above:

- Site A is 43,000 sq. ft. GFA and has 11 vehicle trips in AM site peak hour
- Site B is 49,000 sq. ft. GFA and has 83 vehicle trips in AM site peak hour
- Site C is 15,000 sq. ft. GFA and has 34 vehicle trips in AM site peak hour
- Site D is 48,000 sq. ft. GFA and has 65 vehicle trips in AM site peak hour

The four sites have a total GFA of 155,000 sq. ft. and 193 total AM peak hour trips for a weighted average rate of 1.25 (calculated as 193/155).

The weighted average trip rate for the four local proxy sites (1.25) is 13 percent lower than the *Manual* rate (1.43). Because the weighted trip generation rate for the local data is within 15 percent of the *Manual* data trip generation rate, the recommended use of the local data is to consolidate it with the national data to produce a consolidated local rate.

$$\text{consolidated weighted average rate} = \frac{\Sigma \text{trips (ITE)} + \Sigma \text{trips (local)}}{\Sigma \text{IV units (ITE)} + \Sigma \text{IV units (local)}}$$

where

$$\Sigma \text{trips (ITE)} = 1.43 * 39 * 4 = 223 \text{ (from Example 1)}$$

$$\Sigma \text{IV units (ITE)} = 39 * 4 = 156 \text{ (from Example 1)}$$

$$\Sigma \text{trips (local)} = 193$$

$$\Sigma \text{IV units (local)} = 155$$

$$\text{consolidated weighted average rate} = 1.34 = \frac{223 + 193}{156 + 155}$$

The consolidated weighted average rate (1.34) is less than the *Manual* weighted average rate (1.43), but higher than the weighted average rate (1.25) for the four local data points.

Example 3—Local Data Weighted Average more than 15 Percent Different from *Manual* Weighted Average Rate and Adequate Local Data Statistics

Trip generation data are collected at a fifth local proxy site to add to the four sites described above:

- Site A is 43,000 sq. ft. GFA and has 11 vehicle trips in AM site peak hour
- Site B is 49,000 sq. ft. GFA and has 83 vehicle trips in AM site peak hour
- Site C is 15,000 sq. ft. GFA and has 34 vehicle trips in AM site peak hour
- Site D is 48,000 sq. ft. GFA and has 65 vehicle trips in AM site peak hour
- Site E is 38,000 sq. ft. GFA and has 40 vehicle trips in AM site peak hour

The five sites have a total GFA of 193,000 sq. ft. and 233 total AM peak hour trips for a weighted average of 1.21 (calculated as 233/193).

The calculated average trip rate for the five local proxy sites (1.21) is 16 percent lower than the *Manual* rate (1.43). The weighted standard deviation is 0.67 (55 percent of the weighted average rate). The local rate is acceptable for use for estimating trips generated by the study site.

Appendix B: Land Uses in ITE Trip Generation Manual

Land Use Codes

Port and Terminal (Land Uses 000–099)

CODE	LAND USE
21	Commercial Airport
22	General Aviation Airport
030	Intermodal Truck Terminal
090	Park-and-Ride Lot with Bus or Light Rail Service

Industrial (Land Uses 100–199)

CODE	LAND USE
110	General Light Industrial
130	Industrial Park
140	Manufacturing
150	Warehousing
151	Mini-Warehouse
154	High-Cube Transload and Short-Term Storage Warehouse
155	High-Cube Fulfillment Center Warehouse
156	High-Cube Parcel Hub Warehouse
157	High-Cube Cold Storage Warehouse
160	Data Center
170	Utility
180	Specialty Trade Contractor
190	Marijuana Cultivation and Processing Facility

Residential (Land Uses 200–299)

CODE	LAND USE
210	Single-Family Detached Housing
215	Single-Family Attached Housing
220	Multifamily Housing (Low-Rise)
221	Multifamily Housing (Mid-Rise)
222	Multifamily Housing (High-Rise)
223	Affordable Housing
225	Off-Campus Student Apartment (Low-Rise)
226	Off-Campus Student Apartment (Mid-Rise)
227	Off-Campus Student Apartment (High-Rise)
230	Low-Rise Residential with Ground-Floor Commercial
231	Mid-Rise Residential with Ground-Floor Commercial
232	High-Rise Residential with Ground-Floor Commercial
240	Mobile Home Park
251	Senior Adult Housing—Single-Family
252	Senior Adult Housing—Multifamily
253	Congregate Care Facility
254	Assisted Living
255	Continuing Care Retirement Community
260	Recreational Homes
265	Timeshare
270	Residential Planned Unit Development

Lodging (Land Uses 300–399)

CODE	LAND USE
310	Hotel
311	All Suites Hotel
312	Business Hotel
320	Motel
330	Resort Hotel

Recreational (Land Uses 400–499)

CODE	LAND USE
411	Public Park
416	Campground/Recreational Vehicle Park
420	Marina
430	Golf Course
431	Miniature Golf Course
432	Golf Driving Range
433	Batting Cages
434	Rock Climbing Gym
435	Multipurpose Recreational Facility
436	Trampoline Park
437	Bowling Alley
440	Adult Cabaret
445	Movie Theater
452	Horse Racetrack
453	Automobile Racetrack
454	Dog Racetrack
462	Professional Baseball Stadium
465	Ice Skating Rink
466	Snow Ski Area
470	Bingo Hall
473	Casino
480	Amusement Park
482	Water Slide Park
488	Soccer Complex
490	Tennis Courts
491	Racquet/Tennis Club
492	Health/Fitness Club
493	Athletic Club
495	Recreational Community Center

Institutional (Land Uses 500–599)

CODE	LAND USE
501	Military Base
520	Elementary School
522	Middle School/Junior High School
525	High School
528	School District Office
530	Private School (K-8)
532	Private School (K-12)
534	Private High School
536	Charter Elementary School
538	Charter School (K-12)
540	Junior/Community College
550	University/College
560	Church
561	Synagogue
562	Mosque
565	Day Care Center
566	Cemetery
571	Adult Detention Facility
575	Fire and Rescue Station
580	Museum
590	Library

Medical (Land Uses 600–699)

CODE	LAND USE
610	Hospital
620	Nursing Home
630	Clinic
640	Animal Hospital/Veterinary Clinic
650	Free-Standing Emergency Room

Office (Land Uses 700–799)

CODE	LAND USE
710	General Office Building
712	Small Office Building
714	Corporate Headquarters Building
715	Single Tenant Office Building
720	Medical–Dental Office Building
730	Government Office Building
731	State Motor Vehicles Department
732	United States Post Office
750	Office Park
760	Research and Development Center
770	Business Park

Retail (Land Uses 800–899)

CODE	LAND USE
810	Tractor Supply Store
811	Construction Equipment Rental Store
812	Building Materials and Lumber Store
813	Free-Standing Discount Superstore
814	Variety Store
815	Free-Standing Discount Store
816	Hardware/Paint Store
817	Nursery (Garden Center)
818	Nursery (Wholesale)
820	Shopping Center (>150k)
821	Shopping Plaza (40-150k)
822	Strip Retail Plaza (<40k)
823	Factory Outlet Center
840	Automobile Sales (New)
841	Automobile Sales (Used)
842	Recreational Vehicle Sales

843	Automobile Parts Sales
848	Tire Store
849	Tire Superstore
850	Supermarket
851	Convenience Store
857	Discount Club
858	Farmers Market
860	Wholesale Market
861	Sporting Goods Superstore
862	Home Improvement Superstore
863	Electronics Superstore
864	Toy/Children's Superstore
865	Baby Superstore
866	Pet Supply Superstore
867	Office Supply Superstore
868	Book Superstore
869	Discount Home Furnishing Superstore
872	Bed and Linen Superstore
875	Department Store
876	Apparel Store
879	Arts and Crafts Store
880	Pharmacy/Drugstore without Drive-Through Window
881	Pharmacy/Drugstore with Drive-Through Window
882	Marijuana Dispensary
890	Furniture Store
895	Beverage Container Recycling Depot
897	Medical Equipment Store
899	Liquor Store

Services (Land Uses 900–999)

CODE	LAND USE
911	Walk-in Bank
912	Drive-in Bank
918	Hair Salon
920	Copy, Print, and Express Ship Store
926	Food Cart Pod
930	Fast Casual Restaurant
931	Fine Dining Restaurant
932	High-Turnover (Sit-Down) Restaurant
933	Fast-Food Restaurant without Drive-Through Window
934	Fast-Food Restaurant with Drive-Through Window
935	Fast-Food Restaurant with Drive-Through Window and No Indoor Seating
936	Coffee/Donut Shop without Drive-Through Window
937	Coffee/Donut Shop with Drive-Through Window
938	Coffee/Donut Shop with Drive-Through Window and No Indoor Seating
941	Quick Lubrication Vehicle Shop
942	Automobile Care Center
943	Automobile Parts and Service Center
944	Gasoline/Service Station
945	Convenience Store/Gas Station
947	Self-Service Car Wash
948	Automated Car Wash
949	Car Wash and Detail Center
950	Truck Stop
970	Wine Tasting Room
971	Brewery Tap Room
975	Drinking Place

Appendix C: Traffic Impact Study Checklist and Forms



TRAFFIC ANALYSIS PROCEDURES & CHECKLIST

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All proposed developments are required to complete a Trip Generation Memo performed by a qualified transportation professional. The Trip Generation Memo should include a documentation of the methodologies used to determine estimated peak hour trips, including details of the proposed development (location, land use type, and scale), the assumed peak hour period, and the trip generation rates used for the estimate. In addition, the memo should include an assessment of proposed site access points to demonstrate needed traffic control and/or auxiliary lanes.

Major Projects generating at least thirty (30) peak hour trips are required to complete a full Traffic Impact Study, following the following content and checklist:

- 1) Introduction
 - Study Purpose and Scope
 - Project Description
 - Study Area Boundaries
- 2) Study Area Description
 - Existing Land Use
 - Transportation Network
 - Key Intersections
- 3) Existing Transportation Conditions
 - Data Collection (Counts, Speeds, Volumes)
 - Existing Level of Service
 - Existing Crash Assessment
 - Existing Pedestrian/Bicycle and Transit Facilities
- 4) 20-Year Future Traffic Conditions
 - Background Growth (Annual %, other developments)
 - Trip Generation Estimates
 - Trip Distribution and Assignment (How trips are assigned to the network)
 - Future Traffic Forecasts (Opening year and opening year + 20, both with and without the project)
- 5) Intersection Analysis
 - Vehicle and Multimodal Level of Service Analysis (Existing and Future), Critical Movement Identification, and Potential Need for Improvements.
- 6) Transportation Management Plan
 - Proposed TDM measures and forecast trip reduction
- 7) Proposed Mitigations
 - Recommended Traffic Control Improvements, Signage and Pavement Markings, and Potential Impacts on Pedestrians and Transit.
- 8) Summary of Findings and Recommendations
 - Key Findings, Overall Project Impacts, and Mitigation Strategies
- 9) Appendices
 - Traffic Data
 - Traffic Analysis
 - Other Supporting Documents



FULL TRAFFIC IMPACT STUDY PROCEDURES & CHECKLIST

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I. Introduction	
☐	Study Purpose and Goals
☐	Project Description (type, size, location)
☐	Analysis Time Periods / Opening & Horizon Years (phasing of development)
☐	Study Area Boundaries
☐	<i>Site Location Map</i>
☐	<i>Site Plan</i>
II. Study Area Description	
☐	Existing Zoning and Land Uses
☐	Existing Road Network Description and Characteristics (classification, lanes, speed limit, sidewalks)
☐	Existing Intersection Description and Characteristics (lanes, traffic control, pedestrian crossings)
☐	Existing Pedestrian, Bicycle and Transit Facilities and Service
III. Existing Transportation Conditions	
☐	Data Collection (types, dates, peak hours)
☐	<i>Existing Peak Hour Traffic Volume Figure</i>
☐	<i>Existing Pedestrian/Bicyclist Volume Figure(s)</i>
☐	Analysis Methodology
☐	Existing Level of Service / Problem Identification
☐	<i>Existing Vehicular and Multimodal Level of Service Table</i>
☐	Crash Assessment / Problem Identification
☐	<i>Crash Data Summary Table</i>
☐	<i>Crash Comparison Graphs to Expected Levels</i>
☐	Existing Pedestrians, Bicycles and Transit Facilities
IV. 20-Year Future Traffic Conditions	
☒	Background Traffic Growth (annual growth rate)
☐	<i>Opening Year Grown Volumes</i>
☐	<i>20-Year Horizon Year Grown Volumes</i>
☐	Other Area Planned Developments
☐	<i>Other Planned Development Trip Generation Summary Table</i>
☐	<i>Opening Year No-Build Volume Figure</i>
☐	<i>20-Year No-Build Volume Figure</i>
☐	Trip Generation
☐	<i>Trip Generation Table with any Adjustments</i>
☐	Trip Distribution, Assignments, Adjustments (TDM measures)
☐	<i>Trip Distribution Figure</i>
☐	<i>New Trips Figure</i>
☐	<i>Trip Adjustment Figures</i>
☐	Future Traffic Volumes
☐	<i>Opening Year and 20-Year Traffic Volume Figures, With the Project</i>
V. Intersection Analysis	

☐	Capacity Analysis (latest HCM methodology) (Level of Service table by lane group)
☐	<i>Vehicular and Multimodal Level of Service Comparison Table</i>
☐	<i>95th-Percentile Queue Lengths</i>
☐	Intersections and Movements with Unacceptable Operations
VI. Transportation Management Plan	
☐	Proposed TDM Measures
☐	Forecast Trip Reductions (table)
☐	Proposed TDM Monitoring Program
VII. Proposed Mitigations	
☐	TDM Measures / Pedestrian, Bicycle, Transit Measures
☐	Traffic Control Improvements
☐	Mainline or Turn Lanes
VIII. Summary of Findings and Recommendations	
☐	Recommended Improvements and TDM Measures
☐	Key Findings, Overall Project Impacts, and Mitigation Strategies
IX. Appendices	
☐	Count Data
☐	Capacity Analysis Printouts (by peak hour and scenario)
☐	Transportation Management Plan Calculations
☐	Other supporting information
X. SUBMITTAL REQUIREMENTS	
☐	Electronic (PDF) File of the Traffic Impact Study (electronically stamped by a PE)



