



TOWN OF JACKSON

PLANNING & BUILDING

DEPARTMENT

TRANSMITTAL MEMO – RESUBMITTAL

Town of Jackson

- Public Works/Engineering
- Building
- Title Company
- Town Attorney
- Police

Joint Town/County

- Parks and Recreation
- Pathways
- Housing Department

Teton County

- Planning Division

- Engineer
- Surveyor
- Assessor
- Clerk and Recorder
- Road and Levee

State of Wyoming

- Teton Conservation
- WYDOT
- TC School District #1
- Game and Fish
- DEQ

Federal Agencies

- Army Corp of Engineers

Utility Providers

- Qwest
- Lower Valley Energy
- Bresnan Communications

Special Districts

- START
- Jackson Hole Fire/EMS
- Irrigation Company

Date: June 10, 2024	REQUESTS:
Item #: P24-002	The applicant is re-submitting a request for a Sketch Plan for a new 3-story, +/-290,000 sf (total habitable) mixed-use hotel and condominium development within two buildings at the following 11 properties: 45 and 65 Mercill, 330, 350, 360, and 370 N Glennwood, and 325, 335, 345, 355, and 375 N Cache St.
Planner: Tyler Valentine	For questions, please call Tyler Valentine at 307-733-0440 x 1305 or email the address shown to the left. Thank you.
Phone: 733-0440 ext. 1305	
Email: tvalentine@jacksonwy.gov	
Owners: Mogul Hospitality Partners-Jackson LLC PO Box 998 Midway, UT 84049	
Applicant: Same	
Please respond by: June 28, 2024 (with Comments)	

RESPONSE:

For Departments not using SmartGov, please send responses via email to:
planning@jacksonwy.gov



M O G U L C A P I T A L

June 7, 2024

Town Council
P.O. Box 1687
Jackson, WY 83001

RE: Sketch Plan Application Update: N Cache Lodging and Residential Development

Town Council and Planning Staff,

Following the Council's vote to not support an alley vacation, attached please find a revised sketch plan application. As you will note, the revisions are not significant enough to render previous reviews incomplete or obsolete, which is the standard provided in the LDRs for determining whether changes to an application constitute a new application. The enclosed materials confirm that the substance of this application is not changing, and this project remains LDR compliant. Specifically, and as detailed in the enclosed materials, (1) the proposed uses remain the same, (2) the design and renderings remain unchanged or substantially similar, (3) the number of proposed hotel rooms, uses, and residential units remains the same, (4) the height and configuration of the spaces remains unchanged or substantially similar, (4) all conditions recommended by Design Review Committee ("DRC") and Planning Commission would apply to the enclosed design without the alley, the DRC's comment requiring further study on the paseo would apply to the interaction between the alley, building and pedestrian activation of the same; all of this can be done prior to DEV, and (5) applicant responses to staff review comments for this Sketch Plan application remain largely unchanged. All of the conditions from DRC, Planning Commission and Staff are still applicable to our revised design.

In August of 2023, we asked for and were granted a Town Council Pre-Application Conference where we showed the Council three iterations of our proposed development. At that meeting, we stated that all three proposals had identical uses and LDR compliance. The three proposals were: 1) the partial alley vacation, 2) the alley encroachment for a skybridge and below grade parking and 3) the alley intact. At the conclusion of that meeting, the Council indicated a preference for the filing of a Sketch Plan application which included a partial alley vacation.

On January 2nd, 2024, we filed our sketch plan application which complied with the preference indicated by the Council at the August Pre-Application Conference and did not utilize any FAR from the alley. On February 9th, 2024, our sketch plan application was deemed sufficient. On February 14, 2024, we appeared before the DRC where the DRC recommended continuing the item while directing us to address certain aspects of the Design Guidelines. Specifically, the DRC requested improving the main entrance along North Cache as it was too large and pronounced,

further studying the massing, better breaking up the roof lines, improving the pedestrian experience, addressing the vision statement in the design guidelines, improving the application of the exterior materials and better illustrating how the paseo from Mercill is inviting to the public.

In response to that direction from DRC, we submitted revised sketch plan materials, and the DRC reviewed the project a second time on March 13, 2024 recommending approval 5-0. The DRC provided 8 specific conditions: 1) addressing window treatment; 2) having a change in materials include a change in the plane; 3) breaking up the massing along the streets; 4) developing the paseo and courtyard to be more inviting to the public; 5) conducting additional design work on the south east and north east corners; 6) reducing the width of the curb cuts on north Cache; 7) breaking up the north Cache street elevation; and 8) revising the Moulton themed barn.

In response to that additional direction from DRC, we made the following adjustments to the plan set prior to meeting with the Planning Commission ("PC"): 1) significant adjustments to the right in - right out entrance off North Cache, diminishing the scope and size of the entrance, and ensuring functionality, 2) adjusted the landscaping proposals per discussions to further enhance the pedestrian experience along North Cache, 3) changed the materiality of the buildings significantly based off the feedback received, 4) reduced the total hotel room count to 171 keys, 5) expanded the width and design of the Paseo to make the space a more inviting and activated walkway that will draw foot traffic, 6) added several vertical and horizontal "breaks" in the building, by adding roof overhangs, balconies, and setbacks, 7) added retail to further activate the descending paseo and spaces adjacent to the right in, right out entrance off North Cache.

In addition, Mogul adjusted the following items based off of Planning Staff feedback through the DRC process: 1) reduced the size of the curb cuts for the right in - right out entrance to 16 feet, to meet the recommendation of the Planning Staff to ensure better pedestrian connectivity, 2) worked with planning to ensure that the building height and basement definition are in compliance with the Land Development Regulations, 3) removed back of house and bar/trash areas programmed on the roof deck, 4) adjusted the stairwell and elevator protrusions on the roof deck per Planning feedback and LDR compliance, 5) adjusted the housing mitigation proposal to meet planning feedback.

We submitted the revised sketch plan materials and the PC reviewed these on April 3, 2023 and recommended approval 4-1. PC and the Planning Director's recommendation for approval of Sketch Plan contained 10 conditions requiring the applicant to: 1) provide a landscape plan; 2) work with Engineering prior to Development Plan submittal to determine the appropriate level of alley improvements based on the outcome of the alley vacation request; 3) provide a final parking plan with Development Plan submittal showing no tandem parking for commercial spaces; 4) identify snow storage that complies with the 2.5% requirement with Development Plan submittal; 5) in the Development Plan submittal, address concerns from Town staff regarding loading and provide a loading area completely within our property boundary for large trucks to not block the Cache Creek Motel; 6) ensure that the Development Plan submittal shows increased amount of short term bike parking at the Mercill and Glenwood pedestrian courtyard entrances; 7) obtain all necessary DEQ permits related to the benzene plume; 8) work with Town staff prior

to Development Plan submittal to verify that all floor area associated with the 2:1 Bonus meets the qualifications of the incentive program; 9) work with Town staff prior to Development Plan submittal to clarify the future intended commercial uses to ensure the proper housing mitigation is assessed; and 10) as part of Development Plan submittal, address DRC conditions of approval to the satisfaction of the Town and make significant design changes that comply with the Design Guidelines related to volume complexity and the massing of the building. Each of the above conditions continue to apply to our revised design and contemplate further significant refinement of the project design (staff is also requiring significant additional design work on the three primary facades before it can recommend support for the final design at Development Plan review). Further, at least one of these conditions (#2) is dependent and contingent on the outcome of the alley vote which just occurred.

In response to that direction from PC, we submitted revised sketch plan materials for review by the Council. The design changes based on feedback from the PC included the following: 1) added short term bike parking near the Paseo as part of feedback received through the Planning Commission process, 2) provided a formal parking management plan to planning to show how the parking structure will be managed by use, 3) adjusted the snow storage plans to meet the 2.5% LDR requirement. One notable design change was reconfiguring the design of the project to include the loading dock wholly within the project to accommodate large trucks without impeding the alleyway and minimizing disruptions to the Cache Creek Lodge. This adjustment remains without the alley vacation included in the project.

On May 6, 2024 due to time constraints, we provided the Council with an abbreviated presentation on our project, followed by extensive public comment. We have not yet had a chance to respond to public comment and have not received any feedback from Council on the project and our application was continued at the direction of Council to June 3. In the interim, we requested a continuance on both the sketch plan and concurrent alley vacation to the June 17, 2023 Town Council meeting. On June 3, the council voted unanimously against the alley vacation with very summary comment and almost no discussion. We understand the alley vacation is a wholly legislative function of the Town Council and appreciate the clarity this vote provides us going forward.

In response to the Council's vote not to vacate the alley way (which is by default a request that we modify the site design), we are submitting our revised plans showing the project maintaining pedestrian and vehicular alley access with no encroachments in the alley which was one of the options discussed with Council last August.

As Council is aware, the purpose of Sketch Plan is to publicly review large physical development or development option for general consistency with these LDRs at a preliminary, conceptual level of detail before the development is fully designed and significant money is spent on final design. Under LDR Section 8.3.2, the objectives of sketch plan review are: 1) identification of the opportunities to achieve the desired future character of the site; 2) identification of development related issues to be addressed through the development plan; 3) discussion of alternative site designs that may better implement these LDRS; and 4) identification of natural and scenic resources protected by these LDRS. We find ourselves in a similar situation to the Cloudveil

development during its sketch plan review where two options (A, alley remains public and B, alley is vacated) existed for use of the alleyway, but in either scenario the design of the building and site plan would have only minimal changes regardless of which option was approved by the Town Council. Going forward, like in the Cloudveil Development Plan, should the Council wish to explore some alley encroachments, we would certainly be interested in having those discussions as those are items which have and can be finalized between sketch plan and development plan.

We appreciate the clarity provided by the Council's vote on the alley vacation which helps identify alternative site designs that may better implement these LDRs. The Council vote has given us the feedback and direction we need to modify the site design slightly to retain the alley in its current form. As staff has noted in their staff report, the applicant is supposed to hear feedback from DRC, staff, the PC and ultimately, the Council and is then to respond with genuine changes at Development Plan. As our application has evolved through DRC and PC, we look forward to obtaining feedback from the Council on the Sketch Plan so that this application can continue to evolve as we move forward with the Development Plan. If you have specific design features you would like to see evolve, we suggest those be set forth with specificity in conditions of approval. For Development Plan, under LDR section 8.3.3, staff will again review and report on the project and its compliance with the LDRs, a neighborhood meeting will be held, the public will be given additional opportunities to comment, the DRC will review again, the Planning Commission will review again, and ultimately a more "final" and mature version of this project will be presented to Council for consideration and approval. As we saw on our Loop project, the feedback from DRC, PC and Council greatly modified and improved the design of the Loop which led to the development of alternative site designs from one single large building to two buildings with two entrances, to ultimately the appearance of four buildings with one central entrance. We value the feedback provided by the Town Council, Staff, DRC, PC and the public through this public hearing process and look forward to continuing to update and refine the Sketch Plan and ultimately the Development Plan to have a project with more widespread support. We have invested a significant amount of time and money in reliance on the existing LDRs to refine our development proposal and given the PC and staff conditions, we anticipate more significant design changes will occur, especially when we receive Council's feedback. We also know staff has spent significant time and energy reviewing this project, and do not want their efforts and input over the last 1+ year to be wasted.

We look forward to review by the Community Development Director and Planning Director of our submittal and your long-awaited feedback on our Sketch Plan for this gateway project.

If the Town holds a different view of our alternative site design, we are requesting a written response to that effect from the Planning Director and Community Planning Director that details how the revisions to the application are significant enough to render previous reviews incomplete or obsolete.

Sincerely,
Brad Wagstaff
Chief Executive Officer



M O G U L C A P I T A L

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5. Neighborhood Meeting Summary (Notes & List of Attendees)
6. Parking Management Plan & Breakdown
7. Housing Mitigation Plan
8. Housing Mitigation Checklist
9. Housing Mitigation Calculator
10. Construction Management Plan



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: _____

Physical Address: _____

Lot, Subdivision: _____ PIDN: _____

PROPERTY OWNER.

Name: _____ Phone: _____

Mailing Address: _____ ZIP: _____

E-mail: _____

APPLICANT/AGENT.

Name: _____ Phone: _____

Mailing Address: _____ ZIP: _____

E-mail: _____

DESIGNATED PRIMARY CONTACT.

_____ Property Owner _____ Applicant/Agent

TYPE OF APPLICATION. Please check all that apply; review the type of application at www.townofjackson.com/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 #: _____ 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

Date

Name Printed

Title

CONCEPT DESIGN | JUNE 6, 2024



JACKSON HOTEL
JACKSON, WY

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LEGEND

	Hiking/Biking Trailhead	1 JH/Greater Yellowstone Visitor's Center
	Restrooms	2 Bridger-Teton National Forest
	Parking	3 Rec Center
	Post Office	4 Jackson Hole Community Pathways
	Visitor Center	5 Friends of Pathways
	St. John's Hospital	6 Teton County Library
	School	
	Bike Repair Station	
	Download App:	



PROJECT DATA

SITE AREA: 113,000 (2.59 ACRES)
 ALLOWABLE COMMERCIAL FAR: 90,400 SF
 TOTAL COMMERCIAL FAR : 90,371 SF

SCALE OF DEVELOPMENT

ALLOWED NIGHTLY RENTAL FAR 0.8 :	90,400 SF
TOTAL 2:1 BONUS HOUSING	92,713 SF
BASEMENT EXEMPT AREA:	
OCCUPIED AREA	82,662 SF
BASEMENT PARKING	82,981 SF
TOTAL OCCUPIED AREA (EXCLUDES STRUCTURED PARKING):	265,688 SF
TOTAL BUILDING AREA INCLUDING PARKING:	348,669 SF
TOTAL NIGHTLY RENTABLE SF (INCLUDES 90,400 ALLOWED + 82,662EXEMPT)	173,062 SF

COMMERCIAL FAR

EXEMPT	
LEVELS B1 AND B2	82,662
PARKING	82,981
RESIDENTIAL	64,553
RESIDENTIAL CIR.	14,770
RESIDENTIAL FACILITIES	2,966
SHARED USES (1/2 HOTEL+1/2 RESIDENTIAL)	10,366
TOTAL EXEMPT	258,298
COMMERCIAL FAR	
HOTEL BASE FAR	66,394
HOTEL CIR.	11,554
HOTEL FACILITIES	2,057
SHARED USES (1/2 HOTEL+1/2 RESIDENTIAL)	10,366
TOTAL COMMERCIAL FAR	90,371

TOTAL BUILDING SQUARE FOOTAGE

348,669

AREA BREAKDOWN BY LEVELS

B2	100,476 (including 82,981sf Parking)
B1	65,167 SF
L1	56,340 SF
L2	64,003 SF
L3	62,683 SF
TOTAL	348,669 SF

AREA BREAKDOWN BY BUILDING BLOCK

NW	24,621 SF
SW	43,365 SF
E	115,040 SF

BUILDING PROGRAM

	QTY	AREA
RESIDENTIAL	36 UNITS	
COMMERCIAL		
HOTEL	171 KEYS	
SPA	4,296 SF	
FITNESS	1,836 SF	
RETAIL	646 SF	
MEETING ROOMS	6,215 SF	
BUSINESS CENTER	346 SF	
HOTEL BAR & LOUNGE	2,349 SF	
CAFÉ	1,509 SF	
SIGNATURE RESTAURANT	2,000 SF	

PARKING

	# OF UNITS	PARKING REQUIRED
RESIDENTIAL	36 UNITS	54 1.5 pkg ratio
HOTEL	171 KEYS	129 .75 pkg ratio
COMMERCIAL		
SIGNATURE RESTAURANT	2,000 SF	28 1/73 SF
HOTEL BAR & LOUNGE	2349 SF	20 1/40 SF / 3
CAFÉ	1,509 SF	7 1/73 SF / 3
RETAIL	646 SF	3 3.37 per 1,000sf
PARKING PROVIDED		
LEVEL B2 BASEMENT PARKING	205	
LEVEL B2 ADA PARKING	10	
STREET PARKING CREDIT	27	
TOTAL PARKING REQUIRED	241	
TOTAL PARKING PROVIDED	242	
EV PARKING REQUIRED	73 Capable (including 12 installed)	
EV PARKING PROVIDED	73 Capable (including 12 installed)	
BICYCLE PARKING REQUIRED	18 1/10 non resi parking	
BICYCLE PARKING PROVIDED	18	



JACKSON HOTEL
JACKSON, WY

PROGRAM DATA



GLENWOOD ST.

