



Board of County Commissioners - Staff Report

Meeting Date: September 15, 2026 **Submitting Dept:** Planning & Building Services
Presenter: Chandler Windom **Agent:** Amberley Baker
Property Owner: JHHR Holdings I, LLC
Subject: DEV2026-0002 Northern South Park Area I Development Plan

REQUESTED ACTION

A Development Plan pursuant to Sections 8.3.2 and 4.5.1 of the Land Development Regulations (LDRs) for a Master Site Plan in Area 1 of the Northern South Park Incentive Overlay.

BACKGROUND/DESCRIPTION

PROJECT DESCRIPTION

This Development Plan follows the approved Master Site Plan ([MSC2024-0037](#)) for the Northern South Park (NSP) Area 1. The NSP Incentive Zoning Overlay and NSP Development Standards are intended to implement the [Northern South Park Neighborhood Plan](#) (MSC2020-0022). This Development Plan is for the entirety of Area 1, including seventeen (17) blocks with a total of 557 dwelling units. Seventy percent (70%) of the total housing built will be deed restricted for affordable and workforce housing, through conveyance of nine (9) blocks to either Habitat for Humanity of the Greater Teton Area ("Habitat") or the Jackson Hole Community Housing Trust ("Housing Trust").

EXISTING CONDITIONS

NSP Area 1 is comprised primarily of vacant agricultural lands, apart from the platted Porter Ranch subdivision (SD2023-0001) in the southwest corner and an existing residence in the northwest corner of Area 1 at the intersection of South Park Loop and High School Road.

LOCATION

Area 1 includes three existing metes & bounds parcels and the 80-lot Porter Ranch subdivision, all in the immediate vicinity of the South Park Loop Road and High School Road intersection. The application Project Area focuses on just the two larger vacant parcels, PIDNs 22-40-16-06-3-00-023 and 22-40-16-06-3-00-020.

Legal Descriptions: PT. LOT 6 SEC. 6, TWP. 40, RNG. 116 HEREFORD RANCH TRACT 1A (T-313I)
 PT. NW1/4NW1/4, SEC. 6, TWP. 40, RNG. 116, ADJUSTED PARCEL A (T-313I)
 LOT 7 & PT. SE1/4SW1/4 SEC. 6, TWP. 40, RNG. 116 REMAINDER ADJ. HEREFORD RANCH TRACT 10

PIDNs: 22-40-16-06-3-00-023, 22-40-16-06-3-00-024 & 22-40-16-06-3-00-020

Area I Total Site: 101 acres (including Porter Ranch)

Project Site Area: 74.13 acres

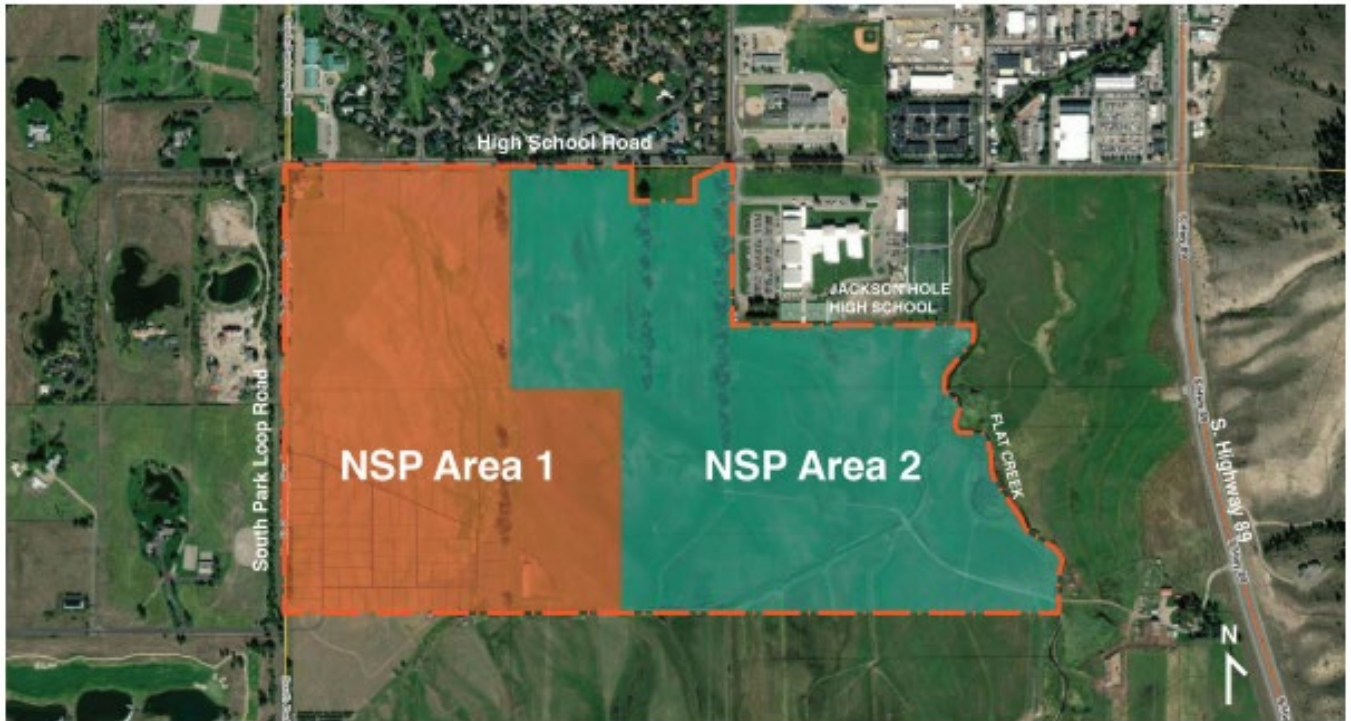
Character District: 5- West Jackson

Subarea: 5.6 – Northern South Park

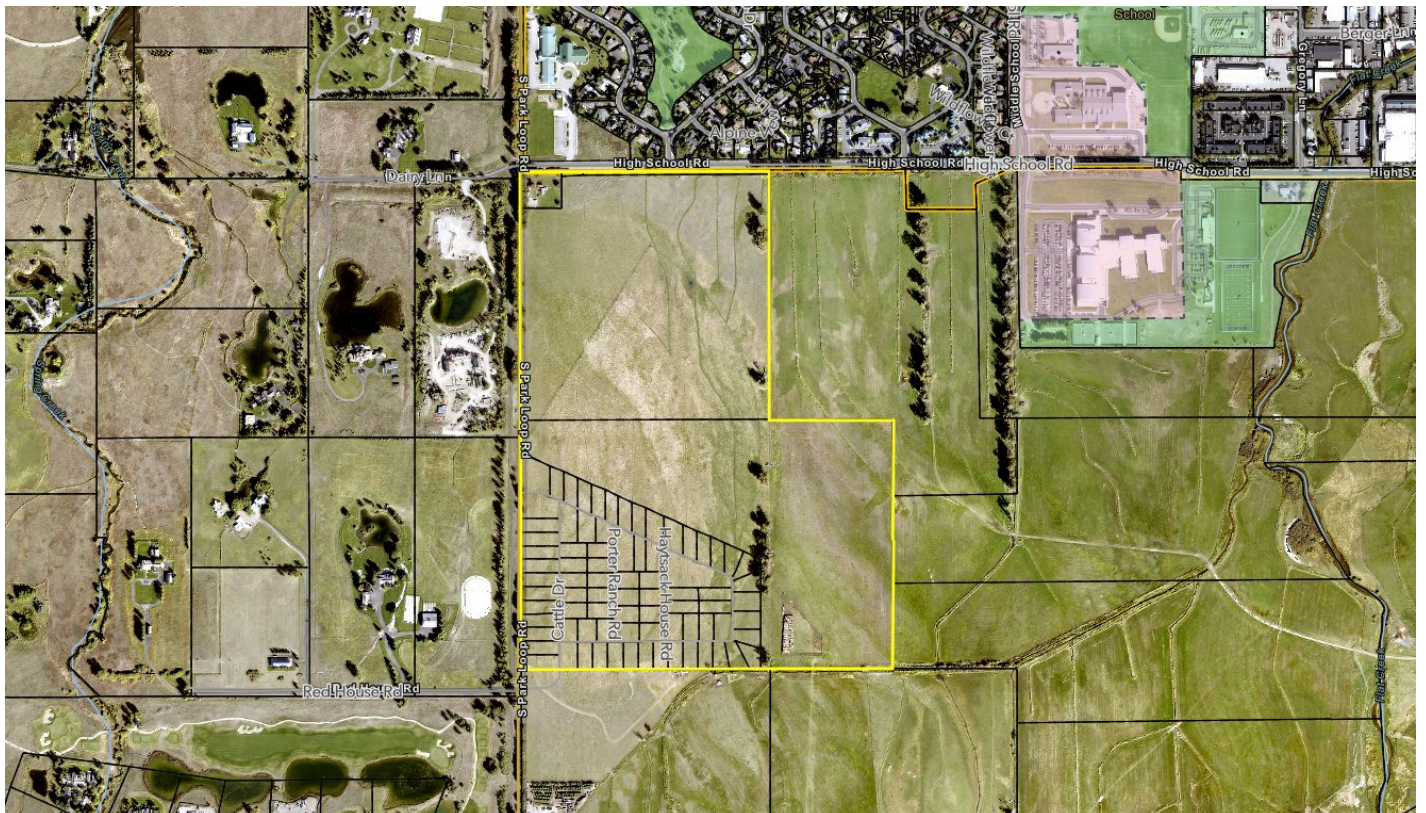
Zones: Rural-1

Overlays: Northern South Park Incentive Overlay, Scenic Resources Overlay, Mid & High-Tier Natural Resources Overlay, Wildland Urban Interface

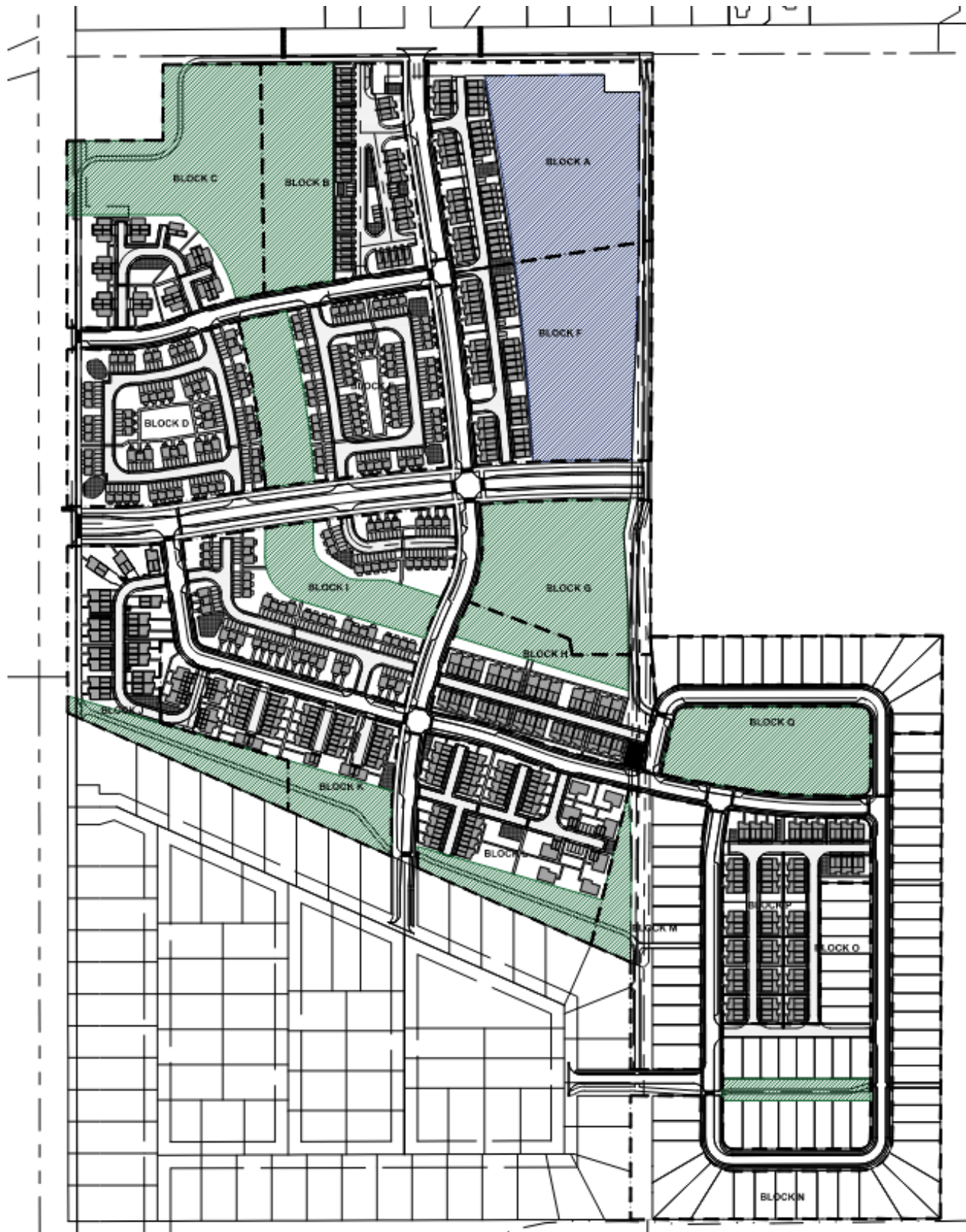
NSP AREA 1 AND AREA 2 MAP



VICINITY MAP



OVERALL SITE PLAN



STAFF ANALYSIS

This Development Plan follows the Area 1 Master Site Plan approval, which is unique to [LDR Division 4.5](#), Northern South Park (NSP) Incentive Overlay and Development Standards. The NSP Overlay is an opt-in development program in which a landowner may elect to develop their land in accordance with the NSP Development Standards and Neighborhood Plan. A maximum of 600 additional (i.e. bonus) residential dwelling units are permitted in Area 1, in addition to the existing 86 units allocated by the current zoning. This Development Plan proposes 551 bonus units and 6 units from existing zoning, not including the 80 existing/platted dwelling units (Porter Ranch & 1500 South Park Ranch Rd, with Suburban zoning). Of the 551 bonus units proposed, 386 of these dwelling units (70%) will be deed restricted in perpetuity as affordable housing.

A single Development Plan in the NSP overlay can be used to propose both physical development and subdivision. The Development Plan is very consistent with those elements described and illustrated in the Master Site Plan. All blocks fall within the range of acreage and units proposed in MSC2024-0037. The blocks follow the development standards (NSP-1, NSP-2 or NSP-3) as presented in the Master Site Plan, the same exaction provisions, and the restricted versus unrestricted allocations. Blocks A-L & P all propose physical development in the form of multi-family housing and townhome subdivisions. Blocks M-O & Q propose subdivision into single-family lots, wherein just the lots are shown at this time, and physical development would be proposed later by individual lot owners. Attached to this report is a summary of each Block's compliance with the appropriate development standards. This staff report focuses on the key issues and condition topics, demonstrating compliance with the approved Master Site Plan, the standards of LDR Division 4.5 for Northern South Park, and other applicable standards of the LDRs, noting that NSP development shall be exempt from the standards of the Scenic Resources Overlay (Section 5.3.2) and Natural Resources Overlay Standards (Section 5.2.1)

Block	NSP Dev. Standard	Block Size	# of Units	Housing
A	NSP 3	5.0	32	Restricted
B	NSP 3	3.85	38	Restricted
C	NSP 2	5.0	17	Unrestricted
D	NSP 2	3.61	66	Restricted
E	NSP 3	3.93	64	Restricted
F	NSP 3	4.54	32	Restricted
G	NSP 2	2.79	0 (Park)	Unrestricted
H	NSP 2	2.72	28	Restricted
I	NSP 3	4.56	63	Restricted
J	NSP 2	2.78	18	Restricted
K	NSP 2	2.61	32	Unrestricted
L	NSP 2	3.48	32	Unrestricted
M	NSP 1	2.71	13	Unrestricted
N	NSP 1	5.0	38	Unrestricted
O	NSP 1	3.05	24	Unrestricted
P	NSP 1	2.81	45	Restricted
Q	NSP 1	5.0	15	Unrestricted
Total		63.44 ac	557	70/30

 = NSP 1
 = NSP 2
 = NSP 3

COMPLIANCE WITH MASTER SITE PLAN (MSC2024-0037) & CONDITIONS OF APPROVAL

MSC2024-0037 Condition #1

Transportation. Prior to the submittal of the first Development Plan application, the applicants for this Master Site Plan shall collaborate with Teton County Public Works staff, including the Transportation Manager and County Engineer, and shall obtain the County Engineer's written approval of a list of impact fees by Block related to traffic mitigation, and off-site infrastructure improvements (or required financial contributions toward additional off-site improvements) in West Jackson, in proportion to the development's traffic that will trigger the need for transportation infrastructure improvements in the West Jackson Transportation Study area consistent with the Northern South Park Neighborhood Plan.

- a. In addition to the list of impact fees and required financial contributions, the applicant shall also identify the entity responsible for transportation mitigation, account for construction impacts including construction traffic, and include realistic benchmarks and performance monitoring to ensure that Transportation Demand Management (TDM) measures and off-site improvements adequately address the impact of the traffic trips generated by Area 1.*
- b. Future Development Plans in Area 1 shall follow the approved list, and required financial contributions shall be provided as required in an approved Development Plan. The final mitigation requirements, informed by the structured list, may be adjusted as necessary based on final unit counts and monitoring data; the applicant shall obtain approval by the Board of County Commissioners at Development Plan. The applicant shall be responsible for mitigating the impact of traffic deficiencies generated by the Area 1 development in the West Jackson Transportation Study Area.*
- c. The use of any required financial contributions is at the discretion of the Board of County Commissioners for transportation improvements in the West Jackson Transportation Study Area.*

Complies as conditioned. This condition of approval was tied to the Capital Improvement Element requirements of the Master Site Plan. Specifically, Section 4.5.1.C.1.d.iv.f., *"The Capital Improvements Element shall include a Traffic Impact Study addressing the impacts of development proposed in the Master Site Plan, including identifying impacts on High School Road, South Park Loop Road and South Highway 89. The Traffic Impact Study shall identify transportation mitigation and infrastructure improvements necessary to address the identified traffic impacts and a schedule of triggering events for their provision... [and] Future development may necessitate additional off-site improvements or financial contributions toward additional off-site improvements, such as road capacity or safety improvements on High School Road, South Park Loop Road, South Highway 89, or increasing utility infrastructure capacity, which shall be reviewed and determined at the time of Development Plan review."*

The final list of identified off-site transportation improvements with the anticipated cost, and the required financial contributions for this project, based on [The West Jackson Subarea Transportation Study](#), were developed in collaboration with the applicant and Teton County staff and have been approved by the County Engineer ([memo linked here](#)) to apply to this Development Plan. Actualized improvements could include some or all these projects, and will be dependent on public input, Board of County Commissioners, and/or Town Council approval.