TRIP GENERATION MEMO PROCEDURES & CHECKLIST

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I. Introduction	
☐	Study Purpose and Goals
☐	Project Description (type, size, location, phasing of development, opening year)
☐	Study Area Boundaries
☐	<i>Site Location Map</i>
☐	<i>Site Plan</i>
II. Existing Transportation Conditions	
☐	Data Collection (types, dates, peak hours)
☐	<i>Existing Peak Hour Traffic Volume Figure</i>
☐	<i>Existing Pedestrian/Bicyclist Volume Figure(s)</i>
☐	Existing Vehicular and Multimodal Level of Service / Problem Identification
III. Access/Frontage Impact Assessment	
☐	Capacity Analysis
☐	<i>Vehicular and Multimodal Level of Service Table</i>
☐	Pedestrian, Bicycle, Transit Connectivity and Facilities
IV. Proposed Mitigations	
☐	Access Point Geometry, Traffic Control and Ped/Bike Improvements
☐	Site Frontage Geometry, Traffic Control and Ped/Bike Improvements
V. SUBMITTAL REQUIREMENTS	
☐	Electronic (PDF) File of the Trip Generation Memo (electronically stamped by a PE)



TRAFFIC IMPACT FEE MEMO PROCEDURES & CHECKLIST

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I. Introduction	
☐	Study Purpose and Goals
☐	Project Description (type, size, location, phasing of development, opening year)
☐	Study Area Boundaries
☐	<i>Site Location Map</i>
☐	<i>Site Plan</i>
II. Existing Transportation Conditions	
☐	Data Collection (types, dates, peak hours)
☐	<i>Existing Peak Hour Traffic Volume Figure</i>
☐	<i>Existing Pedestrian/Bicyclist Volume Figure(s)</i>
☐	Existing Vehicular and Multimodal Level of Service / Problem Identification
III. Access/Frontage Impact Assessment	
☐	Capacity Analysis
☐	<i>Level of Service Table – Vehicle and Multimodal</i>
☐	Pedestrian, Bicycle, Transit Connectivity and Facilities
IV. Proposed Mitigations	
☐	Access Point Geometry, Traffic Control and Ped/Bike Improvements
☐	Site Frontage Geometry, Traffic Control and Ped/Bike Improvements
V. Traffic Impact Fees	
☐	Proposed TDM Measures
☐	Trip Reduction Calculations
☐	Traffic Impact Fee Calculations
☐	Proposed TDM Monitoring Program
VI. SUBMITTAL REQUIREMENTS	
☐	Electronic (PDF) File of the Traffic Impact Fee Memo (electronically stamped by a PE)

Appendix D: Transportation Demand Management Strategies and Relative Effectiveness



Table 2. Potential VMT Measures and Relative Effectiveness

Measure Number	Measure Category	Description	Typical Application	CAPCOA ¹⁰ 2021 Reference	Estimated VMT Reduction Potential
1	Bike & Ped	Provide traditional bike racks designed for short-term parking, in a visible publicly accessible space.	Land uses that expect short term visitors. Traditional bike racks are not suitable for longer term parking due to concerns regarding theft and exposure to the weather.	T-9	0.1% - 1.6%
2	Bike & Ped	Construct or improve a bicycle lane facility (Class I, II, or IV) that connects to a larger existing bikeway network. This encourages mode shift from parallel roadways to bicycles, displacing VMT. A wider-based approach that expands more than one facility may be considered to be expanding the bicycle network.	New projects in dense areas, or in areas near existing bicycle infrastructure but without a current connection. Generally an off-site improvement.	T-18; T-19	0.2% - 0.8%
3	Bike & Ped	Provide secure bicycle parking in either a dedicated room, via bicycle lockers, or a bike station incorporated into the project.	Residential and office land uses, where bicyclists will be expected to park their bicycles for 6+ hours per day.	T-9	0.1% - 1.6%
4	Bike & Ped	Improve pedestrian spaces both within the project and on roadways approaching the project. Improvements may include providing sidewalks on both sides of the street, incorporating ADA-compliant improvements such as tactile ramps and audible pedestrian signals, providing sidewalk amenities such as trees, plants, and benches, and otherwise improving the pedestrian experience.	New development in areas where pedestrian facilities are missing or lacking	T-17	0.5% to 6.4%
5	Bike & Ped	Roadways will be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features may include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others.	Developments located near transit or pedestrian-focused areas; or in cities that have adopted a Vision Zero policy	N/A	0.25 - 1.0%



Measure Number	Measure Category	Description	Typical Application	CAPCOA ¹⁰ 2021 Reference	Estimated VMT Reduction Potential
6	General	Implement a generalized commute trip reduction program. This measure is intended as an umbrella measure, for use in instances where marketing of commute alternatives is desired, but the client or implementing agency may not want to commit to specific marketing actions. It can include any combination of measures indicated here other than those specific to land use	Office developments; large residential developments; area plans	T-4, T-5	Up to 4% (voluntary compliance)
7	General	Implement a generalized commute trip reduction program. This measure is intended as an umbrella measure, for use in instances where marketing of commute alternatives is desired, but the client or implementing agency may not want to commit to specific marketing actions. It can include any combination of measures indicated here other than those specific to land use	Office developments; large residential developments; area plans	T-4, T-5	Up to 26% (mandatory monitoring)
8	Bike & Ped	Install a bike share program in association with your development, either for exclusive use of the development residents or in conjunction with a future public system.	Cities and Communities		Up to 3%
9	Parking	Reduce the proposed supply of parking at the development relative to other sites in the project vicinity.	Office development, mixed-use development, residential development, area plans, cities and communities	T-14	5 - 13.7%
10	Parking	For residential developments, require that parking spaces be paid for separately from the primary mortgage/HOA dues/rent. This effectively reduces housing costs for households with no cars / fewer cars	Residential development	T-15	2.6 - 15.7%
11	Parking	Price parking at all off-street facilities associated with the project. Pricing should be at a level equal to or higher than typical prices in the project area. Typically referred to as “unbundling” parking pricing for residential projects.	Office development; mixed-use development; residential development	T-11, T-15	Up to 20%
12	Parking	If free parking is provided as an employee benefit, individuals opting not to receive a parking pass may instead receive the equivalent cash value to a monthly parking permit.	Office development; employers	T-12	Up to 12%



Measure Number	Measure Category	Description	Typical Application	CAPCOA ⁴⁰ 2021 Reference	Estimated VMT Reduction Potential
13	Ridesharing	Provide subsidies in the form of cash or gas cards to individuals carpooling to/from work.	Office development, employers	T-7	0.0 - 8.0%
14	Ridesharing	Provide subsidies or company-provided vehicles for vanpooling, and assist with vanpool formation by means of helping individuals identify others with similar commute patterns. This measure may also apply to point-to-point shuttles sponsored by an employer (i.e., "tech buses")	Office development, employers	T-10	3.4 - 20.4%
15	Ridesharing	Maintain a database of individuals interested in carpooling/ridesharing along with their commute characteristics. Allow individuals to search database and contact others to form carpools. At large employers, some one-on-one support may also be provided.	Office development, employers, cities and communities	T-7	0.0 - 8.0%
16	Parking	Install parking meters or other paid parking programs on public roadways within 1/4 mile of the study area. Pricing should be market-rate. This is intended to both discourage driving to/from the project area, as well as reduce the amount of VMT generated by circling for parking by maintaining 85 percent occupancy rates.	Large developments; area plans; cities and communities	T-23	Up to 30%
17	Pricing	Implement a toll or fee for vehicle access to a predetermined area, such as a central business district. An example of this is the fee to access London's core neighborhoods.	Cities and communities	N/A	7.9 - 22.0%
18	Land Use	Locate the project near (and orient it with a clear means of access to) a high-quality transit station. Project design should support (and ideally prioritize) pedestrian access to/from transit. Project should be careful not to oversupply parking.	Mixed-use or residential projects in urban areas	T-3	0.5 - 31%
19	Transit & Shuttles	Provide express / point-to-point shuttle service, connecting park & ride facilities or other residential neighborhoods directly to an employer's campus. In the SF Bay Area, these shuttle types have become common amongst Silicon Valley employers, and are sometimes known as "tech shuttles"	Employers, campuses	T-10	Up to 20.4%



Measure Number	Measure Category	Description	Typical Application	CAPCOA ¹⁰ 2021 Reference	Estimated VMT Reduction Potential
20	Transit & Shuttles	Provide subsidies in the form of cash, transit passes, or contributions to a regional fare card to transit riders. This is typically implemented by an employer, but may also be used by schools and large residential developments.	Employers, large residential developments, campuses	T-8; T-27 (variant)	Up to 20%
21	Tech-Assisted Approaches	Allow and encourage employees to telecommute or adopt alternative work schedules. Examples may include working from home a certain share of the time, or working a 9/80 or 4/40 work week.	Employers, campuses	N/A	Up to 5.5%
22	Transit & Shuttles	Provide funding to support one of the following: new bus service, increased frequency on existing service, increased operating hours, etc. Effectiveness will range based on the level of investment.	Cities and communities	T-26 (variant)	Up to 11.3%
23	Transit & Shuttles	Provide a publicly available shuttle service between a regional transit facility and employment, residential, or shopping centers located 1-5 miles away.	Employers, commercial development, institutions, campuses	T-24	0.1% to 8.2%

10. Source: Fehr & Peers, 2023. Prepared in conjunction with *Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity*, California Air Pollution Control Officers Association (CAPCOA 21). Link: https://www.caleemod.com/documents/handbook/full_handbook.pdf



Attachment 2: Initial Draft Town and County LDR Redline of Relevant Sections

Town of Jackson Land Development Regulations

Div. 1.8 – Transitional Provisions

1.9.3. Nonconforming Uses

C. Change in Use. A nonconforming use, except a Detached Dwelling, may be changed to another nonconforming use provided all three of the following standards are met.

1. The new use is a materially less intense nonconforming use. The determination of the level of intensity shall include, but is not limited to, consideration of traffic generated (amounts and type), impacts on access, parking demand, proposed level of activity, operational characteristics, and other potentially adverse impacts on neighboring lands.

Div. 2.2 – Complete Neighborhood Character Zones

2.2.11. CR-1: Commercial Residential-1 AND

2.2.12. CR-2: Commercial Residential-2 AND

2.2.13. CR-3: Commercial Residential-3 AND

2.2.14. DC-1: Downtown Core-1 AND

2.2.14. DC-2: Downtown Core-2

E. Additional Zone-specific Standards. The following standards apply in addition to all other standards applicable in the OR zone.

8 – 12. (varies) Conditional Use Permit (CUP) Required. A CUP is required for all projects that require a Sketch Plan in this zone.

i. **Purpose.** The purpose of the CUP is to provide public and site-specific analysis of the on-site and off-site impacts of the proposed use on traffic, environmental resources, historic resources, water quality, and other important Town resources.

ii. **Submittal Requirements:** Applicant shall submit studies of sufficient detail, as identified by staff at the preapplication meeting, to address anticipated impacts on traffic generation, environmental resources (e.g., wildlife permeability), historic resources, water quality (e.g., stormwater runoff, groundwater quality), and other important Town resources. Mitigation measures shall be included as part of any required study. [Procedures and requirements of the “Teton County Transportation Impact Study” Requirements shall be followed and satisfied in the evaluation of trip generation, site access and frontage, and Mobility Fee calculations.](#)

iii. **Procedure.** The project shall follow all of the procedures and finding required in Section 8.4.3.

iv. **Conditions.** Conditions may be required to off-set identified adverse impacts of the proposed use(s) on resources protected under this CUP process, which may include on-site or off-site improvements.

Div. 4.3 – Planned Resort Zones

4.3.1. All Planned Resort Zones.

D.5. Transportation Element. The Planned Resort master plan contains a traffic impact analysis and transportation demand management plan that:

- a. Promote multimodal forms of transportation that are consistent with the transportation goals of the Jackson/Teton County Comprehensive Plan;
- b. Manage the generation of resort related traffic to avoid undermining community character and endangering the public health, safety, and welfare; and
- c. Follow the procedures and requirements of the “Teton County Transportation Impact Study Guidelines” in the evaluation of trip generation, site access and frontage, and Mobility Fee calculations. ~~Identify an equitable cost sharing plan for transportation facilities and services.~~

F. Standards Applying to All Planned Resorts.

8. Transportation Element. The Planned Resort master plan shall have a transportation element to ensure that resort development does not produce an amount of vehicular traffic that undermines the community's character, and endangers the public health, safety and welfare (i.e., noise, air quality and traffic impacts) The Planned Resort master plan shall provide an optimum mix of automobile, transit, and pathway facilities within the resort, encourage coordination of all resort transportation facilities with the County-wide transportation system, promote design and management which encourages shifts from single-occupancy vehicle trips to multi-occupancy trips, or other transportation modes, and provide equitable cost sharing for facilities and services.

a. Traffic Impact Analysis. Procedures and requirements of the “Teton County Transportation Impact Study Requirements” shall be followed and satisfied in the evaluation of trip generation, site access and frontage, and Mobility Fee calculations. ~~A traffic impact and access analysis is required. At a minimum, this analysis shall contain:-~~

- ~~i. Projections of external vehicle trips generated by the Planned Resort.~~
- ~~ii. Analysis of levels of service (LOS) impacts on roadway system segments and intersections serving the Planned Resort.~~
- ~~iii. Specification of any improvements needed to roadway system segments and intersections as a result of increased traffic from the Planned Resort.~~

b. Transportation Demand Management Plan. The Planned Resort master plan shall include a transportation demand management (TDM) plan that demonstrates how the travel behavior of resort visitors and employees will be managed to minimize the number of vehicle trips on the roadway network resulting from the resort development. ~~The transportation plan will allocate a number of vehicle trips to various roadway segments, based upon the projected traffic demand and the planned character of the roadway segments.~~ A goal of the applicant's TDM Plan shall be to manage the transportation demands of the resort so that it is consistent with the allocation of vehicle trips to the various roadway segments that serve the Planned Resort. Potential mechanisms for managing travel behavior may include, but are not limited to:

- i. Increasing average vehicle occupancy.
- ii. Shifting vehicular trips (resident and visitor) to public transit.
- iii. Shifting vehicular trips (resident and visitor) to walking, bicycling and other nonmotorized means.
- iv. Reducing vehicular trips through internal capture associated with mixed land use patterns.