MERCILL AVE

PERRY STREET

NORTH CACHE STREET

JACKSON HOTEL
JACKSON, WY



SITE PLAN



N

0

40'

80'

SCALE: 1" = 40'

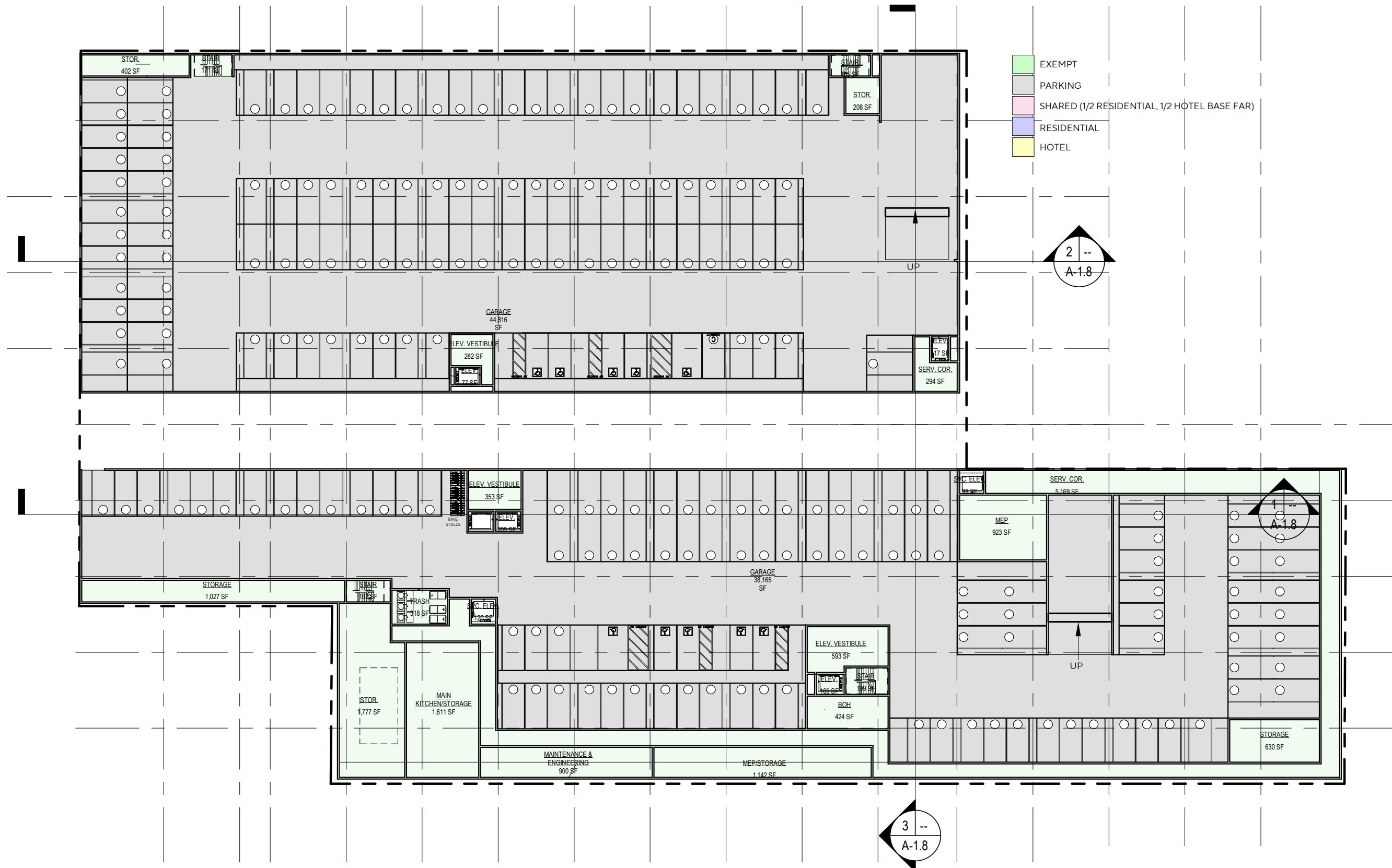


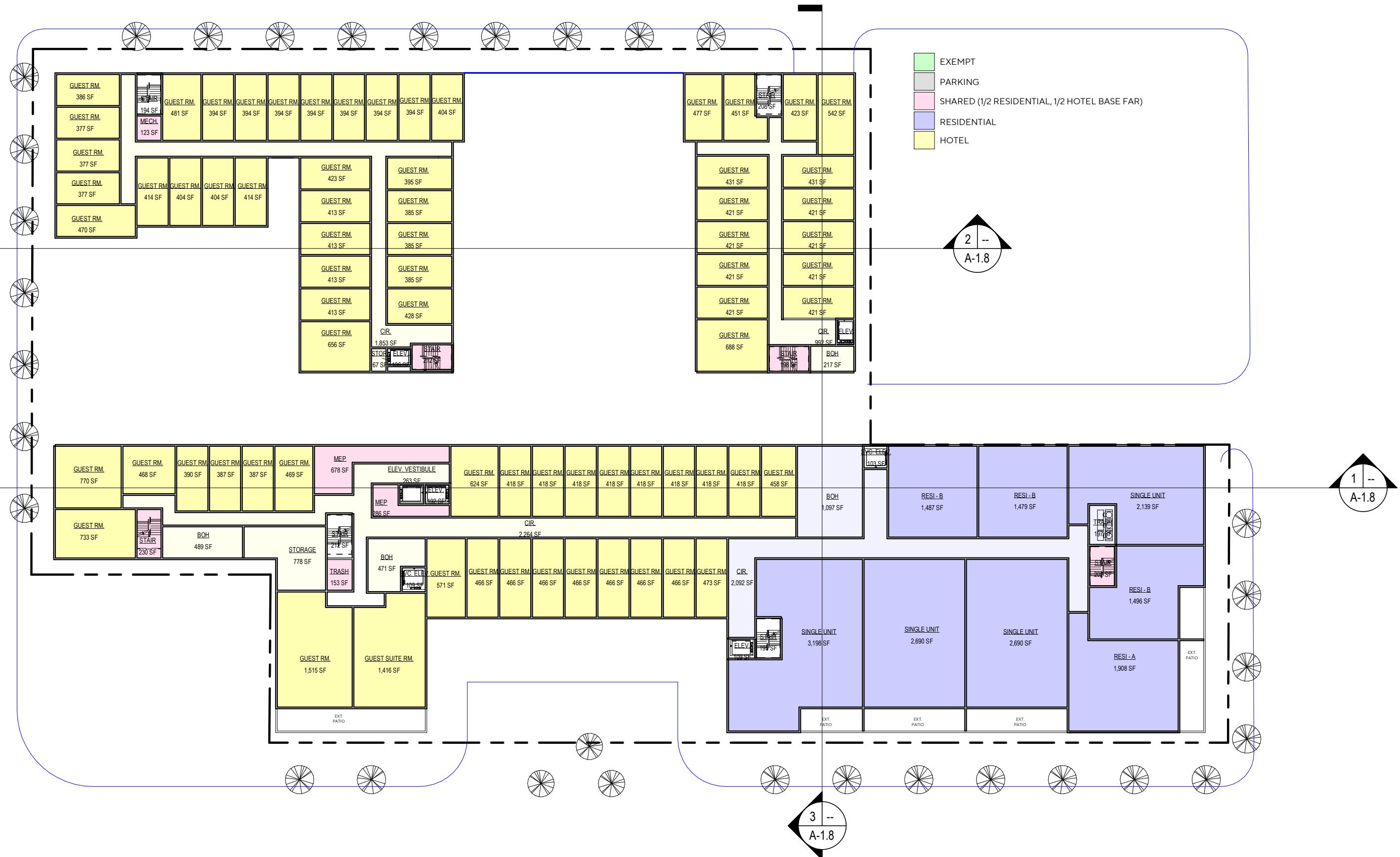
Architecture.
Design.
Relationships.

6

Scale
Job No.
Date

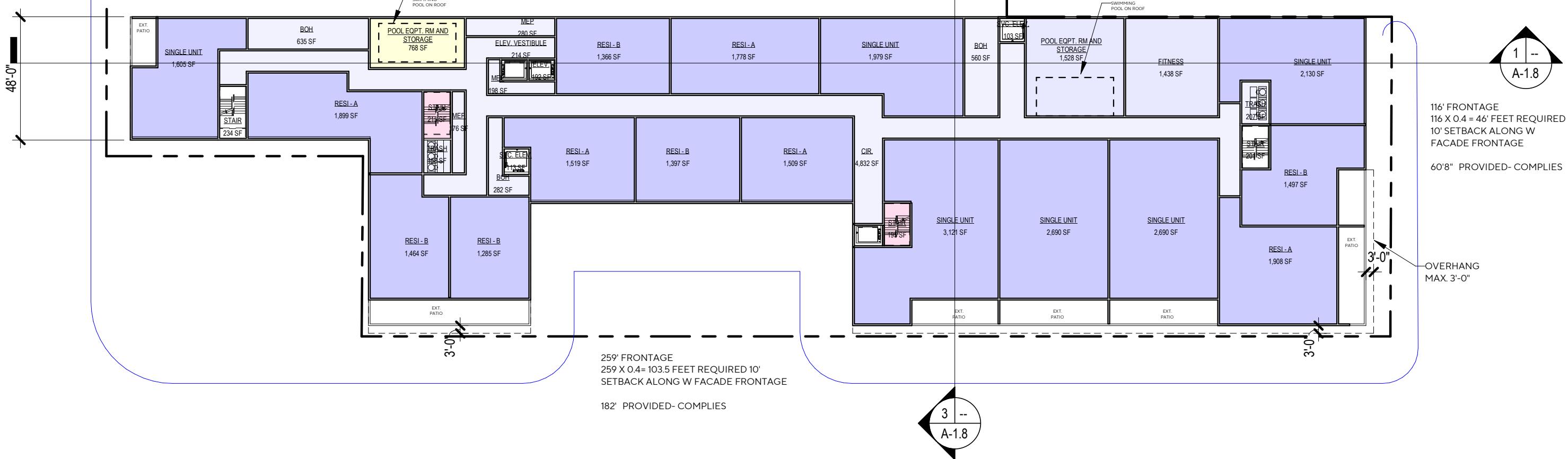
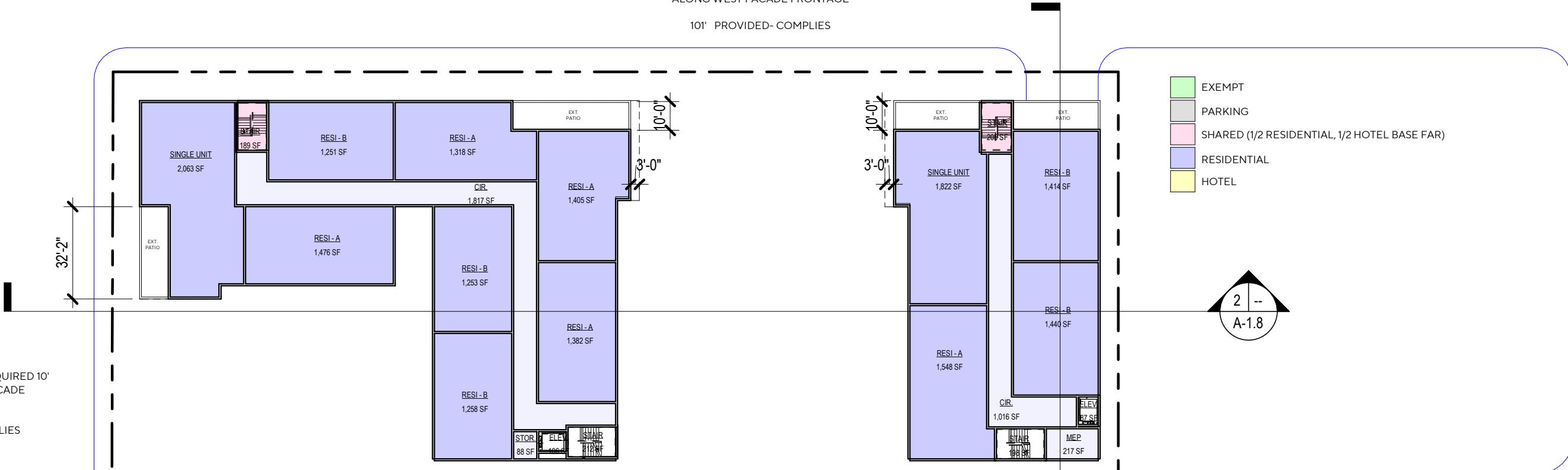
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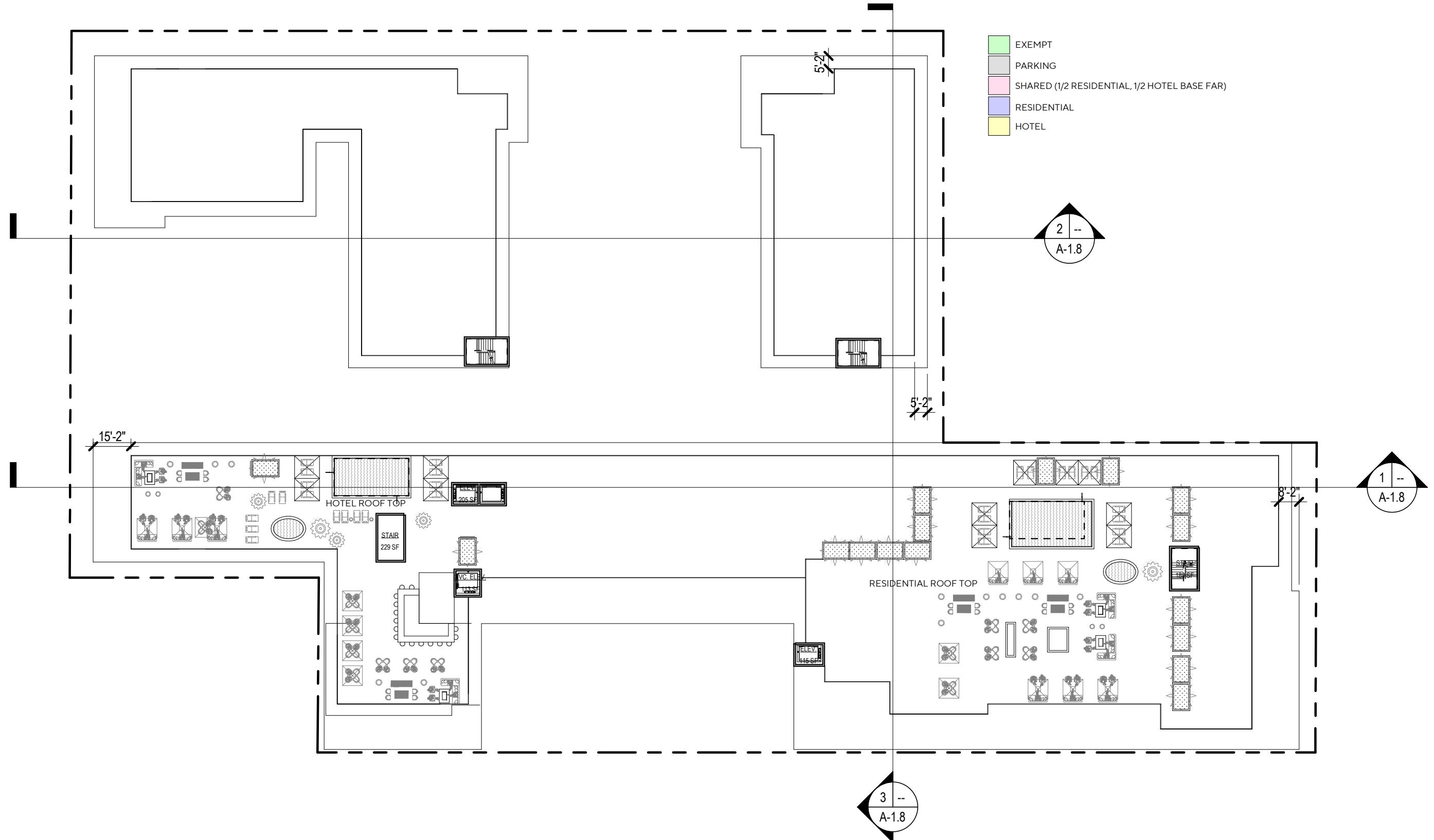