Table 1. West Jackson Infrastructure Projects: Preliminary Conceptual Opinion of Cost and Proportionate Share

Off-Site Improvement	Teton County 2030 Cost Estimate ¹		Applicant Assumed Area 1 Percentage of Total Traffic [Source: Tables 3 and 4 from April 15, 2026 transmittal]		Estimated Improvement Proportion Range	
	Low End	High End	Low Est (With TDM ²)	High Est (Unadjusted ITE Trip Rate)	Low estimate (Low x Low)	High estimate (High x High)
High School Road Widening and Mill & Overlay	\$ 8,500,000	\$ 10,500,000	8.90% ³	11.90%	\$ 756,500	\$ 1,249,500
HSR Road Bike & Ped Improvements	\$ 9,700,000	\$ 11,740,000	9.70%	11.90%	\$ 940,900	\$ 1,397,060
Gregory Lane Roundabout	\$ 2,500,000	\$ 2,750,000	9.70%	11.90%	\$ 242,500	\$ 327,250
South Park Loop Road Roundabout	\$ 900,000	n/a	6.40%	7.80%	\$ 57,600	\$ 70,200
Middle School Roundabout	\$ 1,900,000	n/a	11.80%	14.40%	\$ 224,200	\$ 273,600
HS East Roundabout	\$ 1,800,000	n/a	9.00%	10.90%	\$ 162,000	\$ 196,200
Gregory Lane Extension	\$ 3,400,000	\$ 16,384,000⁴	18.47%⁵	30%⁵	\$ 627,980	\$ 4,915,200
Pathway Tunnel	\$ 4,500,000	\$ 6,000,000	8.90% ³	11.90%	\$ 400,500	\$ 714,000
Subtotal ⁶ :					\$ 2,784,200	\$ 4,227,810
Midpoint:					\$3,506,005	

1. The range represents the original Feb 24, 2026 cost estimates as well as refined estimates for each component, shared with the applicant on March 20, 2026, for a range of potential values for some projects. Some values did not change as staff refined cost estimates; for these projects, 'n/a' is indicated.

2. The applicant assumes an 18% TDM reduction, however the neighborhood is almost entirely residential, and nearly all trips for household activities will need to leave the site. Without 'internal trip capture' potential, an 18% TDM reduction will rely upon quality transit, bicycle, and pedestrian connectivity to the regional network, coupled with a variety of on-site and off-site TDM measures.

For the purpose of establishing the appropriate nexus between projected impacts and impact fees, the project list was developed based on a transportation network scenario in which the East-West Road does not connect to either Highway 89 or the High School Road/Gregory Lane intersection. Accordingly, the Gregory Lane Extension was excluded from the project list. The below impact fees per block were developed by the applicant based on the final number of units in each block and the percentage of traffic impacts each one is expected to have on the above list of anticipated infrastructure improvements. The final fee amount was derived as the midpoint between the highest estimated traffic impacts and the lowest with potential reductions based on the success of the Transportation Demand Management (TDM) program and the midpoint of the project cost estimates. The applicant has requested that "For purposes of calculating the final Area 1 traffic impact fees, the cost estimates for each off-site improvement identified above must be determined by a local third party contractor or

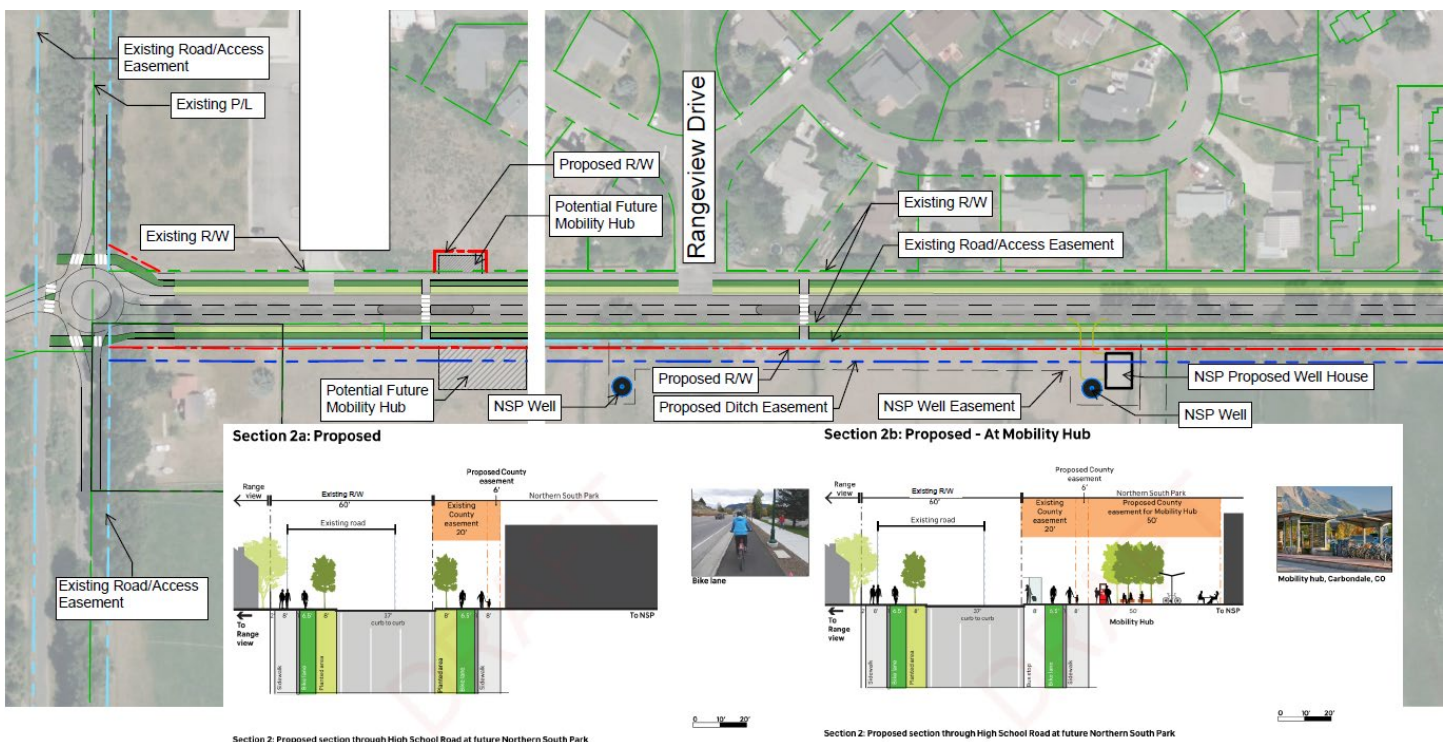
Block	Unit Counts	AM Peak Hour Trips	Cost/Block	Planned Development Type
Block A	32	13	\$ 170,703	Deed-Restricted
Block B	38	16	\$ 210,096	Deed-Restricted
Block C	17	8	\$ 105,048	Market
Block D	66	27	\$ 354,537	Deed-Restricted
Block E	64	26	\$ 341,406	Deed-Restricted
Block F	32	13	\$ 170,703	Deed-Restricted
Block G	0	0	\$ -	Park
Block H	28	13	\$ 170,703	Deed-Restricted
Block I	65	27	\$ 354,537	Deed-Restricted
Block J	18	13	\$ 170,703	Deed-Restricted
Block K	32	13	\$ 170,703	Market
Block L	32	16	\$ 210,096	Market
Block M	13	9	\$ 118,179	Market
Block N	38	27	\$ 354,537	Market
Block O	24	17	\$ 223,227	Market
Block P	45	18	\$ 236,358	Deed-Restricted
Block Q	15	11	\$ 144,441	Market
Total	559	267	\$ 3,505,977	

Total Fee Responsibility for Area 1	\$ 3,506,005
Area 1 Total AM Peak Hour Trips	267
Cost Per Area 1 AM Peak Hour Trip	\$ 13,131
Cost/Unit	\$ 6,272

Total Market Unit Traffic Impact Fees	\$ 1,326,231
Total Deed-Restricted Traffic Impact Fees	\$ 2,179,746

other estimating professional acceptable to the applicant and Teton County....[and] may include only hard costs for roadway improvements." Staff consider this list of fees to already be final as this was the purpose of completing this step prior to Development Plan, and per the condition of approval, may be adjusted for unit counts and monitoring results, but do not require an additional third-party analysis.

Because a single Development Plan has been submitted for all of Area 1, an alternative recommended by Public Works staff is that the applicant should be responsible for construction of actual off-site improvements, the costs of which would be equal to the total responsibility for Area 1 established earlier (approx. \$3.5 Million). A suggested package of projects could include the South Park Loop Road/High School Road intersection roundabout, completing the High School Road southside pathway connection to Middle School Road, and reconstructing the stretch of High School Road immediately north of Area 1 with other multimodal improvements (conceptual cross section included below). Teton County would be responsible for obtaining any additional easements from private property owners for completion of the projects. Staff recommend approval of this approach to Master Site Plan condition #1 because it ensures some improvements are installed without the need for additional significant funding from the County or waiting for funds to become available. Having these improvements sooner will support the success of the Area 1 Transportation Demand Management Plan. Latest direction from Teton County Public Works staff is that the design element of these improvements will be completed by staff, rather than required by the applicant. This would ensure consistency with other desired future improvements in the vicinity and eliminate permitting uncertainty for the applicant with the project located across the Town of Jackson boundary. An amended condition (#3) is recommended for this approach.



Alternatively, if not completing these off-site improvements themselves, the applicant would pay each fee per unit in full at the time of each building permit, with an adjustment for inflation based on Denver-Aurora-Lakewood Consumer Price Index (Denver CPI) after 2030. The actual amounts collected will depend on the timing of payment and if paid after 2030 shall be adjusted for inflation by comparing the Denver CPI at time of payment to that in 2026. Impact fees are due at time of development, although Staff would prefer that fees be paid up front, rather than piecemeal over time, if the Board approves this approach.

The original application requested that *"If a Block is conveyed by the applicant to a non-profit housing developer, the total traffic impact fee applicable to such Block will be reduced by 50% if the fee is paid at the time of conveyance of the Block."* Staff are concerned that a discount adds to the already prevalent risk that an incremental fee approach will fail to fund any significant improvement project in a timely manner. Therefore, the discount is not recommended for approval. Lastly, a sunset provision was requested by the applicant, *"If none of the off-site transportation improvements listed in Table 5 for which a traffic impact fee is collected from Area 1 is completed within ten (10) years of collection, Teton County will refund the fee."* In accordance with the phasing plan from the applicant, and their proposal to pay fees by unit over an indefinite period, 10 years may not be sufficient time to collect enough fees to complete an improvement project, depending on other County budgets. Rather, if the fee approach is approved, staff recommend the fees be refunded only if the amounts remain unspent on any of the West Jackson transportation improvements within 15 years of the last fee collected. Analysis of the Construction Traffic Management Plan (CTMP) and Transportation Demand Management Plan (TDM) is on page 18 of this staff report.

The applicant has provided what they refer to as an *"Optimized Condition 3"* per their response dated September 4, 2026 (memo attached to this staff report). This version is a combination of construction of off-site improvements and payment of the remainder fee-in-lieu. Below are the improvements that the applicant is willing to construct (with costs not to exceed \$669,000) concurrently with site-wide infrastructure.

1. The applicant's Grading and Erosion Control permit for the site-wide infrastructure for Area 1 will include the following off-site improvements within the County's right of way (the "Off-Site Improvements"):
 - a. a 10' detached paved pathway with a curb, gutter, and buffer on the south side of High School Road connecting Area 1 to Central Wyoming College's existing pathway;
 - b. an 8' detached concrete sidewalk with a buffer on the north side of High School Road connecting Rangeview Drive to South Park Loop Road; and
 - c. two pedestrian crossings with Rectangular Rapid Flashing Beacons and associated high-visibility crosswalk striping; and
 - d. a dedicated southbound left turn lane at the intersection of South Park Loop Road and the East West Connector.

The remainder of the requirements the applicant proposes would be paid via the fee-in-lieu, with a reduction to the fee-per-unit requirements in the unrestricted (market) blocks as a result of the

above improvements being completed. Staff continue to recommend the condition #3 as presented in the suggested motion, however this option from the applicant is included to the Board to consider. It should be noted that the southbound left turn lane at the intersection of South Park Loop Road and the East West Connector was an infrastructure requirement from Teton County Road & Levee directly related to the proposed Area 1 intersection and was not an improvement project included on the list for the West Jackson Transportation Study Area. Staff do not support the turn lane counting towards the off-site transportation improvement projects as it was identified as a separate safety requirement that the applicant already committed to providing.

MCS2024-0037 Condition #2

East-West Connector. Prior to the issuance and recordation of this Master Site Plan the applicant shall provide a right-of-way easement, with legal description prepared by a Wyoming licensed surveyor, of the proposed East-West Connector in Area 1, to be presented to the Board of County Commissioners for their review and approval. The right-of-way easement shall be recorded with the Teton County Clerk before this permit is effective. The intent is that this easement could, in the future, connect to easements in Area 2 that will either connect with Highway 89, the intersection of High School Road and Gregory Lane, or another alignment as determined in the future.

Complies. The right-of-way easement with legal description for Area 1 has been approved by the Board of County Commissioners and recorded in the Clerk's records. The easement provides Teton County with the option to accept the roadway into the County Road & Levee system, should the Board of County Commissioners choose to do so. The construction of the road is the responsibility of the applicant.

MSC2024-0037 Condition #3

Blocks. All future blocks shall demonstrate compliance with the standards of LDR Section 4.5.2.B.1. ["Block faces are defined between publicly accessible streets or pathways and measured between the nearest edges of publicly accessible rights-of-way or easements...External block faces shall not exceed 600 feet...Block faces internal to Northern South Park, not facing High School Road, South Park Loop Road or Jackson Hole High School, shall not exceed 450 feet."]

Complies. The applicant has included additional roads and pathway easements compared to the conceptual plan provided at Master Site Plan to address this condition and all blocks now demonstrate compliance with the maximum block face length. Pathways used to meet the block face measurement rules shall be available to the public and not just the residents of that specific block or development.

MSC2024-0037 Condition #4

Parks. The Parks layout shall follow the "Exhibit A Concept Plan- Parks Option 4" dated 4/23/2025 and hereby incorporated into the Master Site Plan. Exactions shall be provided based on the number of units approved in each subsequent Development Plan, in 1-acre minimum increments.

Complies. Exactions follow that concept plan dated 4/23/2025 from the Master Site Plan and all parks are at least 1 acre. Final exaction requirements are described on page 14 of this report.

MSC2024-0037 Condition #5

Binding. Every reference in the Master Site Plan to the application being not binding shall be removed for the recorded copy, provided, however, that site renderings and drawings of buildings may be conceptual, speculative and non-binding.

Complies. This condition has been fully satisfied in the recorded Master Site Plan.

MSC2024-0037 Condition #6

Open Space. Consistent with Section 4.5.2.L.3. Open Space Requirements, and based on consultation with an agency staff wildlife biologist from Teton County and/or the Wyoming Game and Fish Department, Development Plans shall demonstrate wildlife permeability through open space as well as permeability between housing units, for example, continuity between unfenced backyards, particularly on the eastern and southern boundaries of Area 1. Additional fencing restrictions may be applied by the Board of County Commissioners during Development Plan(s), particularly on Blocks N and O, which shall be enforced through restrictions recorded in the Clerks Records.

Complies as conditioned. The applicant consulted the Wyoming Game & Fish Department prior to submittal and received comments from Teton County Public Works Project Manager, Chris Colligan, on compliance with this condition. The eastern boundary of Area 1 was identified as a potential wildlife trap because it does not provide an apparent corridor for wildlife movement from Blocks N, O, or Q to areas outside the development. The open space standards in LDR Section 4.5.2.L states in pertinent part, *"Open spaces (including pathway and trail networks) shall be designed and located to promote wildlife permeability across the site.*

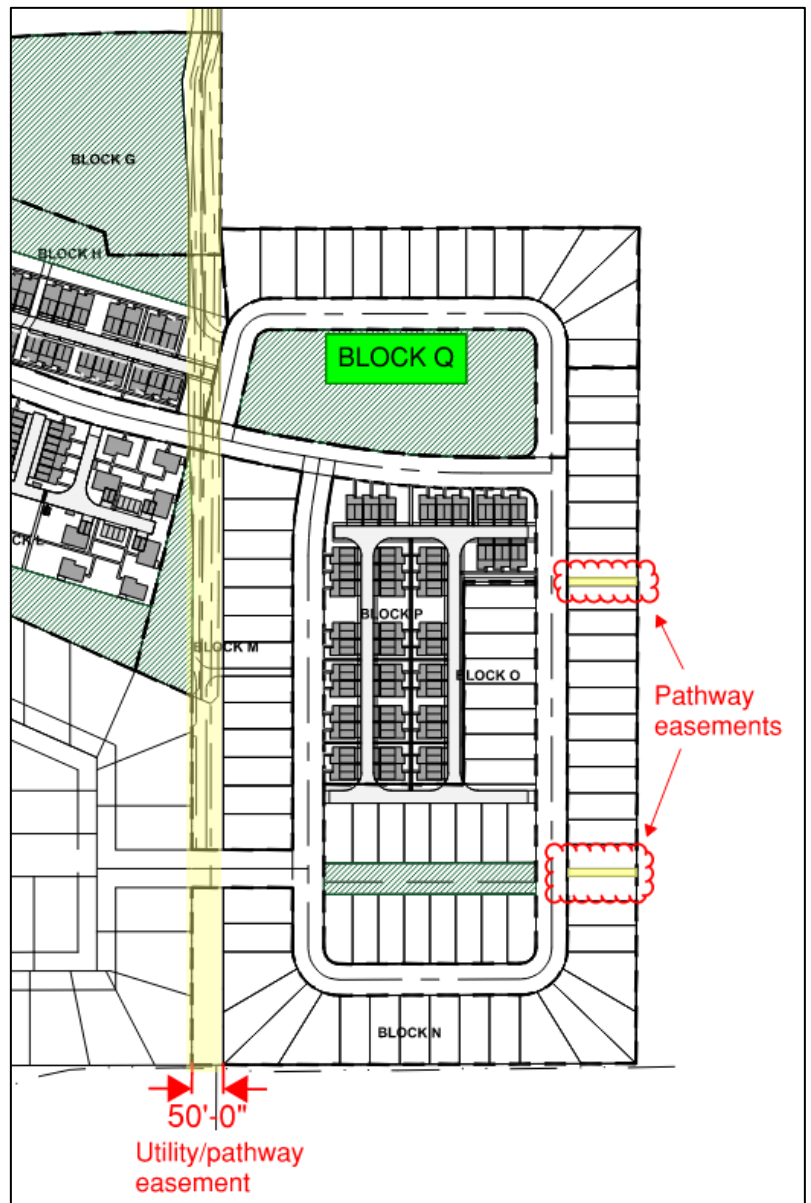
- a. Open spaces shall be configured contiguously to allow for and promote wildlife permeability in both north-south and east-west directions.*
- b. Fences and Structures. Open spaces shall not include fences or amenities that obstruct wildlife permeability. However, athletic fields used for outdoor recreation with an approved Conditional Use Permit shall be exempt from this requirement, provided the fences, structures, and amenities, are contiguous with at least a 150-foot open space buffer surrounding the structures and fencing to allow for wildlife movement around the structures within the open space."*

Two east-west pathway easements (12 ft wide) are now proposed in Block N, one of which connects to a pathway/greenspace in Block O. These pathways could connect Area 1 and Area 2 development, should the Area 2 landowner opt-in to NSP development. Staff recommend that exclusionary (non-wildlife friendly) fencing be prohibited in the side yards of the single-family lots (17-18 & 28-29 Block N) which abut these pathway easements. There is also a 50-foot-wide utility easement which runs north-south from High School Road to the southern boundary of Area 1, which doubles as a pathway and road easement in certain locations. The applicant has suggested that this space, which would be devoid of structures and fencing, could also serve as an escape for wildlife.