9. Capital Improvements Element. The Planned Resort master plan shall have a capital improvements element to ensure that infrastructure and essential services will be provided in an efficient and timely manner to accommodate projected resort demands. Planned resort master plans shall include a capital improvements element that identifies service providers, analyzes impacts and proposes a capital improvements plan for facilities and services needed by the resort. Such facilities and services may include, but are not limited to: transportation (at access points and along site frontage, including transit, parking and pathways;) potable water and wastewater treatment services; waste management (hazardous and solid;) utilities; stormwater management and snow storage facilities.

a. Identification and Acknowledgment of Service Providers. The applicant shall identify the provider of all infrastructure facilities and services included in the plan. Where services are to be provided by an entity other than the applicant, documents from the service provider shall demonstrate the commitment and ability to provide such service according to the Planned Resort master plan.

b. Impact Analysis. An impact analysis shall be performed for all facilities and services, unless waived by the Community Planning Director. Each impact analysis shall identify the following:

- i. The maximum daily peak capacity of existing facilities.
- ii. The current daily peak demand on existing capacity.
- iii. The daily peak capacity available for new development.
- iv. The projected daily peak demand generated by new development in the Planned Resort.
- v. When development outside of a resort is reasonably anticipated to utilize the same infrastructure system as the resort, the Town of Jackson shall provide the applicant with estimated peak demand.

vi. Any planned improvements by other entities, such as the Town of Jackson or the Teton Village Water and Sewer District, and the timing of such improvements.

vii Procedures and requirements of the “Teton County Transportation Impact Study Requirements” shall be followed and satisfied in the evaluation of trip generation, site access and frontage, and Mobility Fee calculations.

viii. Any deficits in daily peak capacity potentially resulting from development within the Planned Resort—either from a strict demand standpoint or from a timing standpoint—taking into account other potential new development outside the Planned Resort.

c. Capital Improvements Program. The capital improvements plan shall be consistent with the impact analyses and specify how any deficiencies in infrastructure will be remedied or mitigated, including descriptions of the infrastructure improvements, the responsibility and sources of funding for the improvements, and the timing for completion of improvements. Concept plans for improvements shall be included in the capital improvements plan; engineered plans shall be provided in the final development plan application for subsequent development.

Div. 7.2 – Subdivision Standards

7.2.2. Standards Applicable to All Development

5. Oversize and Off-Site Improvements. The Town Council may require installation and construction of utilities, pavement and other land improvements in excess of subdivision design needs, to assure adequate service to future development areas. Such oversize improvement requirements shall be determined by the Town Council. Such requirements shall be subject to the following standards:

- a. The subdivider shall be required to pay for only that part of the construction costs for the arterial streets, site frontage streets, trunk sewers or water lines that are necessitated by and are serving the proposed subdivision, as determined by the Town Engineer. The Town Engineer and subdivider shall mutually establish a proportionally distributed cost sharing arrangement that considers other persons who will benefit from such oversized improvements constructed to ultimately service the surrounding area.
- b. If streets or utilities are not available or adequate for services at the boundary of a proposed subdivision, the subdivider may be required to obtain necessary easements or rights-of-way and construct and pay for any extensions necessary to connect the proposed subdivision to adequate utility lines.
- c. Reimbursement for the installation of oversize improvements shall be effected only after such time as the Town accepts the subdivision improvements, a written requires for reimbursement is submitted to the Town by the subdivider, and the Town Council, acting on the advice and recommendation of the Town Engineer, authorizes the reimbursement.

c.d. Procedures and requirements of the “Teton County Transportation Impact Study Requirements” shall be followed and satisfied in the evaluation of trip generation, site access and frontage, and Mobility Fee calculations.

Teton County Land Development Regulations

Div. 4.3 – Planned Resort Zones

4.3.1. All Planned Resort Zones

D. Findings for Approval

5. Transportation Element. The Planned Resort master plan contains a traffic impact analysis and transportation demand management plan that:

- a. promote multimodal forms of transportation that are consistent with the transportation goals of the Jackson/Teton County Comprehensive Plan;
- b. manage the generation of resort related traffic to avoid undermining community character and endangering the public health, safety, and welfare; and
- c. Procedures and requirements of the “Teton County Transportation Impact Study Requirements” shall be followed and satisfied in the evaluation of trip generation, site access and frontage, and Mobility Fee calculations.~~identify an equitable cost sharing plan for transportation facilities and services.~~

F. Standards Applying to All Planned Resorts

8. Transportation Element. The Planned Resort master plan shall have a transportation element to ensure that resort development does not produce an amount of vehicular traffic that undermines the community’s character, and endangers the public health, safety and welfare (i.e., noise, air quality and traffic impacts.) The Planned Resort master plan shall provide an optimum mix of automobile, transit, and pathway facilities within the resort; encourage coordination of all resort transportation facilities with the County-wide transportation system; promote design and management, which encourages shifts from single-occupancy vehicle trips to multi-occupancy trips, or other transportation modes;~~and provide equitable cost sharing for facilities and services.~~

a. Traffic Impact Analysis. Procedures and requirements of the “Teton County Transportation Impact Study Requirements” shall be followed and satisfied in the evaluation of trip generation, site access and frontage, and Mobility Fee calculations.~~A traffic impact and access analysis is required. At a minimum, this analysis shall contain:—~~

- ~~i. projections of external vehicle trips generated by the Planned Resort.—~~
- ~~ii. analysis of levels of service (LOS) impacts on roadway system segments and intersections serving the Planned Resort; and—~~
- ~~iii. specification of any improvements needed to roadway system segments and intersections as a result of increased traffic from the Planned Resort.~~

b. Transportation Demand Management Plan. The Planned Resort master plan shall include a Transportation Demand Management (TDM) Plan that demonstrates how the travel behavior of resort visitors and employees will be managed to minimize the number of vehicle trips on the

roadway network resulting from the resort development. ~~The TDM Plan will allocate a number of vehicle trips to various roadway segments, based upon the projected traffic demand and the planned character of the roadway segments.~~ A goal of the applicant's TDM Plan shall be to manage the transportation demands of the resort so that it is consistent with the allocation of vehicle trips to the various roadway segments that serve the Planned Resort. Potential mechanisms for managing travel behavior may include, but are not limited to:

- i. increasing average vehicle occupancy
- ii. shifting vehicular trips (resident and visitor) to public transit
- iii. shifting vehicular trips (resident and visitor) to walking, bicycling and other nonmotorized means; and
- iv. reducing vehicular trips through internal capture associated with mixed land use patterns.

9. Capital Improvements Element. The Planned Resort master plan shall have a capital improvements element to ensure that infrastructure and essential services will be provided in an efficient and timely manner to accommodate projected resort demands. Planned Resort master plans shall include a capital improvements element that identifies service providers, analyzes impacts and proposes a capital improvements plan for facilities and services needed by the resort. Such facilities and services may include, but are not limited to: transportation (at access points and along site frontage, including transit, parking and pathways;) potable water and wastewater treatment services; waste management (hazardous and solid;) utilities; stormwater management and snow storage facilities.

a. Identification and Acknowledgment of Service Providers. The applicant shall identify the provider of all infrastructure facilities and services included in the plan. Where services are to be provided by an entity other than the applicant, documents from the service provider shall demonstrate the commitment and ability to provide such service according to the Planned Resort master plan.

b. Impact Analysis. An impact analysis shall be performed for all facilities and services, unless waived by the Planning Director. Each impact analysis shall identify the following:

- i. maximum daily peak capacity of existing facilities;
- ii. current daily peak demand on existing capacity;
- iii. daily peak capacity available for new development;
- iv. projected daily peak demand generated by new development in the Planned Resort. When development outside of a resort is reasonably anticipated to utilize the same infrastructure system as the resort, the County Planning Department shall provide the applicant with estimated peak demand;
- v. any planned improvements by other entities, such as the Town of Jackson or the Teton Village Water and Sewer District, and the timing of such improvements.

vi. Procedures and requirements of the “Teton County Transportation Impact Study Requirements” shall be followed and satisfied in the evaluation of trip generation, site access and frontage, and Mobility Fee calculations.

vii. any deficits in daily peak capacity potentially resulting from development within the Planned Resort--either from a strict demand standpoint or from a timing standpoint--taking into account other potential new development outside the Planned Resort.

c. Capital Improvements Program. The capital improvements plan shall be consistent with the impact analyses and specify how any deficiencies in infrastructure will be remedied or mitigated, including descriptions of the infrastructure improvements, the responsibility and sources of funding for the improvements, and the timing for completion of improvements. Concept plans for improvements shall be included in the capital improvements plan. Engineered plans shall be provided in the final development plan application for subsequent development.

Div. 6.1 – Allowed Uses

6.1.8. Institutional Uses

D. Use Standards Hospitals, Religious Institutions, Daycares and Schools proposing individual buildings with gross floor area greater than the maximum allowed in the zone in which the site is located, shall be subject to Conditional Use Permit approval that finds compliance with the following standards:

4. The proposed building is required to meet specific minimum service level requirements including:

~~c. Traffic study performed by a licensed professional transportation engineer hired by the applicant demonstrates that levels of service at affected intersections can be maintained or improved, and peak hour trip demand does not reduce connectivity within the existing transportation network.~~

6.1.9. Industrial Uses

F. Gravel Extraction and Processing

5. Operational Standards

b. Project Traffic Impacts

i. Transportation Facility Improvements. Projected traffic impacts shall be addressed according to AASHTO guidelines and the cost of all improvements required, on and off-site, shall be borne entirely by the applicant. The cost of additional wear and tear on County roads, as determined by the County Road & Levee Manager, shall also be borne by the applicant. A bond or letter of credit may be required to assure payment of such expenses.

ii. Trip Generation. The Board of County Commissioners may establish a maximum number of truck trips allowed to enter and exit a processing location. The limit on the number of trips, and weekly rate, shall reflect the classification of the road traveled to reach a State Highway, the distance the processing location is from the State Highway, the projected impacts of the truck traffic on surrounding uses, and the demand for the processed material.

iii. Traffic Counts. Traffic counts at the entrance of the operation shall be performed and certified by a Wyoming Registered Engineer, and presented at the annual review of the operation's Special Use Permit for the purposes of determining the operation's impacts on local infrastructure and compliance of any trip generation limits that may be set. Said traffic counts shall be conducted in a manner set by the Board of County Commissioners.

6.1.12. Temporary Uses

F. Temporary Gravel Extraction and Processing

2. Standards

c. Operational Standards

i. Traffic and Road Impacts

a). Infrastructure. Projected traffic impacts shall be addressed according to AASHTO guidelines and the cost of all improvements required, on and off-site, shall be borne entirely by the applicant. A payment to compensate for the additional wear and tear on County roads, as determined by the County Road & Levee Manager, also may be required of the applicant.

b). Trip Generation. The Board of County Commissioners may establish a maximum number of truck trips allowed to enter and exit a temporary use location. The limit on the number of trips, and weekly rate, shall reflect the classification of the road traveled to reach a State Highway, the distance the processing location is from the State Highway, the projected impacts of the truck traffic on surrounding uses, and the demand for the material produced.

Potential New Section for Town and County: Mobility Exactions

At the July 7, 2025 staff meeting, staff is not proposing to initiate adoption of mobility/transportation exactions. However, this could be a future step, and the language below is a starting point for including in Town and County LDRs. This is included in this redline to support the discussion regarding dedicated revenues.

7.5.4 Mobility Exactions

A. Purpose and Findings

1. Purpose. The purpose of the Mobility Exaction is to ensure that sufficient, interconnected multimodal transportation infrastructure is in-place in order to maintain satisfactory traffic level of service in the community as growth occurs.
2. Finding of Impact and Benefit
 - a. The Teton County transportation network needs improvement and added multimodal capacity to accommodate growth in demand. During Teton County's periods of rapid growth in the 1970s and 1990s, the existing transportation system had the capacity to accommodate the associated increased traffic.
 - b. While construction and population growth have slowed and job growth has continued, Teton County has reached the limits of its transportation infrastructure and needs new multimodal capacity to enable safe mobility. Even with continued Growth Management and a successful Traffic Demand Management program, past and future growth will require new transportation infrastructure for continued mobility.
 - c. If roadway and intersection capacity, plus trail, bicycle and transit infrastructure to reduce vehicular trip do not grow as population and development grows, transportation mobility and safety will decrease.
 - d. As a result, the Board of County Commissioners finds that new developments in Teton County need to pay for their fair share of transportation infrastructure throughout the County and hereby adopts this mobility exaction.
- B. Applicability
 1. The requirements of this Section shall apply to new developments or re-developments as stated in the latest edition of the adopted "Teton County Transportation Impact Study Guidelines". Section 2 defines when a Traffic Impact Study is required.
- C. Requirement
 1. All proposed developments or re-developments in Teton County are required to prepare a "Mini Traffic Study" as defined in the "Teton County Transportation Impact Study Requirements. This study must present trip generations forecasts and a traffic impact analysis of proposed access points and any intersections along the proposed site frontage.
 2. Every development will be responsible for any level of service mitigations, access point auxiliary lanes and upgrades traffic control, pedestrian/bicycle and transit facilities along the site frontage. Exact access/ frontage mitigation measures shall be determined by the County.
 3. The developer/owner will be required to pay the calculated Mobility Fee based on the trip generation and any applicable adjustments as specified in the "Teton County Transportation Impact Study Guidelines" and agreed to by County staff.
- D. Provision and Use of Requirement – As defined in the "Teton County Transportation Impact Study Guidelines", there are methods that can be considered to mitigate mobility impacts in

lieu of a Mobility Fee. It is the at the sole discretion of County staff and elected officials as to what will be considered as acceptable traffic mitigation for a specific development.

1. Dedication of Land / Improvement Construction – An owner may dedicate right-of-way for future public facilities or construct a mobility improvement in its entirety as part of its development.
2. Credit – The mini-study can propose and implement TDM measures to reduce the Mobility Fee to be paid. The monitoring requirements stated in the “Teton County Transportation Impact Study Guidelines” apply. The County must agree to the improvements.

7.6.4 Street and Road Standards

I. Traffic Impact Study

Procedures and requirements of the “Teton County Transportation Impact Study Requirements” shall be followed and satisfied in the evaluation of trip generation, site access and frontage, and Mobility Fee calculations. ~~Proposed subdivisions or other developments which will generate more than 1,000 vehicle trips per day shall conduct a traffic impact study to determine any need for additional acceleration, deceleration, traffic, or turning lanes, signalization, or other roadway improvements on roads affected by the development. The traffic impact study shall be reviewed by the Planning Director, the County Engineer, and the County Road & Levee Manager and will normally include current traffic counts, projected subdivision or development traffic generation, County traffic projections for roads affected by the subdivision or development, calculated capacity of existing and proposed roadways, calculation of intersection capacities and warrants for signalization, turn lanes, channelization, etc., estimates of bicycle and pedestrian movements, and other similar elements as required by the Planning Director.~~

J. Design Traffic Volumes

~~Where average daily traffic (ADT) is referenced in this Section, traffic volumes for State and County roads shall be as described in information maintained by the Planning Director. For existing and proposed roads, ADT shall be calculated using rates derived from “Trip Generation” by the Institute of Transportation Engineers and “Trip Generation Intensity Factors” developed by the Arizona Department of Transportation and the Federal Highway Administration.~~

~~**1. Best Available Information for Trip Generation.** Where proposed uses are not included in these references or more recent information is available, traffic generation shall be determined by the Planning Director based on the best available information.~~

~~**2. Trip Generation for Residential Uses.** For residential uses the following trip generation factors are to be used per dwelling unit:~~

-

Trip Generation for Residential Uses	
Residential Uses	Trip Generation Factor
Single Family	9.5
Townhouse	7.2
Apartment	6.7
Condominiums are considered townhouse or apartment, depending on which type of design they most closely resemble.	