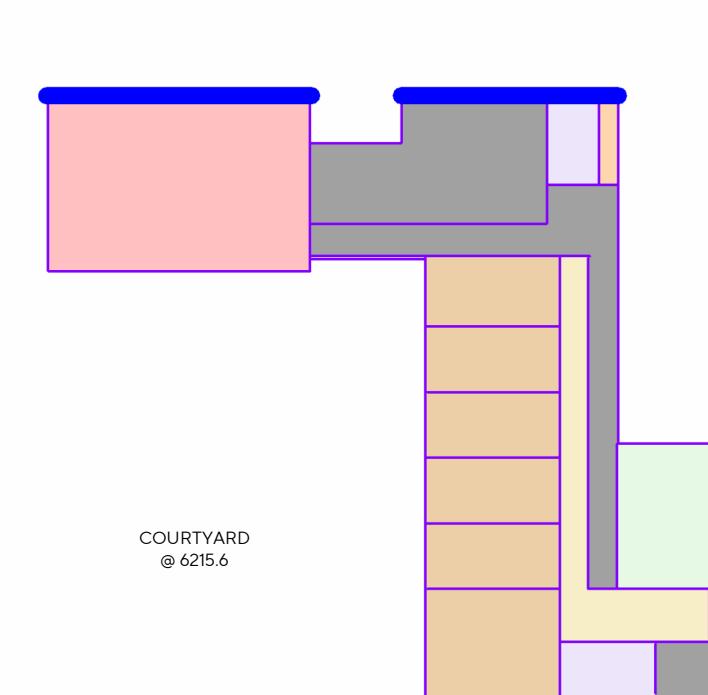
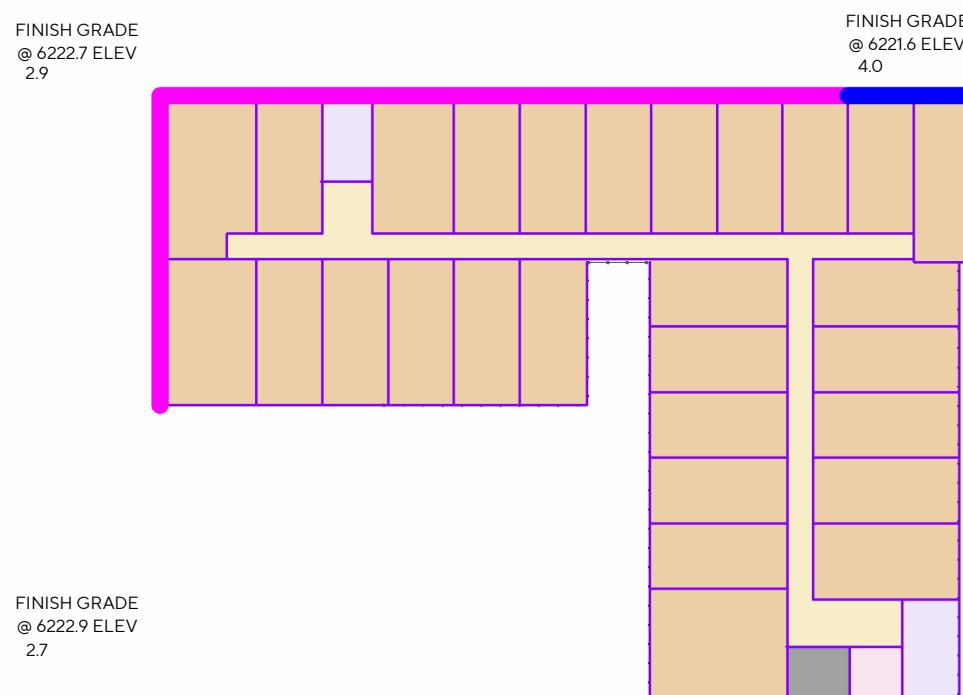


243' X 0.4 = 97.2 FEET REQUIRED 10' SETBACK
ALONG WEST FACADE FRONTAGE

101' PROVIDED- COMPLIES



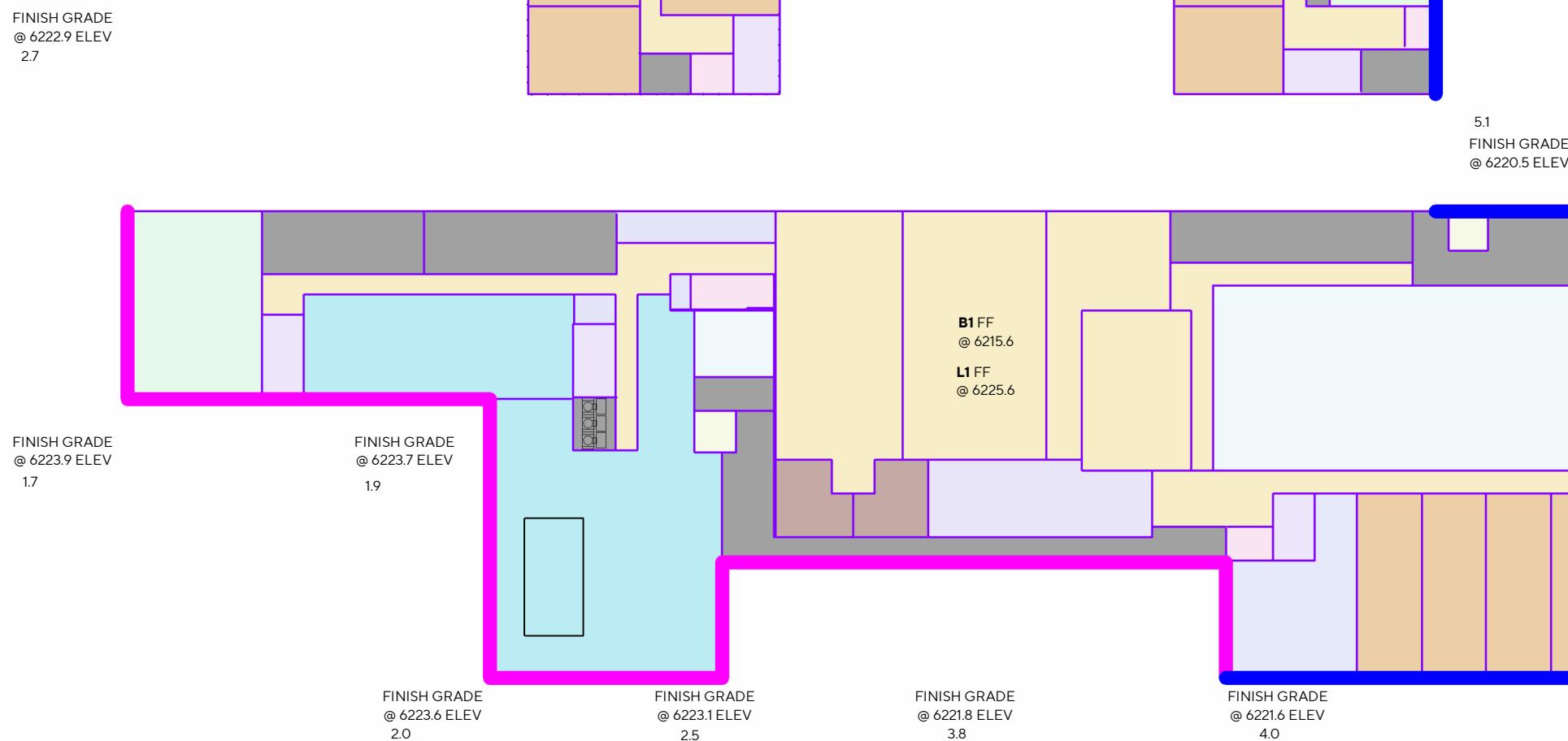


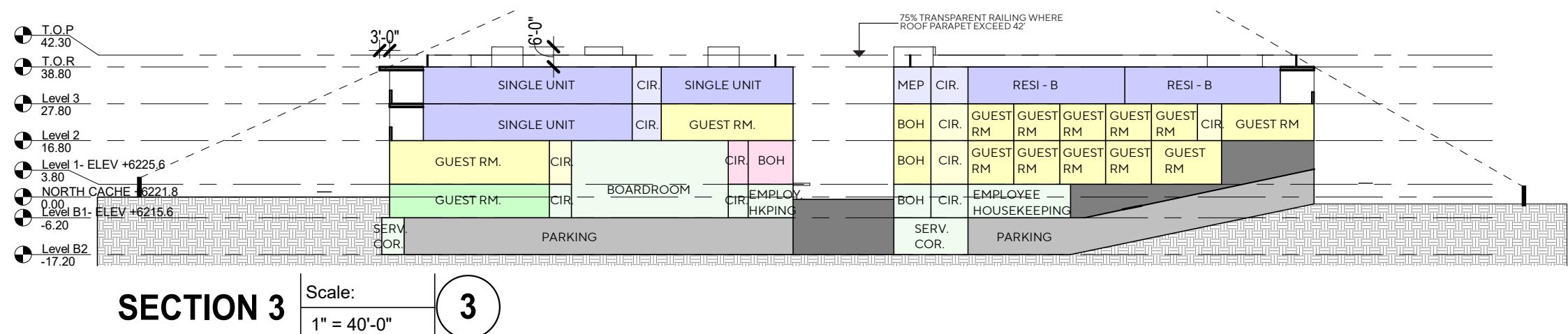
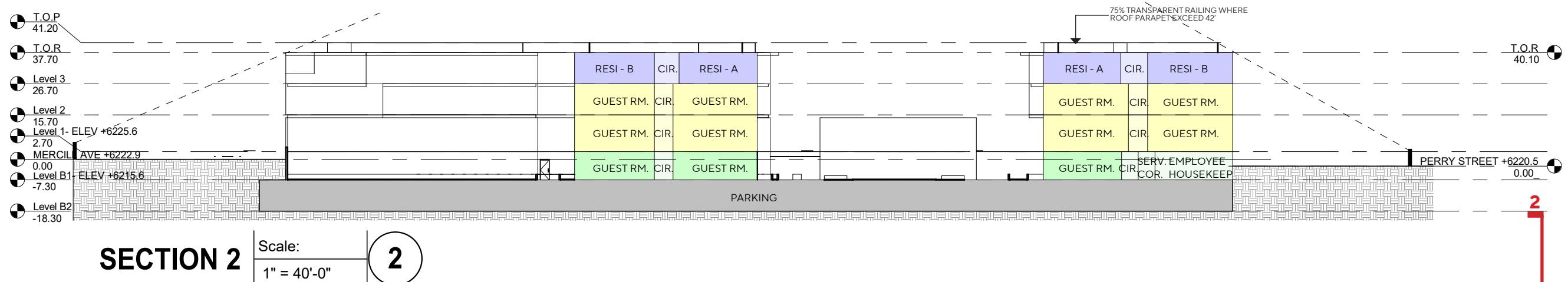
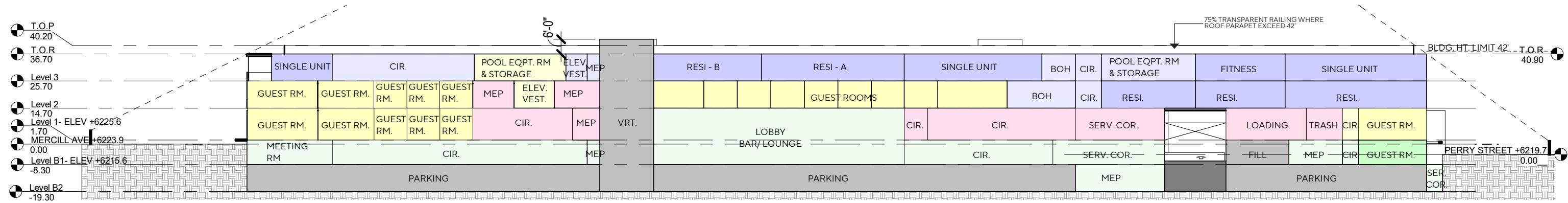


BASEMENT BUILDING PERIMETER CALCULATION

OVERALL BUILDING PERIMETER 1,314 FT
 BUILDING PERIMETER AT 4 FT. OR LESS ABOVE FINISH GRADE 668 FT
 BUILDING PERIMETER AT 4 FT. TO 10 FT. ABOVE FINISH GRADE 646 FT
 51%
 49%

HIGHEST FINISH GRADE 6223.9 FFE
 LOWEST FINISH GRADE 6219.5 FFE
 AVERAGE FINISH GRADE 6221.7 FFE







CACHE STREET FAÇADE ELEVATION

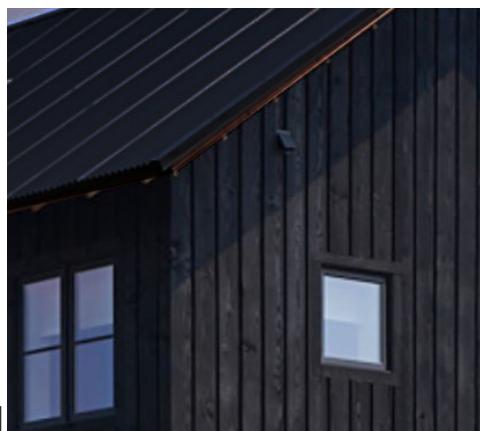
OVERALL BUILDING PERIMETER
 BUILDING PERIMETER AT 4 FT. OR LESS ABOVE FINISH GRADE
 BUILDING PERIMETER AT 4 FT. TO 10 FT. ABOVE FINISH GRADE

MATERIAL FINISHES:



ST1

LOCAL STONE VENEER
(DRYSTACK)



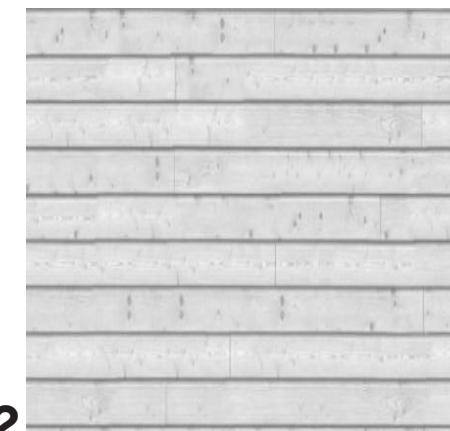
BB1

BOARD & BATTEN
RUSTIC CHARCOAL GRAY
FINISH



FC1

RUSTIC FAUX WOOD SIDING
FIBER CEMENT BOARDS
(RUSTIC/WEATHERED FINISH)



FC2

RUSTIC FAUX WOOD SIDING
FIBER CEMENT BOARDS
(RUSTIC GRAYISH WHITE)



PC

PRE FORM CONCRETE
(RUSTIC GRAY FINISH)



CA

METAL CANOPY ASSEMBLY
PAINT COLOR TO MATCH P1



C1

RUSTIC WOOD COLUMN
WITH CARBONIZED STEEL
COLUMNS



RL

INDUSTRIAL STEEL / GLASS
RAILING @ POOL AREAS



AF

ANODIZED ALUMINUM
STOREFRONT FRAMES
DARK BRONZE



P1

ROOF PARAPET PAINT COLOR
TO MATCH DARK ROOM
SW 7083



GL1

DOUBLE GLAZED LOW-E
WINDOW GLAZING SYSTEM



STL

STEEL CHANNEL-
PAINT COLOR TO
MATCH P1



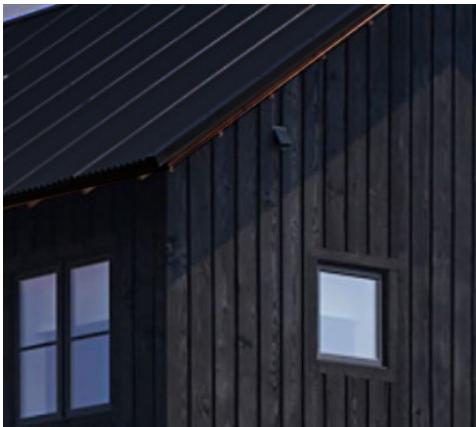
GLENWOOD ST. FACADE ELEVATION

OVERALL BUILDING PERIMETER
 BUILDING PERIMETER AT 4 FT. OR LESS ABOVE FINISH GRADE
 BUILDING PERIMETER AT 4 FT. TO 10 FT. ABOVE FINISH GRADE

MATERIAL FINISHES:



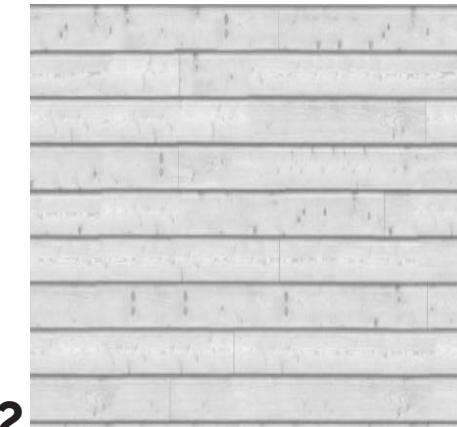
ST1
LOCAL STONE VENEER
(DRYSTACK)



BB1
BOARD & BATTEN
RUSTIC CHARCOAL GRAY
FINISH



FC1
RUSTIC FAUX WOOD SIDING
FIBER CEMENT BOARDS
(RUSTIC /WEATHERED FINISH)



FC2
RUSTIC FAUX WOOD SIDING
FIBER CEMENT BOARDS
(RUSTIC GRAYISH WHITE)



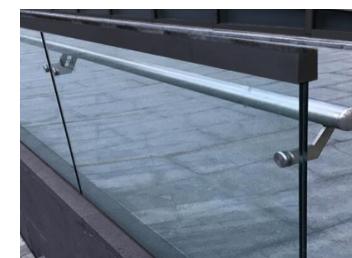
PC
PRE FORM CONCRETE
(RUSTIC GRAY FINISH)



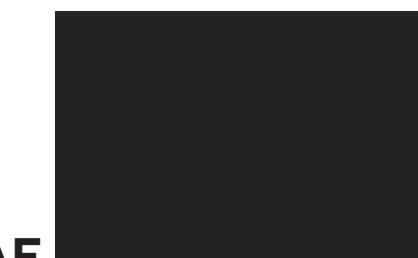
CA
METAL CANOPY ASSEMBLY
PAINT COLOR TO MATCH P1



C1
RUSTIC WOOD COLUMN
WITHCARBONIZED STEEL
COLUMNS



RL
INDUSTRIAL STEEL / GLASS
RAILING @ POOL AREAS



AF
ANODIZED ALUMINUM
STOREFRONT FRAMES
DARK BRONZE



P1
ROOF PARAPET PAINT COLOR
TO MATCH DARK ROOM
SW 7083



GL1
DOUBLE GLAZED LOW-E
WINDOW GLAZING SYSTEM



STL
STEEL CHANNEL-
PAINT COLOR TO
MATCH P1



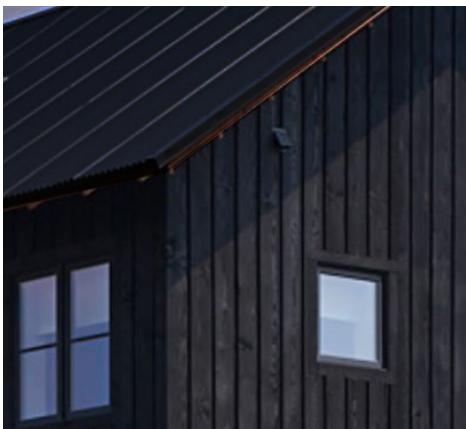
MERCILL AVENUE FAÇADE ELEVATION

Overall Building Perimeter
 Building Perimeter at 4 ft. or less above Finish Grade
 Building Perimeter at 4 ft. to 10 ft. above Finish Grade