Public Works staff suggested several alternatives for consideration, including relocating the park in Block Q approximately 130 feet north to the boundary of Area 1 or increasing the rear setback requirements for the lots in Block Q. Significant adjustments to the park exaction plan are limited by the Master Site Plan based on condition #4 and may conflict with Parks and Recreation

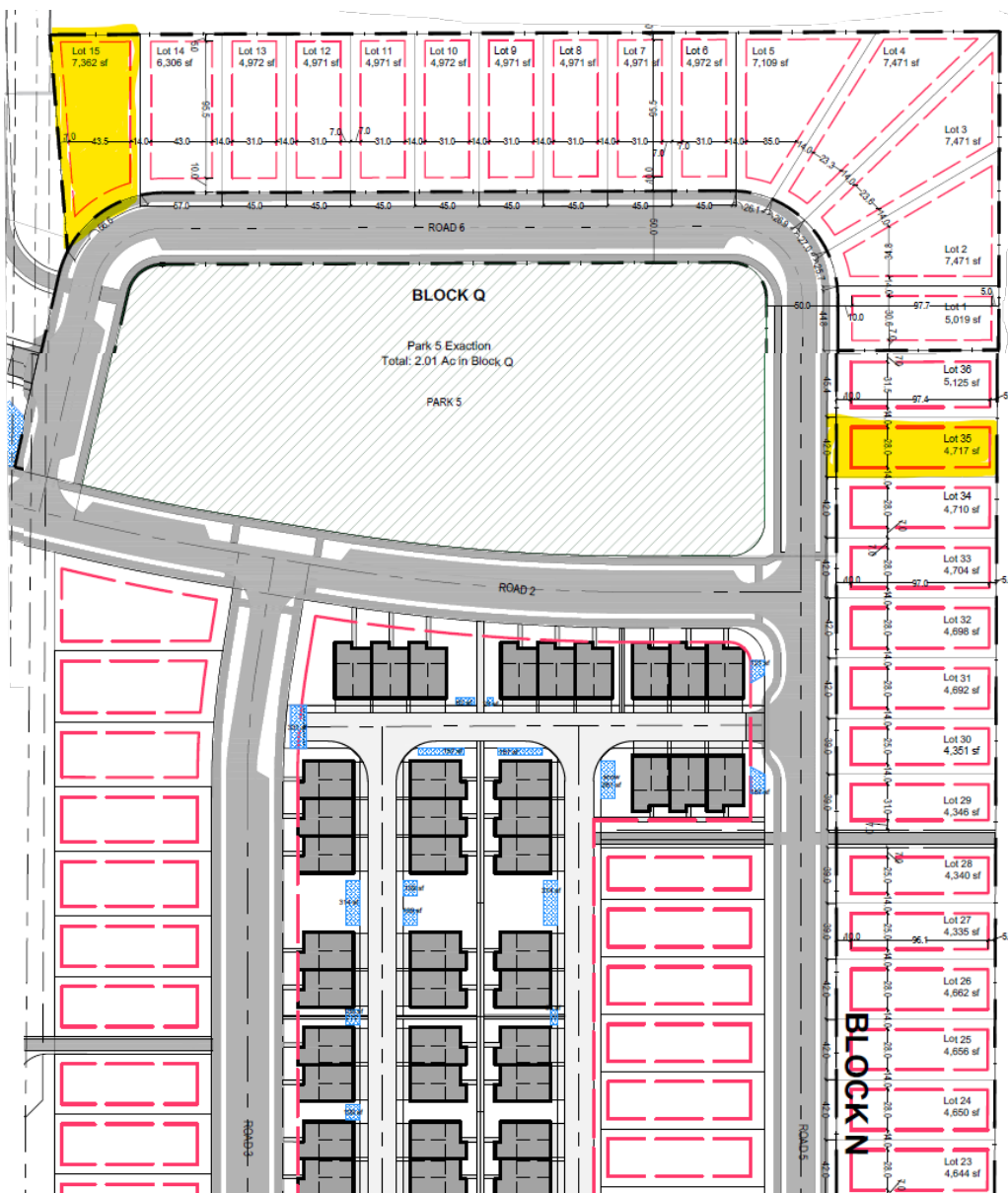
Department needs. The Neighborhood Plan states that *"Parks should accommodate active uses such as playgrounds and ball courts"* and parks exactions should not be considered conserved for wildlife.

As noted in the Wyoming Game & Fish comments, the subject property is not considered crucial or vital wildlife habitat and steps have already been taken in the Northern South Park LDRs to reduce wildlife attractants in this development. The aim is for permeability to avoid "trap scenarios" and negative human-wildlife conflicts in this denser neighborhood. According to the application, *"the [adjacent] agricultural lands are to remain in agricultural use and will continue to be fenced to keep cattle out of the housing area. Wildlife friendly fencing will be used wherever possible on adjacent agricultural lands."* The rear setback for Block Q lots is only 5 ft, in accordance with NSP-1 standards. There is a possibility that wildlife may be funneled to the rear (northern) yards of Block Q based on the proximity to the park in Block H/G. Public Works staff originally suggested a buffer like the one along South Park Loop for the Porter Ranch, 52 feet wide. The lots in question, however, are only around 110 feet deep, whereas this large rear setback would cause significant losses in buildable areas. Staff considered alternative rear structure setbacks but there is no guarantee that rear yards would not contain site development or other residential storage. Therefore, increasing the rear setbacks was not anticipated to have a meaningful impact on wildlife permeability compared to existing conditions. The Wyoming Game & Fish Department recommendations did not speak to additional setbacks on single-family lots.



The Planning Commission, however, in their analysis and conditions, recommended that the westernmost lot of Block Q (Lot 15) and a lot in Block N directly east of Park 5 (Lot 35) highlighted in the image below, be added to the open space layout. While these lots may abut future development in NSP Area 2, the Planning Commission determined that eliminating structures in these areas adjacent to the parks could help reduce possible wildlife trap scenarios and better accommodate

wildlife movement. The unrestricted residences that were proposed in these lots may be reallocated within Area 1, as long as all applicable LDRs can be met. The minimum lot size in NSP-1 is 2,500 sf, and multi-family housing is permitted, which could allow these two dwelling units to be accommodated elsewhere in these blocks, should that be desired by the applicant. The applicant has requested in their September 4, 2026, memo (attached to this report) that the pathway easement currently between Lots 28 & 29 in Block N could be moved north to Lot 35 where that additional open space was recommended by the Planning Commission. While staff concurs that this is a better location for the pathway connection, this causes the Block N block face to exceed the maximum internal block face length of 450 feet. Staff cannot recommend this revision where a clear standard of the LDRs is not being met. Additional fencing restrictions are also suggested by the applicant to be considered as conditions.



MSC2024-0037 Condition #7

Phasing. As part of an Initial Subdivision Plat application, the applicant shall provide to Teton County written phasing agreements with the recipients of any restricted blocks, meeting the Phasing Element description in Section 4.5.1.C.1.d.v., regarding development and design of the Blocks restricted for affordable and/or workforce housing pursuant to the land conveyance method in LDR Sec 4.5.2.F.2.c.iii for the purpose of achieving orderly development. The agreements shall be consistent with the Master Site Plan Housing Element and the Subdivision Improvement Agreements. The applicant may record master covenants, conditions and restrictions to govern Area 1.

Not Applicable. This condition was included based on the assumption that the applicant may submit an initial subdivision plat application prior to Development Plan. Rather, the applicants, in collaboration with their non-profit partners, have proposed a single application for all blocks, eliminating the need for phasing agreements between non-profit partners. It is still the applicant's responsibility to provide infrastructure to the restricted blocks and ensure orderly construction staging and management across the site.

MSC2024-0037 Condition #8

Housing Feasibility Plan. Each applicant of a Development Plan for an unrestricted block shall include in their application a feasibility analysis demonstrating compliance with the affordable and workforce housing allocation of LDR Section 4.5.2.F... [rest omitted]

Not Applicable. This condition assumed that the applicant would submit phased Development Plans, rather than the single application for all blocks. No feasibility plan is required since this current application illustrates all proposed restricted block developments and how 70% affordable housing is achievable.

MSC2024-0037 Condition #9

Construction Traffic Management Plan. The applicant of this Master Site Plan shall prepare a construction traffic management plan for Area 1 and identify potential temporary upgrades and expansions to the road network, both on-site and off-site (such as construction haul routes or construction vehicle monitoring). This construction traffic management plan shall be included in the first physical development permit application and shall apply to Development Plans for block development and Grading and Erosion Control Permits for site-level improvements. The construction traffic management plan shall require associated construction vehicles to avoid High School Road during, at a minimum, school pick-up and drop-off peak hours to minimize impacts of construction in Area 1.

Complies. See Page 18 of this staff report for a full analysis of the applicant's Construction Traffic Management Plan.

RELATIONSHIP TO THE CHARACTER DISTRICT

- Character District: 5- West Jackson
- Subarea: 5.6- Northern South Park
 - *Classification:* Transitional
 - *Neighborhood Form(s):* Village

Existing and Future Desired Characteristics:

West Jackson is a complete neighborhood with a wide variety of residential housing and non-residential uses. This area provides light industrial uses around Gregory Lane, and many of the local public schools. Existing neighborhoods are very automobile-oriented and future development should aim to reduce transportation congestion, and improve safety, and connectivity issues. The goal is to develop this mixed-use neighborhood into a more attractive and connected district that takes advantage of existing complete neighborhood amenities, and both preserves and grows affordable and workforce housing opportunities.

Policy Objectives:

This Development Plan proposal is for a residential neighborhood with a variety of higher density housing types, the majority of which will be affordable workforce housing units. See the attached analysis of the Policy Objectives for the West Jackson Character District. This development supports the objectives as further expanded upon in the Northern South Park Neighborhood Plan.

Subarea Character Defining Features:

Per the Jackson/Teton County Comprehensive Plan, Northern South Park is a transitional subarea that is envisioned for future development like the West Jackson Residential subarea (i.e. Cottonwood neighborhood). Northern South Park is one of the few locations in Teton County identified for new, rather than infill, development. Guided by the neighborhood planning efforts, development in Northern South Park is envisioned to connect to existing Complete Neighborhood amenities and improve transportation, circulation, and connectivity around this subarea.

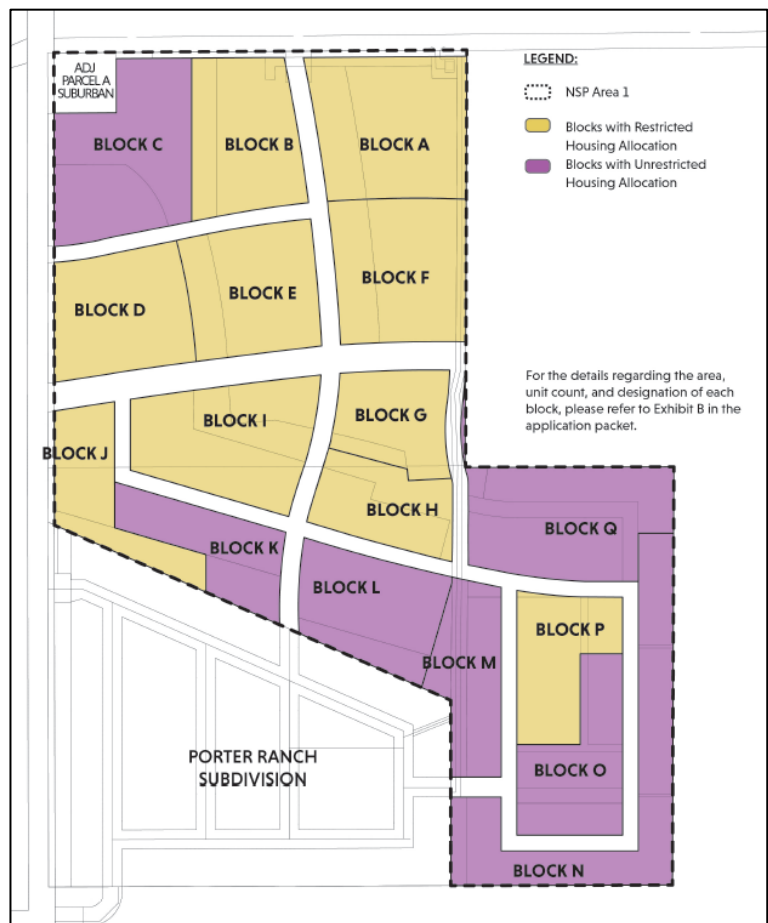


RELATIONSHIP TO APPLICABLE LAND DEVELOPMENT REGULATIONS

Affordable and Workforce Housing Plan. (Sec. 4.5.1.C.3.a.ii. & Sec. 4.5.2.F)

Any Development Plan for physical development or subdivision proposing unrestricted units shall include a plan demonstrating compliance with the affordable and workforce housing allocation in Section 4.5.2(F) (Affordable and Workforce Housing Requirements)... Development of any new units shall be comprised of at least 70% deed-restricted housing units and at least 40% of the new housing units shall specifically be affordable housing units.

Complies as conditioned. The application demonstrates compliance with the NSP Affordable and Workforce Housing Standards through the land conveyance method and allocation of 70% affordable workforce housing (386/551 units). This Development Plan proposes the entirety of all unrestricted and restricted housing in NSP Area 1. As described above, the LDRs allow a potential split of the deed-restricted units between affordable units (restricted for the workforce making <160% of median family income) and workforce units (restricted for occupancy based on local employment, no income limits). At minimum, 40% of the housing shall be affordable, but the applicant is providing all deed-restricted housing (70% of Area 1) as affordable. Within all of the Area 1 bonus units, 165 units (30%) will be sold at market rates, and 386 units (70%) will be sold or leased as affordable, income restricted for the local workforce.



Restricted blocks will be conveyed to either the Jackson Hole Community Housing Trust or Habitat for Humanity of the Greater Teton Area to complete the restricted block development as described in this application. Both the Housing Trust and Habitat have a history of providing affordable housing for the local workforce community. In accordance with LDR Sec. 4.5.2.F.2.c.iii.b.1., "*Land conveyance shall occur prior to issuance of a Development Permit for any physical development or subdivision of land for unrestricted new dwelling units.*" The LDRs anticipated that Development Plans would likely be submitted incrementally. Because the applicant instead submitted a single Development Plan for all Area 1 blocks, strict application of the timing standard would create an unintended procedural conflict. Staff therefore recommend requiring land conveyance prior to submitting building permits for unrestricted development, preserving the intent of the regulation while accommodating a comprehensive Development Plan.

Additionally, per LDR Section 4.5.2.F.2.c.iii.b.2, when 50% of the unrestricted units in NSP Area 1 have approved building permits (83 market homes), then building permits shall be finalized (Certificate of Occupancy issued) for an amount of restricted affordable units that equal at least 20% of the amount of new unrestricted units (20% of 83 market homes = 17 affordable homes), in order to continue with development of unrestricted blocks. The Planning and Building Services Department will be responsible for tracking the building permit status of NSP Area 1 building permits along with annual monitoring reports from the applicant.

The existing residential development potential (i.e. the 86 dwelling units allowed by current zoning) incorporated into Area 1 is subject only to the standards of Division 6.3 for Affordable and Workforce Housing Mitigation and not those specific to the NSP Overlay per LDR standard 4.5.2.F.1.b. The 6 “existing” dwelling units, which originate from the Suburban & Rural-1 zoning, will be in the proposed Blocks M & N and have been clearly identified. The typical affordable housing mitigation rates required by LDR Division 6.3, Affordable Workforce Housing Standards, will apply to those detached single-family homes if they exceed 3,000 sf of habitable floor area.

Park and School Exactions (Sec. 4.5.2.G. & Div. 7.5)

Complies as conditioned. This Development Plan follows the approved Master Site Plan conceptual layout of parks and the school exaction land. Development exactions shall be provided for all residential units, whether NSP bonus units or from existing zones, both restricted and unrestricted. According to the application phasing plan, exactions will be provided concurrently with initial subdivision plat and land conveyance to non-profit housing partners in the amounts described below.

Exaction Type	Formula	Minimum	Total Provided
Parks	0.02 ac * 557 units	11.14 ac	14.79 ac
Schools	0.01 ac * 557 units	5.57 ac	5.61 ac

Parks Exactions

The plan exceeds the requirement for park exaction acreage and matches the concept plan conditioned at Master Site Plan approval. Each park exceeds 1 acre in size and the Open Space proximity standard of Sec. 4.5.2.L, is easily met; *“At least one access point for every dwelling unit shall be located within one-quarter (¼) mile, via pathway or sidewalk, of a park, playground, or open space of at least one-quarter (¼) acre.”* The applicant envisioned Parks 2, 3, 6, 7 & 8 as passive natural parks with connecting pathways, whereas the larger Parks 1, 4 & 5 are more suitable for active recreational uses.

Per [Section 7.5.2.D.1](#), *“The land shall be acceptable to Teton County at the discretion of Teton County... on the basis of compatibility with the Comprehensive Plan and [Parks and Recreation Strategic Plan](#).”* Overall, the proposed park system complies with the standards of LDR Sections 4.5.2. and 7.5.2. and is acceptable to the Teton County/Jackson Parks and Recreation Department. However, at that

Department's request, it is recommended that some of the smaller passive "strip" parks be owned and maintained by the future Homeowners Association, rather than the Parks and Recreation Department. This includes Parks 7 & 8, and the green space in Block O ("Park 6"). While supported by the open space vision of the Neighborhood Plan, these spaces have less connectivity to the larger NSP parks system and pose maintenance complications for Parks and Recreation.