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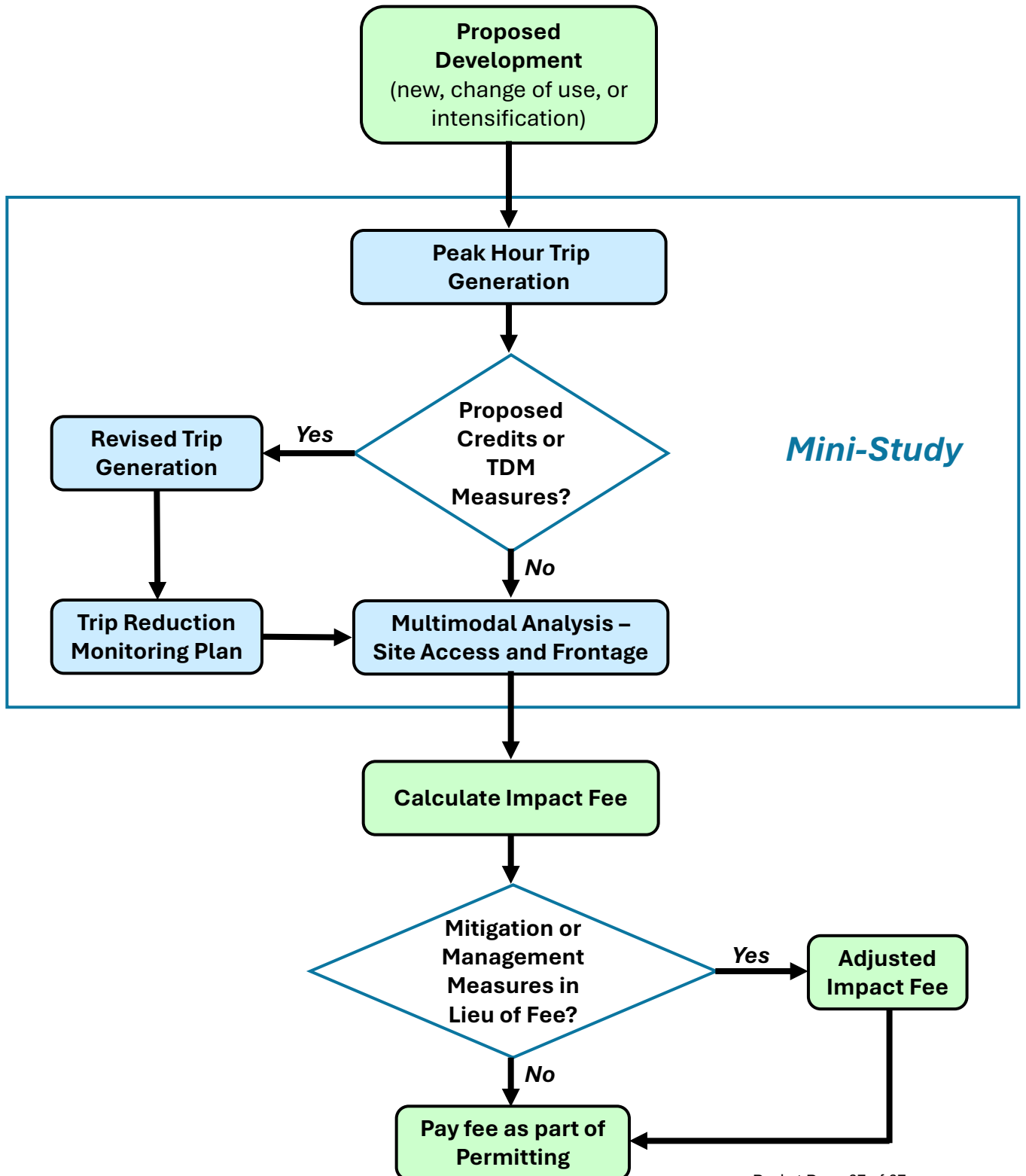




Table 1. Recent Project Examples under the proposed framework

Recent Project	Project Size	Findings	Trips and Reduction Under Proposed Rules	Weighted Reduction Percent
Dauntless (Pearl/Millward) P25-007	3-story mixed-use structure, approximately 66,000sf: 67 lodging units, ten residential units, one street-level retail unit, and structured parking accessed from the alley via an Automated Parking System (APS). Three subgrade and three above grade levels, 42’ in height plus stair and elevator overruns at 46’ to access to the roof level, a below ground depth of approximately 39’ with portions of the first basement level exposed at street level approximately 4 feet.	Council could not make: Finding 1: that the proposed project is consistent with the purposes and organization of the LDRs, because: Section 1.3.2.c.2, sustainable community, assumes a development intensity on Town lots and as proposed the project exceeds those expectations; and Section 1.3.4, predictable regulations, predicts the amount, type, and location of growth to be expected, and using unanticipated below grade square footage undermines that predictability. Finding 3, that the proposed project does not have a significant impact on public facilities and services, including but not limited to, transportation, potable water and wastewater facilities, parks, schools, police, fire, and EMS facilities, because: The project will have significant negative impacts on the transportation infrastructure in the area, including West Pearl Avenue, the adjacent alley, and nearby intersections; The anticipated 14–20% trip increase on Millward from the project would have a significant negative impact to that street;	On the High Injury Network (HIN), developer would be required to work with staff on frontage design and construction to mitigate injury risk. Trip generation: 44 net new PM peak trips First 9 ‘free’ 30% of 10-30: 6 trips 80% of 31-44:11.2 Total mitigation: 17.2 trips No TIA or TDM monitoring required	39% of trips reduced via TDM, plus HIN improvements. The 39% reduction could be achieved with 4-7 strategies.

Recent Project	Project Size	Findings	Trips and Reduction Under Proposed Rules	Weighted Reduction Percent
		The safety and experience of the public realm, sidewalk interface, and pedestrian infrastructure would be negatively impacted by the project as currently proposed; and the automated parking system proposed, upon failure, would have significant negative impacts on the public infrastructure systems of Jackson.		
Mogul, 335 N Cache Et. Al.	109 hotel rooms, 17 market long-term residential units (2:1 Bonus), 16 workforce-restricted units (2:1 Bonus), 155 parking spaces, a spa & fitness center, a restaurant & bar, and two rooftop decks; total gross square footage is 244,607 sf (178,730 sf above grade and 65,877 sf below grade) and 190,339 sf of that total gross square footage is habitable conditioned space (both above and below grade)	As conditioned, and per the departmental reviews provided in this staff report, staff finds that the proposed project will not have significant impacts on public facilities and infrastructure. The alley will remain a public alley and will not hinder vehicular access, loading access, and utilities that serve the Cache Creek Motel. Additional information related to the benzene plume and the handling of groundwater and stormwater will be provided with the Development Plan to ensure that adjacent public and private lands, including Flat Creek, are not negatively impacted by the development. In addition, an updated traffic impact study will be provided with the Development Plan (Condition #14) that includes any mitigation measures to reduce impacts on adjacent streets and intersections.	676 trips using maximum generation rate Not on the HIN, but frontages should be coordinated with staff through Sketch Plan and DEV Trip generation: 676 net new PM peak trips First 9 ‘free’ 30% of 10-30: 6 trips 80% of 31-100: 56 100% of 101-676: 576 Total mitigation: 638 trips TIA required TDM monitoring required	94% weighted reduction via TDM. Will require a high number of mitigation strategies.
Snow King Condos (2025 addition)	240 average peak occupants (APOs or guests), 109,927 sf of above-ground habitable, 174,875 sf total gross square footage (includes basements	As conditioned, staff finds that the project will not have a significant impact on public facilities and services. The new project will offer upgraded on-site infrastructure to meet current	81.6 net new trips Not on HIN	58%, achievable with 5-7 strategies

Recent Project	Project Size	Findings	Trips and Reduction Under Proposed Rules	Weighted Reduction Percent
	and non-habitable areas), 60 market short-term rental condominiums, and 12 affordable deed-restricted condominiums within four buildings that each have underground parking. 1. three-story, 42,314 sf (habitable) condominium building that consists of 26 market condominium units, 7 affordable deed-restricted condominium units, and 57 parking spaces with a basement parking garage on Lot 53 (553 Upper Snow King Loop) 2. wo new three-story condominium buildings – one 18,125 sf (habitable) and another 24,583 sf (habitable) - that consist of 22 market condominium units, 5 affordable deed-restricted condominium units, and 41 parking spaces within basement parking garages on Lot 57 (510 Upper Snow King Loop) 3. three-story, 24,905 sf (habitable) condominium building that consists of 12	development standards. In addition, the proposed traffic impacts are within what was contemplated for the Master Plan build-out.	First 9 ‘free’ 30% of 10-30: 6 trips 80% of 31-81.6: 41.28 Total Mitigation: 47.28 trips TIA required TDM monitoring required	

Recent Project	Project Size	Findings	Trips and Reduction Under Proposed Rules	Weighted Reduction Percent
	market condominium units and 19 parking spaces with a basement parking garage on Lot 58 (725 Upper Snow King Loop)			
Nelson Drive Housing	6 2 bedroom Duplexes (1620 Total SF each duplex, 2 Bedrooms @ 810 SF per unit) 24 1 Bedroom Townhomes (1100 SF buildings each with three units)	Did not require any planning permits, went straight to building permit (LDR 7.8.3. C; 100% deed restricted housing exempt from physical development permits)	27.96 net new trips Not on HIN First 9 'free' 30% of 10-27.96: 5.7 trips No TIA required No TDM monitoring required	20% A 20% reduction is easily achieved with 3-5 strategies
Virginian Lodge Housing	32 market-rate apartment units within four, two-story buildings. 15,000 square feet of total floor area. Each building will contain eight units, consisting of six studio units (341 square feet each) on the first floor and two two-bedroom units (852 square feet each) on the second floor	As conditioned, staff find that the proposed project will not have significant impacts on public facilities and infrastructure. Based on the traffic impact statement, the daily peak AM and PM trips are anticipated to be below the proposed, but not approved, traffic impact study guidelines trigger of 30 peak-hour trips. Staff find that adequate vehicle and bike parking is provided on-site to reduce impacts on adjacent streets. proposed units are intended to serve as employee housing associated with the existing uses on the Virginian Motel property. To the extent employees are able to walk between their residences and workplace, actual vehicle trip	39 net new trips Not on HIN First 9 'free' 30% of 10-30: 6 trips 80% of 31-39:7.2 No TIA required No TDM monitoring required	34%, achievable with 5-6 strategies

Recent Project	Project Size	Findings	Trips and Reduction Under Proposed Rules	Weighted Reduction Percent
		generation may be significantly lower than projected.		
Northern South Park Area 1	558 homes – a mix of duplexes, triplexes, and single family.	This is not a Town project, but is provided for reference. Staff worked with the applicant to devise a nexus calculation to account for 91% of the trips through infrastructure improvements and 9% of trips via travel demand management. We are hopeful that TDM strategies will result in an 18-30% reduction in trips, but without more local data (and because the neighborhood is entirely residential) we will have to monitor the neighborhood to understand the efficacy of the strategies.	High School Road/Middle School Road is identified on the HIN 267 AM peak hour trips. While guidelines would use PM, numbers would be roughly similar. First 9 ‘free’ 30% of 10-30: 6 trips 80% of 31-100: 56 100% of 101-267: 167 Total mitigation: 229 trips TIA required TDM monitoring required	86%, staff’s recommended condition addresses 91% of long-term impacts through a recommended impact fee and 9% through TDM. Applicant proposed TDM program may result in 9-30% reduction. Together, these conditions reflect an effective 100% mitigation for impacts on High School Road.





Transportation Impact Analysis Requirements for the Town of Jackson, Wyoming

Draft 1: May 2024

Draft 2: September 2026

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Glossary

Development: A project that converts land to a new purpose by constructing new buildings or making new use of its resources.

Development Trip Generation Calculator: An online tool that helps developers calculate the number of trips their proposed development will generate, as well as the reduction in trips from selected mitigation measures. The Development Trip Generation Calculator outputs a pre-filled Statement of Trip Generation.

Exempt Project: A development or change of use that is projected to generate fewer than 10 net new PM peak hour trips and is therefore exempt from transportation impact analysis requirements.

Internal Capture Rate: In mixed-use developments, trips may be shared between varying land uses. (e.g., A patron of a grocery store may also stop to eat at a restaurant in the same development). Thus, the total generation of external trips may be less than the simple sum of the trips generated by each discrete land use. The internal capture rate is a reduction applied to the total external trip generation estimate to account for this effect.

Major Project: A development that is projected to generate 30 or greater net new AM or PM peak hour trips.

Minor Project: A Development that is projected to generate fewer than 30 net new AM or PM peak hour trips.

PER COUNCIL – Recommended thresholds are <10, 10-30, 31-100, 101+ - need to clearly define/differentiate requirements for each threshold

Mixed-Use Development: A building, complex, or combination of buildings that combines differing land uses in the same development.

Monitoring Report: A report an applicant submits to the appropriate Town/County staff to ensure compliance with TIS and TDM guidelines and/or regulations.

Net New Peak Hour Trips: The difference in peak hour trip generation between a proposed use and any existing or previous use on the site, accounting for applicable adjustments such as pass-by rates, internal capture, alternative mode trips, and TDM credits. For sites without existing development, net new trips equal gross trip generation minus applicable adjustments.

Pass-By Rate: The percentage of trips to and from a Development that come from existing trips on the adjacent roadway, and not generated specifically by the Development. Total trip generation estimates may be reduced by this amount, as these trips are not net additions to background roadway traffic.

Statement of Trip Generation: A standardized worksheet created using the Development Trip Generation Calculator. The Statement of Trip Generation documents the transportation elements of a Development, including the processes, assumptions, and calculations used to estimate PM peak hour trip generation for a



proposed development or change of use. The Statement serves as the required analysis for Minor Projects and as the scoping document for Major Projects requiring a full TIS.

Town Staff: Refers to the relevant Town of Jackson employees involved in the permitting process, including but not limited to the Transportation Manager, Town Engineer, and Planning Director.

Transportation Demand Management (TDM): The application of strategies and policies to reduce travel demand (specifically that of single-occupancy vehicles).

Transportation Impact Study (TIS): A study that evaluates the potential effects of proposed Development projects on surrounding and supporting transportation infrastructure and services. A TIS determines if the effects constitute significant impacts, and, if so, how the significant impacts can be mitigated.