MATERIAL FINISHES:



ST1 LOCAL STONE VENEER (DRYSTACK)



BB1 BOARD & BATTEN RUSTIC CHARCOAL GRAY FINISH



FC1 RUSTIC FAUX WOOD SIDING FIBER CEMENT BOARDS (RUSTIC/WEATHERED FINISH)



FC2 RUSTIC FAUX WOOD SIDING FIBER CEMENT BOARDS (RUSTIC GRAYISH WHITE)



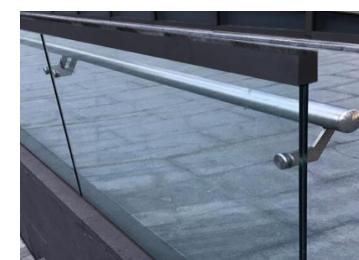
PC PRE FORM CONCRETE (RUSTIC GRAY FINISH)



CA METAL CANOPY ASSEMBLY PAINT COLOR TO MATCH P1



C1 RUSTIC WOOD COLUMN WITH CARBONIZED STEEL COLUMNS



RL INDUSTRIAL STEEL/Glass RAILING @ POOL AREAS



AF ANODIZED ALUMINUM STOREFRONT FRAMES DARK BRONZE



P1 ROOF PARAPET PAINT COLOR TO MATCH DARK ROOM SW 7083



GL1 DOUBLE GLAZED LOW-E WINDOW GLAZING SYSTEM



STL STEEL CHANNEL-PAINT COLOR TO MATCH P1



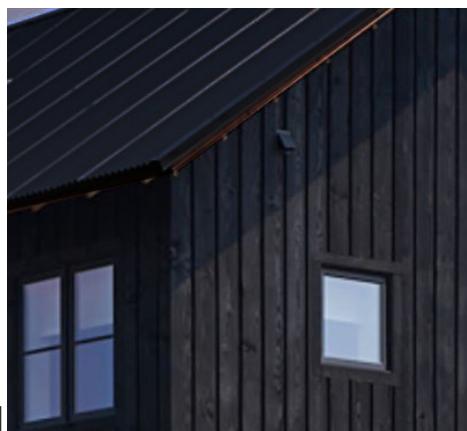
PERRY STREET FACADE ELEVATION

OVERALL BUILDING PERIMETER
BUILDING PERIMETER
BUILDING PERIMETER AT 4 FT. OR LESS ABOVE FINISH GRADE
BUILDING PERIMETER AT 4 FT. TO 10 FT. ABOVE FINISH GRADE

MATERIAL FINISHES:



ST1
LOCAL STONE VENEER
(DRYSTACK)



BB1
BOARD & BATTEN
RUSTIC CHARCOAL GRAY
FINISH



FC1
RUSTIC FAUX WOOD SIDING
FIBER CEMENT BOARDS
(RUSTIC /WEATHERED FINISH)



FC2
RUSTIC FAUX WOOD SIDING
FIBER CEMENT BOARDS
(RUSTIC GRAYISH WHITE)



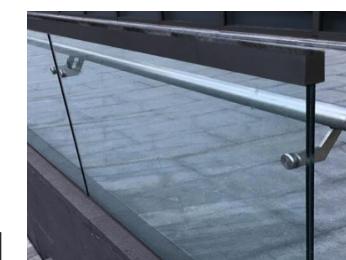
PC
PRE FORM CONCRETE
(RUSTIC GRAY FINISH)



CA
METAL CANOPY ASSEMBLY
PAINT COLOR TO MATCH P1



C1
RUSTIC WOOD COLUMN
WITHCARBONIZED STEEL
COLUMNS



RL
INDUSTRIAL STEEL / GLASS
RAILING @ POOL AREAS



AF
ANODIZED ALUMINUM
STOREFRONT FRAMES
DARK BRONZE



P1
ROOF PARAPET PAINT COLOR
TO MATCH DARK ROOM
SW 7083



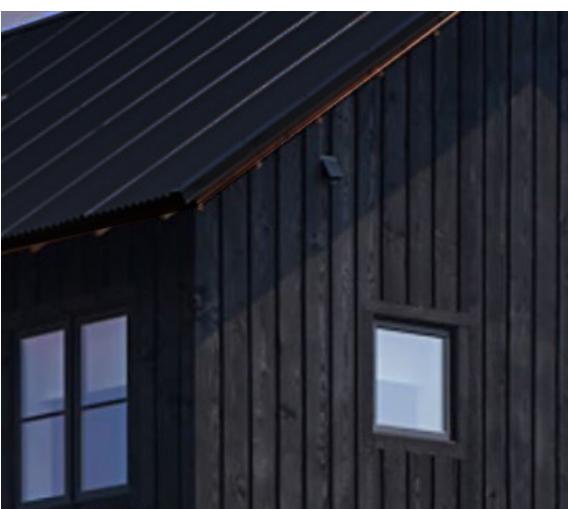
GL1
DOUBLE GLAZED LOW-E
WINDOW GLAZING SYSTEM



STL
STEEL CHANNEL-
PAINT COLOR TO
MATCH P1



ST1
LOCAL STONE VENEER
(DRYSTACK)



BB1
BOARD & BATTEN
RUSTIC CHARCOAL GRAY FINISH



FC1
RUSTIC FAUX WOOD SIDING
FIBER CEMENT BOARDS
(RUSTIC /WEATHERED FINISH)



FC2
RUSTIC FAUX WOOD SIDING
FIBER CEMENT BOARDS
(RUSTIC GRAYISH WHITE)



PC
PRE FORM CONCRETE
(RUSTIC GRAY FINISH)



AF
ANODIZED ALUMINUM
STOREFRONT FRAMES
DARK BRONZE



CA
METAL CANOPY ASSEMBLY
PAINT COLOR TO MATCH P1



RL
INDUSTRIAL STEEL / GLASS
RAILING @ POOL AREAS



P1
ROOF PARAPET
PAINT COLOR TO MATCH
DARK ROOM
SW 7083



C1
RUSTIC WOOD COLUMN WITH
CARBONIZED STEEL COLUMNS



GL1
DOUBLE GLAZED LOW-E
WINDOW GLAZING SYSTEM



STL
STEEL CHANNEL
PAINT COLOR TO MATCH
P1

MATERIAL BOARD



VIEW FROM CACHE STREET



JACKSON HOTEL

JACKSON, WY

AN AERIAL VIEW



Scale
Job No. 2023-0
Date 2023-0



VIEW FROM MERCILL AVENUE



JACKSON HOTEL
JACKSON, WY

AERIAL VIEW

AO Architecture.
Design.
Relationships.



VIEW FROM GLENWOOD STREET



JACKSON HOTEL
JACKSON, WY

AERIAL VIEW

AO Architecture.
Design.
Relationships.

22
Scale
Job No.
Date
2023-0270
2023-06-06



VIEW FROM PERRY STREET



JACKSON HOTEL
JACKSON, WY

AERIAL VIEW

AO Architecture.
Design.
Relationships.



VIEW FROM PERRY STREET



JACKSON HOTEL
JACKSON, WY

AERIAL VIEW FROM PERRY AND GLENWOOD
OPTION 2 - SPLIT PARKING- NO BRIDGES

AO Architecture.
Design.
Relationships.

Scale
Job No.
Date
2023-0270
2023-06-06



VIEW FROM CACHE ST. & MERCIL AVENUE



JACKSON HOTEL
JACKSON, WY

STREET SIGHT LINE VIEW

AQ Architecture.
Design.
Relationships.

25
Scale
Job No.
Date
2023-0270
2023-06-06



VIEW FROM CACHE ST. & MERCIL L AVENUE



JACKSON HOTEL
JACKSON, WY

STREET SIGHT LINE VIEW

AO Architecture.
Design.
Relationships.

Scale
Job No.
Date
2023-0270
2023-06-06

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VIEW FROM CACHE ST. & PERRY STREET



JACKSON HOTEL
JACKSON, WY

STREET SIGHT LINE VIEW

AO Architecture.
Design.
Relationships.

27
Scale
Job No.
Date
2023-0270
2023-06-06



VIEW FROM CACHE ST. & MERCILL AVENUE



JACKSON HOTEL
JACKSON, WY

**VIEW FROM PERRY STREET
OPTION 2 - SPLIT PARKING - NO BRIDGES**

AO Architecture.
Design.
Relationships.



VIEW FROM GLENWOOD ST. & MERCILL AVENUE



JACKSON HOTEL
JACKSON, WY

STREET SIGHT LINE VIEW

AO Architecture.
Design.
Relationships.

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Scale
Job No.
Date
2023-0270
2023-06-06



JACKSON HOTEL
JACKSON, WY

PORTE COCHERE VIEWS

AO Architecture.
Design.
Relationships.

30
Scale
Job No.
Date
2023-0270
2023-06-06



JACKSON HOTEL
JACKSON, WY

PORTE COCHERE VIEWS

AO Architecture.
Design.
Relationships.

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2023-0270
2023-06-06



JACKSON HOTEL
JACKSON, WY

PORTE COCHERE VIEWS

AO Architecture.
Design.
Relationships.

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Scale
Job No.
Date
2023-0270
2023-06-06



JACKSON HOTEL

JACKSON, WY

ENLARGED PASEO & COURTYARD



 Architecture. Design. Relationships.
AO

• Scale
• Job No. 2023-0
• Date 2023-0



JACKSON HOTEL
JACKSON, WY

VIEW OF PASEO & COURTYARD

AO Architecture.
Design.
Relationships.

34
Scale
Job No.
Date
2023-0270
2023-06-06



JACKSON HOTEL
JACKSON, WY

VIEW OF PASEO & COURTYARD

AQ Architecture.
Design.
Relationships.

35
Scale
Job No.
Date
2023-0270
2023-06-06



JACKSON HOTEL
JACKSON, WY

VIEW OF PASEO & COURTYARD
OPTION 2 - SPLIT PARKING-NO BRIDGES

AO Architecture.
Design.
Relationships.

36
Scale
Job No.
Date
2023-0270
2023-06-06



JACKSON HOTEL
JACKSON, WY

VIEW OF POOL AREA

AO Architecture.
Design.
Relationships.

37
Scale
Job No.
Date
2023-0270
2023-06-06

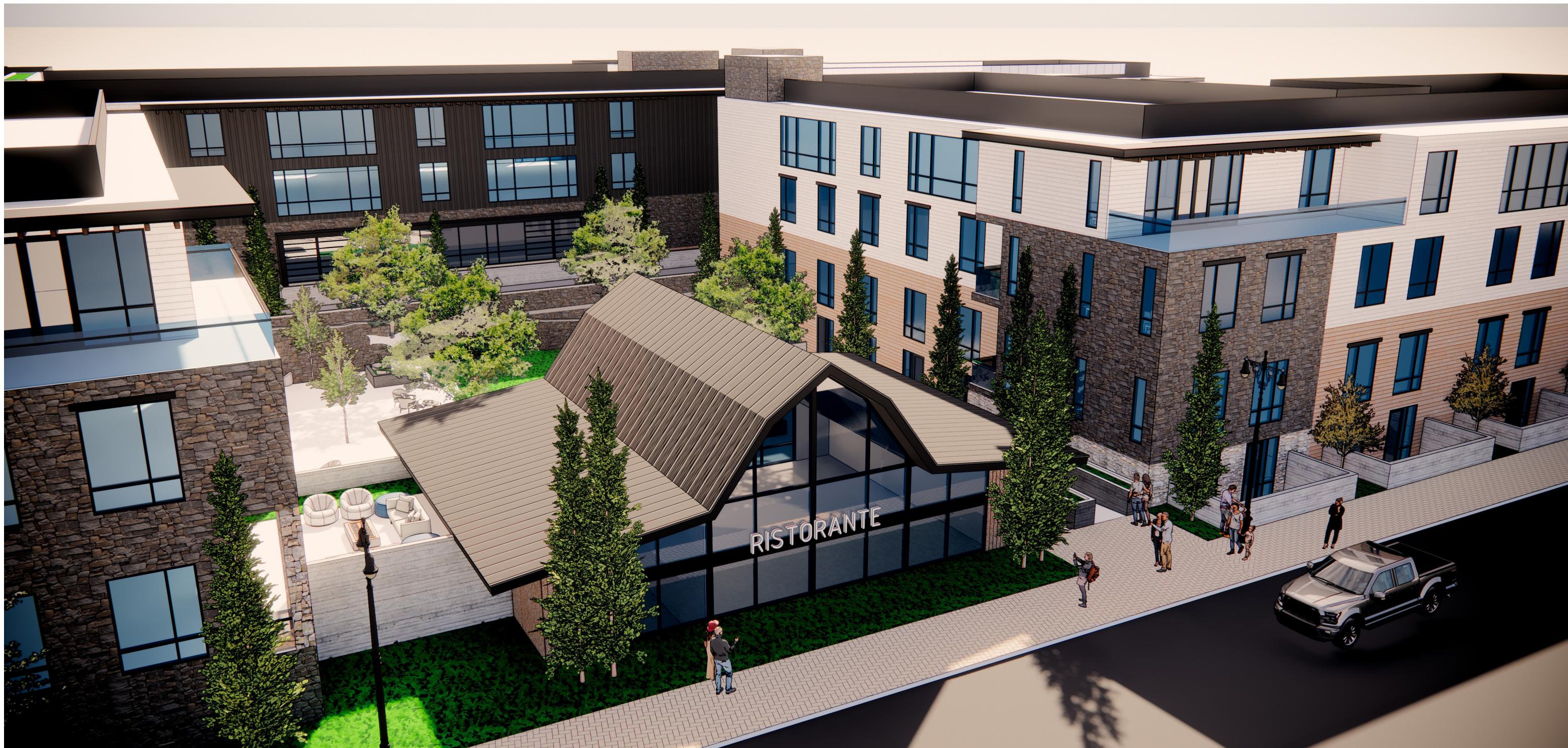


JACKSON HOTEL
JACKSON, WY

VIEW OF PASEO & COURTYARD

AO Architecture.
Design.
Relationships.

38
Scale
Job No.
Date
2023-0270
2023-06-06



JACKSON HOTEL
JACKSON, WY

VIEW OF PASEO & COURTYARD

AO Architecture.
Design.
Relationships.

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Scale
Job No.
Date
2023-0270
2023-06-06



JACKSON HOTEL
JACKSON, WY

VIEW OF PASEO & COURTYARD

AO Architecture.
Design.
Relationships.

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Scale
Job No.
Date
2023-0270
2023-06-06

A scenic landscape featuring the Grand Teton mountains in the background, with a river in the foreground. The mountains are partially covered in snow and ice, and the sky is clear and blue.