LDR Section 7.5.2.D.3. gives the option for the Board of County Commissioners to credit a developer for a private Park Exaction, *"Where private open space for park and recreational purposes is provided in a proposed subdivision, and such space is to be privately owned and maintained by the future residents of the subdivision, the acreage of such areas may be credited against the requirement of this Section, if the Board of County Commissioners determines that such a credit is in the public interest."*



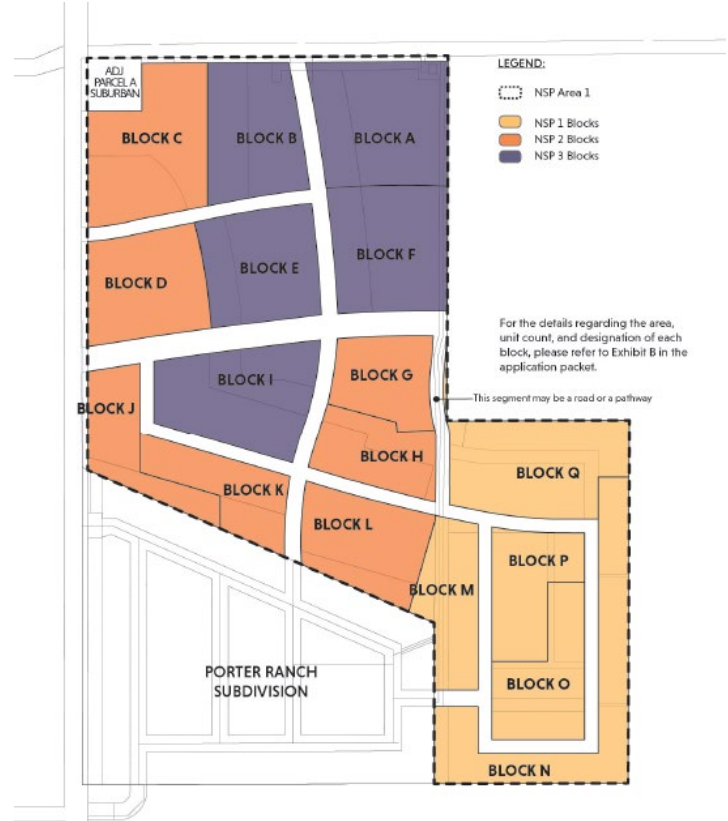
If Parks 7 and 8 were to be privately managed, the intent of LDR Section 7.5.2.D. is still met, especially since the overall park exaction acreage exceeds the minimum required.

School Exactions

The proposed 5.61-acre School parcel in Blocks A and F meets the exaction requirements. Through consultation during Master Site Plan review, one of the larger parks (Park 4) was adjusted to be south of the school exaction land. The location along High School Road provides an opportunity to establish a cohesive relationship with the existing High School, Middle School, and Elementary School campuses in the vicinity. No additional feedback from the Teton County School District was received since Master Site Plan.

Neighborhood Design Requirements (Sec. 4.5.2.I)

1. *Primary structures adjacent to or across a street or pathway from an open space shall front on to the open space.*
2. *Public-Facing Entrance. Each primary structure shall include at least one entrance that is oriented toward an adjacent road right-of-way, pathway, open space, or common area.*
3. *Development Intensity. Highest intensity development and use shall be located along the northern edge of the Northern South Park Incentive Overlay, closest to High School Road and Jackson Hole High School. The least-intense development shall occur along the southern edge of the overlay, and a transition in intensity from north to south shall provide a step-down in intensity across the Overlay, as illustrated in the Northern South Park Neighborhood Plan.*
 - a. *High intensity development and use shall be located closest to parks, transit, and other amenities.*



Complies. All primary structures show frontages onto pathways, open spaces, or adjacent rights-of-way. Staff will confirm the proper building frontage design, per LDR Section [4.5.2.H](#), upon review of each building permit. NSP-3 Blocks, which contain the highest density and largest bulk/scale allowances, are all located along High School Road or Haystack House Road and the East-West Connector. Notably, the NSP-3 blocks contain a mix of two and three-story buildings and structures with up to six attached units. All five NSP-3 blocks are adjacent to either a park or school exaction. NSP-1 blocks are located furthest south near the Porter Ranch Subdivision, with NSP-2 blocks as a transition in between the two. The NSP-2 blocks propose a variety of 2-story building types, from detached single-family townhomes to 5 unit-attached townhomes, although duplex and triplex structures are the most common. These blocks are all within a 5 minute or less walk of the East-West Connector or Haystack House Roads which are the most likely to accommodate a future transit route in NSP Area 1. The NSP-1 blocks are all proposed with detached single-family lots, the lowest density.

Required Utilities (Sec. 4.5.2.M. & Div 7.7)

A public water supply, storage, and distribution system or connection to an existing public water supply system shall be required in all developments. If connecting to an existing system, the connecting element shall include individual meters for commercial uses and one master meter for the residential uses. Individual water supply wells are prohibited... A public wastewater treatment system or connection to an existing public wastewater treatment system shall be required. Individual septic systems are prohibited.... Creation of a separate water district shall be allowed.

Complies. In accordance with the Master Site Plan Capital Improvements Elements, this Development Plan demonstrates how the neighborhood will connect to the Town of Jackson Public Water and Sewer system. The application includes a Will Serve letter from the Town of Jackson Public Works Department and complete plans for how each block and proposed units will connect to water and sewer infrastructure. The applicant is required to comply with the conditions of the Town of Jackson utility connection approval.

In addition, the plan details the proposed firefighting water supply and installation of standard cable utilities (power, internet, etc.). The firefighting water supply is provided in the form of a central main system with hydrants, as required by LDR Section 7.7.5 for subdivisions of 30 or more residential lots. The Teton County Fire Marshal has reviewed the plan and has no comments on the hydrant map, which shows hydrants spaced no more than 500 feet apart.

The landowner is responsible for providing utilities to all blocks as part of the site-wide infrastructure, and then the non-profit partners or future developers will complete the development within each block in accordance with the provided plans. Long-term operation, maintenance, and replacement of infrastructure will be the responsibility of future Homeowners Associations (HOA) or an Improvement and Service District (ISD), as required by LDR Section 4.5.2.N. It was also suggested by the applicant that the licensed operator of the Porter Ranch Subdivision water and sewer systems could assist with the future operations of the rest of NSP Area 1 infrastructure.

Traffic Impact Study & Transportation Demand Management

The Capital Improvements Element shall include a Traffic Impact Study addressing the impacts of development proposed in the Master Site Plan, including identifying impacts on High School Road, South Park Loop Road and South Highway 89. The Traffic Impact Study shall identify transportation mitigation and infrastructure improvements necessary to address the identified traffic impacts and a schedule of triggering events for their provision.

Complies as conditioned. The Master Site Plan Capital Improvements Element included a Traffic Impact Study (TIS) which estimated traffic impacts by block and proposed some Transportation Demand Management (TDM) strategies. The TIS and TDM were required per the Master Site Plan findings, to *"Promote multimodal forms of transportation that are consistent with the transportation goals of the Jackson/Teton County Comprehensive Plan; and Manage the generation of neighborhood-related traffic to avoid undermining community character and endangering the public health, safety, and welfare."* This Development Plan application now includes a more robust Transportation Demand Management (TDM) plan for the entire neighborhood. As discussed in the response to the Master Site Plan condition #1 earlier in this report, a plan for per-unit financial contributions to off-site transportation improvements has been established as a requirement for future development.

The TDM plan (most recently updated 7/21/26) estimates a possible traffic reduction of 18% through implementation of several mitigation strategies, including pathway connectivity, bike parking,

connection to internal parks, traffic calming measures, parking reductions, transit service through the neighborhood, and use of HOAs to share transit information. The applicant shall continue to work closely with Community Pathways and START on implementing pathways and future transit stops as outlined in the TDM Plan, although there is no specific guarantee that START will be able to provide a new transit route through Area 1 neighborhoods. Consistent with the contributions to off-site transportation improvements, the goal of the TDM is a 9% traffic reduction. If this goal is not met then additional mitigation measures will be required, as suggested in the application materials. The Porter Ranch Subdivision was developed outside of the NSP Incentive Overlay standards and is therefore not subject to the TDM plan, so those trips will not be counted

The monitoring plan describes that, "[t]o ensure TDM measures are working, trips into and out of NSP Area 1 will be counted at regular intervals and contrasted against the trip estimates made in the traffic impact study (adjusted for as land use changes). Five intersections will be counted, capturing the entirety of NSP Area 1... Monitoring traffic counts will be collected at 25%, 50%, 75%, 90% of approved certificate of occupancy and every two years thereafter once the development is 90 percent built out (it is possible that 100 percent build-out will not occur) for 10 years. Daily, AM peak hour, and PM peak hour time periods will all be analyzed. Should any of these time periods fall short of the 9 percent goal for two successive count periods, additional TDM actions will be taken through the HOA's lead and reported to the County."

There is also a Construction Traffic Management Plan (CTMP) which is proposed to govern all NSP-2 and NSP-3 blocks. Key elements of the CTMP include use of on-site temporary gravel extraction site on agricultural land owned by the Jackson Hole Hereford Ranch, LLC, and trucks from this site will be routed around the east side of Porter Ranch Subdivision and bypass public roads. This will reduce the number of vehicle trips for trucking material to and from Area 1 (approx. 4,000 truck trips). In addition, according to the Master Site Plan Condition #9, routing restrictions are required for construction vehicles to avoid High School Road. The applicant is proposing the following restrictions;

- All construction vehicles are to limit their speed to 15 mph in the school zone along High School Road.
- Heavy Vehicles: Construction vehicles with a GVWR of 26,001 lbs or more are prohibited from using High School Road during the school calendar year.
- Light Construction Traffic: Smaller construction vehicles are prohibited from using High School Road during the 30 minutes before and after the first period bell time while school is in session. This restriction applies to Colter Elementary, Jackson Hole Middle School and the Jackson Hole High School. This restriction will be adjusted as the bell times adjust during the life of the project.

Staff recommends that regular monitoring of these restrictions occur during the school year both by the applicant and Teton County staff. The applicant has stated that lots in “NSP-1 are mainly single-family homes and will be built by numerous individual homeowners and the CCRs applicable to NSP-1 blocks will govern construction access routes and construction management processes as described in the CTMP for all of NSP Area 1.” Therefore, staff recommend conditioning future building permits for NSP-1 lots to include, at minimum, the same heavy vehicle restriction on High School Road described above. This will allow County enforcement of the condition through the building permit.

As development occurs in Area 1, monitoring will also be important to determine the effectiveness of CTMP, TDM measures and accuracy of the TIS evaluations. LDR Section 4.5.1.C.3.d. under Development Plan states, “The Planning Director may require the applicant to provide a monitoring report that describes project progress and accounts for the status of all approved units for tracking purposes as well as construction of infrastructure and public open spaces, parks, and facilities.” Staff recommend that annual monitoring include reporting on the CTMP during construction and then post-occupancy monitoring of the TDM pursuant to the reporting schedule in the plan presented by the applicant.

Connectivity and Transportation Facility Requirements (Section 4.5.2.K)

The standards of this Section shall apply in addition to the standards of Division 7.6. (Transportation Facility Standards). Where standards of this Section and Division 7.6. are in conflict, the standards of this Section shall apply....It is recognized that standards cannot be developed which will apply to all situations. In those instances where the standards of this Section and [Division 7.6](#) are not applicable, the proposed design must demonstrate consistency with the intent of the Northern South Park Neighborhood Plan vision, the Town of Jackson Community Streets Plan, and be reviewed and approved by the County Engineer.

Complies as conditioned. This Development Plan complies with the minimum requirements [Section 4.5.2.K](#), for required Active Travel Connectivity through internal and external pathway connections, and minimum street connectivity requirements to South Park Loop Road and High School Road. All roads will be platted separately from the proposed blocks and are designed as Complete Streets, including sidewalks and/or pathways, marked or elevated crossings, and provisions for transit on the primary roads. Every home in the development has a pedestrian connection to the larger pathway and sidewalk network. There are two local roads and pathway connections to Porter Ranch. The 90-foot-wide easement for the East-West Connector road in Area 1 has been accepted by the Board of County Commissioners and recorded in the Teton County Clerk’s records.

Roads adjacent to NSP-2 and NSP-3 blocks have on-street parking and paved alleyways, at least 20 feet wide, are provided for internal access to the blocks. On-street parking is required for at least 30% of each NSP-2/NSP-3 block face, unless it is a single loaded street with development only on one side. The applicant consolidated on-street parking to a single side of subject roads, to prioritize

landscape buffers between the road and pathways, which Staff supports. At the request of the County Engineer and Road & Levee Manager, on-street parking is prohibited on the East-West Connector. Public Works staff requested that the applicant reduce the road widths as much as is feasible, except for the minimum necessary to accommodate START buses (11 ft min width per lane), as a mitigation tactic to discourage speeding in the neighborhood.

The applicant is requesting some flexibility from the intersection separation standards in LDR Sec. [7.6.4.K.3.](#), shown below, which apply to three different situations; Individual driveway spacing, major collector intersection separation, and local minor street and alleyway intersections.

Functional Class	Arterials	Collectors		Local		
		Major	Minor	Major	Minor	Driveway Approach
Minimum Separation (feet)	2,500	600	300	125	125	125 (see Subsec. b. below)

Driveway approaches for NSP-1 lots that front directly onto local roads (ex. Blocks M, N, O, Q) will not be able to achieve the 125 ft separation due to the maximum lot size. Staff finds that the standard from Division 7.6 for individual driveways is not applicable based on the vision outlined in the Neighborhood Plan for a denser town-like neighborhood. Instead, the vehicle access standards of Section 4.5.3.B.2 will apply.

The intersections of Road 1 and the East-West Connector Road with South Park Loop Road do not meet the 600 ft separation required for Major Collectors. Multiple points of connectivity were required by LDR Section 4.5.2.K which cannot be achieved without slightly closer intersections, and the applicant prioritized separating the intersections of High School Road/South Park Loop Road and Road 1/South. In response, additional turn lanes are proposed on South Park Loop Road, which the applicant has stated they will work with Teton County Road & Levee to achieve.

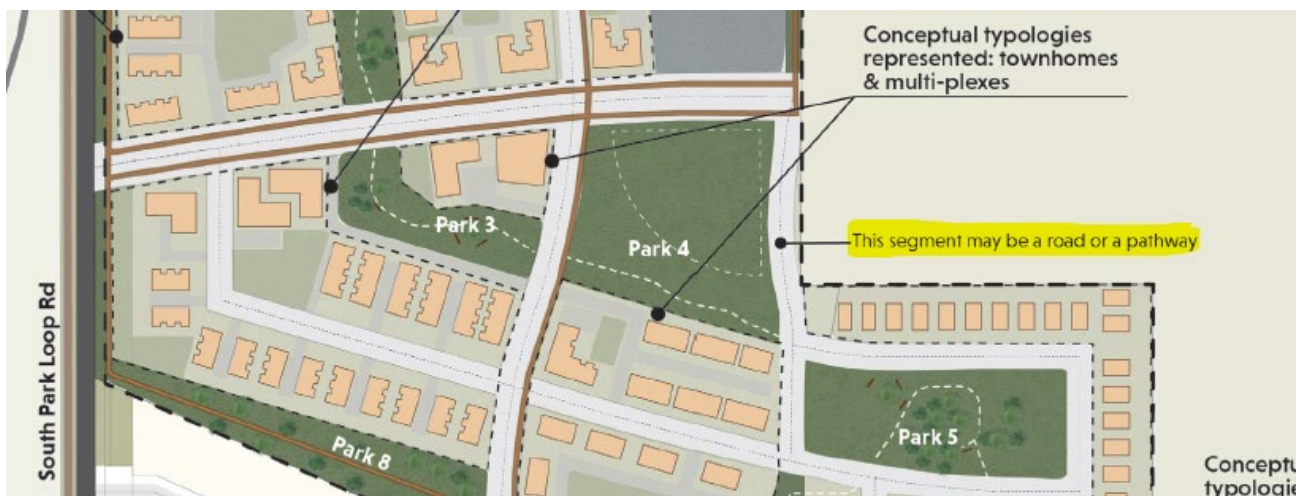
Lastly, there are some internal streets and alleyways that do not achieve the 125 ft separation for local road intersections. LDR Section 7.6.4.K.3 does not anticipate alleyways as they are unique to the NSP Development standards. The applicant is requesting flexibility based on the provision that the road design and layout will prioritize the complete streets envisioned in the neighborhood plan and urban road design patterns, while also maintaining sufficient emergency vehicle access. Curb cuts were minimized to the extent possible. These deviations for NSP development are not concerning to Staff and will help this development meet the design intent for this neighborhood.

Cul-de-sacs. Cul-de-sacs and dead ends are prohibited on street segments longer than 150'.

The East-West Connector roadway terminates at the boundary between NSP Area 1 and Area 2, and this last segment is over 350 feet, which does not comply with NSP road standards for cul-de-sacs. It was determined through the Master Site Plan process that the applicant could only be responsible for providing their portion of the "Connector" that was on their private property. The applicant has proposed three alternatives for the terminus of the East-West Connector Road (copied below) and requested flexibility from the County Engineer on this standard.

1. Option 1: Shown in the project plans. The applicant builds the East-West Connector Road east of Haystack Rd to the boundary of Area 2. There will be a turnaround provided.
2. Option 2: The applicant builds the East-West Connector Road east of Haystack Rd to the boundary of Area 2. There will be a turnaround provided. The applicant proposed to barricade the road until the exaction lands on Block F and Block G are developed with entrances.
3. Option 3: The applicant builds the East West Connector to provide access to the exaction lands on Block F and Block G only, with a turnaround provided at the terminus. The applicant bonds for the remainder of the road east of Haystack House Road until the roadway is needed to connect to Area 2. This will minimize the wear on tear and maintenance requirement on a future County asset.