Transportation Management Association (TMA): This is an organization that supports the development, coordination, and implementation of TDM programs and services in the community.

Transportation Management Plan: A section of the Transportation Impact Study where the Development's compliance with the Town's vehicular trip reduction goals is discussed. Proposed Transportation Demand Management (TDM) techniques and measures to be implemented as part of the Development are documented, potential trip reduction for each are stated (with source for the calculation), and total percent trip reduction is indicated.

DRAFT



1. Introduction

Transportation Impact Analysis (TIA) guidelines establish methodologies and procedures for assessing transportation impacts of Development projects. The following guidelines have been developed according to standard industry practice with modifications to meet the unique needs of the Town of Jackson. Any aspect of a TIS not explicitly addressed in this document shall be addressed in a manner consistent with guidelines found in the Institute of Transportation Engineers' (ITE) Transportation Impact Analyses for Site Development.¹

1.1. Intent of Transportation Impact Analysis Guidelines

The purpose of the Transportation Impact Analysis Guidelines is to create a standardized system for Developments to determine and mitigate transportation impacts of the Development on transportation infrastructure. This document describes how to use the Development Trip Generation Calculator to create a Statement of Trip Generation, full Transportation Impact Study, and addresses the following topics:

- Transportation Impact Study (TIS) triggers.
- Scope, methods, and extent of the required study.
- Mitigation measure requirements, including TDM programs and (potentially) infrastructure.
- Criteria to determine if the transportation-related impacts of a proposed project are significant.
- Monitoring and reporting requirements for mitigation measures.

Transportation studies and reports were used to inform the basic framework of this document. However, each project is unique; not all criteria or analysis will apply to every project, and these guidelines are not intended to be prescriptive beyond what might be considered practical. Early and consistent communication with the appropriate transportation, engineering, and planning staff is encouraged to work through the details of a given project. This document is designed to simplify the requirements for transportation impact analysis in the Town of Jackson.

¹ *Multimodal Transportation Impact Analysis for Site Development: A Recommended Practice of the Institute of Transportation Engineers (ITE)*. Institute of Transportation Engineers, 2023.



2. Transportation Impact Analysis Thresholds

2.1. Determining Required Level of Transportation Impact Analysis for a Development Project

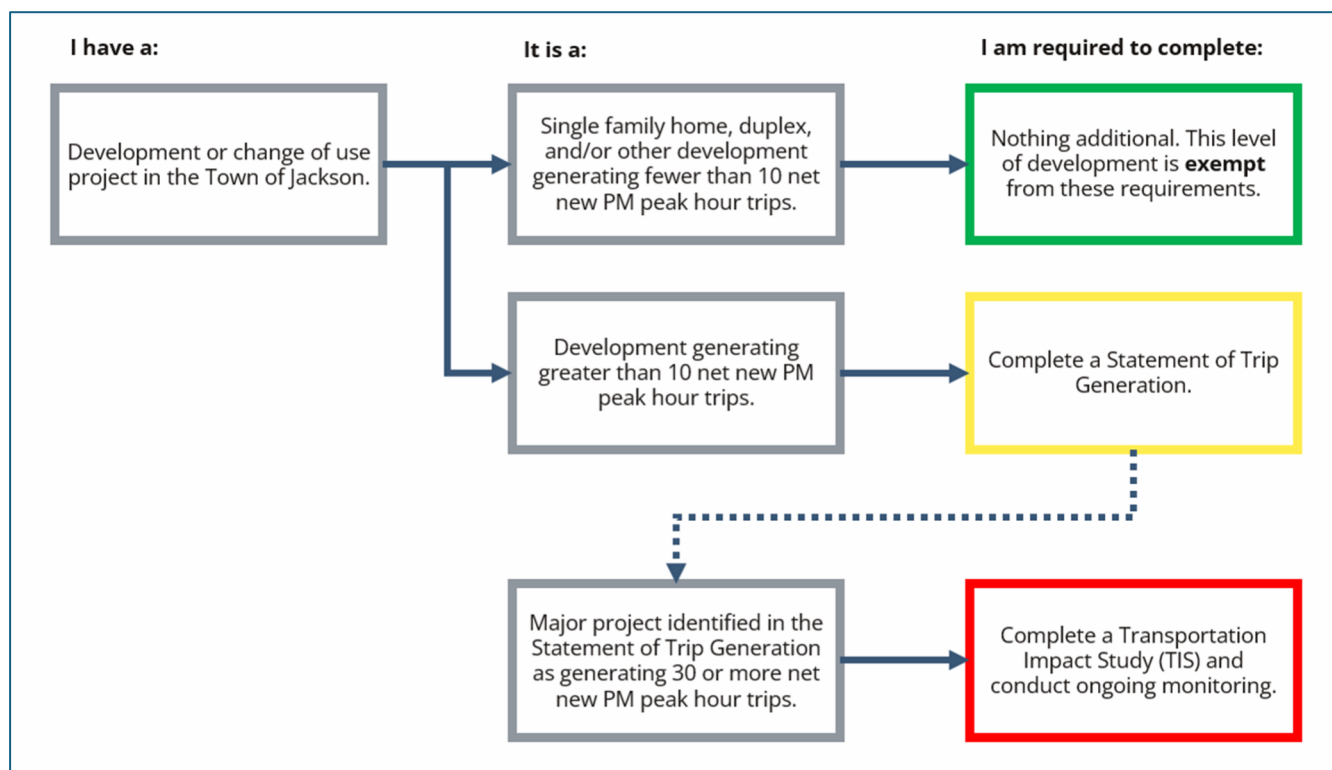
Developments expected to generate fewer than 10 net new peak hour trips are exempt from additional analysis. All Developments expected to generate greater than 10 net new peak hour trips are required to complete a Statement of Trip Generation. Developments expected to generate between 10 and 30 net new peak hour trips are considered Minor Projects, requiring a Statement of Trip Generation. Additional analysis up to a full TIS may be required if safety, frontage, or impact concerns exist. For Developments with an expected net new external peak hour trip generation of 30 trips or more, categorizable as Major Projects, a full Transportation Impact Study is required².

For both Minor Projects and Major Projects, a Statement of Trip Generation shall be required. The Statement of Trip Generation generated by the applicant using the Development Trip Generation Calculator. In addition, the Statement of Trip Generation should include an assessment of proposed site access points to demonstrate needed traffic control and/or auxiliary lanes.

At Town Staff's discretion, the Statement of Trip Generation requirement may be waived for Minor Projects.

Figure 1. Determining level of transportation analysis for a development or change of use project.

² For all phased or master-planned [are these defined] Developments, trip generation estimates should be considered for each phase individually as well as the Development as a whole. Each phase that is expected to generate more trips than the "Major Project" threshold should be analyzed individually in a TIS report [seems like if they plan to build out then a TIS is warranted from the get go, with updates as phases are built.] [memo is for Minor Development].



2.2. Methodology for Estimating Trip Generation

Whenever possible, the most recent version of the ITE Trip Generation Manual and Trip Generation Handbook should be used to determine peak hour trip generation. A sample of common development land uses and the respective quantities that would result in 10 peak-hour trips based on the ITE Trip Generation Manual, 12th Edition, is presented in Table 1. These values serve as a quick reference point for a subset of common land uses. Other factors unique to the Development (such as Mixed-Use Development or Pass-By Rates³) should also be considered.

Table 1: Quantity of Land Development above Minor Project Threshold

ITE Code	Land Use Description	10 Trip Quantity Calculated by Maximum PM Generation	10 Trip Quantity Calculated by Average PM Generation	Peak Hour Trips Generated
151	Mini-Warehouse/Self-Storage Facility	15,625 Sq Ft GFA	71,429 Sq Ft GFA	10
210	Single-Family Detached Housing	3 Units	11 Units	10
215	Single-Family Attached Housing	8 Units	20 Units	10

³ See Glossary for definition of terms.

220	Multifamily Housing (Low-Rise)	10 Units	19 Units	10
223	Affordable Housing	8 Units	22 Units	10
230	Low-Rise Residential with Ground-Floor Commercial	23 Units	28 Units	10
310	Hotel	9 Rooms	21 Rooms	10
320	Motel	12 Rooms	27 Rooms	10
492	Health/Fitness Club	1195 Sq Ft GFA	2653 Sq Ft GFA	10
710	General Office Building	3861 Sq Ft GFA	8475 Sq Ft GFA	10
720	Medical-Dental Office Building	1129 Sq Ft GFA	2924 Sq Ft GFA	10
822	Strip Retail Plaza	564 Sq Ft GLA	1590 Sq Ft GLA	10
850	Supermarket	493 Sq Ft GFA	1138 Sq Ft GFA	10
851	Convenience Store	102 Sq Ft GFA	207 Sq Ft GFA	10
911	Walk-in Bank	414 Sq Ft GFA	824 Sq Ft GFA	10
930	Fast-casual restaurant	365 Sq Ft GFA	697 Sq Ft GFA	10
931	Fine-dining restaurant	535 Sq Ft GFA	1235 Sq Ft GFA	10

The Transportation Manager or Town Engineer may also require a full TIS for Minor Projects that do not exceed 30 peak-hour trips in unique circumstances, such as when significant changes will be made to existing roadways, intersections, or site design by the project. Examples of such changes include but are not limited to:

- Changes to intersection control (i.e., stop-control to roundabout or signalization)
- A new leg is added to an existing signalized intersection.
- Parking requirements increase as dictated by a change of use.

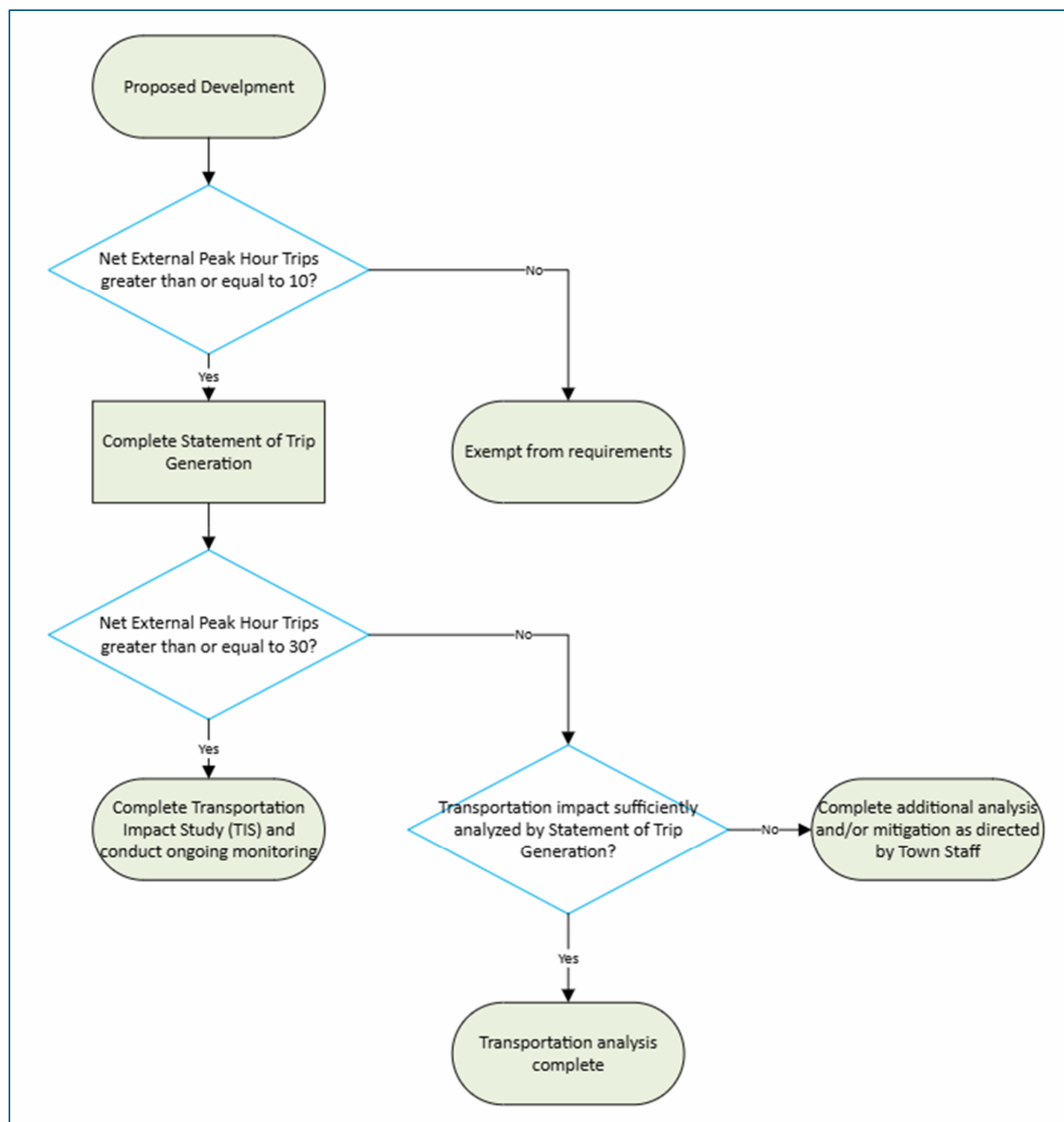
Standard peak hour trip generation estimates should include typical weekday AM and PM peak periods. For commercial, retail, hotel, recreational, and other land use (up to the discretion of Town Staff) Developments, the weekend peak hour shall also be included. For some projects, such as those expected to generate significant trips in non-traditional 9-5 peak periods, Town Staff may substitute or require an additional period to use as the peak period for estimating peak hour trip generation.

Trip generation estimates shall be based on the rates found in the most recent edition of the ITE Trip Generation Manual, or if an acceptable case can be made for the use of alternative trip generation rates (subject to approval by Town Staff). However, for Development types or peak periods that are not covered by or have insufficient documentation in the Manual, a custom trip generation analysis shall be conducted in accordance with the most recent ITE Trip Generation Handbook guidelines on developing custom trip generation rates. The methodology employed for the trip generation rate study (appropriate peer sites, time period for data, etc.) shall be approved by Town Staff prior to collection of local data.



For the purposes of assessing the need for a TIS, applicants may reduce the net external new peak hour trips based on Pass-By Trip rates⁴ (as represented in the most recent edition of the ITE Trip Generation Handbook) and internal capture with proper documentation. See **Figure 2** for a graphical representation of the report-type determination process.

Figure 2. Detailed Report Type Decision Flow Chart



⁴ See Glossary for definition of terms. [can use capitalization for the standard of defined terms, all of them]

3. Exempt Project Criteria

Developments generating fewer than 10 net new PM peak hour trips (calculated using the maximum trip generation rate from the ITE Trip Generation Manual) are exempt from transportation analysis. Exempt projects do not need to submit a Statement of Trip Generation.