PLACE MAKING & ARCHITECTURE

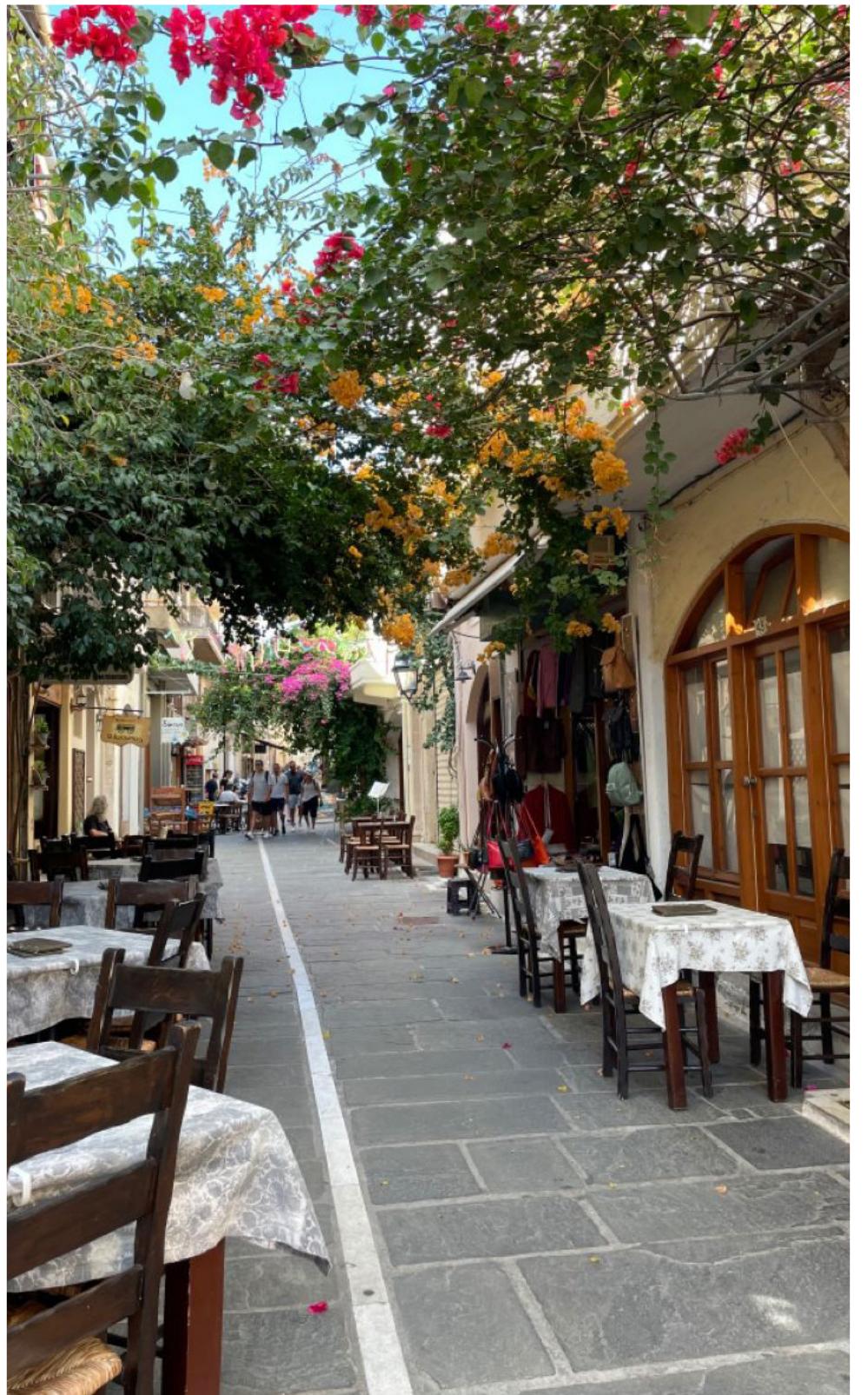


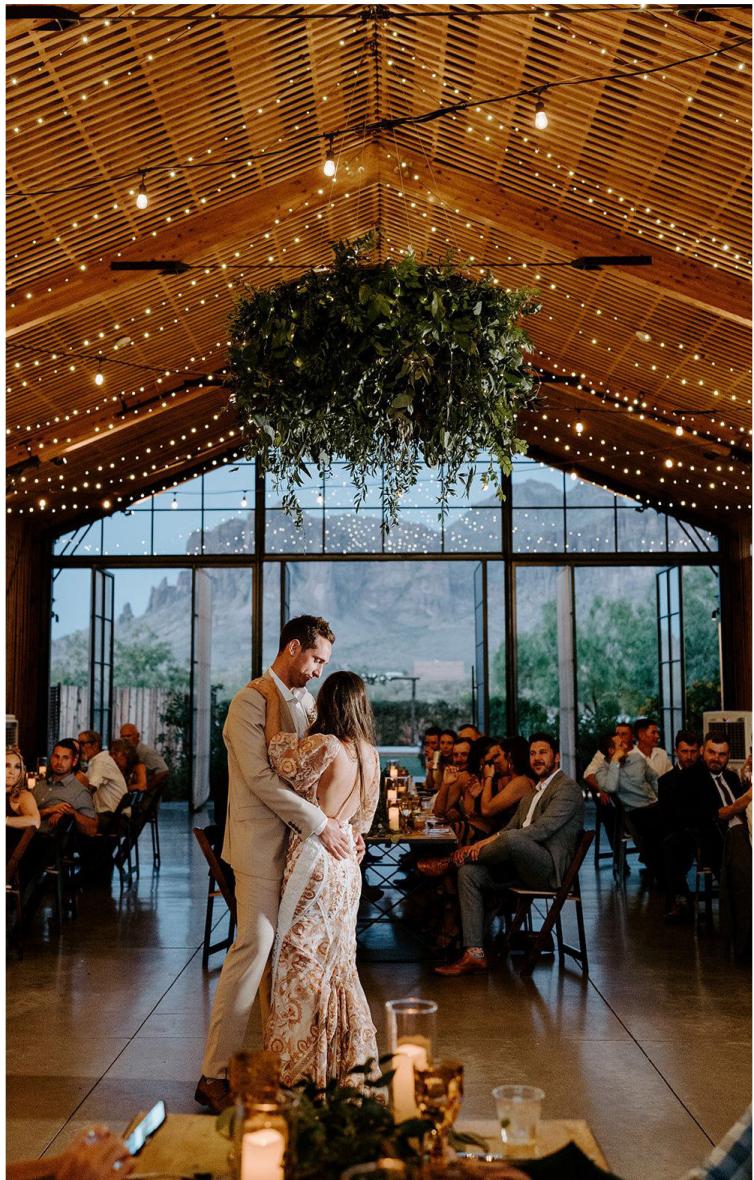
JACKSON HOTEL
JACKSON, WY

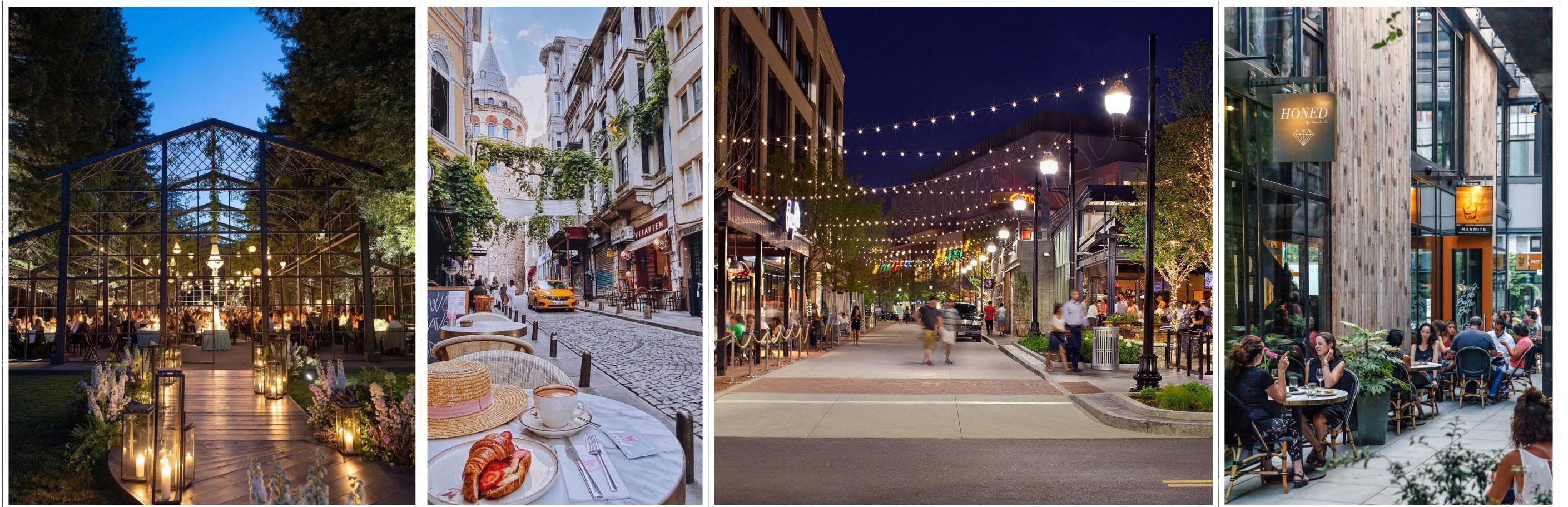
AO Architecture.
Design.
Relationships.

41

Scale
Job No.
Date
2023-0270
2023-06-06







A scenic landscape featuring the Grand Teton mountains in the background, with a lake in the foreground. The mountains are partially covered in snow, and the lake reflects the surrounding peaks. The sky is clear and blue.

THANK YOU



JACKSON HOTEL
JACKSON, WY

AO Architecture.
Design.
Relationships.

45
Scale
Job No.
Date
2023-0270
2023-06-06

DATE: June 6, 2024

TO : Town of Jackson Planning and Zoning Department
PROJECT : Jackson Hotel , 335 North Cache Street, Jackson, WY83001
RE: Land Development Regulation Compliance and Narrative Project Description

Land Development Regulation Compliance

Zoning : Section 2.2.12 CR-2 Commercial Residential – 2

2.2.12.B.1 Lot Standards

ITEM 1: Building Setbacks:

1.1 Primary Street Setback range

Required : (min-max) 0'-10'
Provided : 4'- 6'

1.2 Secondary Street Setback range

Required : (min-max) 0'-10'
Provided : 2'-10'

1.3 Side Interior

Required : (min) 5'
Provided : 5' – 6'

1.4 Rear

Required : 10'
Provided : 10'

1.5 Abutting protection

Required : (min) 10'
Provided : Not Applicable

ITEM 2: Landscaping Area:

2.1 Landscape Surface Ratio:

Required : 10% = 11,300 SF

Provided : 11.64% = 13,158 SF

ITEM 3: Plant Units:

3.1 All uses :

Required : 1/1000 SF Landscape Area

Provided : Will Comply

Required : 1/12 Parking spaces

Provided : N/A

ITEM 4: Fencing:

4.1 Height in any primary or secondary street yard

Required : (max) – 4'

Provided : 3'-6"

4.2 Height in interior side or rear yard

Required : (max) – 6'

Provided : 6'

4.3 Setback from pedestrian frontage

Required : (min) – 1'

Provided : 2' – 10'

4.4 Setback from side or rear lot line

Required : (min) – 0'

Provided : 2' – 10'

ITEM 5: Parking Setbacks:

5.1 Primary Street, above ground

Required : (min) 30'

Provided : N/A

5.2 Secondary Street, surface parking

Required : (min) 30'

Provided : N/A

5.3 Secondary Street, tuck-under, enclosed, or structured parking

Required : (min) – 0'

Provided : 0'

ITEM 6: Access:

6.1 Curb Cut Width

Required : (max.) 24'

Provided : along Glenwood - 24'

Along North Cache – 16'

2.2.12.B.2 Bulk Standards

ITEM 7: Street Façade :

7.1 Width of ground and second story in primary street setback range:

7.1.1 % of lot width

Required : (min) 70%

Lot width is 500' -> 500'x0.7 = 350' min.

Provided : L1 - 388' ; L2 – 388'

7.1.2 Length from street corner

Required : (min) 30'

Provided : L1 – 200' ; L2 – 200'

7.2 Width of ground and second story in secondary street setback range:

7.2.1 % of lot width

Required : (min) 35%

Lot width is 290' -> $290' \times 0.35 = 101' - 6''$ min.

Provided : L1 - 120' ; L2 – 120'

7.2.2 Length from street corner

Required : (min) 30'

Provided : L1 - 120' ; L2 – 120'

7.2.3 Forecourt

Required :

1/3 of façade width (max) , 35' depth (min), within 30" of grade, transparency of forecourt facing façade 40%

Provided :

388' façade width – 1/3 -> 129' provided , 47' depth, 24" of grade , transparency 40%

ITEM 8: Building Height:

8.1 Stories :

Required : (max) 3

Provided : 3 stories above grade + 2 Exempt Basement Levels

8.2 Required : min. Height 24' ; max. Height 42' to Top Of Parapet (T.O.P.). Exception- 75% transparency for roof railings/parapets

Provided : min. Height 40.7' ; max. Height 45.1' (75% transparency for railings where roof parapets exceed 42')

ITEM 9: Building Stepback:

9.1 Stepback for any 3rd story street façade or street façade over 30' :

Required : (min) 10'

Provided : 10'

9.2 Encroachment in stepback

Allowed : (max % of overall façade width) 60%

Overall façade width is 750' X 60% -> 450' allowed for encroachment. 750' x 40% -> 300' (min) 10' step back required.

Provided : 412' width of 10' step back

ITEM 10: Scale of Development:

10.1 Total Site Area 2.59 Acres (113,000 SF)

10.2 Allowed Rental FAR 0.8 – 90,400 SF

10.3 Total 2:1 Bonus Housing 92,713 SF

10.4 Basement Exempt Area:

Occupied – 82,662 SF

Basement Parking – 82,981 SF

10.5 Total Occupied Area (Excludes Structured Parking) – 265,688 SF

10.6 Total Building Area Including Parking – 348,669 SF

10.7 Total Nightly Rentable SF (Includes 90,400 Allowed + 82,662 Exempt) – 173,062 SF

2.2.12.B.3 Form Standards

ITEM 11: Pedestrian Frontage:

11.1 Trees in Grates

11.1.1 Frontage dimensions

Required : 13.5' min. from back of curb

Provided : 13.5' min.

ITEM 12: Building Frontage Options : Residential

12.1 Story Height:

Required : Ground story height (min) – 9'

Upper story height (min) – 9'

Ground Floor elevation (min/max) – 0'-5'

Provided : Ground story height (min) – 12'

Upper story height (min) –10'

Ground Floor elevation – 3'

12.2 Transparency:

Required : Ground story primary street (min) – 20%

Ground story secondary street (min) – 20%

Upper story, primary/secondary (min) – 20%

Provided : Ground story primary street – greater than 20%

Ground story secondary street – greater than 20%

Upper story, primary/secondary – greater than 20%

ITEM 13: Parking Type Options : Underground parking

2.2.12.B.4 Environmental Standards Noted, N/A

2.2.12.B.5 Scenic Standards

ITEM 14: Exterior Lighting:

14.1 Light Trespass is prohibited.

Site Lighting design prohibits trespass.

14.2 All Light Fixtures over 600 Lumens shall be fully shielded.

All Light Fixtures that are over 600 lumens are fully shielded.

14.3 Max Lumens per sf of site development

Required : 3

Provided : Will Comply

14.4 Lumens per acre of site development (max):

Required : All Fixtures : 50,000

Unshielded Fixtures : 2,000

Provided : Will Comply

14.5 Light Color

Required : \leq 3000K

Provided : 3000K

2.2.12.B.6 Natural Hazard to Avoid Noted, N/A

2.2.12.B.7 Signs Noted and will comply

2.2.12.B.8 Grading, Erosion Control, Stormwater Noted

2.2.12.B.9 Physical Development Permit Required

ITEM 15: >15,000 SF Required:

- Sketch plan
- Development plan
- Building permit
- DRC review

2.2.12.C 1 Allowed Uses

ITEM 16: Allowed Uses:

16.1 Mixed Uses – Residential / Lodging

2.2.12.C 2 Use Requirements

ITEM 17: Use Requirements:

17.1 Parking:

17.1.1 Residential

Parking Factor – 1.5

Residential Unit Count – 36

Parking Stalls:

Required : 54

17.1.2 Commercial:

Hotel Parking Factor – 0.75

Hotel Unit Count – 171

Parking Stalls:

Required : 129

Restaurant Parking Factor – 1/73 SF

Restaurant Area – 2,000 SF

Required : 28

Hotel Bar & Lounge Parking Factor – 1/40 SF /3

Hotel Bar & Lounge Area – 2,349 SF

Required : 20

Café Parking Factor - 1/73 SF /3

Café Area – 1,509 SF

Required : 7

Retail Parking Factor – 3.37 per 1,000sf

Retail Area – 646 SF

Required : 3

17.1.3 Disability Parking Spaces

Required : >200 6+ 1 per 100 parking spaces provided

Provided : 7

17.1.4 Electrical Vehicle Supply Equipment (EVSE)

Required : (Other Residential / Lodging)

i. EVSE Capable : 30% -> 242 stalls x 30% = 73 stalls

ii. EVSE Installed : 5% -> 242 stalls x 5% = 12 stalls

Provided :

- i. EVSE Capable : 73 stalls (including EVSE installed)
- ii. EVSE Installed : 12 stalls

17.1.5 Street Parking Credit - 27

TOTAL PARKING REQUIRED : 241

TOTAL PARKING PROVIDED : 242

2.2.12.C 3 Operational Standards Noted and will comply

2.2.12.D 1 Allowed Subdivision and Development Options Noted

2.2.12.D 2 Residential Subdivision requirements Noted

2.2.12.D 3 Required Subdivision and Development Option Permits Noted

6.6.3 Amount of Affordable Workforce Housing Required

ITEM 18 18.1 Attached Dwelling , Apartment

Required : $0.000017 * \text{sf} + (\text{Exp}(-14.17 + 1.59 * \text{Ln(sf)})) / 2.176$

Provided :

18.2 Conventional Lodging (6.1.5.B), Short-Term Rental Unit (6.1.5.C)

Required : $0.102 * \text{room}$

Provided :

18.3 Restaurant/Bar (6.1.6.E)

Required : $0.000599 * \text{sf}$

Provided :



M O G U L C A P I T A L

June 6, 2024

RE: Miscellaneous Planning Request: N Cache Lodging and Residential Development

Dear Town Staff,

Pursuant to the Pre-Application comments provided by the Town Staff and respective departments on October 25th, 2023, please find responses to the individual items below. For those items requiring exhibits, please find them on the pages following this narrative and response. Each has been labeled for reference. To guide the reading below, the comments received from the Town are marked with a number, whereas Mogul's response begins with a letter.