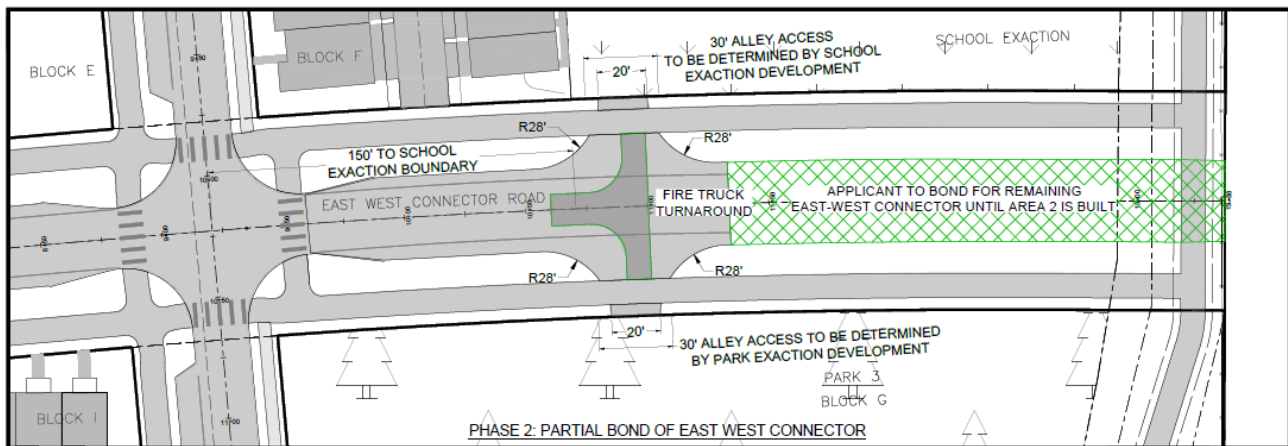
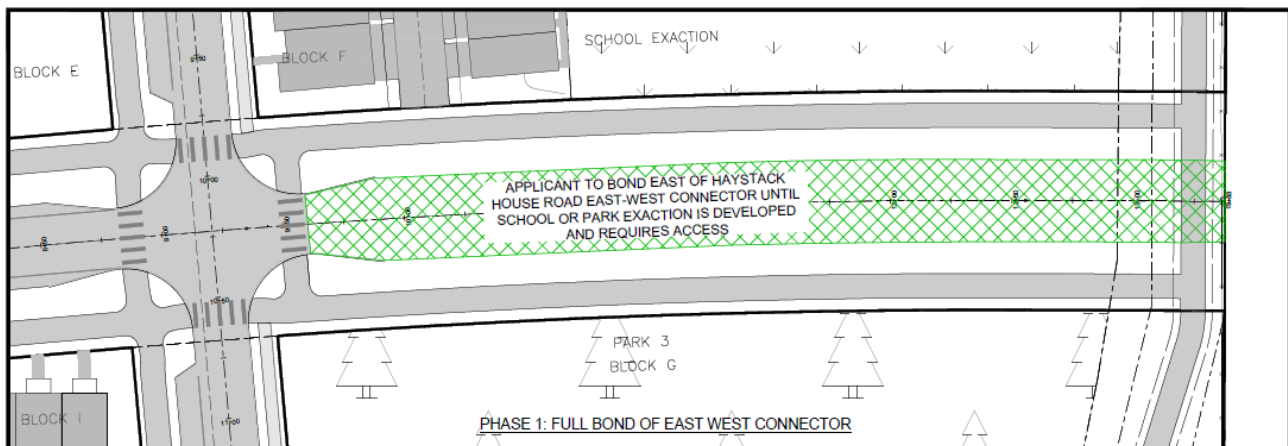
The County Engineer does not support the intentional construction of a dead-end roadway as part of NSP Area 1. The Master Site Plan (excerpt highlighted below) labeled the access connection between the Area 1 terminus of the East-West Connector Road and Road 6 in Block Q as "this segment may be a road or a pathway." The applicant states that this was for the benefit of Block G, which now contains Park 4 and no housing.



With the future of the East-West Connector being uncertain, the County Engineer strongly recommends that this access be constructed as both a road and a pathway, instead of just a pathway, to prevent a neighborhood with a dead-end road. The easement in this location is wide enough to accommodate both permanently, however, this solution could be considered temporary

if desired by the applicant. If the continuation of the East-West Connector through Area 2 comes to fruition, then the roadway part of that segment could be removed and reverted to just a pathway. There is benefit to isolated and protected pathways, however providing this connection and redundancy creates a better road network for this neighborhood, should road connection further east not be provided.

The applicant is opposed to this condition as reiterated in their September 4, 2026, memo, citing wildlife permeability, conflicts with utilities, and intersection separation concerns. The applicant instead offers a phased approach to bonding for the easternmost leg of the East-West Connector, described visually below, to avoid having a dead-end on a stretch of road longer than 150 feet. Bonding for critical infrastructure through a financial assurance has its own administrative challenges, especially with an unknown timeline for the rest of the roadway, but it is an option for the Board to consider.



Pathways. Provide sidewalks, pathways, or pedestrian facilities on both sides of all streets.

As required by the Complete Streets and Connectivity requirements, pathways are provided both in conjunction with roadways and through open spaces across Area 1. Per LDR Section 4.5.2.K.3.g., "Pathways shall have a minimum pavement width of ten feet." And Section 7.6.5. requires 12-foot

pathway easements when not located within a dedicated right-of-way. In consultation with the Jackson/Teton County Pathways Coordinator, easements of 16 feet are recommended for 10-foot-wide pathways, to allow for more space for maintenance, signage or other pathway amenities. However, recognizing that the applicant is following the minimum requirements of the LDRs, and structures are already designed near to pathways, which reduces the ability to expand the easement width. It was noted however, that pathway easements would abut townhouse common areas in many locations, which may still provide opportunity for collaboration with pathway needs. In areas where the pathway easements are significantly constrained, the Pathways Coordinator has requested a pavement width of only 8-ft, which is included in the Community Streets Plan as acceptable for constrained locations. The applicant shall coordinate with Jackson/Teton County Pathways Coordinator on where this reduction is appropriate, and which pathways may be accepted as public easements.

The applicant is responsible for constructing the pathway along the northern edge of NSP Area 1 and High School Road, within the exaction land previously provided to Teton County as part of the Porter Ranch Subdivision development. The applicant proposes placing the adjacent Leeks Ditch into a buried pipe under the pathway. While this is permitted by the warranty deed granted to Teton County for the exaction land, staff recommended that Leeks Ditch remains an open channel. This would simplify ditch maintenance and avoid the potential need for future pathway reconstruction. An at-grade path may encroach into the 15-foot ditch setback in accordance with LDR Section 7.7.4.D.3.f.

Phasing Plan (Section 4.5.1.C.1.v)

A phasing plan may be submitted to ensure the development, improvements, infrastructure, and public facilities, occur in logical sequence and/or to establish an alternative expiration...A development plan that includes both subdivision and physical development shall include a phasing plan, proposed by the applicant.

Complies as conditioned. During the Master Site Plan review the applicant requested a high level of flexibility in the sequence of block development across the site, having not yet finalized a potential order. Now the Development Plan describes the process in which the applicant intends to proceed directly into site-wide infrastructure installation and land conveyance for all blocks. Staff support this approach, as it ensures that all critical public infrastructure (i.e. roads, utilities, fire-fighting water supply, etc.) is completed and installed prior to any internal block development. The application also describes the timeline up until subdivision platting and conveyance of blocks.

Sequence Step	Entity	Projected Timeline
Permitting of Construction of Infrastructure	JHHR Holdings	8 weeks: After Development Plan is approved, Applicant prepares and submits permit applications. 6-8 months: Teton County, WYDEQ and Town of Jackson review and approve permits for infrastructure construction
Site Wide Infrastructure Construction	JHHR Holdings	18 months, depending on seasons/weather
Platting & Conveyance of Blocks and Exaction Land	JHHR Holdings	After completion of infrastructure: 8 weeks to survey and prepare plat application 6-8 months: Teton County review and approval of plat application
Individual Block Development	Recipients of Blocks	Commences after Blocks are conveyed, with infrastructure as described above

Commencement of individual block development is therefore not anticipated until 3-5 years after Development Plan approval. The application describes a general order of block-by-block development for each non-profit partner, meaning that no more than 2 restricted blocks are anticipated to be under construction at the same time. Timing for construction on each block is estimated to take between 15-24 months. Since townhouse style development is proposed for all restricted blocks, it is also assumed that a final subdivision plat will occur at this same time.

The applicant does not have any specific timeline for development of the unrestricted blocks. It is assumed that single-family lot division will occur shortly after land conveyance, and then individual lot owners will proceed with construction at their own pace. There are three unrestricted Blocks (Blocks C, K & L) which include multi-family housing, which could be developed concurrently or over many years.

As part of this phasing plan the applicant has requested an alternative expiration, tied to either recordation of Block subdivision plat for purposes of land conveyance or a Grading and Erosion Control permit is issued for the required infrastructure (Sec. 4.5.2.F.2.c.iii). Staff support the request but recommend some slight changes to the final expiration. Staff and the Planning Commission recommend that this Development Plan expire 8 years after the date of approval unless a Grading & Erosion Control permit is issued and completed for site wide infrastructure, and all restricted blocks have gone through initial plat and recordation with the Teton County Clerk and have been conveyed to a non-profit housing developer. Once both of those actions occur, then the Development Plan would not expire, and the block-by-block development could proceed over many years as described in the Phasing Plan.

Stormwater Management (Sec. 5.7.4.)

No physical development, use, development option, or subdivision shall cause adjacent landowners, water courses, channels, or conduits to receive stormwater runoff from the proposed development site at a higher peak flow rate or at higher velocities than would have resulted from the same storm event occurring over the site of the proposed development, use, or subdivision with the land in its previous condition.

Complies as conditioned. The application includes a stormwater management plan for NSP-2 and NSP-3 lots, which includes many smaller stormwater detention basins on each site. In some blocks, these overlap with snow storage locations, which the applicant has stated will be regularly maintained by HOAs or an ISD to ensure the infiltration and treatment effectiveness is not reduced by sediment or trash accumulation. High groundwater is common in NSP Area 1, especially on the east side of the site when adjacent to irrigated agricultural lands. In response, the applicant has overprovided stormwater storage and designed shallower basins so not to intercept groundwater. Individual lots in NSP-1 blocks will require their own plan in response to LDR Section 5.7.4. at time of development. Since the stormwater management on single-family lots will depend on future development, it will be especially important for each property owner to address. On these smaller lots, even if the scale of development does not trigger a grading & erosion control permit, a stormwater management plan will be required.

Refuse and Recycling (Section 6.4.2 & 5.1.3)

Residential and nonresidential uses shall provide containers or dumpsters to store all refuse and recyclable items accumulated between regularly scheduled transfers from the site... For nonresidential uses and residential uses of four or more units, refuse and recycle containers and dumpsters shall be stored in a building or screened on all sides to prevent viewing from adjoining streets and properties.

Complies. The applicant has provided updated site plans illustrating the location of shared dumpsters for those blocks that cannot accommodate individual unit trash containers. Single-family homes and some town homes are expected to have individual trash pickup and recycling collections in attached garages. All containers will be bear resistant and residents in each block will be encouraged to use the same service provider for coordinated pick up. Local trash collection companies were asked to review the site plans and according to the applicant have confirmed that there is adequate access for collection vehicles. Dumpsters shall not interfere with vehicle access, visibility of entrances/exits, or snow removal operations. Screening requirements shall apply to all dumpster locations, either in the form of landscaping or small areas of fencing. Staff will apply all LDR requirements at time of grading and building permits. Community recycling opportunities were encouraged by Teton County Integrated Solid Waste & Recycling, even if not a requirement in the LDRs. The applicant is supportive of future inclusion of a community recycling space in exaction land, but cannot otherwise accommodate this into the site plan.

INTERESTED PARTY ANALYSIS

DEPARTMENTAL REVIEWS

The application was sent to the following members of local departments and regional agencies. Where additional comments were not provided on this application, comments from the Master Site Plan remain included. Staff attempted to summarize highlights below and full letters from each commenter are attached to this report along with the applicant's response to the comments.

Teton County Engineer, Amy Ramage

- Emphasizes need for off-site transportation improvements on High School Road, and preference for applicant constructed improvements over fee collection
- Narrow the East-West Connector roadway where appropriate and evaluate wider sidewalks.
- East/West Connector dead end road is unacceptable; connect to rest of road network.
- Add details for raised crosswalks and pathway crossings.
- Additional details on the stormwater management plan/analysis of performance under high groundwater conditions were requested in the original submittal.
- Construction traffic control plan is lacking and requires coordination with Town of Jackson Public Works staff.
- Opposed to piping Leeks Ditch adjacent to County Pathway; recommend evaluating open-channel alternatives.
- Address maneuverability and snow storage issues, especially in dead-end alleys.

Jackson/Teton County START Bus Transit Director, Mike Toronto

- Minimum 11 ft travel lanes required on Haystack Road & East-West Connector to accommodate future START Bus service

Jackson/Teton County Pathways Coordinator, Brian Schilling

- 16 ft easements are recommended for 10 ft wide pathways, to provide space for maintenance and amenities. Alternative is 8 ft pathways in 12 ft easements.
- Maximize buffer widths between roads and pathways, provide 6 ft and include street trees where possible to further protect pathways and improve streetscape.
- Narrowing the East-West Connector pavement will reduce speeds, also recommend reducing parallel parking space widths to 8 ft.
- Provide a standard detail for elevated/continuous crossing for pathways and sidewalks, reduce the width of street crossings where feasible.
- Avoid multiple threat pathway crossing conditions through refuge islands, turn lane elimination, etc.

Teton Conservation District Executive Director, Carlin Girard

- Recommends continuity within stormwater conveyance and detention system to address possible overflow.
- Maintenance of snow storage and storm water detention (including street cleaning) will be important for future HOAs.

- Emphasizes importance of following landscaping plans with specific identified species.
- Recommends managing active irrigation ditch systems with the WY State Engineers Office prior to subdividing.

Teton County Transportation Manager, Dr. Charlotte Frei

- Continue supporting the previously established nexus/proportionality methodology and off-site transportation contribution.
- Incorporate improved intersection daylighting and sight-distance standards.
- Include measurable TDM performance standards with ongoing monitoring and adaptive management.
- Clarify certain construction traffic restrictions relative to High School Road and recommends including all nearby public schools in the “bell time” construction traffic prohibitions.
- Establish a Transportation Management Association (TMA) to monitor traffic performance and implement future TDM measures.
- Recommends one or more mobility hubs in Area 1 and requests continued coordination with START, Pathways and transportation staff during construction.

Teton County Public Works Project Manager, Chris Colligan

- Maintain contiguous east-west wildlife movement corridor, reconfigure or buffer Block Q to improve wildlife movement and reduce wildlife entrapment.
- Recommend extending the natural vegetation corridor along South Park Loop Road
- Provide a detailed landscaping plan emphasizing non-palatable, native, water-wise species.
- Consider relocating pathways to preserve continuous wildlife corridors near future school sites.

Wyoming Game & Fish Department Deputy Director, Doug Brimeyer

- Recognize that high density development deters most wildlife, and NSP Area 1 is not managed as crucial or vital wildlife habitat, or as landscape connectivity.
- Many recommendations to reduce human-wildlife conflicts already included in LDRs (i.e. wildlife friendly fencing with limited exclusionary fencing, prohibiting ponds & landscaping standards to avoid attractants.)
- Consider passive parks and permeability between housing units.

Teton County School District No. 1 Superintendent of Schools, Dr. Gillian Chapman

- The state requires 10 acres for an elementary school and play area. Locating Park space next to the school exaction site could help meet state requirements.

Jackson/Teton County Affordable Housing Department, Kristi Malone

- Monitoring report must include buildout analysis, ownership changes of restricted homes, and copies of all applicable ground leases.
- Requested conditions regarding timing of land conveyance and certificate of occupancy for first 17 deed restricted homes.

- Deed restrictions and/or ground leases shall be recorded prior to Certificate of Occupancy.
- Development Plan establishes minimum density for restricted blocks and maximum for unrestricted blocks.

Jackson/Teton County Parks and Recreation Projects Manager, Max Moran

- Parks 6, 7 & 8 should be owned and maintained by the future Homeowners Association.
- No construction staging should occur on park exaction land without County permission.

Town of Jackson Planning Director, Paul Anthony, and Director of Public Works, Johnny Ziem

- Will-Serve Letter was provided by Town of Jackson Public Works.
- Town has contemplated development of Northern South Park in water & sewer capacity studies and anticipates providing future services to NSP.

Jackson/Teton County Fire Marshal, Raymond Lane

- Reminder of applicable Fire & Wildland Urban Interface (WUI) codes.
- Adequate hydrant system for firefighting water supply must be functional prior to combustible construction materials being brought on site.
- Additional Fire Department permits may be required after Development Plan for water supply, fire sprinklers, buried propane, etc.

Teton County Integrated Solid Waste & Recycling Superintendent, Rebecca Kiefer

- Dedicated refuse and recycling areas were not clearly identified in higher-density blocks
- Alleyways, especially those with dead ends, shall demonstrate how collection vehicles can access for pick up year-round.
- Bear-resistant container requirements will apply
- Consider community recycling opportunities integrated with neighborhood amenities

Teton County Water Resources Coordinator, Christopher Peltz

- Clarify overlap between snow storage and stormwater facilities and explain long-term maintenance.
- Demonstrate that snow storage areas are accessible and functional for snow removal equipment.
- Address impacts of shallow groundwater on stormwater infiltration performance.
- Include additional information on sewer system groundwater intrusion prevention, manhole sealing, and long-term maintenance.

Teton County Road & Levee Superintendent, Tony Havel

- Support use of the on-site gravel pit haul route to reduce truck traffic on South Park Loop Road.
- Requests applicant construct the southbound left-turn lane on South Park Loop Road in conjunction with the East West Connector Road intersection
- Revise East-West Connector alignment to accommodate future roadway widening for the turn lane.

Wyoming Department of Environmental Quality, Bradley Ellis & State Engineer's Office, Preston Konop

- Chapter 23 review is required prior to Subdivision Plat in accordance with Wyoming Title 18-5-304.
- Future water distribution plan shall be presented to the State Board of Control.

PUBLIC COMMENT

Notice of this hearing was mailed to property owners within 800 feet of the site on June 22, 2026. Notice of the Board of County Commissioners meeting was published in the Jackson Hole News and Guide on August 19, 2026. A notice was also posted on the site on July 17, 2026. As of the publishing of this report multiple comments have been received by Planning staff and are attached to this report.

LEGAL REVIEW

Gingery

PLANNING COMMISSION ANALYSIS

This application was first presented to the Teton County Planning Commission at their July 27, 2026, meeting. The Planning Commission heard a presentation from staff and public comments, and continued the item to the August 10, 2026 meeting for further discussion. At the August 10, 2026, meeting, the Planning Commission heard an additional presentation from staff, and heard from the applicant, and discussed the application and the conditions. The Planning Commission made some edits to the language of suggested conditions #2 Parks & Pathways (adding condition 2.e.), #3 Off-Site Transportation Impacts, #6 Monitoring, and #9 Expiration. The Planning Commission voted 4-1 in favor (Commissioner Weiss opposed) of recommending approval of the Development Plan with these revised conditions, based on the findings recommended by the Planning Director. The edits/additions made to conditions of approval by the Planning Commission are shown in the recommendation below in italics.