3.1. Determining if a Project is Exempt

Clear Exemption: Consulting Table 1 in Section 2.2, if the Development is smaller than the quantity shown in the “10 Trip Quantity Calculated by Maximum PM Generation” column for the appropriate land use type, that Development is exempt from additional transportation impact analysis.

Calculating Trip Generation: If the appropriate land use category for the Development is not in Table 1 or the case can be made that the Development’s expected trip generation is under the threshold, calculate trip generation per the methodology in Section 4.3. If the result is fewer than 10 net new PM peak hour trips, the Development is exempt.

4. Statement of Trip Generation Requirements

The following subsections correspond to information fields on the Statement of Trip Generation worksheet, found in Reference C of this document and online: jacksonwy.gov/futureurl.

4.1. Project Narrative

The Statement of Trip Generation shall include a concise narrative describing the proposed Development, including the project location, existing site conditions, proposed land uses, development size and intensity, anticipated phasing (if applicable), and expected hours of operation. The narrative shall also describe how the Development will function within the surrounding transportation network, including primary access points, expected user types (residents, employees, customers, deliveries), and any unique operational characteristics that may affect trip generation or traffic patterns. The intent of this section is to provide sufficient context to support review of trip generation assumptions and transportation system impacts.

4.2. Project Land Uses

The Statement of Trip Generation shall identify all existing and proposed land uses on the site, including corresponding ITE Land Use Codes, size metrics (such as dwelling units, square footage, rooms, or other applicable independent variables), and anticipated occupancy or operational characteristics where relevant. Mixed-use developments shall clearly identify each component land use separately. If a proposed land use is not directly represented in the ITE Trip Generation Manual, the applicant shall identify the closest



applicable land use and provide justification, or provide a custom trip generation analysis conducted in accordance with the most recent ITE Trip Generation Handbook guidelines. The purpose of this section is to clearly establish the land use basis for trip generation calculations.

4.3. Project Trip Generation

Whenever possible, the most recent version of the Institute of Transportation Engineers (ITE) Trip Generation Manual and Handbook shall be used to determine peak hour trip generation. For land use types that are not covered by or have insufficient documentation in the ITE Trip Generation Manual, a custom trip generation analysis shall be provided in accordance with the most recent ITE Trip Generation Handbook guidelines. When applicable, developments with differing compatible uses may reduce the number of external trips by accounting for Internal Capture⁵ between on-site land uses. Net new external trips may also be reduced by accounting for pass-by trips consistent with methodology and pass-by rates according to the ITE Trip Generation Handbook, or custom collected data as applicable.

4.4. Directional Distribution & Site Assignment

The Statement of Trip Generation shall describe the expected directional distribution of project-generated trips and assignment of those trips to adjacent roadways and primary access points. Directional distribution may be based on existing traffic patterns, regional travel demand patterns, comparable land uses, or other data sources. This section shall identify primary site access locations and the expected proportion of traffic entering and exiting each access point during peak periods. The level of detail shall be sufficient to determine whether specific intersections, roadway segments, or access locations may experience measurable impacts from project traffic.

4.5. Parking, Loading, & Access Improvements

The Statement of Trip Generation shall summarize the proposed parking supply, loading areas, internal circulation, and site access configuration. This section shall identify the number and type of parking spaces provided, including accessible parking, employee parking, and short-term parking if applicable. Loading and service vehicle access shall be detailed, including expected delivery vehicle types and frequency if known. Proposed new driveways, driveway modifications, or frontage improvements shall be described. The purpose of this section is to identify potential operational or safety impacts related to site access, parking demand, and circulation.

4.6. Multimodal Access

The Statement of Trip Generation shall evaluate the project's potential adverse effects on transportation facilities and services related to transit, bicycles, and pedestrians.

⁵ See Glossary for definition of terms. [Use standard typeface for all defined terms, e.g. Capitalized or Bold]



The evaluation shall include identification of any disruption to existing facilities and services or interference with the implementation of planned facilities and services. This effort will require identifying and mapping existing facilities. Particular attention shall be given to roadway or intersection widening improvements and the addition of new driveway locations, that would increase pedestrian/bicycle crossing times or increase the potential for vehicle and pedestrian/bicycle conflicts. Consideration shall also be given to how a project affects accessibility between each travel mode and the surrounding land uses.

4.7. Transportation Demand Management Measures

To reduce the transportation impacts of new developments, the Statement of Trip Generation shall include a section to identify appropriate Transportation Demand Management (TDM) techniques and measures for the proposed Development, in-line with the Town's vehicular trip reduction goals, namely to meet new travel demand after 2012 with modes other than driving alone.

TDM measures can reduce external automobile trips by mixing land uses, reducing the need to make trips to the development, and/or encouraging walking, biking, transit, or carpooling. TDM strategies/improvements may include, but are not limited to, the following:

- Development intensity/density reduction – propose fewer units or land uses that generate fewer trips
- Access management – propose fewer and/or consolidated access points and locate them to maximize safety and reduce congestion spots.
- Transit initiatives – provide bus stops, shelters, route/schedule extensions, park-n-ride lots
- Demand management/commuter assistance – park-n-ride/transit for employees, modified hours to avoid peak periods.
- Pedestrian/bicycle improvements – trails, bridges/tunnels, crossing safety improvements, fill in missing network connections, shelters.
- Intelligent transportation system improvements – real-time transit schedule information, park-n-ride availability.
- Livable community site design features – incorporate amenities to minimize vehicular trips and promote alternative modes.

Reference A includes an estimated range of reductions for common TDM measures.

4.8. Site Plan & Frontage Attachments

The Statement of Trip Generation shall include a proposed site plan for the Development showing building locations, parking areas, drive aisles, access points, loading areas, pedestrian and bicycle facilities, and frontage improvements. The site plan must adhere to Principle 7.1 of the Comprehensive Plan to make walking, bicycling, transit, carpooling, and micromobility more convenient than driving alone. The site plan shall be developed in such a way that driveway spacing, sight distances, and curb radii provide for efficient and safe traffic operations.



4.9. Submittal Requirements

[Pending input from planning]

Best if completed as soon as possible in development process. For developments, Statement of Trip Generation with pre-app materials? Included with the next submittal after pre-app?

For change of use – with BUP/CUP/SUP?

[Pending input from planning]

5. Transportation Impact Study Requirements

When the net external new peak hour trips for a Development equals or exceeds 30, that Development is categorized as a Major Project. A TIS shall be commissioned by the applicant (at their own expense) to be performed by a qualified transportation professional. Study intersections and other requirements should be discussed and finalized during a pre-application conference with Town Staff prior to beginning the traffic study.

The elements that must be included in a TIS are listed in sections 5.1 through 5.18 below.

5.1. Site Plan

The TIS shall include a proposed site plan for the Development showing building locations, parking areas, drive aisles, access points, loading areas, pedestrian and bicycle facilities, and frontage improvements. The site plan must adhere to Principle 7.1 of the Comprehensive Plan to make walking, bicycling, transit, carpooling, and micromobility more convenient than driving alone. The site plan shall be developed in such a way that driveway spacing, sight distances, and curb radii provide for efficient and safe traffic operations.

5.2. Analysis Timeframe

To properly assess the traffic impacts of a Development, both in the near-term and the future, a TIS must include the following analysis scenarios:

- Existing Background Conditions
- Existing Background Plus Project Conditions
- 20-year Forecast Background Conditions
- 20-year Forecast Background Plus Project Conditions



The 20-year forecast scenarios shall assume a growth in background traffic at a rate determined by analysis of historical data near the proposed Development or at rates represented in the regional travel demand model, which is available from Town Staff upon request. In addition, Town Staff may require adding in detailed traffic forecasts for specific approved or known developments. For master-planned developments with more than one phase, Town Staff may require a TIS for the first phase and require the developer to meet monitoring requirements for at least two years before authorizing additional phases. Additional phases may also require an amendment to an original TIS after monitoring requirements are met.

5.3. Analysis Peak Time Periods

Analysis time periods for the study shall be determined in coordination with Town Staff. Typically, weekday (Tuesday, Wednesday, or Thursday) AM and PM peak periods will be analyzed. For developments that are only expected to generate trips in either the AM or the PM peak periods, the peak period in which the development is not expected to generate trips may be omitted from analysis. Furthermore, if the development is expected to have peak trip generation at a time outside of conventional peak periods or if the development will be built in an area that has unconventional background peak periods, Town Staff may require analysis of non-standard peak periods. Examples of additional peak periods that could be required are included in Section 2 of this report.

Developments and areas with unconventional peak traffic periods may include, but are not limited to, schools, theaters, or recreational sites.

[This paragraph reads more like a requirement.] The study shall analyze traffic conditions during the peak hour within each peak period, defined as the window with the maximum total intersection volume for any four consecutive 15-minute periods within each peak at each study intersection. If study intersections are near each other with differing peak hours, the consultant preparing the study may opt to determine a unified peak hour for analysis based on the overall peak hour of the study area.

5.4. Data Collection

TIS shall include turning movement counts for the applicable peak periods at all study intersections. Typical weekday AM peak periods shall include data from 6-9 AM, while typical weekday PM peak periods shall include data from 4-6 PM. If additional peak periods are required for analysis, as discussed in the previous section, data should be collected for a minimum of two hours for each peak period.

The data collected shall include turning movement counts for all motor vehicles movements, bicyclists, and pedestrians. Data should also include vehicle classification to determine the percentage of background traffic made up by heavy vehicles. Count data should be collected while schools are in session. Since the period with the highest amount of traffic is during the summer, traffic count data collected outside of

summer months shall be grown with a seasonal adjustment factor. Seasonal adjustment factors shall be calculated based on the table below. All required data must be submitted as an appendix to the TIS. Another source of data is Teton County's aggregated traffic information visualized on the GIS Teton County Traffic Study Map⁶.

Table 2. [Teton County] Traffic Volume Seasonal Adjustment Factors (Estimated Percent of Peak)⁷

Season	Dates	Traffic Volume as % of Peak	Seasonal Adjustment Factor
Summer	6/1 – 9/30	100%	1x
Fall	10/1 – 12/31	70%	1.43x
Winter	1/1 – 3/31	80%	1.25x
Spring	4/1 – 5/31	70%	1.43x

5.5. Study Intersections

The study **shall** include all intersections anticipated to be significantly impacted by traffic from the development. This includes, at a minimum, all project driveways, all public intersections within 1,000 feet of the development's boundaries, all signalized intersections within 0.5 miles of project boundaries, and any other intersection to be impacted by 30 or more project peak hour trips. Town Staff may also request additional intersections to be included in the analysis if existing and potential traffic volumes and trip distribution patterns suggest those could be impacted by the Development. Study area intersections shall be reviewed and approved by the Transportation Manager.

5.6. Trip Generation

Whenever possible, the most recent version of the Institute of Transportation Engineers (ITE) Trip Generation Manual and Handbook shall be used to determine peak hour trip generation. For land use types that are not covered by or have insufficient documentation in the ITE Trip Generation Manual, a custom trip generation analysis shall be provided in accordance with the most recent ITE Trip Generation Handbook guidelines. When applicable, developments with differing compatible uses may reduce the number of external trips by accounting for Internal Capture⁸ between on-site land uses. Net new external trips may also be reduced by accounting for pass-by trips consistent with methodology and pass-by rates according to the ITE Trip Generation Handbook, or custom collected data as applicable.

⁶ <https://experience.arcgis.com/experience/15dfdac87db843ad8a6aca4ae979427e>

⁷ Source: WYDOT 390 N of 22, 22 E of Wenzel Permanent Counters 2021-2025 **[Update with in-town vmt/month from model]**

⁸ See Glossary for definition of terms. [Use standard typeface for all defined terms, e.g. Capitalized or Bold]



5.7. Transportation Demand Management Measures

To reduce the transportation impacts of new developments, the Town **requires** preparation of a Transportation Management Plan section in the Transportation Impact Study to identify appropriate Transportation Demand Management (TDM) techniques and measures for the proposed Development, in-line with the Town's vehicular trip reduction goals.

TDM measures can reduce external automobile trips by mixing land uses, reducing the need to make trips to the development, and/or encouraging walking, biking, transit, or carpooling. Applicants may apply these trip reductions to the project trip generation. The TIS **shall** document all TDM measures being incorporated into the development and quantify⁹ their estimated effect in terms of a percent reduction on project trips. TDM strategies/improvements may include, but are not limited to, the following:

- Development intensity/density reduction – propose fewer units or land uses that generate fewer trips
- Access management – propose fewer and/or consolidated access points and locate them to maximize safety and reduce congestion spots.
- Transit initiatives – provide bus stops, shelters, route/schedule extensions, park-n-ride lots
- Demand management/commuter assistance – park-n-ride/transit for employees, modified hours to avoid peak periods.
- Pedestrian/bicycle improvements – trails, bridges/tunnels, crossing safety improvements, fill in missing network connections, shelters.
- Intelligent transportation system improvements – real-time transit schedule information, park-n-ride availability.
- Livable community site design features – incorporate amenities to minimize vehicular trips and promote alternative modes.

Reference A includes an estimated range of reductions for common TDM measures. TDM measures shall attempt to achieve at least a 50% trip reduction. Documentation for assumed trip reductions percentage shall be included in the TIS. Once approved by Town/County staff, a corresponding reduction in vehicle trip generation can be applied.

Note that capital improvements that may be required may not count as TDM measures per direction from the Transportation Manager

⁹ Caltrans hosts a publicly available tool for quantifying the impact of TDM measures on Vehicle Miles Traveled (VMT) at the following link:

https://www.dropbox.com/s/73w8vi3bdi27fiv/TDM%2B_CT_custom_ver20220913.xlsm?dl=0.
VMT reduction can be used as a proxy for trip reduction in TDM quantification estimates.



5.8. Trip Distribution and Assignment

Trip distribution shall be determined based on project proximity to major streets, population densities, regional destinations, and locations of similar developments.

5.9. Capacity Analysis

Analysis **shall** use a traffic analysis software program consistent with the state-of-the-practice. Examples of appropriate software include Vistro, Synchro, HCS, VISSIM, and SimTraffic. Analysis with Vistro or Synchro should use the latest version of the Highway Capacity Manual methodology available.

Signalized intersections shall be programmed in accordance with existing signal parameters for phases, splits, yellow and all-red times, and pedestrian crossing times. This information can be obtained from Town Staff.

The respective capacity analysis reports for all intersections, and all scenarios shall be provided to Town Staff as an appendix to the TIS. The Town reserves the right to request software files for any TIS.

5.10. Multimodal Analysis

The TIS **shall** evaluate the project's potential adverse effects on transportation facilities and services related to transit, bicycles, and pedestrians.