Project Specific Comments:

1. The established adjacent street grades shall be used to establish back of sidewalk grades assuming a 1.5% max cross slope. The building shall be designed to connect into these grades and the sidewalk grades shall not be adjusted to meet the building. All accessible route grade adjustments shall be within the property.
 - a. Please find this addressed in the attached plan set.
2. Street frontages should comply with zoning regulations and provide for a detached sidewalk to the greatest extent possible. Existing curb cuts shall be removed. ADA accessible routes to the streets and crossings shall be provided, including reconstruction of the corner ramps.
 - a. Please find this addressed in the attached plan set.
3. The proposed grades at the arrival drive through on Cache look challenging and if allowed all grade adjustments shall be from the back of the sidewalk that shall remain elevated across any driveways.
 - a. Please find this addressed in the attached plan set.
4. A WYDOT Access permit is required for access from Cache Street.
 - a. Mogul Capital successfully pursued an appeal from WYDOT for access off of North Cache. The appeal and approval was received on January 19th, 2024.
5. In addition to access WYDOT permits for utilities, landscaping, and construction may also be required.
 - a. Mogul will be prepared to procure any additional permits further in the design and development process that are required to proceed with the Project.
6. For sketch plan a preliminary construction management plan needs to be provided, specifically any possible work, crane, or staging that needs to be done from the right of way should be minimized and shown. Fees for use of the right-of-way are in place around this development. Use of equipment in the travel ways should not be part of the plan.

- a. Please see attached. Mogul will work with the TOJ to agree to a detailed construction management plan at the appropriate time.

7. While the contaminated soils may be removed during construction, impacts to groundwater may still be an issue. Provide information on how construction and any permanent dewatering/treatment are being mitigated.

- a. Mogul Capital has completed environmental studies on the site conditions today. We will work with a qualified environmental expert and the Town to address and generate a plan to mitigate the contaminated soils and the dewatering/treatment requirements throughout the process. A full environmental mitigation plan that includes the requested details will be provided further through the entitlement and design process.

8. The Cache Creek Tube (CCT) is routed through the project area. Provide the plan for rerouting the CCT around or through the project. Lumen (CenturyLink) has not provided any information on moving their trunk line from the path of the CCT at Mercill and Cache. A more practical option may be to route the line around the project west of where it crosses the trunk line.

- a. Utility re-routing is still being reviewed and planned and will be finalized at Development Plan.

9. Public Works position is that the entire alley be vacated and not a partial vacation. The following should be considered with the vacation: Any sewer in the alley needs to be re-routed around the vacation. The main needs to be re-established in Mercill and any private services accessing the sewer main in the alley should be routed directly to Perry or Glenwood. Any sewer main remaining in the alley should be reconstructed to current standards as part of the project. Any private water mains in the alley should be abandoned or re-routed from the alley.

- a. Utility re-routing is still being reviewed and planned and will be finalized at Development Plan.

10. Driveways and alleys crossing the sidewalk shall be done per the Town standard driveway detail with elevated sidewalk and no curb returns.

- a. Please find attached a plan set that addresses this comment.

11. The proposed delivery access off of the alley does not look feasible. Provide design vehicle and maneuvering models.

- a. Please find attached a plan set that addresses this comment.

12. Provide clarification on trash and recycling enclosures

- a. Please find attached a plan set that addresses this comment. Mogul Capital will work with the Town to ensure that the trash and recycling enclosures meet Town standards.

13. All utility pedestals, transformers, private service line, code required clear spaces, etc. shall be within the private property.

- a. This will be incorporated, and a plan will be finalized with the town prior to building permit applications.

14. There is a 6-inch steel gas main that runs along the west Cache Street right-of-way line, adjacent the Towns water main, that needs to be considered in constructability.

- a. Please find attached a utility re-routing plan that addresses this comment.

15. The may desire to replace and upsize the water main along Cache Street in conjunction with this project to minimize disturbance and utilize construction efficiencies.
 - a. Mogul is prepared to work with the Town and Public Works to find construction efficiencies for desired Town upgrades.
16. Perry Street is in need of improvements and should not be utilized for construction or hauling of materials.
 - a. This is noted and will be considered in the complete Construction Management Plan further in the design and approval process.
17. There is no separation between the alley and parking garage entrance. Relocate the parking garage entrance or explain how traffic conflicts will be mitigated between the two access points.
 - a. Please find attached a plan set that addresses this comment.
18. Provide estimated water demands, sewer volumes, and stormwater quantities and information regarding whether or not they have an impact on Town utilities.
 - a. Mogul Capital will work with consultants and the Town Public Works to provide detailed utility usage information throughout the design and approval process.

TOJ Code:

1. Plans provided shall show all work to be completed within the Towns right-of-way.
 - a. Please see attached plan set. Mogul will work with the Town of Jackson on Mercill and Perry, and WYDOT/State on N Cache.
2. 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.
 - a. Please see attached plan set.
3. A demolition permit is required for each existing structure to be removed from the site. Water and sewer services to be abandoned for the project shall be abandoned at the main during the demolition phase of the project
 - a. Mogul will continue to abide by permitting processes and will procure any permit required to work through demolition.

Land Development Regulations:

1. Development shall comply with the physical development standards for its zoning.
 - a. Mogul will abide by the Land Development Regulations and the plan set attached herein addresses the Town comments to meet code.

Natural Hazards Protection Standards:

1. Unstable Soils: Identify any unstable soils and show compliance with this section.
 - a. Through the design and approval processes, Mogul will work with consultants to identify and display soil stability.
2. Faults: Identify any unstable soils and show compliance with this section.
 - a. No fault lines are identified on site.
3. Floodplains: Identify and floodplains or floodways and show compliance with the municipal code and / or the LDRs.
 - a. No floodplains are identified on site.

Landscaping Standards:

1. Provide a plan that complies with the LDRs.
 - a. As similarly completed with The Loop Project, Mogul will provide a detailed landscaping plan that abides by the Town's LDRs through the Design Review Committee process.

Grading, Erosion Control, and Stormwater:

1. Grading Permit Required: Provide information on how the application will comply with this section, including the Geotechnical Report.
 - a. Mogul will work with Civil and the Town Departments to procure required grading permits that abide by the grading standards. Please reference the attached Geotech report.
2. Grading Standards: Provide a grading plan that shows compliance with this section. Plan shall include existing and proposed site contours with elevation labels, spot elevations, high and low points, grade breaks. Provide easements for grading proposed on adjacent properties.
 - a. A full grading plan will be submitted in conjunction with the grading erosion and control application through the design and approval process.
3. Erosion Control Standards: Provide an erosion control plan that shows compliance with this section.
 - a. A full erosion control plan will be submitted through the design and approval process.
4. Stormwater Management Standards: Provide an erosion control plan that shows compliance with this section.
 - a. A full stormwater management plan will be submitted through the design and approval process.

Parking and Loading Standards:

1. Required Parking and Loading: Provide a plan that shows the proposed parking in compliance with this section. Include location and dimension of parking spaces, accessible spaces, including van accessible spaces, and bicycle parking. For uses that require deliveries, show the proposed loading facilities.
 - a. The attached plan set includes the information on the parking provided, which is in compliance with the LDR requirements for the subject Project.
2. Off-Street Parking and Loading Design Standards: Provide a parking plan in compliance with this section. Include surface materials and drainage plans, access and circulation, and snow storage.
 - a. Similarly to The Loop Project, Mogul will provide a parking plan and parking management plan throughout the design and approval process. The attached plan set details the proposed parking structure.

Operational Standards:

1. Outside Storage: Provide a Construction Management Plan / Narrative, for any offsite storage address compliance with this section

- a. A full construction management plan will be provided further in the process, similar to The Loop process.
- 2. Noise: Provide a Construction Management Plan / Narrative, for any offsite storage address compliance with this section.
 - a. A full construction management plan will be provided further in the process, similar to The Loop process.
- 3. Vibration: Provide a Construction Management Plan / Narrative, for any offsite storage address compliance with this section.
 - a. A full construction management plan will be provided further in the process, similar to The Loop process.

Subdivision Standards:

- 1. Provide plans and specifications for roads, streets, alleys, sidewalks, and pathways including street light, signage, and markings
 - a. Please reference the attached plan set.
- 2. Provide a sanitary sewer wastewater plan.
 - a. A sanitary sewer wastewater plan will be provided in the design and approval process.
- 3. Provide a water supply plan
 - a. A water supply plan will be provided in the design and approval process.
- 4. Provide a storm drainage plan, basins, calculations, treatment method. Stormwater discharged to a public storm sewer or right of way requires treatment. Wyoming DEQ 5D2 permits are required for subsurface discharges
 - a. A full plan will be provided through the design and approval process. Mogul will pursue any required permits per Wyoming DEQ code.
- 5. Provide an irrigation plan or statement
 - a. An irrigation plan or statement will be provided in the design and approval process.
- 6. Provide a plan for permanent reference monuments, property corners, etc
 - a. Such plan and information will be provided in the design and approval process.
- 7. Permits are required prior to construction of development improvements
 - a. Mogul will procure any required permits prior to construction of development improvements.
- 8. All improvement shall be designed by a professional engineer licensed to do such work in the State of Wyoming
 - a. All improvements will be designed by a professional engineer licensed to do work in Wyoming.
- 9. 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.
 - a. Mogul is looking forward to hearing the Town Council feedback on installation and construction of utilities.

Transportation Facility Standards:

1. Access to Roads, Streets and Highways: Provide a plan showing the point of access. Show compliance with the standards for access and justification for access to collector and arterial roads.
 - a. The attached plan set includes detail on points of access.
2. Streets Alleys and Easements: Provide a plan showing all proposed streets, alleys, and easements. Show compliance with the general standards, extension, engineering access, right-of-way, pavement widths, urban and rural classification, alignment, profile, grades, and intersections
 - a. The attached information and plans includes requested information.
3. Provide a plan that generally complies with the Community Streets plan and Bicycle improvements plan. Include property lines, dimensions, radii, elevations, slopes, grade changes, etc.
 - a. Please reference attached plan set.
4. For all pedestrian areas provide a plan that includes: dimensions, radii, elevations, slopes (running and cross slopes, not oblique slopes), ramp slopes, grade breaks, stair dimensions, handrails, guards, etc. showing compliance with ADA, IBC, and Town standards.
 - a. Please reference attached plan set. Further in the design and review process, additional civil plan sets will be provided for approval that include deeper level of detail.

Required Utilities:

1. Provide a water supply plan and estimated average day, maximum day, and maximum hour, required fire flows, and per capita maximum daily demands. Demands shall be determined by one of the following: Wyoming DEQ Chapter 12 Section 8 (equivalent per capita water use shall be at least 125 gpd and 340 gpd for average and maximum day respectively); Wyoming DEQ Chapter 25 Tables 1 and 2 with consumption and irrigation factored in, metered water supply data from another development where similar water demands have been demonstrated, or other Town Engineer approved source.
 - a. As previously mentioned, a water supply plan will be provided through the design and approval process.
2. Provide right-of-way or easements as required, 30 feet minimum width with 10 feet minimum to either side.
 - a. Please reference attached materials.
3. Provide a water system analysis indicating the required domestic and fire flow demands. Identify impacts to or upgrade requirements for the existing distribution, supply, or treatment system.
 - a. A water system analysis will be provided further in the design and approval process.
4. Show compliance with state regulations, construction standards, connections for lots of record, provisions for system expansion, and fire protection. Provide information on planned metering and backflow prevention locations.
 - a. Please reference attached materials.

5. State whether the water system will be privately or publicly owned. Water services over 2-inch in diameter require engineering design. Water mains larger than 8-inch and or longer than 250 feet require a Wyoming DEQ permit.
 - a. The water system will be privately owned, the project will not require a DEQ permit as no service will be longer than 250 feet and service lines will come from the existing mains.
6. Provide a sanitary sewer wastewater plan and estimated average day, maximum day, and peak hour for the design of the project, per capita design flows, extraneous flows, and industrial and/or commercial waste volumes. Volumes shall be determined by one of the following: Wyoming DEQ Chapter 25 Tables 1 and 2; metered water supply data from another development where similar water demands have been demonstrated; or other Town Engineer approved source
 - a. As previously mentioned, this information will be studied and provided in the design and approval process, similar to The Loop Project.
7. Sanitary Sewer - Provide right-of-way or easements as required, 30 feet minimum width with 10 feet minimum to either side.
 - a. Please reference attached plans. No new sewer mains are anticipated at this time.
8. Provide a sanitary sewer analysis. Identify downstream impacts on existing sewers, lift stations, and treatment facilities.
 - a. Addressed in the Subdivision Standards section above.
9. Show compliance with state regulations, construction standards, maximum allowable infiltration, connections for lots of record, provisions for system expansion.
 - a. Mogul will comply with State Regulations.
10. State whether the sewer system will be privately or publicly owned.
 - a. Previously addressed herein.
11. Provide an irrigation plan when the system is for the entire development or the system will be owned by the Town. For all systems provide the irrigation water demand, type of backflow preventer, location, and whether irrigation will be metered separately from domestic.
 - a. Addressed in the Subdivision Standards section above.
12. Show compliance with surface water rights (if applicable), irrigation surface water runoff, setbacks to ditches, and access to ditches.
 - a. Noted.
13. Show compliance to standards for any alteration of an irrigation ditch.
 - a. Not applicable to the project.
14. A Wyoming Department of Transportation license is required for irrigation systems and landscaping located within the WYDOT right-of-way.
 - a. Acknowledged and will procure if necessary.
15. Provide a plan for all other utilities, such as telephone, cable TV, electric, fiber, gas. All utilities shall be installed underground. Provide right-of-way or easements as required. Show that private utilities can be located on private properties, e.g. transformers.
 - a. Please see attached utility plan.

16. Provide a plan showing any buried fuel storage tanks. All fuel storage tanks for private residential use, except for LP (liquid petroleum) gas and kerosene, shall be underground. All fuel tanks shall meet setbacks for accessory structures in the applicable zone, and no fuel may be buried within 50 feet from any stream, excluding irrigation ditches.
 - a. Not applicable to the Project, as no buried tanks are on site or will be.
17. How will the project mitigate traffic by reducing trips, e.g. post office, access to START, connectivity to pathways, etc.
 - a. Please see attached traffic study showing no material impact at full operations.

Fire Department Reviews:

1. The 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 throughout all phases of construction. Project must meet most current International Fire Code (IFC) requirements including but not limited to applicable life safety systems.
 - a. Understood and Mogul will abide by the IFC.

WYDOT Comments:

1. Access should be via solely local side streets. Direct access to US 89 (N Cache) is not allowable. The proposed Porte cochere must be relocated. The applicant should anticipate providing the following for WYDOT review, which may not be entirely inclusive: a Traffic Impact Study for impacts/mitigation on surrounding local streets & intersections, Structural/Geotechnical report for vertical construction fronting N. Cache, Drainage/Stormwater report, etc.... Any improvements such as landscaping, curb cuts, sidewalks, temporary traffic control, etc. within the N. Cache highway right-of-way must follow WYDOT design requirements and obtain the necessary permits landscape feature and/or other improvements must not obscure intersection/driveway sight distance, highway traffic control devices or any signage, not violate ADA access guidelines, maintain pedestrian/bicycle passage, (For example, trunk diameter of shrubbery or trees planted within the R/W greater than 4 inches diameter must comply with clear zone criteria, tree canopy must not be less than 19 feet above the roadway surface, low lying plants at maturity must be at least 2' behind the back of curb, plants must be less than 2.5 feet tall,). It should be noted that Mercill Ave is a local truck route. Any new utilities or connections to existing utility facilities must obtain the appropriate utility license(s) (M54 and/or M21) from WYDOT. Comply with ADA standards for temporary construction and final operations.
 - a. As previously mentioned, Mogul Capital received approval from WYDOT for the access located off of North Cache.

Remediation Engineer

1. It looks like Moguls plans have the floor of the parking garage 16 feet below ground surface (Basement Level 2). This suggests that constant groundwater pumping by Mogul will be required to draw the static water level below the parking garage. This plan may also require Mogul to treat the extracted groundwater and then discharge to a POTW or storm drain (depending on post remediation groundwater

concentration). Post remediation vapor intrusion may also remain an issue leading to the need for Mogul to construct subslab vapor barriers, soil gas depressurization systems, and/or ventilation systems. Discharge of the vapors/soil gas may also require treatment.

- a. As previously mentioned, Mogul is and will work with qualified environmental experts to generate a workable and approved plan to address the groundwater and subsequent discharge.
2. Town homes are to be built on top of the area where the core of the current Teton Texaco impacts are located. Mogul's B1 level for town homes in the NE corner of the redevelopment area, extends six feet below ground surface. The natural groundwater elevation in this portion of the site fluctuates above and below this elevation. The need for Mogul to construct and operate post remediation subslab vapor collection, dewatering, and water treatment systems may apply here too. We need to make sure Mogul understands that the WDEQ remediation will not eliminate all subsurface petroleum contamination and the residual (post WDEQ remediation) impacts will affect their design, construction, and long-term operating costs.
 - a. As previously mentioned, Mogul is and will work with qualified environmental experts to generate a workable and approved plan to address the groundwater and subsequent discharge. In addition, Mogul will address any subslab vapor collection and treatment with the environmental consultant and town representatives.