RECOMMENDATIONS

The Planning Director and Planning Commission recommend **APPROVAL** of **DEV2026-0002**, the application submitted April 23, 2026, and updated July 2, 2026 and July 21, 2026, for the Northern South Park Overlay Area 1 Development Plan, with the following conditions, based on the recommended findings.

1. Affordable Workforce Housing Standards

- a. Land conveyance to the approved non-profit housing developers for all restricted blocks shall occur prior to the submittal of any building permit applications for unrestricted block development; and
- b. Once 83 new unrestricted dwelling units in NSP Area 1 have been issued building permits, then no additional unrestricted building permits will be issued until at least 17 restricted dwelling units have received Certificate of Occupancy. Documentation

of this condition shall be recorded against all unrestricted lots of record to inform future buyers, until the condition is satisfied; and

- c. The 6 identified existing dwelling units located in Block M ("Suburban Blocks 1-4") and Block N ("Rural Lots 1-2") are not subject to the above condition 1.b. and instead will be subject to the affordable workforce housing mitigation standards of LDR Section 6.3 applicable at time of application for building permits.

2. Parks & Pathways

- a. Park 6 (Block O Greenspace), Park 7, and Park 8 shall be owned and maintained by the future Homeowners Association; and
- b. The applicant is responsible for the initial construction of all pathways, both internal and on the northern boundary of Area 1, and pathway easement shall be dedicated to public use. At the discretion of Jackson/Teton County Community Pathways, those pathways located on private property shall be the responsibility of the future Homeowners Association(s) to maintain. Pathways in public parks and public streets will be adopted into the Community Pathway network; and
- c. Leeks Ditch shall remain an open channel within the pathway exaction land owned by Teton County, and the at-grade pathway may encroach into the 15-foot ditch setback in accordance with LDR Section 7.7.4.D.3.f. *except that where necessary to accommodate the pathway, road crossings, or to avoid existing utility easements, Leeks Ditch may be placed into a culvert or pipe. Where piped, the applicant shall design the pipe and any adjacent landscaping to avoid deterioration or blockage and reduce potential future maintenance needs; and*
- d. Exclusionary (non-wildlife friendly) fencing is prohibited in the side yards of those lots in Block N (Lots 17, 18, 28 & 29) which abut pathway easements.
- e. *In Block Q & N, the applicant shall provide open space and/or pathways in the location of Lots #15 (Block Q) and #35 (Block N) to connect Parks 4 and Park 5 to the exterior of Area 1 for wildlife permeability. These residential units may still be relocated elsewhere in Area 1 if supported by the LDRs.*

3. Off-site Transportation Impacts.

Within 5 years of recording the first subdivision plat (including initial plat), the applicant shall complete the following off-site transportation improvements *proportional to the Area 1 share of impacts* and not to exceed \$3,506,000 (based on 2030 dollars and adjusted for inflation if calculated after that), to the satisfaction of Teton County Engineer in accordance with a future Subdivision Improvements Agreement between the applicant and Teton County, detailing the engineering estimates, construction timelines, and *financial assurance in accordance with LDR Section 8.2.11*, to be signed prior to plat recordation.

- a. South Park Loop Road & High School Road Intersection Roundabout: The applicant shall obtain a permit and construct a fully functional single-lane roundabout at the intersection of South Park Loop Road and High School Road, consistent with an intersection control design provided by Teton County.
 - i. Engineering and design plans shall conform to the standards of the American Association of State Highway and Transportation Officials (AASHTO) and

Teton County Road Standards and be approved by the County Engineer prior to the issuance of a Grading Permit for the project.

- b. High School Road Frontage and Corridor Improvements (Area 1): The applicant shall obtain a permit and construct comprehensive frontage and multimodal corridor improvements along the entire Area 1 frontage of High School Road from South Park Loop Road to the eastern boundary of Area 1 consistent with a design provided by Teton County.
 - i. Improvements shall include dedicated bicycle and pedestrian connectivity facilities, high-visibility pedestrian crosswalks, rapid flashing beacons/associated signage, and the development of vehicle turn lanes and medians as determined necessary by the County Engineer.
- c. High School Road Southside Pathway Connection: The applicant shall obtain a permit and construct a continuous multi-use active pathway on the south side of High School Road consistent with a design provided by Teton County.
 - i. The pathway shall extend from the eastern boundary of Area 1, along the north boundary of Area 2, and link directly with the existing Central Wyoming College (CWC) and High School pathway networks.
 - ii. All pathway segments constructed by the applicant shall be located entirely within existing County Right-of-Way (ROW), easement, or dedicated pathway exaction. Teton County shall lead and be responsible for pursuing and acquiring any necessary public Right-of-Way or easements.

4. East-West Connector Road.

- a. A final cross section for construction of the East-West Connector Road in Area 1 shall be approved by the County Engineer at Grading & Erosion Control permit for site-wide infrastructure; and
- b. The applicant shall construct a road or alleyway, in addition to a pathway, between the eastern terminus of the East-West Road and Road 6 to the south as part of the site-wide infrastructure installation prior to block development. This vehicular roadway connection may be removed if approved by the County Engineer should the remainder of the East-West Connector be constructed to either Highway 89 or High School Road/Gregory Lane.

5. Firefighting Water Supply shall be installed, functional, and inspected by Jackson Hole Fire/EMS, prior to any combustible construction materials being brought to the site.

6. Monitoring. The applicant shall submit to the Teton County Planning Director an annual monitoring report by February 1st of the year following. The report shall include the following.

- a. Reporting on the Construction Traffic Management Plan (i.e. conditions prior to occupancy) including status of CTMP commitments, baseline traffic conditions, haul routes, complaint tracking, road conditions, and any corrective actions; and
- b. Monitoring the Transportation Demand Management Plan (i.e. conditions post-occupancy) if applicable pursuant to the approved reporting schedule; and
- c. The status of the provision of exaction land; and
- d. Buildout analysis of the number of restricted and unrestricted units with both issued and finalized (*with Certificate of Occupancy*) building permits; and

- e. Copies of all applicable ground leases for restricted units and updates of any ownership changes of restricted homes.
- 7. Stormwater.** Regardless of the thresholds for Grading & Erosion Control permits, each lot in NSP-1 blocks shall include a stormwater management plan with the corresponding building permit application.
- 8. Construction Traffic.** All Blocks and Single-family Lots in Area 1 shall be subject to the Construction Traffic Management Plan and conditioned at time of building permit(s).
- 9. Expiration.** This Development Plan shall expire *8 years* after the date of approval unless a Grading & Erosion Control permit is issued and completed for site wide infrastructure, and *all restricted blocks have gone* through initial subdivision plat approval and recordation with the Teton County Clerk and been conveyed to a non-profit housing developer.

PLANNING DIRECTOR RECOMMENDED FINDINGS

Pursuant to Section 8.3.2.C, of the Land Development Regulations, a Development Plan shall be approved only if all the following findings are made.

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

Can Be Made. The Comprehensive Plan identifies Northern South Park as an appropriate location to accommodate the community's growth management objectives. The desired future character of this transitional neighborhood was further described in the Northern South Park Neighborhood Plan, developed through a public engagement process which envisioned *"a mixed-income, multi-modal Complete Neighborhood that delivers a high quality of life for residents, minimizes impacts to surrounding communities and ecosystems, and provides a significant quantity of deed-restricted housing for people working in Teton County"*. The Master Site Plan which preceded this Development Plan was shown to meet the goals of the Neighborhood Plan. This Development Plan demonstrates consistency with the approved Master Site Plan throughout the many different elements, including, but not limited to neighborhood design; schools and parks; street, sidewalk and pathway connectivity and complete streets; support of off-site transportation improvements; connection to public utilities; block size, layout, and density; open space layout; maximum dwelling units; and the 70% affordable housing.

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

Can be Made. Pursuant to LDR Sec 4.5.2.D, "Subdivision, use, and development shall be exempt from the standards of the Scenic Resources Overlay (Sec 5.3.2.) and Natural Resources Overlay, Tiered Habitat Protection Standards (Sec 5.2.1.)." Area 1 is outside the Sage Grouse Management Area, and there are no trumpeter swan or bald eagle nests on site or in the vicinity.

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

Can Be Made as conditioned. The proposed development will connect to the Town of Jackson's municipal water and sewer systems, as documented by the Town's Will-Serve letter included with the application materials. As part of the proposal, the property owner has granted an easement to the Town of Jackson for the construction of municipal water wells, a pump house, and a water treatment facility. These facilities are intended to support the Town's long-term water system needs, including addressing existing water supply constraints in West Jackson while providing service capacity for the proposed development. The applicant will also be responsible for paying all applicable water and sewer connection fees to the Town of Jackson.

Consistent with the LDR exaction requirements and the approved Master Site Plan, all required exaction lands for schools and parks are provided on-site. The proposal includes the dedication of several neighborhood parks to Teton County, as well as land along High School Road and adjacent to Area 2 for future dedication to the Teton County School District.

The development incorporates firefighting water supply through fire hydrants, and automatic fire sprinkler systems are required within multifamily buildings. Emergency services to the area are currently provided by local law enforcement agencies and by Fire/EMS from the Adams Canyon area and Fire Station No. 1 in Jackson. The proposed street network roadway widths and turning radii are designed to accommodate emergency vehicle access and provide multiple points of circulation throughout the neighborhood.

The Master Site Plan was designed to promote multimodal forms of transportation and manage the generation of neighborhood-related traffic to avoid undermining community character and endangering the public health, safety and welfare. Transportation improvements, Transportation Demand Management, and Construction Traffic Management Plan strategies associated with the project are consistent with the requirements of LDR Section 4.5.2 and the conditions of approval for the Master Site Plan. Area 1 was required to provide a 90-foot-wide easement to Teton County for the future East-West Connector roadway. The applicant is responsible for all on-site road and infrastructure improvements. In addition, off-site transportation improvements along High School Road will be required per the proportional impact of Area 1 development. The proposal also includes construction of pathways along the northern and western boundaries of Area 1, and throughout the development, improving pedestrian and bicycle connectivity for West Jackson.

4. *Complies with all relevant standards of these LDRs and other County Resolutions; and*

Can be made as conditioned. All standards of these LDRs have been met or met as conditioned per the information provided in the application materials and summarized above in the staff report. Each block demonstrates general compliance with the applicable NSP Development Standards of Division 4.5. All other LDRs that cannot be determined to be met at this time shall

apply at the time of Building Permit review as the individual lots and blocks are built out. No County Resolutions are applicable to this development.

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

Can Be Made. This Development Plan is in substantial conformance with the approved Master Site Plan for Area 1 of the Northern South Park Incentive Overlay (MSC2024-0037) and the 9 conditions of approval, listed in the above staff report.

ATTACHMENTS

- Response to Comprehensive Plan Policy Objectives
- Applicant Memo Response to Conditions (dated 9/4/26)
- Transportation Demand Management Plan (updated 7/21/26)
- Site & Block Plan Overviews
- Plan Review Committee Comments
- Public Comment
- [DEV2026-0002 Full Application \(4/23/26\) and responses \(6/22/26 & 7/2/26\) \(digital only\)](#)
- [MSC2024-0037 Recorded Master Site Plan \(digital only\)](#)
- [Northern South Park Neighborhood Plan \(digital only\)](#)

SUGGESTED MOTION

I move to APPROVE **DEV2026-0002**, the application submitted April 23, 2026, and updated July 2, 2026, and July 21, 2026, for the Northern South Park Overlay Area 1 Development Plan, with the following conditions, based on the findings recommended by the Planning Director.

1. Affordable Workforce Housing Standards

- a. Land conveyance to the approved non-profit housing developers for all restricted blocks shall occur prior to the submittal of any building permit applications for unrestricted block development; and
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- d. Exclusionary (non-wildlife friendly) fencing is prohibited in the side yards of those lots in Block N (Lots 17,18, 28 & 29) which abut pathway easements.
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improvements along the entire Area 1 frontage of High School Road from South Park Loop Road to the eastern boundary of Area 1 consistent with a design provided by Teton County.

- i. Improvements shall include dedicated bicycle and pedestrian connectivity facilities, high-visibility pedestrian crosswalks, rapid flashing beacons/associated signage, and the development of vehicle turn lanes and medians as determined necessary by the County Engineer.
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- b. The applicant shall construct a road or alleyway, in addition to a pathway, between the eastern terminus of the East-West Road and Road 6 to the south as part of the site-wide infrastructure installation prior to block development. This vehicular roadway connection may be removed if approved by the County Engineer should the remainder of the East-West Connector be constructed to either Highway 89 or High School Road/Gregory Lane.

5. Firefighting Water Supply shall be installed, functional, and inspected by Jackson Hole Fire/EMS, prior to any combustible construction materials being brought to the site.

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- b. Monitoring the Transportation Demand Management Plan (i.e. conditions post-occupancy) if applicable pursuant to the approved reporting schedule; and
- c. The status of the provision of exaction land; and
- d. Buildout analysis of the number of restricted and unrestricted units with both issued and finalized (with Certificate of Occupancy) building permits; and

- e. Copies of all applicable ground leases for restricted units and updates of any ownership changes of restricted homes.
- 7. **Stormwater.** Regardless of the thresholds for Grading & Erosion Control permits, each lot in NSP-1 blocks shall include a stormwater management plan with the corresponding building permit application.
- 8. **Construction Traffic.** All Blocks and Single-family Lots in Area 1 shall be subject to the Construction Traffic Management Plan and conditioned at time of building permit(s).
- 9. **Expiration.** This Development Plan shall expire 8 years after the date of approval unless a Grading & Erosion Control permit is issued and completed for site wide infrastructure, and all restricted blocks have gone through initial subdivision plat approval and recordation with the Teton County Clerk and been conveyed to a non-profit housing developer.

Attachment 1: Response to Comprehensive Plan District Policy Objectives.

4.1.b. Emphasize a variety of housing types, including deed-restricted housing

Complies. This proposal includes 70% affordable housing and a variety of housing types.

4.1.d: Maintain Jackson as the economic center of the region

Complies. This development is immediately adjacent to Town of Jackson limits.

4.2.c: Create vibrant walkable mixed use Subareas

Complies. This development emphasizes pedestrian and multi-modal transportation options.

4.3.a: Preserve and enhance Stable Subareas

Not applicable. Northern South park is a transitional subarea.

4.3.b: Develop Transitional Subareas

Complies. This new development is in the transitional Northern South park subarea.

4.4.b Enhance Jackson gateways

Not applicable. The gateway is located along Highway 89 which is not included in this project area.

5.3.b. Preserve existing workforce housing stock.

Not applicable. The site does not include any existing workforce housing stock.

6.2.b. Support business located in the community because of our lifestyle.

Complies. No new commercial business will be established in this neighborhood, but additional affordable workforce housing will increase support for existing businesses in the community.

6.2.c: Encourage local entrepreneurial opportunities

Complies. Home occupations are allowed within the dwelling units proposed in this development.

7.1.a. Increase the capacity for walking, biking, carpooling and riding transit.

Complies. This development emphasizes pedestrian and multi-modal transportation options and adds to the community pathway network.

7.1.f. Complete major transportation projects based on Major Capital Group approach.

Complies. This development is required to contribute to High School Road transportation improvements.



4 September 2026

Teton County Board of County Commissioners
via email only: cwindom@tetoncountywy.gov

Re: Response to DEV2026-0002 Condition 3

Dear Chair Newcomb and County Commissioners,

Following a thorough review of the staff-proposed conditions for the Northern South Park Area 1 (NSP Area 1) Development Plan and listening to the public's clear pedestrian safety concerns and roundabout objections, JHHR Holdings I, LLC is pleased to submit an improved traffic mitigation condition for your consideration (the "Optimized Condition 3"). The Optimized Condition 3 is on page 3 of this letter.

Optimized Condition 3 fully embraces the spirit and intent of the staff's original Condition 3, while maximizing the practical, real-world advantages for the community. Specifically, the Optimized Condition 3 achieves two critical goals:

1. Addresses Public Safety and Connectivity Concerns: This Optimized Condition 3 directly responds to community concerns by improving pedestrian access and safety, especially for kids, along High School Road. It provides a detached pedestrian facility connecting the west side of High School Road to nearby schools, including Jackson Hole High School and Colter Elementary School.

These improvements will benefit NSP Area 1 as well as neighboring communities, including Cottonwood Park Subdivision and the Dairy Subdivision, by creating safer and more direct connections to schools and existing pathways. They will also strengthen Area 1's Traffic Demand Management (TDM) program by improving multimodal connectivity to the broader community pathway network.

In addition, the Optimized Condition 3 includes a key vehicular improvement requested by County staff during the Planning Review Committee (PRC) process: a dedicated southbound left-turn lane at the intersection of South Park Loop Road and the East-West Connector. Although the project's Traffic Impact Analysis (TIA) indicates this turn-lane improvement is not required until or if Area 2 is completed, the applicant is offering it ahead of schedule to support the County's current operational goals.

Under the Optimized Condition 3, the applicant will construct these improvements during our site-wide infrastructure phase, ensuring that the public safety and connectivity benefits are in place prior to residential development in NSP Area 1.

To address this goal, the applicant is proposing to construct the following offsite infrastructure improvements for an estimated \$669,000 (a-c below are shown in the attached exhibit):

- a. A 10' detached paved pathway with a curb, gutter, and buffer on the south side of High School Road, connecting Area 1 to Central Wyoming College's existing pathway;
- b. An 8' detached concrete sidewalk with a buffer on the north side of High School Road, connecting Rangeview Drive to South Park Loop Road;
- c. Two pedestrian crossings equipped with Rectangular Rapid Flashing Beacons (RRFB) and associated high-visibility crosswalk striping; and



- d. A dedicated southbound left-turn lane at the intersection of South Park Loop Road and the East-West Connector (included as an offsite improvement as recommended by staff during the PRC review).
2. Optimizes County Capital and Flexibility: By constructing these targeted safety improvements directly, the applicant preserves remaining capital funding (\$2,837,055) for the County's broader transportation priorities in the West Jackson Transportation Study Area.

This approach gives the County greater flexibility to allocate resources where they are most needed along the High School Road corridor, rather than limiting available funds to improvements immediately adjacent to the Area 1 development.

The Optimized Condition 3 respects the public's safety concerns regarding roundabouts and children. It also acknowledges that staff's proposed corridor improvements are based on a study that has not been formally adopted by either the Town or County. Accordingly, the County and also the Town will need to conduct a formal public process to define long-term corridor improvements, authorize public spending, and approve related budgets. That process may consider substantial upgrades to High School Road, including potential widening to four lanes, as contemplated in the County Transportation Manager's list of West Jackson Infrastructure Projects.

The County and Town process to define and prioritize the potential corridor improvements would also need to include a community-wide planning effort with neighbors and key stakeholders, including TCSD trustees, staff and affected property owners. Those improvements would address both the existing, well-documented challenges on High School Road and anticipated future traffic impacts.