The evaluation shall include identification of any disruption to existing facilities and services or interference with the implementation of planned facilities and services. This effort will require identifying and mapping existing facilities. Particular attention shall be made to roadway or intersection widening improvements and the addition of new driveway locations, that would increase pedestrian/bicycle crossing times or increase the potential for vehicle and pedestrian/bicycle conflicts. Consideration shall also be given to how a project affects accessibility between each travel mode and the surrounding land uses.

For some projects, more detailed multimodal analysis may be required. In these cases, the methodology shall be selected in consultation with Town Staff and should consider new tools, procedures, and performance measures such as those listed below:

- Multimodal LOS – The HCM contains multimodal LOS analysis methods. Simulation models can also be used to measure performance (i.e., person-delay) for all modes using the transportation network.
- Activity Connectedness – Travel time for each mode (vehicles, transit, bicycles, and walking) between the project and surrounding land uses can be used to gauge the degree of accessibility for a project. The Town desires to minimize travel time to necessary destinations while minimizing unnecessary vehicle travel. The main idea is to evaluate activity centers and destinations around projects to



ensure that walk times to necessary destinations are minimized and the walking experience is comfortable and safe.

- Speed Management – Desired travel speeds for each mode should be considered in project evaluation where new transportation facilities are being constructed.
- On-Site Multimodal Accommodation - A development shall accommodate the needs of all users and properly connect them to the network. The location, quantity, and design of site access points can constrain traffic operations in the vicinity of the development and compromise an access' ability to process trips safely and efficiently. The internal circulation system has direct bearing on adequacy of site access points and its ability to move users once inside a development. The TIS shall address on-site multi-modal connectivity to ensure adequate and safe circulation of all multimodal on-site trips.

5.11. Level of Service Standards

Intersections **shall** be evaluated for Level of Service (LOS) according to the aforementioned methodologies. LOS and delay for signalized, all-way stop, and roundabout intersections shall be reported for the overall intersection, while LOS and delay for side-street stops shall be reported based on the worst movement. The LOS standard for all intersections under Town jurisdiction is LOS D. At intersections that are found to be below LOS D in background or plus project conditions, the TIS **shall** analyze potential mitigations for and document the proportional impact of the proposed development on increasing delay at the failed intersection. Multimodal LOS shall also be assessed and the LOS write up shall include qualitative and quantitative discussion of multimodal LOS per the aforementioned methodologies.

5.12. Crash Assessment

Obtain crash data for the latest 3-year period for the study area intersections and road segments. Develop a spreadsheet summarizing crash numbers, crash types, weather conditions, lighting and crash causes. Identify locations with higher-than-expected number of crashes, fatalities or injuries, identifiable patterns, and concentrations of pedestrian and bicycle crashes. Determine if the proposed development could make any safety problems worse by adding vehicle, pedestrian or bicycle volumes, or by the proximity of proposed access points. Identify improvements and methods to fix the identified safety concerns. Developments that proposed access to a road or intersection on the County High Injury Network¹⁰ may require additional partnerships/mitigations.

¹⁰ <https://storymaps.arcgis.com/stories/ad22e47f0ab2480ea3cd6a390c39d6a5>



5.13. Mitigations

The least intensive successful mitigation shall be recommended for all deficient LOS. Signalized phase split adjustments¹¹ may be recommended, though required minimums for yellow time, all-red time, and pedestrian crossing times must be maintained, and total cycle length must be preserved for coordinated signals. If an intersection control type modification is recommended, the appropriate planning-level warrants shall be provided. In certain cases, intersections with deficient LOS may be determined to be acceptable by Town Staff if queues are viewed as acceptable, and the only mitigations available could result in a substantial decrease in the suitability of the intersection for non-motorized users. This is particularly applicable at two-way stop-controlled intersections with low-volume minor streets.

The applicant is responsible for funding the mitigations of their impact on the transportation system. . These could include roadway and intersection improvements such as turn lanes, acceleration/deceleration lanes, multi-modal improvements, and intersection controls. The combination of TDM measures and mitigation shall achieve multimodal LOS D or better at affected intersections. Work with Town staff to determine if any safety mitigation measures are required for the proposed development.

Proposed mitigations shall consider the impact on all roadway-users, with the goal of improving mobility for all users. Potential mitigations include adding or upgrading sidewalks, driveway consolidation, adding bicycle amenities such as racks, and improving bus stop amenities. All facilities must meet standards set by the Americans with Disabilities Act (ADA) as well as the Town of Jackson Community Streets Plan and Jackson/Teton County Safe Streets for All plans, as applicable.

The TIS should comment on the following additional items, where applicable:

- Ensure the proposed site plan allows for the minimum required sight distance, as described in AASHTO's A Policy on Geometric Design of Highways and Streets.
- Applicable guidelines for auxiliary/turn lanes.
- Assessment of proposed access spacing.
- Pedestrian/bicycle improvements along the proposed site frontage and on-site to tie into these facilities.
- Transit/pedestrian/bicycle shelters and security.

5.14. Monitoring

After the opening year of the Development or phase of the Development, the property owner shall monitor project-generated motor vehicle trips to ensure that planned TDM measures are having the intended effect. The required monitoring period will last for ten years for Major Projects. Property owners will be required to document trips in and out of the development on an annual basis and submit a biannual report to the

¹¹ Split adjustments must be reviewed and approved by the Town.



planning director summarizing the updated data. Data collection shall include the same peak periods analyzed in the TIS.

For **Major Projects**, the monitoring requirements shall include driveway counts, transit ridership (as appropriate), vehicle occupancy, and active transportation trips. As shown in Figure 2, if actual project vehicle trips are more than 5% above those forecasted in the TIS, the County/Town will require the applicant to develop a new TDM strategy to get trip reductions to the forecasted levels. After the initial 10-year period when TIS reporting sunsets, TDM monitoring shall continue every three to five years via a report on TDM activities the owner is conducting and the estimated/measured efficacy of those activities.

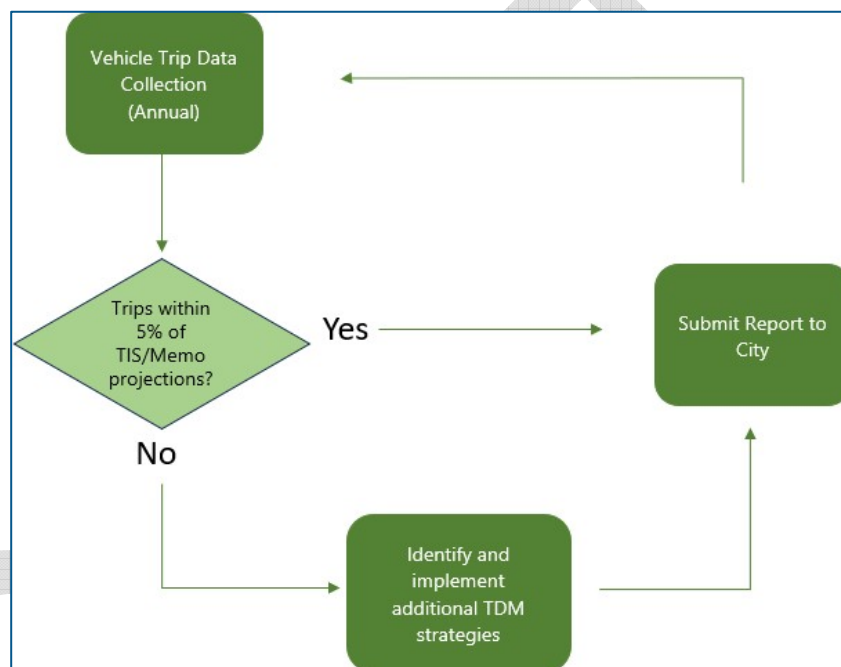


Figure 2. Trip Monitoring Process for Major Projects [Does not account for the end of the monitoring period.] Can they pay more fees?

5.15. Qualifications of Preparers

Traffic Impact Studies shall be prepared or reviewed by a licensed professional engineer (PE), preferably with Professional Traffic Operations Engineer (PTOE) certification, plus at least four (4) years of experience preparing traffic impact studies in resort/mountain communities.

5.16. Transportation Impact Study Checklists and Sample Table of Contents

See **Reference B.**

5.17. TIS Submittal Requirements

[Pending input from planning]

6. Transportation Management Association

At the time of this document creation (February 2026), no Transportation Management Association (TMA) exists in Teton County outside of master planned resort areas. Should a Transportation Management Association exist in the future, for projects that create 50 or more employees located within the jurisdictional area of a TMA, indefinite participation in the TMA shall be required.



Reference A: Transportation Demand Management Strategies and Relative Effectiveness

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Table D1. Potential VMT Measures and Relative Effectiveness

Measure Number	Measure Category	Description	Typical Application	CAPCOA 2021 ¹² Reference	Estimated VMT Reduction Potential	Jackson, WY Estimated Trip Reduction
1	Bike & Ped	Provide traditional bike racks designed for short-term parking, in a visible publicly accessible space.	Land uses that expect short term visitors. Traditional bike racks are not suitable for longer term parking due to concerns regarding theft and exposure to the weather.	T-9	0.1% - 1.6%	0.8%
2	Bike & Ped	Construct or improve a bicycle lane facility (Class I, II, or IV) that connects to a larger existing bikeway network. This encourages mode shift from parallel roadways to bicycles, displacing VMT. A wider-based approach that expands more than one facility may be considered to be expanding the bicycle network.	New projects in dense areas, or in areas near existing bicycle infrastructure but without a current connection. Generally an off-site improvement.	T-18; T-19	0.2% - 0.8%	0.5%
3	Bike & Ped	Provide secure bicycle parking in either a dedicated room, via bicycle lockers, or a bike station incorporated into the project.	Residential and office land uses, where bicyclists will be expected to park their bicycles for 6+ hours per day.	T-9	0.1% - 1.6%	0.8%
4	Bike & Ped	Improve pedestrian spaces both within the project and on roadways approaching the project. Improvements may include providing sidewalks on both sides of the street, incorporating ADA-compliant improvements such as tactile ramps and audible pedestrian signals, providing sidewalk amenities such as trees, plants, and benches, and otherwise improving the pedestrian experience. Trip reduction potential of up to 10% will be approved for	New development in areas where pedestrian facilities are missing or lacking	T-17	0.5% to 6.4%	3.4% Allow up to 15% if applicant constructs the frontage in approved Community Streets Plan

¹² Source: Fehr & Peers, 2023. Prepared in conjunction with Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity, California Air Pollution Control Officers Association (CAPCOA 21). Link: https://www.caleemod.com/documents/handbook/full_handbook.pdf

		projects that reference the adopted Community Streets Plan (CSP) (Anticipated adoption Fall 2026) and construct the frontage consistent with the CSP.				
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Measure Number	Measure Category	Description	Typical Application	CAPCOA 2021 Reference	Estimated VMT Reduction Potential	Jackson, WY Estimated Trip Reduction
5	Bike & Ped	Roadways will be designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features may include: marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, raised intersections, median islands, tight corner radii, roundabouts or mini-circles, on-street parking, planter strips with street trees, chicanes/chokers, and others.	Developments located near transit or pedestrian- focused areas; or in cities that have adopted a Vision Zero policy	N/A	0.25 - 1.0%	0.6%
6	General	Implement a generalized commute trip reduction program. This measure is intended as an umbrella measure, for use in instances where marketing of commute alternatives is desired, but the client or implementing agency may not want to commit to specific marketing actions. It can include any combination of measures indicated here other than those specific to land use.	Office developments; large residential developments; area plans	T-4, T-5	Up to 4% (voluntary compliance)	2.0%
7	General	Implement a generalized commute trip reduction program. This measure is intended as an umbrella measure, for use in instances where marketing of commute alternatives is desired, but the client or implementing agency may not want to commit to specific marketing actions. It can include any combination of measures indicated here other than those specific to land use.	Office developments; large residential developments; area plans	T-4, T-5	Up to 26% (mandatory monitoring)	13.0%



8	Bike & Ped	Install a bike share program in association with your development, either for exclusive use of the development residents or in conjunction with a future public system.	Cities and Communities		Up to 3%	1.5%
9	Parking	Reduce the proposed supply of parking at the development relative to other sites in the project vicinity.	Office development, mixed-use development, residential development, area plans, cities and communities	T-14	5 - 13.7%	9.3%
10	Parking	For residential developments, require that parking spaces be paid for separately from the primary mortgage/HOA dues/rent. This effectively reduces housing costs for households with no cars / fewer cars.	Residential development	T-15	2.6 - 15.7%	9.1%

Measure Number	Measure Category	Description	Typical Application	CAPCOA 2021 Reference	Estimated VMT Reduction Potential	Jackson, WY Estimated Trip Reduction
11	Parking	Price parking at all off-street facilities associated with the project. Pricing should be at a level equal to or higher than typical prices in the project area. Typically referred to as “unbundling” parking pricing for residential projects.	Office development; mixed-use development; residential development	T-11, T-15	Up to 20%	10.0%
12	Parking	If free parking is provided as an employee benefit, individuals opting not to receive a parking pass may instead receive the equivalent cash value to a monthly parking permit.	Office development; employers	T-12	Up to 12%	6.0%
13	Ridesharing	Provide subsidies in the form of cash or gas cards to individuals carpooling to/from work.	Office development, employers	T-7	0.0 - 8.0%	4.0%
14	Ridesharing	Provide subsidies or company-provided vehicles for vanpooling, and assist with vanpool formation by means of helping individuals identify others with similar commute patterns. This measure may also apply to point-to-point shuttles sponsored by an employer (i.e., “tech buses”).	Office development, employers	T-10	3.4 - 20.4%	11.9%
15	Ridesharing	Maintain a database of individuals interested in carpooling/ridesharing along with their commute characteristics. Allow individuals to search database and contact others to form carpools. At large employers, some one-on-one support may also be provided.	Office development, employers, cities and communities	T-7	0.0 - 8.0%	4.0%