Pathways Department

1. All sidewalks that cross driveways or alleys shall be constructed as a continuous sidewalk with no change in elevation from the sidewalks on either approaching leg. The sidewalk elevation as it crosses the driveway shall not dip down and it shall match the sidewalk elevation on either side of the driveway. Any vertical change from the street elevation to the sidewalk elevation should be restricted to the driveway apron in the buffer space between the sidewalk and street. Concrete sidewalk surfaces and texture shall continue uninterrupted across the entire access driveway. Given the location, type of use, and parking plan of the proposed development, staff expects that there will be a moderate demand for bicycle parking. The applicant should work to meet the proposed standards for bike parking currently up for adoption by the Town Council.
 - a. Please see attached plan set which addresses.

General Comments

1. Staff recommends contacting WYDOT as they are prohibiting access from North Cache. WYDOT has an Access Application and WYDOT will deny access from North Cache based on their traffic models. However, there is an appeal process that follows denial.
 - a. As mentioned herein, Mogul received approval from WYDOT for the access off of North Cache on January 19th.

2. FLOOR AREA BREAKDOWN - In the Sketch Plan and Development Plan submittal, the applicant needs to clearly identify how/where the base FAR and 2:1 bonus are being allocated both in the floor plans and narrative. When calculating FAR, hallways, mechanical spaces, stairs, and elevators count. Stairs are counted every two floors and elevators are counted only once. The previous Loop project did a good job of breaking down the floor area via color-coded plans. Use that as an example for this project.
 - a. Please reference attached materials.
3. STREET DESIGNATION - Cache and Glenwood will be primary streets and the other streets secondary. Primary streets require a 70% building frontage within the 0'-10' setback range. The 0- 10 measurement is not from the property line but rather starts 13.5 back from the existing back of the curb. Secondary streets require a 30% building frontage use the same setback range as the primary (i.e., 0-10 and measured 13.5 back from the back of curb).
 - a. Please see attached plan sets which incorporate the noted adjustment.
4. PEDESTRIAN FRONTAGE TYPE - The pedestrian frontage type requires Trees in Grates
 - a. Please see attached plan sets which incorporate the noted adjustment.
5. BASEMENT DEFINITION - Staff would like additional clarification on the floor plan for level B1. This appears to be represented as a partial basement level. Applicant needs to clarify if it complies with the definition - "A basement is any story for which the finish floor of the story above is less than four feet above finished grade for at least 50 percent of the perimeter of the story and at no point greater than ten feet above finished grade." Based on the section plans this level is 6 above grade which does not constitute a basement.
 - a. Please see attached plan sets which clarify. Mogul is happy to discuss any additional questions the Town may have regarding floor level B1.
6. ALLEY VACATION - If the Town Council approves an alley vacation or vacates a portion of the alley, and public access is allowed through the site from Mercill to Glenwood, the access path will need to be improved to better welcome and signal public access. As currently drawn, the public is likely not going to walk down the stairs to what appears to be a private hotel pool and then continue walking north past the pool through the small pinch point that is shown on the plans. In an attempt to provide meaningful public access, this area should be opened up so that it is clear to the general public that access is not only allowed but welcomed. The current plan does not accomplish that. Gaslight alley is a better example of welcoming the public through the site. Staff can discuss this further at the pre-application. The Town may require a public access easement for these same areas as a condition of any vacation of the alley.
 - a. The alleyway and its invitingness will improve with the planned design, please find this addressed in the attached.
7. ACCESS - Need to discuss the maximum 24 curb cut standard and the 30 primary street surface parking/circulation setback.
 - a. Please reference attached plan set.
8. CACHE CREEK MOTEL - The applicant shall engage with the owners of 390 N. Glenwood (Cache Creek Owner LLC) to ensure that their concerns are addressed in any alley vacation scenario.

- a. Mogul Capital has reached out to the Cache Creek Lodge ownership to discuss their concerns surrounding and has not heard back.
- 9. ENCROACHMENTS - Are there any proposed encroachments into the right-of-way along any of the 4 streets or alley? (soil nails, decks, porches, balconies, roof eaves?)
 - a. Not at this time.
- 10. EV PARKING - EV parking standards will apply to this development.
 - a. Mogul Capital will incorporate EV parking to meet the Town Standards.
- 11. BIKE PARKING - The new bike parking standards will likely apply to this development as those standards should be effective in mid/late December.
 - a. Understood, and Mogul will work with the Town to confirm that the applicable bicycle parking requirements are satisfied.
- 12. UPCOMING LDR CLEAN-UP – It is possible that the new LDR clean-up items will apply to this development. Notable changes would be the increase in snow storage requirements from 2.5% to 10%.
 - a. Noted Mogul will comply with applicable LDR standards.
- 13. ROOFTOP DECKS AND HEIGHT - Need clarification on the rooftop deck areas to ensure they comply with the height requirements. Based on the section plans which show the building at 42, there is no way the rooftop amenities (railings, canopies, etc.) could be added as they would exceed the height limit of 42. Elevators and rooftop stairs can exceed the height by up to 10 provided that cannot be viewed from an adjacent street at a vantage point of 6 vertical feet.
 - a. Please reference attached plan set which includes requested change.
- 14. SIDE INTERIOR SETBACK - The CR-2 zone has a 5 interior building setback from the property line adjacent to the Cache Creek Motel and the alley.
 - a. Please reference attached plan set which includes requested change.
- 15. LANDSCAPE SURFACE RATIO AND PLANT UNITS - Demonstrate compliance with the 10% LSR requirement and plant unit requirement. All required plant units need to be provided on-site.
 - a. Please reference attached plan set.
- 16. 3RD STORY STEPBACK - There appears to be no effort to meet the 3rd story step-back requirement. The LDRs require a 10 setback for the 3rd floor but allow a 60% encroachment per street. This means on a 100 long building, at least 40 of the 3rd floor must be setback 10.
 - a. Please reference attached updated plan set which incorporates.
- 17. PARKING REQUIRED - Need clarification on the amount of parking required. The commercial / restaurants do not appear to be factored into the requirements. In addition, staff did not find any historical parking credits tied to any of the subject properties. Also, is the hotel parking managed via valet parking?
 - a. Please reference attached plan set which includes the parking requirements against the parking provided. The hotel will offer valet parking for guest, condo owners, and public who visit the Project's amenities.
- 18. SUBDIVISION - Are there any plans to subdivide units/spaces into ownership condominiums?

- a. Yes, the proposed residential units will be programmed as condominium ownership units.

19. LDR COMPLIANCE - Applicant needs to provide a full LDR compliance checklist and housing mitigation plan.

- a. Please see attached LDR Housing Mitigation Checklist and the narrative surrounding the plan to mitigate the housing requirements offsite at The Loop.

Sincerely,
Brad Wagstaff
Chief Executive Officer



M O G U L C A P I T A L

Neighborhood Meeting Summary

Date: 11/9/23

Location: Teton County Library

Attendees:

- Mogul Capital Team (Brad Wagstaff, Brent Layton, Landon Munson, Sienna Wagstaff)
- Stefan Fodor (Fodor Law Office)
- Michael Pruett
- Ed Liebzeit
- Michael Kudar
- Elenor Schroth
- Joe Pawlson
- Estella Tewazcs
- Diana Waycott
- Tim Waycott
- Sandra Murphy

The Applicant gave a general overview of the history of the project, the current plans being submitted to the Town of Jackson, and how the project was being housed at the Loop.

The Applicant opened the floor to questions. Those questions are summarized below.

1. How much parking will be provided? 117 spaces for the hotel and 72 for the residential component. All underground. NOTE THAT THESE NUMBERS HAVE INCREASED SINCE THE MEETING.
2. What will occur with current utilities in the alley? This item is still being studied, but most will be re-routed around the perimeter of the property.
3. Will North Cache remain as the main access to the development? That is the applicant's intent, and it is working with WYDOT to that end.
4. The development will displace several small businesses on Glenwood and Mercill. What is the plan for those businesses? The applicant will give plenty of notice to those businesses as it has yet to submit its Sketch Plan application so it will be some time before groundbreaking. Groundbreaking will likely occur on the entire site at once since there is no feasible way to phase construction and no demo date has been set for the buildings containing existing businesses. The sub work and clean up will take some time.
5. The applicant was asked to explain the color coding on the applicant demonstrative exhibits. The applicant explained the breakdown of the proposed building and that it was four stories with a 42 foot tall overall height including the zero level. NOTE THIS HAS SINCE CHANGED FROM THE MEETING.

6. How will parking be handled for hotel guests and restaurant and spa patrons? Most parking will be through the valet service, though overnight guests and residents will have the ability to self-park.
7. Will the street parking on Mercill and Glenwood be retained and is that parking included in the prior calculations. All existing Mercill and Glenwood parking will be maintained, though some of it may be disrupted through portions of the construction period.
8. What happens when the parking lot is full? Some on street parking will be utilized like existing businesses currently do.
9. Are there any rooftop amenities? Some are being considered, but this all has to work within the overall 42 foot height allowance.
10. Will the spa be open to the public? The spa, wellness center and gym will be open to the public as will the restaurant, bar, lobby and event spaces. The Cloudveil Bistro example was cited.
11. Will the auxiliary uses utilize on street parking? This will be a combination of valet and on street parking. This will depend on hotel demand and time of day.
12. Concerns were raised about the development being under-parked. The development exceeds Town of Jackson requirements and based on past experience in other locations and traffic studies here, along with the rising popularity and supply of ride sharing, the applicant is comfortable with its parking program.
13. Will the development have shuttle service for its employees? It is the intent to run shuttles between the Loop and the North Cache project.
14. Existing businesses take up a lot of on street parking. High Country Linens representative stated that he has 75 employees in the summer, 65 year round and 25 employees housed in the vicinity.
15. How many employees will the hotel have? The developer currently estimates 60 hotel employees.
16. Will the hotel be flagged? This is undetermined at this time. If so, it will be a soft flagged hotel.
17. What is anticipated at the event bar? Wedding venue, reunions, parties and those sorts of events will occur in the 2,500 sf barn and it will be open to the public.
18. How many deed restrictions are being provided at the loop? 81 deed restrictions total. The alley vacation request is combined with an offer to turn 30 workforce restrictions into affordable restrictions. The loop is anticipated to break ground in March of 2024 so the housing will be provided in advance of the need from North Cache. NOTE THESE ARE IN FLUX AS BUILDING SF CHANGES.
19. How will increased traffic be handled at the Loop? A center turning lane will be provided as this is a requirement of the Loop permit.
20. What type of residences will be provided? One to five bedrooms with the average being a 2 bedroom 2,000 sf unit.
21. Are any presales of residences occurring? The development is in its infancy with no approvals to date so no presales are occurring.
22. What type of liquor license will be sought? Its uncertain at this time, but it may likely be a resort license.
23. How big is the development? 31,000 sf in service, 127,000 sf of residence, 113,000 sf of commercial and 71,000 sf of garage. A total of approximately 344,000 sf. NOTE THIS HAS SINCE CHANGED WITH DESIGN UPDATES PER PRE-APP COMMENTS.
24. How will dewatering be handled during and after construction? A comprehensive dewatering and water proofing construction program is being pursued.
25. How will the paseo operate in winter? It is anticipated that the paseo will contain heated walkways as a closed loop system to limit runoff into creeks.
26. Doe the sketches represent the set backs? Setbacks are zero to 10 feet and a variety of setbacks will be employed to break up the massing of the building.

27. How can the public follow the development? All residents within the notice perimeter for the project will continue to receive notices of public meetings and each public meeting will be noticed in the paper and on the Town's website.



M O G U L C A P I T A L

Parking Summary

Per the LDRs and Mogul Capital's operating assumptions, the required parking for the project equates to 241 spaces. The property adequately provides that requirement with a total of 242 parking spaces. Of the required parking, 215 are located within the parking garage and 27 spaces stem from street parking credits per the LDRs. The parking management plan provides additional detail on the allocations and the management strategy toward these spaces.

North Cache Parking Requirements					
Use	Size	LDR Parking Ratio	Guests/Residents	by Non	Parking Required
Residential	36 units	1.5x	-	-	54
Hotel	171 keys	0.75x	-	-	129
Signature Restaurant	2,000 sf	1 space per 73 sf	100%	-	28
Hotel Bar & Lounge	2,400 sf	1 space per 40 sf	33%	-	20
Café	1,500 sf	1 space per 73 sf	33%	-	7
Retail	646 sf	3.37 spaces per 1000 sf	100%	-	3

Parking Summary	
Parking Required	241
Parking Provided	
Parking Garage	205
Parking Garage ADA	10
Street Parking Credits	27
Total Provided	242

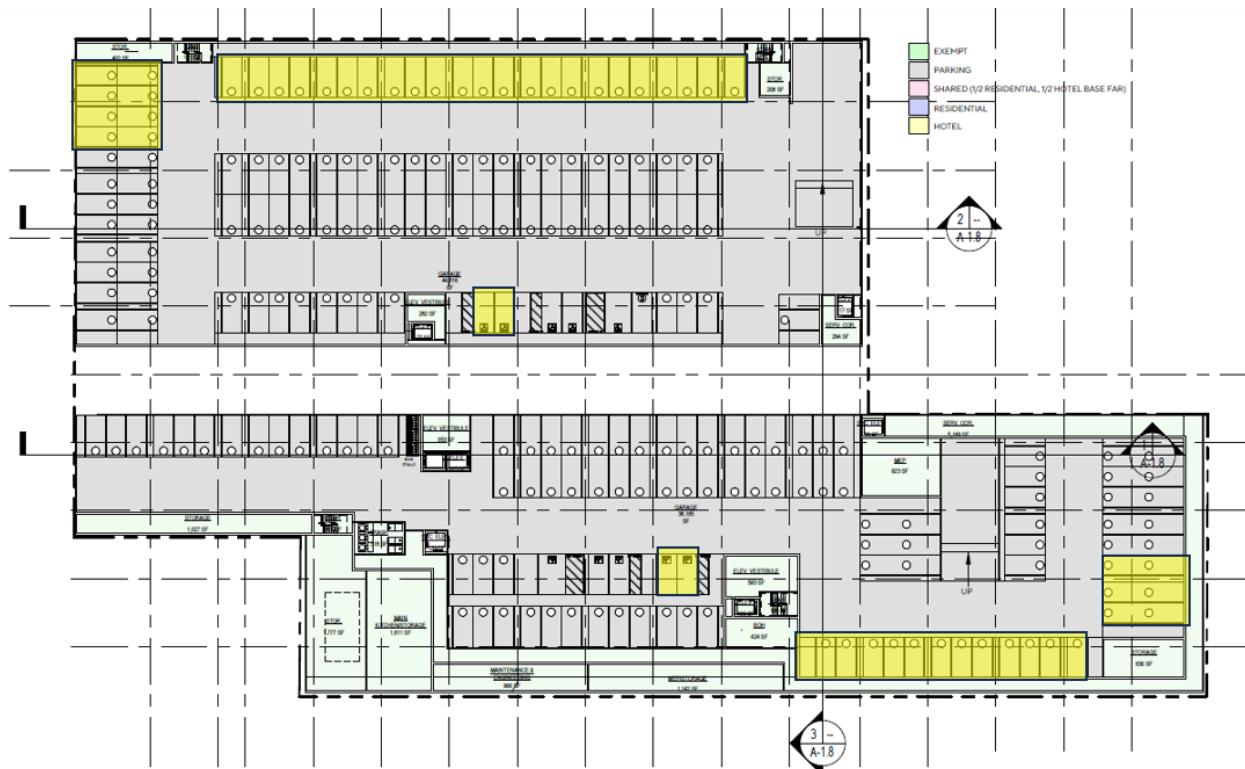


MOGUL CAPITAL

Parking Management Plan

Residential Unit Parking

The proposed property has 36 residential units. In compliance with the LDRs, these units are allocated 1.5 parking spaces per unit for a total of 54 parking spaces. These parking spaces are located within the subterranean parking garage. If there are certain units that have a need for two parking spaces, Mogul plans to explore providing those units with a single tandem space, which will allow that condominium owner to manage their own parking for two vehicles. As such, the current plan includes 38 individual spaces and 8 tandem (2) spaces, for a total of 54 parking spaces allocated to the residential component. Included in the individual space count are two handicap spaces, which will be allocated based off of need/requirement. Valet parking will be available at the Property for both condominium owners and hotel guests. If valet parking is desired by a condo owner, they will be able to access that service and have their car delivered to the front entrance off of North Cache. These spaces will be marked with signage and numbers that allocate them specifically to units and prevent hotel or retail guests/visitors from parking in the allocated spaces for the condominiums. The exhibit detailed below shows the spaces currently allocated to the residential units as highlighted in yellow.