While those upgrades for High School Road are still conceptual, the Optimized Condition 3 is a mitigation structure that will deliver pedestrian infrastructure improvements with a defined scope, timeline and cost borne by the applicant.

We believe the Optimized Condition 3 represents a true win-win scenario—guaranteeing immediate, high-quality pedestrian safety enhancements for students and residents while empowering the County with the financial flexibility to manage and optimize its corridor improvements effectively for lasting public benefits.

We welcome the opportunity to discuss this collaborative solution further and are happy to provide any additional information needed before the September 15th hearing.

Sincerely,

JORGENSEN ASSOCIATES, Inc.

Jaclyn Knorr, P.E.

Enclosures: Optimized Condition 3 and Exhibit

CC: Heather Overholser, Keith Gingery, Amberley Baker



Optimized Condition 3

According to the framework established by the County, the traffic impact fee will be paid on each unit in Area 1 as shown in Table A, below. Based on 557 units the total traffic impact fee calculation for Area 1 would be \$3,506,055.

Table A: Traffic Impact Fee by Block

Block	Unit Counts	AM Peak Hour Trips	Cost/Block
Block A	32	13	\$ 171,346
Block B	38	16	\$ 210,888
Block C	17	8	\$ 105,444
Block D	66	27	\$ 355,873
Block E	64	26	\$ 342,692
Block F	32	13	\$ 171,346
Block G	0	0	\$ -
Block H	28	13	\$ 171,346
Block I	63	26	\$ 342,692
Block J	18	13	\$ 171,346
Block K	32	13	\$ 171,346
Block L	32	16	\$ 210,888
Block M	13	9	\$ 118,624
Block N	38	27	\$ 355,873
Block O	24	17	\$ 224,068
Block P	45	18	\$ 237,248
Block Q	15	11	\$ 144,985

The traffic impact fee will be paid as follows:

1. The applicant's Grading and Erosion Control permit for the site-wide infrastructure for Area 1 will include the following off-site improvements within the County's right of way (the "Off-Site Improvements"):
 - a. a 10' detached paved pathway with a curb, gutter, and buffer on the south side of High School Road connecting Area 1 to Central Wyoming College's existing pathway;
 - b. an 8' detached concrete sidewalk with a buffer on the north side of High School Road connecting Rangeview Drive to South Park Loop Road; and
 - c. two pedestrian crossings with Rectangular Rapid Flashing Beacons and associated high-visibility crosswalk striping; and
 - d. a dedicated southbound left turn lane at the intersection of South Park Loop Road and the East West Connector.
2. The Off-Site Improvements will be constructed by the applicant with the site-wide infrastructure for Area 1. The total design, permitting, and construction costs of the Off-Site Improvements will not exceed \$669,000, which is the estimated cost of the Off-Site Improvements.
3. When the Off-Site Improvements are completed by the applicant, the total of the traffic impact fees associated with Blocks C, K, L, M, N, O and Q (the "Unrestricted Blocks") will be credited (reduced) on a dollar-for-dollar basis by all documented costs actually incurred by the applicant in connection with the design, permitting and construction of the Off-Site Improvements, which costs will be reported by the applicant to the County (the "Off-Site Credit"). The County shall not unreasonably withhold, condition, or delay its acceptance of the Off-Site Improvements or approval of properly documented Off-Site Credit amounts.

4 September 2026

Mark Newcomb, Board Chair
Teton County Board of County Commissioners
via only email: cwindom@tetoncountywy.gov

Re: Response to DEV2026-0002 Condition 2.d, 2.e and 4.b
Open Space and Wildlife Permeability

Dear Chair Newcomb and County Commissioners,

On behalf of JHHR Holdings I, LLC, we are submitting this letter and accompanying exhibits to propose alternative conditions that meaningfully promote wildlife permeability and enhance open space within Northern South Park Area 1 (NSP Area 1). The intent of this memo is to improve the Planning Commission's recommended Conditions 2.d, 2.e, and 4.b.

The existing recommended conditions are below for reference:

2. d. Exclusionary (non-wildlife friendly) fencing is prohibited in the side yards of Block N Lots 17,18, 28 & 29 which abut pathway easements.
2. e. In Block Q & N, the applicant shall provide open space and/or pathways in the location of Lots #15 (Block Q) and #35 (Block N) to connect Parks 4 and Park 5 to the exterior of Area 1 for wildlife permeability. These residential units may still be relocated elsewhere in Area 1 if supported by the LDRs.
4. b. The applicant shall construct a road or alleyway, in addition to a pathway, between the eastern terminus of the East-West Road and Road 6 to the south as part of the site-wide infrastructure installation prior to block development. This vehicular roadway connection may be removed if approved by the County Engineer should the remainder of the East-West Connector be constructed to either Highway 89 or High School Road/Gregory Lane.

Following the Planning Commission's 4-1 approval, our project team carefully analyzed these recommended conditions regarding wildlife permeability and open space requirements near Parks 4, 5, and Park 6—specifically their directive to utilize Lots #15 (Block Q) and #35 (Block N) to establish connection corridors to the exterior of Area 1. The applicant also met with the Conservation Alliance to review our site design and gather constructive feedback on wildlife and open space permeability.

Upon review, the applicant proposes the following updates and rationale:

1. Pathway Relocation (Block N): We propose relocating the pathway in Block N from between Lots 28 and 29 north to sit between Lots 33 and 34. This new location sits directly east of Park 5 and is adjacent to the pedestrian improvements on Road 2, significantly improving overall connectivity and wildlife permeability. The attached Exhibit 1 depicts the updated location.
2. Permeability vs. Fencing (Block Q): Lot 15 in Block Q is already adjacent to the pathway proposed in the open space along the eastern boundary of Area 1. Therefore, adding a redundant pathway within this lot would not create additional open space as requested by Planning Commission Condition 2.e. Instead, the applicant proposes an alternative condition to completely prohibit standard fencing across all NSP-1 blocks (Blocks M, N, O, P, and Q), with narrow exceptions for garden fences and dog runs (provided they do not encroach into structural setbacks). This condition is consistent with the Porter Ranch Subdivision CC&R fence provisions and will create site-wide permeability on the southeast side of the development.

3. Preventing Open Space Fragmentation: While reviewing the open space and wildlife permeability near Lot 15, we identified a critical fragmentation issue created by Condition 4.b. Requiring an alley to connect the eastern terminus of the East-West Connector to Road 6 would directly dissect the contiguous open space along the eastern boundary of Area 1. This conditioned alley terminus would land directly near Lot 15, the very area the Planning Commission highlighted as vital for wildlife movement. The attached exhibits illustrate this fragmentation. To protect this corridor, the applicant requests maintaining our original proposal of keeping only open space along the eastern boundary, which is consistent with our approved Master Site Plan and provide a financial assurance agreement for the East-West Connector east of Haystack House Road, if and when it becomes necessary to build.

Below are alternative recommended conditions for your consideration:

2. d. Underground electronic fencing to restrain and control dogs is permitted on Blocks M, N, O, P, and Q. All other fencing is prohibited on Blocks M, N, O, P, and Q with the following exceptions, provided they do not encroach into the structure setbacks and a special purpose fencing exemption is approved by the Teton County Planning Director:
 - Garden fences; and
 - Fences enclosing a dog run.

This requirement will be included in the CC&Rs for Blocks M, N, O, P and Q.

2. e. To enhance wildlife permeability the Block N pathway shall be relocated from between Lots 28 and 29 to between Lots 33 and 34 to connect Parks 4 and Park 5 to the exterior of Area 1. This shift in pathway location has caused Block N to not meet the maximum block face standard requiring 450 feet between publicly accessible streets or pathways. Block N shall be exempt from the requirement to meet maximum block face standards.
4. b. The applicant shall include in its site-wide Grading and Erosion Control Permit the construction and installation of all utilities and pedestrian facilities from the intersection of Haystack House Road to the eastern boundary of Area 1. The construction of the roadway surface improvements from Haystack House Road to the eastern boundary of Area 1 will be addressed in a Financial Assurance Agreement that requires the following two phases:
 - a. Phase 1: The applicant shall provide to Teton County 125% of the estimated cost of the roadway surface improvements from Haystack House Road to the eastern boundary of Area 1 (the "Area 1 E-W Roadway Improvements").
 - b. Phase 2: If the School Exaction Land in Block F or Park 4 requires vehicular access from the East-West Connector, the applicant shall build, at its expense, the Area 1 E-W Roadway Improvements only to the required access point. The Financial Assurance Agreement will require the applicant to provide to Teton County 125% of the estimated cost of the remaining Area 1 E-W Roadway Improvements.

We welcome the opportunity to discuss this solution further and are happy to provide any additional information needed before the September 15th hearing.

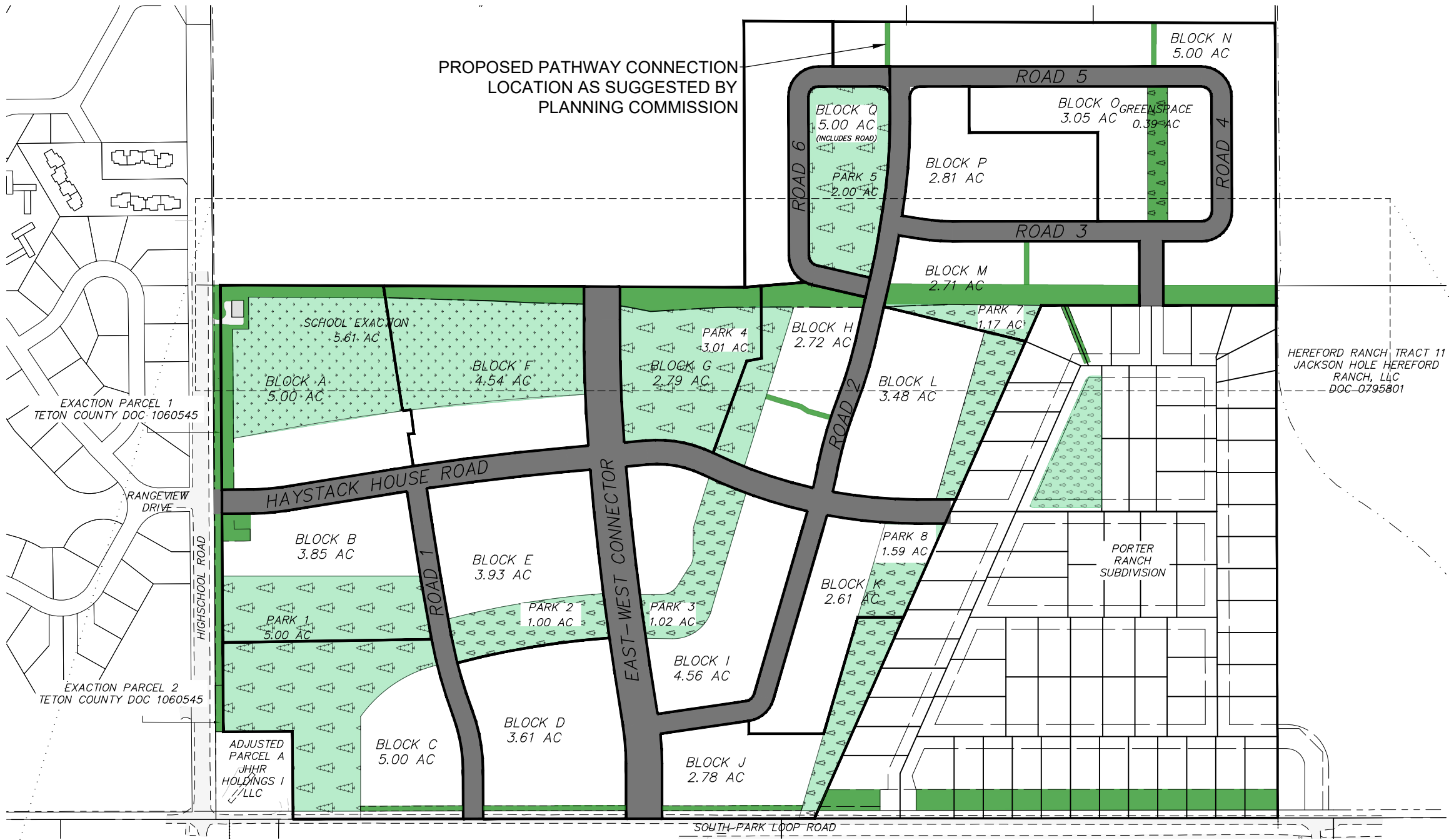
Sincerely,



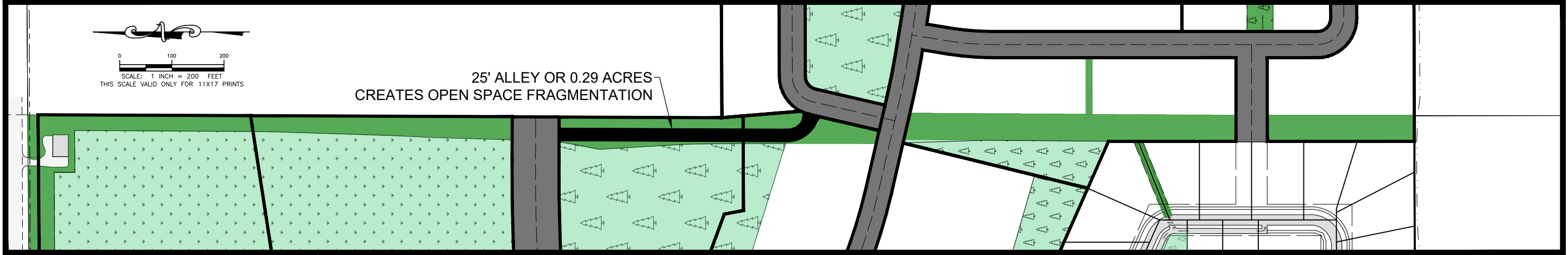
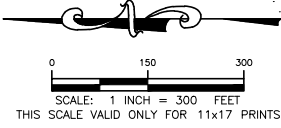
Jaclyn Knori, P.E.

Enclosures: Condition 2 and Condition 4 Exhibits

CC: Heather Overholser, Keith Gingery, Amberley Baker



- NOTES:
1. DEFINITION OF OPEN SPACE PER THE LDRS:
 - 1.1. AN OPEN SPACE USE IS THE ENJOYMENT OR MAINTENANCE OF LAND THAT OCCURS PREDOMINATELY OUTSIDE OF ANY STRUCTURE
 2. WILDLIFE PERMEABILITY REQUIREMENT OF NSP LDRS
 - 2.1. OPEN SPACES (INCLUDING PATHWAY AND TRAIL NETWORKS) SHALL BE DESIGNED AND LOCATED TO PROMOTE WILDLIFE PERMEABILITY ACROSS THE SITE
 - 2.1.1. OPEN SPACES SHALL BE CONFIGURE CONTIGUOUSLY TO ALLOW FOR AND PROMOTE WILDLIFE PERMEABILITY IN BOTH NORTH-SOUTH AND EAST-WEST DIRECTIONS.



PROJECT TITLE:
JACKSON HOLE HEREFORD RANCH
NORTHERN SOUTH PARK AREA 1
DEVELOPMENT PLAN
JHHR HOLDINGS I LLC
TETON COUNTY, WYOMING

SHEET TITLE:
RESPONSE TO STAFF PROPOSED
CONDITIONS 4.B

DESIGNED BY:	AS
REVIEWED BY:	JK/TK
PLAN VERSION	DATE
PRC RESPONSE	07/23/2026
BCC RESPONSE	08/20/2026

PROJECT NUMBER
20030
SHEET
EX 1

TDM Strategies and Monitoring Plan for NSP Area 1 (DEV2026-0002)

Introduction

Teton County staff have shared review comments concerning the proposed Northern South Park Area 1 development. This document was prepared in response to comments specific to the Transportation Demand Management (TDM) Plan included in the initial submittal. This plan identified an 18 percent reduction in trip-making given a series of measures that had been incorporated into the plan.

While no TDM reduction was applied in the preparation of the traffic impact study, the 18 percent reduction did play a role (in part) in cost obligation nexus calculations to determine this development's cost share for potential future improvements along High School Road. These calculations included a high cost (no TDM reductions) and low cost (18 percent reduction) scenarios which were averaged to arrive at the final cost obligation. In effect, averaging the two results resulted in a 9 percent TDM reduction assumption with respect to cost obligation.

The following sections provide more insight into how the 18 percent reduction was estimated, and details on how this will be monitored as NSP Area 1 develops.

Planned TDM Measures

An 18 percent TD reduction was estimated using County documentation originally prepared by Fehr & Peers. The Town of Jackson is currently studying possible TDM considerations which have been reviewed in the preparation of this response document.

The attached Table 2 shows the traffic demand management strategies and relative effectiveness and how they were applied to arrive at the 18 percent reduction. In addition, Table 2 displays information related to the current version of TDM strategies and relative effectiveness that the Town is studying. Each applicable measure is listed, and its associated TDM reduction estimate is provided. The County and Town guidance documents provide ranges for each measure, so judgement is applied in arriving at the percentage for a given measure given NSP Area 1's anticipated conditions.

Table 2 illustrates that an 18.7 percent total reduction in trips was calculated, and this was rounded downward to 18.0 percent to be slightly conservative. Transit service would play the strongest role in TDM effectiveness (7.9 percent). The draft TDM strategies and relative effectiveness being studied by the Town could result in as much as 31.8 percent in which the major differences contributing to the potential increase relate to the role transit and limited parking would play. The team continues to support the 18 percent reduction figure.

With respect to the nexus calculations that led to the applicant's financial obligation for improvements along High School Road, two scenarios were analyzed. One included the 18 percent reduction and other incorporated a zero TDM reduction. Results were then averaged producing a net 9 percent reduction for use in the cost obligation.

Monitoring

To ensure TDM measures are working, trips into and out of NSP Area 1 will be counted at regular intervals and contrasted against the trip estimates made in the traffic impact study (adjusted as land use changes). Five intersections will be counted, capturing the entirety of NSP Area 1:

- High School Road/Haystack House Road
- South Park Loop Road/Road 1
- South Park Loop Road/East-West Connector
- South Park Loop Road/Log Cabin Club Road
- South Park Loop Road/Cattle Drive

If/when the area's roadway network is enhanced, the exact location for counts may need to be adjusted/expanded. These intersections will all serve NSP Area 1. However, they will also serve the Porter Ranch development which is **not** subject to TDM or monitoring. Thresholds need to be calculated accordingly. Counts collected at the five intersections would need to be reduced by the traffic generated by Porter Ranch single-family detached units that are completed at that time, using ITE trip generation rates of:

- 9.1 trips per day, per unit
- 0.70 trips per hour, per unit, during the AM peak hour
- 0.93 trips per hour, per unit, during the PM peak hour

The net difference after subtracting out Porter Ranch trips would be the key result to contrast with the TDM effectiveness. The comparison should be with the unadjusted trip estimates shown in the traffic impact study (adjusted for any land use changes including those associated with park and school exactions) to determine TDM effectiveness. The 9 percent reduction is the goal in light of the nexus cost obligation calculations.