16	Parking	[reconcile with language in form – work with Town to] Install parking meters or other paid parking programs on public roadways within 1/4 mile of the study area. Pricing should be market-rate. This is intended to both discourage driving to/from the project area, as well as reduce the amount of VMT generated by circling for parking by maintaining 85 percent occupancy rates.	Large developments; area plans; cities and communities	T-23	Up to 30%	15.0%
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Measure Number	Measure Category	Description	Typical Application	CAPCOA 2021 Reference	Estimated VMT Reduction Potential	Jackson, WY Estimated Trip Reduction
17	Pricing	Implement a toll or fee for vehicle access to a predetermined area, such as a central business district. An example of this is the fee to access London's core neighborhoods.	Cities and communities	N/A	7.9 - 22.0%	14.9%
18	Land Use	Locate the project near (and orient it with a clear means of access to) a high-quality transit station. Project design should support (and ideally prioritize) pedestrian access to/from transit. Project should be careful not to oversupply parking.	Mixed-use or residential projects in urban areas	T-3	0.5 - 31%	15.7%
19	Transit & Shuttles	Provide express / point-to-point shuttle service, connecting park & ride facilities or other residential neighborhoods directly to an employer's campus. In the SF Bay Area, these shuttle types have become common amongst Silicon Valley employers, and are sometimes known as "tech shuttles"	Employers, campuses	T-10	Up to 20.4%	10.2%
20	Transit & Shuttles	Provide subsidies in the form of cash, transit passes, or contributions to a regional fare card to transit riders. This is typically implemented by an employer, but may also be used by schools and large residential developments.	Employers, large residential developments, campuses	T-8; T-27 (Variant)	Up to 20%	10.0%
21	Tech-Assisted Approaches	Allow and encourage employees to telecommute or adopt alternative work schedules. Examples may include working from home a certain share of the time, or working a 9/80 or 4/40 work week.	Employers, campuses	N/A	Up to 5.5%	2.7%



22	Transit & Shuttles	Provide funding to support one of the following: new bus service, increased frequency on existing service, increased operating hours, etc. Effectiveness will range based on the level of investment.	Cities and communities	T-26 (variant)	Up to 11.3%	5.6%
23	Transit & Shuttles	Provide a publicly available shuttle service between a regional transit facility and employment, residential, or shopping centers located 1-5 miles away.	Employers, commercial development, institutions, campuses	T-24	0.1% to 8.2%	4.1%

Reference B: Traffic Impact Study Checklist and Forms

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Traffic Analysis Procedures & Checklist

Teton County & The Town of Jackson, WY

Transportation Division | 320 S King St, PO Box 3594, Jackson, WY 83001 | (307) 733-3317

All proposed Minor Projects are required to complete a Trip Generation Memo performed by a qualified transportation professional. The Trip Generation Memo should include a documentation of the methodologies used to determine estimated peak hour trips, including details of the proposed development (location, land use type, and scale), the assumed peak hour period, and the trip generation rates used for the estimate. In addition, the memo should include an assessment of proposed site access points to demonstrate needed traffic control and/or auxiliary lanes.

Major Projects are required to complete a full Traffic Impact Study, including all sections in the following checklist:

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Transportation Impact Study Checklist

Teton County & The Town of Jackson, WY

Transportation Division | 320 S King St, PO Box 3594, Jackson, WY 83001 | (307) 733-3317

I. Introduction	
☐	Study Purpose and Goals
☐	Project Description (type, size, location)
☐	Analysis Time Periods / Opening & Horizon Years (phasing of development)
☐	Study Area Boundaries
☐	<i>Site Location Map</i>
☐	<i>Site Plan</i>
II. Study Area Description	
☐	Existing Zoning and Land Uses
☐	Existing Road Network Description and Characteristics (classification, lanes, speed limit, sidewalks)
☐	Existing Intersection Description and Characteristics (lanes, traffic control, pedestrian crossings)
☐	Existing Pedestrian, Bicycle and Transit Facilities and Service
III. Existing Transportation Conditions	
☐	Data Collection (types, dates, peak hours)
☐	<i>Existing Peak Hour Traffic Volume Figure</i>
☐	<i>Existing Pedestrian/Bicyclist Volume Figure(s)</i>
☐	Analysis Methodology
☐	Existing Level of Service / Problem Identification
☐	<i>Existing Vehicular and Multimodal Level of Service Table</i>
☐	Crash Assessment / Problem Identification
☐	<i>Crash Data Summary Table</i>
☐	<i>Crash Comparison Graphs to Expected Levels</i>
☐	Existing Pedestrians, Bicycles and Transit Facilities
IV. 20-Year Future Traffic Conditions	
☒	Background Traffic Growth (annual growth rate)
☐	<i>Opening Year Grown Volumes</i>
☐	<i>20-Year Horizon Year Grown Volumes</i>
☐	Other Area Planned Developments
☐	<i>Other Planned Development Trip Generation Summary Table</i>
☐	<i>Opening Year No-Build Volume Figure</i>
☐	<i>20-Year No-Build Volume Figure</i>



☐	Trip Generation
☐	<i>Trip Generation Table with any Adjustments</i>
☐	Trip Distribution, Assignments, Adjustments (TDM measures)
☐	<i>Trip Distribution Figure</i>
☐	<i>New Trips Figure</i>
☐	<i>Trip Adjustment Figures</i>
☐	Future Traffic Volumes
☐	<i>Opening Year and 20-Year Traffic Volume Figures, With the Project</i>
V. Intersection Analysis	
☐	Capacity Analysis (latest HCM methodology) (Level of Service table by lane group)
☐	<i>Vehicular and Multimodal Level of Service Comparison Table</i>
☐	<i>95th-Percentile Queue Lengths</i>
☐	Intersections and Movements with Unacceptable Operations
VI. Transportation Management Plan	
☐	Proposed TDM Measures
☐	Forecast Trip Reductions (table)
☐	Proposed TDM Monitoring Program
VII. Proposed Mitigations	
☐	TDM Measures / Pedestrian, Bicycle, Transit Measures
☐	Traffic Control Improvements
☐	Mainline or Turn Lanes
VIII. Summary of Findings and Recommendations	
☐	Recommended Improvements and TDM Measures
☐	Key Findings, Overall Project Impacts, and Mitigation Strategies
IX. Appendices	
☐	Count Data
☐	Capacity Analysis Printouts (by peak hour and scenario)
☐	Transportation Management Plan Calculations
☐	Other supporting information
X. SUBMITTAL REQUIREMENTS	
☐	Electronic (PDF) File of the Traffic Impact Study (electronically stamped by a PE)



Reference C: Statement of Trip Generation Worksheet

CONVERTED TO A WEBSITE THAT GENERATES A PDF – REMOVE REFERENCES TO THIS SECTION

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Div. 4.3 – Planned Resort Zones

4.3.1. All Planned Resort Zones.

D.5. Transportation Element. The Planned Resort master plan contains a traffic impact analysis and transportation demand management plan that:

- a. Promote multimodal forms of transportation that are consistent with the transportation goals of the Jackson/Teton County Comprehensive Plan;
- b. Manage the generation of resort related traffic to avoid undermining community character and endangering the public health, safety, and welfare; and
- c. Follow the procedures and requirements of Division 7.9 Transportation Impact Analysis.

F. Standards Applying to All Planned Resorts.

8. Transportation Element. The Planned Resort master plan shall have a transportation element to ensure that resort development does not produce an amount of vehicular traffic that undermines the community's character, and endangers the public health, safety and welfare (i.e., noise, air quality and traffic impacts) The Planned Resort master plan shall provide an optimum mix of automobile, transit, and pathway facilities within the resort, encourage coordination of all resort transportation facilities with the County-wide transportation system, promote design and management which encourages shifts from single-occupancy vehicle trips to multi-occupancy trips, or other transportation modes, and provide equitable cost sharing for facilities and services.

- a. **Traffic Impact Analysis.** Follow the procedures and requirements of Division 7.9 Transportation Impact Analysis.
- b. **Transportation Demand Management Plan.** The Planned Resort master plan shall include a transportation demand management (TDM) plan that demonstrates how the travel behavior of resort visitors and employees will be managed to minimize the number of vehicle trips on the roadway network resulting from the resort development. ~~The transportation plan will allocate a number of vehicle trips to various roadway segments, based upon the projected traffic demand and the planned character of the roadway segments.~~ A goal of the applicant's TDM Plan shall be to manage the transportation demands of the resort so that it is consistent with the allocation of vehicle trips to the various roadway segments that serve the Planned Resort. Potential mechanisms for managing travel behavior may include, but are not limited to:
 - i. Increasing average vehicle occupancy.
 - ii. Shifting vehicular trips (resident and visitor) to public transit.
 - iii. Shifting vehicular trips (resident and visitor) to walking, bicycling and other nonmotorized means.
 - iv. Reducing vehicular trips through internal capture associated with mixed land use patterns.

9. Capital Improvements Element.

- a. **Identification and Acknowledgment of Service Providers.** The applicant shall identify the provider of all infrastructure facilities and services included in the plan. Where services are to be provided by an entity other than the applicant, documents from the service provider shall demonstrate the commitment and ability to provide such service according to the Planned Resort master plan.
- b. **Impact Analysis.** An impact analysis shall be performed for all facilities and services, unless waived by the Community Planning Director. Each impact analysis shall identify the following:
 - i. The maximum daily peak capacity of existing facilities.

-
- ii. The current daily peak demand on existing capacity.
 - iii. The daily peak capacity available for new development.
 - iv. The projected daily peak demand generated by new development in the Planned Resort.
 - v. When development outside of a resort is reasonably anticipated to utilize the same infrastructure system as the resort, the Town of Jackson shall provide the applicant with estimated peak demand.
 - vi. Any planned improvements by other entities, such as the Town of Jackson or the Teton Village Water and Sewer District, and the timing of such improvements.
 - vii Follow the procedures and requirements of Division 7.9 Transportation Impact Analysis.
 - viii. Any deficits in daily peak capacity potentially resulting from development within the Planned Resort—either from a strict demand standpoint or from a timing standpoint—taking into account other potential new development outside the Planned Resort.

c. Capital Improvements Program. The capital improvements plan shall be consistent with the impact analyses and specify how any deficiencies in infrastructure will be remedied or mitigated, including descriptions of the infrastructure improvements, the responsibility and sources of funding for the improvements, and the timing for completion of improvements. Concept plans for improvements shall be included in the capital improvements plan; engineered plans shall be provided in the final development plan application for subsequent development.

Div. 7.2 – Subdivision Standards

7.2.2. Standards Applicable to All Development

5. Oversize and Off-Site Improvements. The Town Council may require installation and construction of utilities, pavement and other land improvements in excess of subdivision design needs, to assure adequate service to future development areas. Such oversize improvement requirements shall be determined by the Town Council. Such requirements shall be subject to the following standards:

- a. The subdivider shall be required to pay for only that part of the construction costs for the ~~arterial streets~~ **site frontage streets**, trunk sewers or water lines that are necessitated by and are serving the proposed subdivision, as determined by the Town Engineer. The Town Engineer and subdivider shall mutually establish a proportionally distributed cost sharing arrangement that considers other persons who will benefit from such oversized improvements constructed to ultimately service the surrounding area.
- b. If streets or utilities are not available or adequate for services at the boundary of a proposed subdivision, the subdivider may be required to obtain necessary easements or rights-of-way and construct and pay for any extensions necessary to connect the proposed subdivision to adequate utility lines.
- c. Reimbursement for the installation of oversize improvements shall be effected only after such time as the Town accepts the subdivision improvements, a written request for reimbursement is submitted to the Town by the subdivider, and the Town Council, acting on the advice and recommendation of the Town Engineer, authorizes the reimbursement.
- d. Follow the procedures and requirements of Division 7.9 Transportation Impact Analysis.**

Division 7.9. Transportation Impact Study (TIS)

7.9.1. Purpose and Findings.

- A. **Purpose.** The purpose of this Division is to ensure that new and expanded uses are proportionally mitigated for their individual transportation impacts on the Town’s transportation network.
- B. **Findings.**
 - 1. .
 - 2. .
 - 3. .

7.9.2. Applicability.

- A. These standards shall apply to new and expanded uses that generate 30 or more net AM or PM peak hour vehicle trips resulting from the difference between existing and proposed use unless exempt below or eligible for a Statement of Minor Trip Generation. **Determination of Vehicle Trip Generation.** The most recent edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual shall be used to determine estimated net vehicle trip generation. Net vehicle trip generation is the difference between the AM or PM peak hour vehicle trips generated by existing and proposed use.
- B. **Existing Use.** For the purpose of this standard an existing use is any legally established use(s) currently active at the property. If no use is currently active at the property, a legally established use within the last 5 years with the highest vehicle trip generation rate at the property may be used to determine trip generation. Otherwise, no existing use is attributed to the property for purposes of calculating existing vehicle trip generation. The burden of identifying the existing use shall be the responsibility of the landowner. The landowner shall provide the Planning and Building Director with permits, licenses, records, or other documentation that establishes the existing use.
- C. **Exemptions.** The following are exempt from the standards of this division.
 - 1. New or expanded uses that result in no net increase in required off-street vehicle parking.
 - 2. A Single Detached Dwelling Unit (Section 6.1.4.B).
 - 3. Attached Dwelling Unit Use with 21 units or fewer (Section 6.1.4.C).
 - 4. Apartment Use with 21 or fewer units (Section 6.1.4.D).
 - 5. Accessory Uses (Section 6.1.11).
 - 6. Temporary Use (Section 6.1.12).

7.9.3. Requirement.

- A. **Statement of Minor Trip Generation Required.** New and expanded uses estimated to generate fewer than 30 net AM or PM peak hour vehicle trips are required to complete a Statement of Minor Trip Generation in lieu of a TIS. The ITE table provided in Appendix C shall be used to prepare a Statement of Minor Trip Generation. Professional preparation is not required for a Statement of Minor Trip Generation.
- B. **Transportation Impact Analysis Required.** New and expanded uses estimated to generate 30 or more net AM or PM peak hour vehicle trips resulting from the difference between existing and proposed uses are required to complete a Transportation Impact Analysis (TIA) consistent with the procedures and requirements of the “Transportation Impact Study Requirements for the Town of Jackson, Wyoming” (Appendix C of these LDRs) unless exempt below.

-
1. **Professional Preparation.** A TIA shall be prepared by a qualified transportation professional licensed in the State of Wyoming with expertise in the subject of transportation impacts based on education, professional certifications, experience in the field, and their understating of these LDRs, the “Transportation Impact Study Requirements for the Town of Jackson, Wyoming” (Appendix C of these LDRs), and the goals and objectives thereof.
 2. **Expiration.**
 - a. A TIA that is completed two or more years before the submittal of the associated development application shall not be considered current and shall not meet the requirements of this section.
 - b. Notwithstanding the standard above, the Planning and Building Director may require a wholly new or amended TIS for those that are less than two years old if the standards or transportation-related circumstances analyzed have changed significantly.
 - c. The Planning Director may extend the expiration date of a TIA beyond two years if:
 - i. No significant development has occurred in the vicinity of the subject property that would significantly alter transportation patterns or volume; and
 - ii. There have been no other significant changes that render the analysis and conclusions in the TIS outdated or inaccurate.
 3. **Monitoring.** Monitoring requirements shall be consistent with the “Transportation Impact Analysis Requirements for the Town of Jackson, Wyoming” (Appendix C of these LDRs) LDRs.