Hotel Parking

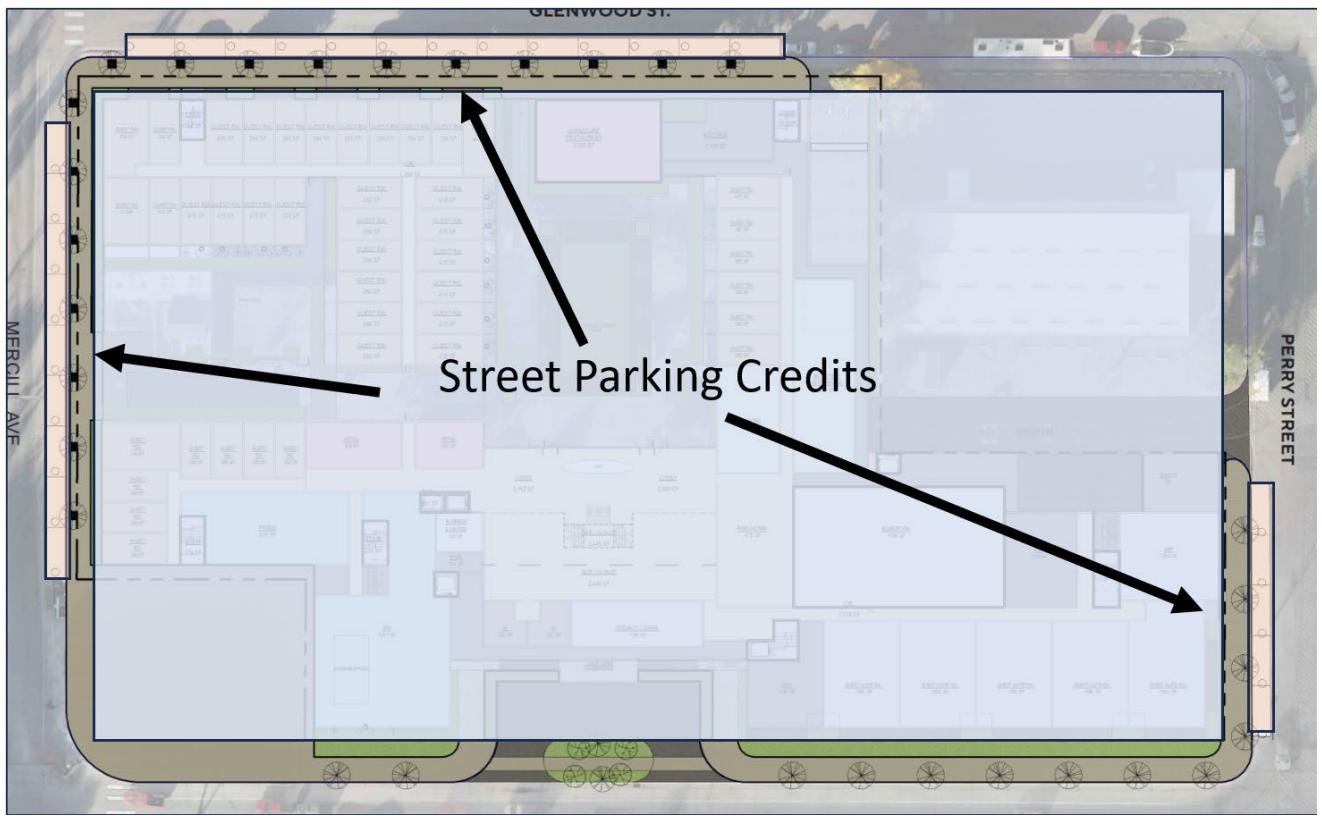
The proposed property includes 171 hotel rooms. Per the LDRs, each room is allocated 0.75 parking spaces, for a total of 129 parking spaces allocated for hotel guest use. These 129 spaces are located within the subterranean parking garage at the property. Guests will have the option to park their vehicle themselves or utilize valet parking depending on the space type (single versus tandem). Of the 129 allocated spaces, 60 spaces are single spaces that can be self-parked. The remaining 69 spaces are provided through tandem spaces. These spaces will be valet parked. Depending on capacity, if the single parking spaces are full, valet parking will be required for guests arriving, although it is not expected that the car park will be completely full often. Within the single space count, six handicap spaces are allocated to the hotel use, which will be allocated based off of need. The exhibit shown below details the spaces allocated to the hotel rooms, which are shown as highlighted in blue.



Retail Parking

The property will include retail services open to both guests and the public. These retail services include a signature restaurant, hotel bar & lounge, café, and retail stores. There are 32 parking spaces within the parking structure allocated for retail parking, which can be valeted or self-parked depending on the space type. There are 29 single stall spaces available to be self-parked or valet parked. Within the single stall count, there is one handicap space that is allocated to the retail parking. In addition, there are 27 street parking credits associated with the property, per the LDRs. The street parking credits are shown along Mercill, Glenwood, and Perry Street. This totals to 64 parking spaces for retail and property use. Mogul Capital estimates that while all retail services are open to the public, approximately two-thirds of patrons of the hotel bar & lounge and café will be hotel guests and residents who are parked within the guest/resident parking. The purple highlighted sections in the exhibit below detail the proposed retail parking allocation. Following the below exhibit is an additional exhibit that details the street parking credits along Mercill, Glenwood, and Perry Street.







M O G U L C A P I T A L

Housing Mitigation Plan – North Cache

Housing Credits:

In review of prior uses of the site, the housing credit calculator provides 10.177 housing credits for the project. These prior uses include the following:

- 375 N Cache: Teton Texaco
 - o Prior use included 3,000 sf of heavy retail and service, as the space was utilized as a gas station.
 - o This use equates to 0.369 housing credits, per the housing calculator
- 355 N Cache: The Old Orvill's Thrift Shop
 - o Prior use included a thrift shop (retail) which occupied 2,500 sf
 - o This use equates to 0.539 housing credits, per the housing calculator
- 335 N Cache: Lewis & Clark
 - o Prior use included an expedition company that occupied 1,500 sf
 - o This use equates to 1.440 housing credits, per the housing calculator
- 325 N Cache & 45 Mercill: Pioneer Motel
 - o Prior use included the Pioneer Motel, classified as conventional lodging. The Pioneer Motel held 25 keys.
 - o This use equates to 2.554 housing credits, per the housing calculator
- 330 N Glenwood & 65 Mercill: Office
 - o 330 N Glenwood: Use of the site includes an office building totaling 16,459 sf
 - o 65 Mercill: Use of site includes an office building totaling 5,366 sf
 - o This use equates to 5.204 housing credits, per the housing calculator
- 360 N Glenwood & 370 N Glenwood: Residential House
 - o Use of site included a detached single family unit (unrestricted), totaling 1,216 sf
 - o Use of site includes a detached single family housing, totaling 1,840 sf
 - o This use equates to 0.072 housing credits, per the housing calculator

In total, the prior uses of the site equate to 10.177 per the TOJ housing calculator (attached herein)

Pursuant to the Jackson/Teton County Affordable Housing Checklist – Housing Mitigation Plan submittal, please see Mogul Capital’s responses below.

As the Town is aware, Mogul Capital intends to utilize The Loop, the 194-unit approved multifamily development located off of South Park Loop Road, to mitigate the housing requirements generated by the proposed Project. The housing mitigation calculator indicates that 9.53 units are required to mitigate the project. If the project is approved, Mogul Capital would agree to deed restrict these rental units at The Loop. The mitigation calculator and LDRs indicate that those units will be spread as follows:

- AMI Range: 0-50%
 - o 2 Studios
 - o 1 Two-bedrooms
- AMI Range: 50-80%
 - o 0 Studio
 - o 1 Two-bedroom
- AMI Range 80-120%
 - o 2 Studios
 - o 3 Two-bedrooms
- Workforce:
 - o 1 Three-bedroom

Per the Phasing Plan comment, The Loop will consist of two buildings. Both buildings will include a diversified mix of affordable, workforce, and market rate housing. All units in each building will be available once the respective building is delivered and a certificate of occupancy is received. Thus, those deed restricted units would be available at the same time as the market rate units.

In addition, Mogul is utilizing the 2:1 bonus housing tool for the proposed Project. As such, Mogul is required to mitigate approximately 33,759.5 sf of workforce deed restricted housing. This 36,986.5 sf would also be further deed restricted offsite at The Loop. The Town and Mogul Capital have had conversations surrounding this offsite mitigation of the 2:1 bonus workforce housing. Although not specifically provided for in the LDRs, Mogul believes this should be permitted, in line with how it is permitted for the affordable housing component. This will deliver workforce units much quicker than if they were built onsite. In addition, the tenants will not have to live and work on the same site, creating a separation of work and life. The Loop is better situated for livability, with walking access to necessary retail, grocers, and amenities.

The 33,759.5 sf of housing required equates to approximately 37 workforce units at The Loop. It should be noted that these numbers are subject to change with refined calculations as the design progresses. While exact details will be finalized following sketch plan approval, these units are anticipated to be distributed between both buildings at The Loop. In addition, these units would be distributed between studios, one-bedroom, two-bedroom, and three-bedroom units. While this would also be finalized following the conceptual sketch plan approval, initial math indicates that the 35 workforce units would be distributed as follows:

Workforce Unit Breakdown			
Unit Type	Qty	Unit SF	Total SF
Studio	2	391	782
1 BR	9	735	6,615
2 BR	12	1,084	13,008
3 BR	12	1,135	13,620
Total	35	-	34,025



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 _____

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. Yes, the credits are associated with the prior uses of the site. These uses are detailed in the attached housing mitigation calculator.

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	2		2		Rental
2-bedroom	1	1	3		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.

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.

Housing Mitigation Plan

updated 3/8/21

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 Credit
Conventional Lodging	0.102*bedrooms	1	0	25	2.554
Office	0.000247*sf		21094	1	5.204
Retail	0.000216*sf		2500	1	0.539
Outfitter/Tour Operator			1500	1	1.440
Heavy Retail/Service	0.000123*sf		3000	1	0.369
Detached Single-Family Unit (Unre)	0.000017*sf+(Exp(-15.49+1.59*Ln(sf)))/2.176		1528	2	0.072
Existing Workforce Housing Credit					10.177

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
Conventional Lodging	0.102*bedrooms	1	0	171	17.467
Restaurant/Bar	0.000599*sf		2000	1	1.197
Retail	0.000216*sf		646	1	0.139
Restaurant/Bar	0.000599*sf		1509	1	0.903

Affordable Workforce Housing Required: 9.530 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](#).

Type of Units Required (Sec. 6.3.4)

Step 4: Type of Units Required

The LDRs include a schedule for how many units have to be affordable to each income range and how many units have to have 1, 2, or 3 bedrooms. The LDRs also allow for adjustment, subject to approval by the Housing Director. To propose an adjusted allocation, change the values in the gold cells; the customized allocation must meet the customization rules provided. If a rule is violated, the cell will turn red. See also Section 6.3.4 of the LDRs.

Affordability	LDR Schedule	Proposed	Custom %	Customization Rules
Units Affordable to Households making 50% Median Income	3.000	3.000	31%	Custom % shall be $\geq 25\%$
Units Affordable to Households making 80% Median Income	1.000	1.000	10%	Custom % shall be $\geq 19\%$
Units Affordable to Households making 120% Median Income	4.530	4.530	48%	Custom % shall be $< 43\%$
Workforce Units	1.000	1.000	10%	Custom % shall be $< 13\%$
Total	9.530	9.530		Proposed total shall be \geq Required

Bedroom Mix	1 Bed/Studio	2 Bedroom	3 Bedroom	Total Units	Total Employees Housed	Customization Rule
LDR Schedule	4.000	4.530	1.000	9.530	17.154	The Proposed total shall be greater
Proposed Allocation	4.000	4.530	1.000	9.530	16.960	than or equal to the Schedule total
Employees per Unit per LDRs	1.45	2.00	2.10	1.80		

Step 5: Distribution of Affordability by Unit Size

The bedroom mix must be proportionally distributed among the affordability mix. If you modify the distribution (gold cells) the totals must match your allocation totals (they will turn red if they do not). A customized distribution should be within 1 (rounded up or down) of the even distribution displayed (it will turn red if it is not). See also Section 6.3.4 of the LDRs.

Requirement Distribution					Even Distribution			
	1 Bed/Studio	2 Bedroom	3 Bedroom	Total	1 Bed/Studio	2 Bedroom	3 Bedroom	
Affordable to 50% Median Income	2.000	1.000	0.000	3.000	1.286	1.286	0.429	
Affordable to 80% Median Income	0.000	1.000	0.000	1.000	0.429	0.429	0.143	
Affordable to 120% Median Income	2.000	2.530	0.000	4.530	1.941	1.941	0.647	
Workforce Restriction	0.000	0.000	1.000	1.000	0.429	646.000	0.143	
Total	4.000	4.530	1.000					

Once you have determined the proposed distribution please fill out the [Method Sheet](#) regarding how the required housing will be provided.

CONSTRUCTION MANAGEMENT PLAN

Summary

NORTH CACHE HOTEL & CONDOMINIUMS

1. Construction of a hotel & condominium building. The property is also intended to include retail with a restaurant, café, spa and bar.
2. The proposed schedule will be finalized once the Project has proceeded through the necessary entitlement approvals with the Town of Jackson.
3. The right-of-way easement work is scheduled to be 30-day duration and the anticipated start date will be determined further in the design and approval process.
4. Public Impact Notice, Construction Parking, Site logistics, temporary use of streets, alleys and public property will be addressed in the permit application.
5. Stormwater Prevention Plan will likely include sandbags around all storm drain and detention areas. Rough grading will also be completed to drain storm water to the controlled detention areas. Mogul Capital plans to work with the TOJ to construct a detailed Stormwater Prevention Plan.
6. Site Plan will be provided when plans are submitted to the city. Construction Management Plan will be negotiated with the TOJ and will show the proposed work, temporary facilities, barriers, pedestrian routes, haul routes, and adjacent streets with sidewalks.
7. As of now, the intent is to setup a crane as needed on site. Current plans would include the need for two cranes, but that may change through the process. A Crane Agreement will be provided if cranes are to be erected on Town's property. A Crane Swing Agreement is for cranes that encroach into the airspace above Town right-of-way or easements. The agreement will be provided prior to crane erection. We understand there will be additional insurance required for this scope.
8. We understand the criteria's needed for protection of pedestrians: barriers to be no less than 6' in height, barriers will be placed on the side of the walkway nearest the construction, barriers will extend full length of the construction site, openings in such barriers will be protected by gates/doors that are normally kept closed and it will not interfere with Town Snow Removal Operations. We will be in compliant with Barrier and Covered Walkway Criteria.
9. All Stabilized construction access will be maintained.
10. Traffic Control plans will be submitted with permit applications if any traffic control is necessary.
11. Shoring Plans will be provided with grading permit application.

DETAILED LITERATURE

Construction Management Plan: Lots 1-12, 15-18 Block 3 J.R. Jones Addition Plat No 113

Project Scope:

The North Cache project consists of a hotel and condominium structure with underground parking. Once a permit is in place we intend to clear and grub the lot, relocate utilities and begin with shoring and the underground parking garage. The project will be built onsite and a more detailed scope will be provided through the process. Once we break ground we anticipate the project duration to be less than 36 months.

Public Impact:

Owner/Contractor will coordinate with Town of Jackson (TOJ) to develop a distribution list of neighbors that may be affected by construction activities, including the TOJ Engineering Division. Shaw will work to minimize any effect on adjacent properties by maintaining proactive communication including giving a minimum 48-hour notice of any closures and after-hours work. Owner/Contractor acknowledges that the right-of-way (R.O.W.) is a shared public use area and will coordinate with TOJ and neighbors for special event planning and construction activities that will encroach on the R.O.W.. Along US-191, pedestrian traffic will be controlled with temporary signage at street, intersections and property boundaries.

Site Logistics & General Staging Plan:

Site logistics will be included in the submission package. The staging area will house contractor's job office trailer, material laydown, dumpsters, temporary toilets, and construction worker parking. Construction work hours, unless by special exception, will be Monday-Friday 7AM-7PM and 8AM-5PM during weekends and holidays.

Site Fencing & Access:

The entire site will be surrounded by temporary metal construction fence with fabric screen. The fence will be placed at the back of sidewalk on the plan north boundaries of the property, near the property line on all four sides. Vehicle gate in the fence will be placed at main entrance into the property on the Glenwood Ave side and be utilized for delivery trucks to pull-through to laydown area. Vehicle gate will include vehicle tracking control pads and a skid steer with sweeper attachment will remain on site to maintain clean roads.

Parking, Street, & Alley Encroachments:

It is anticipated that site logistics will require minimal portions of the adjacent street lanes and sidewalk MAY be occupied by construction equipment or staging at different times during the project. Contractor will follow the temporary use criteria for the use of public property.

Stormwater Management:

All erosion control measures and BMPs will be implemented per plan as developed by the civil engineer, including inlet protection and perimeter controls. All stormwater will be contained to the site with no runoff or outfalls. Vehicle tracking control mats will be installed and maintained at all vehicle access points. Temporary toilets will be properly bedded and staked. Gas, diesel, and oils will be stored in proper containment vessels. Shoring: Shoring will not be required during Phase 1, but will be required for Phase 2 excavation. Details of shoring for Phase 2 will be included on a Phase 2 construction management and staging plan. Method of shoring will be determined following finalization of new foundation's structural design. If soil nails or any other method requiring encroachment into Town's right of way is proposed, then an encroachment agreement will be applied for well in advance of excavation.