Monitoring traffic counts will be collected at 25%, 50%, 75%, 90% of approved certificate of occupancy and every two years thereafter once the development is 90 percent built out (it is possible that 100 percent build-out will not occur) for 10 years. Daily, AM peak hour, and PM peak hour time periods will all be analyzed. Should any of these time periods fall short of the 9 percent goal for two successive count periods, additional TDM actions will be taken through the HOA's lead and reported to the County.

If the AM peak vehicle trip generation for Area 1 (exclusive of Porter Ranch, subsequent phase construction, construction traffic, and exaction lands) exceeds 243 at any time, or if the AM peak trip generation exceeds the expected threshold in Table 1 below, **then the HOA or appropriate authority for NSP Area 1 will propose and implement any reasonable and feasible additional TDM measures to achieve a reduction in AM peak trips.** The purpose of monitoring at 25%, 50%, 75%, 90%, and every 2 years after 90% for 10 years is to see if the neighborhood is on track with robust TDM efforts in place.

Table 1. Expected AM Peak Trip Generation of Area 1 (excluding Porter Ranch, Subsequent Phase Construction, Construction Traffic, and Exaction Lands)*

Build Out Percent (%)	Expected AM Peak Trip Generation from Area 1, (Excluding 79 homes in Porter Ranch, Subsequent Phase Construction, Construction Traffic, and Exaction Lands)
25%	61
50%	121
75%	182
90%	219
100%	243

*Calculated as ceiling (267 trips x build out percent x 91%) to account for 9% TDM reduction claimed in nexus agreement.

Additional TDM Monitoring Measures

If biennial TDM monitoring demonstrates that the thresholds in Table 1 are exceeded despite implementation of the existing TDM measures, additional TDM strategies may be implemented, including but not limited to:

- An onsite bank of mailboxes for neighborhood mail delivery.
- Parking in school or park exaction parcels (park and ride)
- HOA fee (incentive/disincentive) for trip reduction
- Formation of a TDM Association
- Bike parking facilities at pocket parks
- Mobility hub within Park 1 (along High School Rd), or Park 3 (on the East West Connector).



Table 2: JHHR NSP Transportation Demand Management Strategies and Relative Effectiveness

Prepared by: RA/JK

Date: 7/21/2026

Measure Number	Description	Jackson WY Estimated Trip Reduction ¹	Project Used Trip Reduction Estimate	Notes
2	Connect to regional pathway facilities, particularly the Jackson Hole Community Pathway system along the west side of SPLR and future HSR pathways; Bike Lanes along select internal roadways; Pedestrian/bicycle connections to HSR and to the regional pathway system trail along the west side of SPLR and along HSR; Constructing a path along the eastside of SPLR;	0.5%	0.5%	
3	NSP Regulations require secure bike parking	0.3%	0.3%	
4	Robust internal connectivity (between "blocks" designated in the NSP Area 1 Master Site Plan); Internal ped accommodation; Internal parks and pocket parks to provide recreational opportunities close to residential areas.	3.4%	3.4%	Applicant is proposing to build local roads to CSP plans, can use 10% with this reduction.
5	Roadways are designed to reduce motor vehicle speeds and encourage pedestrian and bicycle trips with traffic calming features. Traffic calming features may include: marked crosswalks, curb extensions, speed tables, raised crosswalks, on street parking and raised intersections.	0.6%	0.6%	
6	Utilize a HOA to provide information regarding START Bus Schedule/routes and pathway routes connecting to the community system and encourage use of modes of transportation other than autos.	2.0%	2.0%	

Measure Number	Description	Jackson WY Estimated Trip Reduction	Project Used Trip Reduction Estimate	Notes
9	NSP LDRs require less parking than other zones	9.3%	4.0%	Use less than the Jackson WY Estimate as on-street parking exceeds LDR requirements
18	Accommodation of transit service through and adjacent to NSP 1	15.7%	7.9%	Accommodation for buses to travel through the master plan will be provided, but there is no guarantee that such routing will take place yet (likely a future decision). At a minimum, transit service will be provided along HS R, so take partial credit in the lower 50% of the range

Total 31.8% 18.7%

¹ Jackson WY Estimated Trip Reduction is from Reference A of Town of Jackson Traffic Impact Analysis and Travel Demand

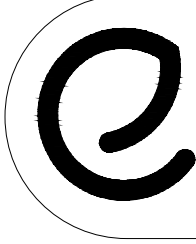
² The TDM Monitoring will report the actual traffic numbers for NSP Area 1 and Porter Ranch Subdivision. NSP Area 1 will need to demonstrate a 9% or greater TDM. Should any of these times periods fall short of the 9 percent goal for two successive count periods, additional TDM actions will be taken though the HOA's lead and reporting to the County.

³ Monitoring traffic counts will be collected 2 years after the first certificate of occupancy and every two years thereafter until the development is 90 percent built out (it is possible that 100 percent build-out will not occur) plus 10 years.

⁴ The comparison should be with the unadjusted trip estimates shown in the traffic impact study (adjusted for any land use changes including those associated with park and school exactions) to determine TDM effectiveness.

⁵ Five intersections will be counted, capturing the entirety of NSP Area 1: High School Road/Haystack House Road, South Park Loop Road/Road 1, South Park Loop Road/East-West Connector, South Park Loop Road/Log Cabin Club Road, South Park Loop Road/Cattle Drive. If/when the area's roadway network is enhanced, the exact location for counts may need to be adjusted/expanded.

JACKSON HOLE
HEREFORD RANCH
NORTHERN SOUTH PARK AREA 1
JHHR HOLDINGS | LLC
Teton County, Wyoming



evolve
environment :: architecture

224 N Euclid Ave, Floor 2
Pittsburgh, PA 15206
www.evolveea.com

PROJECT TEAM

agrostis, inc.



Revised: APR-21-2026

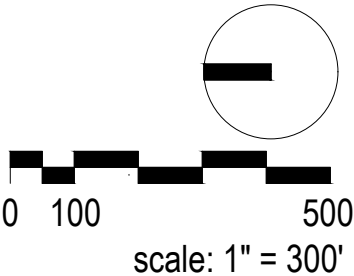
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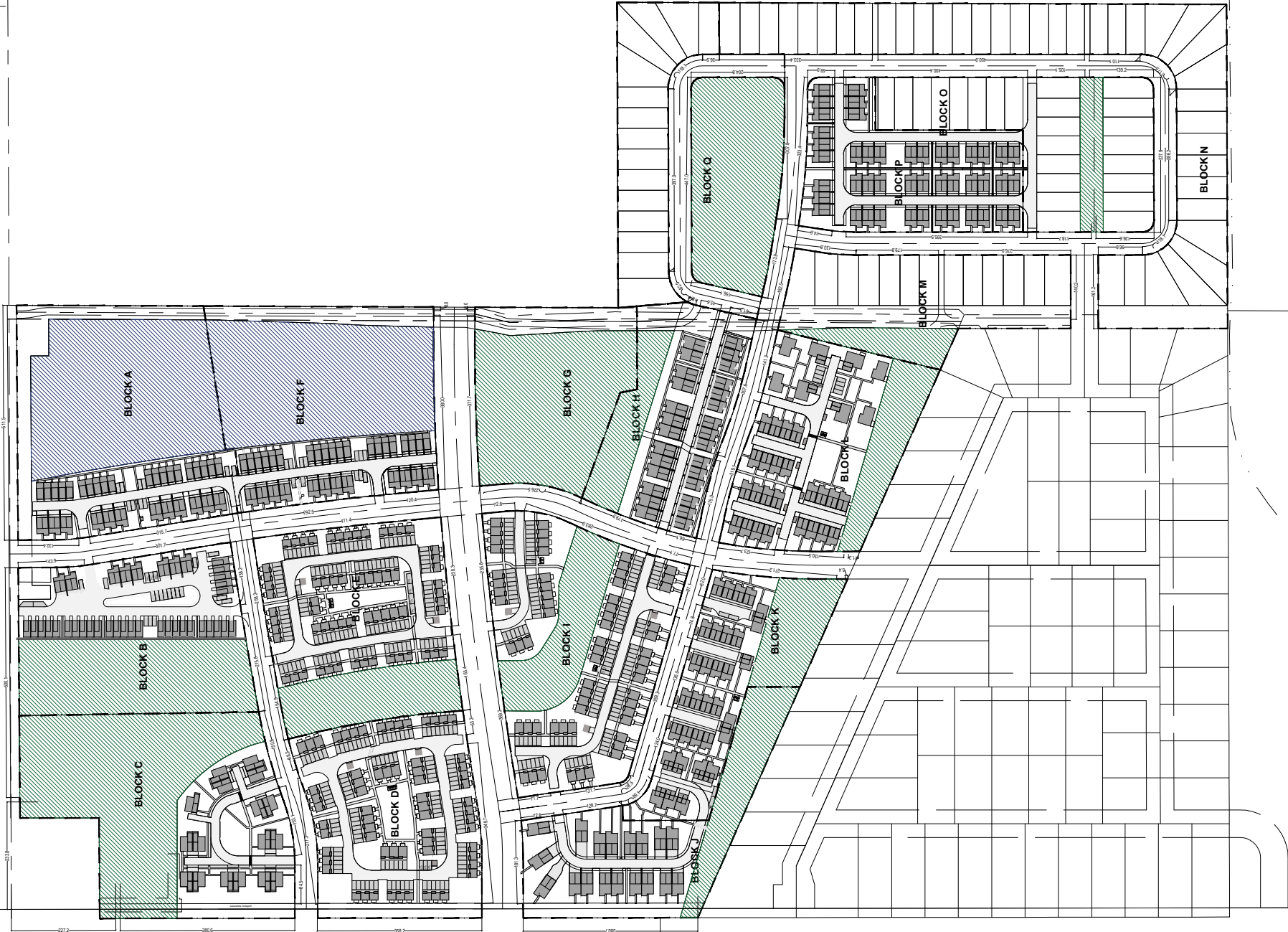
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DATE



DEVELOPMENT PLAN
SITE PLAN - BLOCK FACES

A100B
SHEET NUMBER



LEGEND	
	BUILDING
	PATH
	ALLEY
	BLOCK LIMIT



PROJECT TEAM

agrostis, inc.
cib

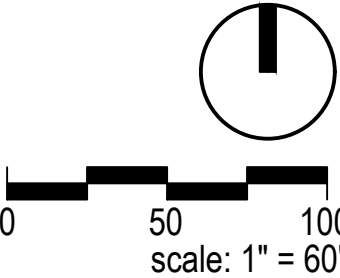
PRC Revision: JUN-26-2026

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PROJECT NUMBER

APR-02-2026

DATE



DEVELOPMENT PLAN
BLOCK A

A101
SHEET NUMBER

General Notes
- Zoning is based on NSP-3 design standard
- See drawings by Jorgensen Engineering for information on site grading, utilities, parking and development calculations.

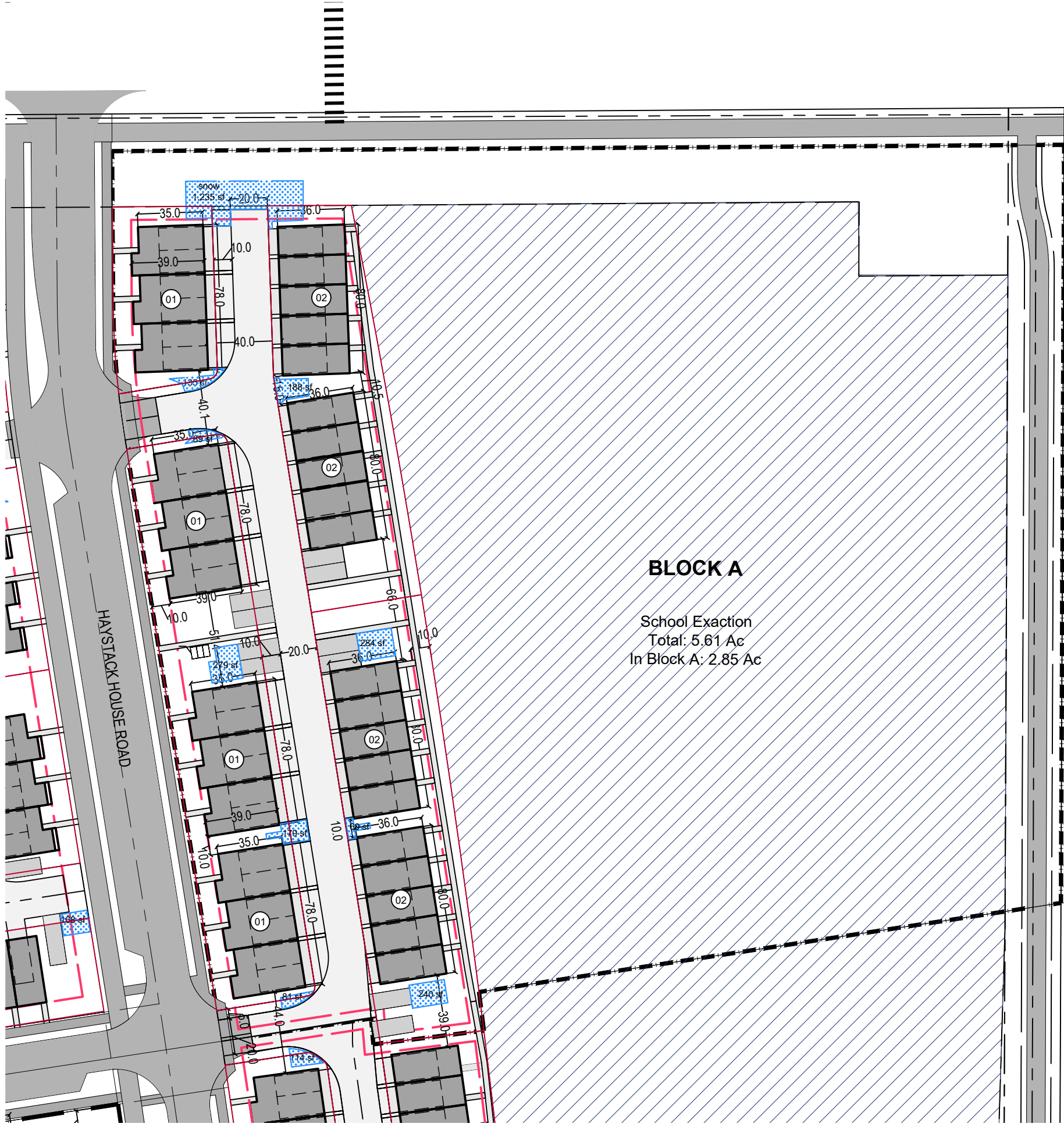
Building Scale Notes
A total of (32) thirty two units are provided. Below is a summary of building scale and unit sizes proposed across the block.

Building Type 1:
Number of Units/Type: 3 units / Restricted
Gross Floor Area: 5,280 sf
of Bedrooms: 2 Beds
of Stories: 2
Parking: 2 parkings/unit (enclosed)

Building Type 2:
Number of Units/Type: 5 units/Restricted
Gross Floor Area: 7,825 sf
of Bedrooms: 2 Beds
of Stories: 3
Parking/unit:1 parking/unit (enclosed)

Site Scale Notes
- Proposed future residential lot lines are shown to illustrate how on-site off-street parking is provided and will be managed. Final lot layouts will be confirmed during GEC permit.
- Guest parking is provided as long term, secured off-street bicycle parking.
- Trash will be managed through individual containers for each housing unit, to be rolled out to the edge of alley for pick up.
- Snow storage provided on site at greater than 10% required (2,790 sf)

Additional Notes
- For standards and calculations, refer to the Checklists for each block.
- For proposed LSR and plant units, refer to the Landscape Plan for each block.



LEGEND	
	BUILDING
	PATH
	ALLEY
	SNOW STORAGE
	BLOCK LIMIT
	SETBACK
	ALLEY LOT
	SURFACE PARKING
	GARAGE PARKING
	RESIDENTIAL LOTS (PROPOSED)
	EXISTING UNITS



Attachment 1:
Individual Block Compliance with NSP Development Areas

Block A : NSP-3

LDR Standard	NSP-3 Standard	Proposed Development
Primary Building Setbacks (min)	Street 10' Side interior 7' Rear 5'	Street 10' Side interior N/A Rear 5'
Site Development Setbacks (min) excluding driveways, sidewalks or parking	Street 10' Side / rear 5'	Street 10' Rear 5.5'
Landscape Surface Ratio (min) *excludes roadways	0.20	0.35
Plant Units (min)	1 PU/1,000 sf LSA 1 PU/ 12 parking lot spaces	11 Plant Units
Access Types	Alley required	Alleyway
Curb-cut width (max)	20' per 100' of lot frontage or 40% of lot frontage, whichever is less	N/A all townhomes access off alley
Parking Setbacks (min)	Primary street 20' Secondary street 10' Side interior 1' Rear 5' Rear alley 0'	High School Road 40' Secondary Roads 40' Side interior 4' Rear 36' Alley 0'
Building Height (max)	3 stories, not to exceed 39' with roof pitch $\geq 6/12$	2-3 Stories, 29' - 39' roof height with 6:12 pitch
Floor Area Ratio (max)	1.0 (63,597 sf)	0.84 (52,420 sf)
Individual Building gross floor area (max)	10,000 sf multi- residential excluding basement	5,280 sf – 7825 sf
Max scale of residential unit	3,000 sf habitable excluding basement	1,565 sf – 1,760 sf
Building frontage (max)	100 ft on a right-of-way, pathway or open space	80' max
Parking Requirement	1.5/DU (off-street) 48 minimum	54 spaces (44 in garages, 10 in common area)
Guest Parking	1 space /15 units (off-street)	3 bicycle parking spaces*
Lot Size	2,500 sf – 5 ac	2.13 ac
Minimum Density	3 DU/7500 sf (17.424 DU/ac)	21.91 DU/ac

*The Planning Director may approve replacing up to 10% of required off-street vehicle parking spaces with at least the same number of additional off-street long-term bicycle parking spaces.



PROJECT TEAM

agrostis, inc.
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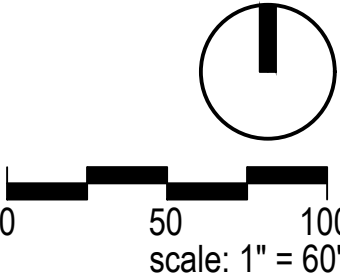
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PRC Revision: JUN-26-2026
Revision: JUL-21-2026

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PROJECT NUMBER

APR-02-2026

DATE



DEVELOPMENT PLAN
BLOCK B

A102
SHEET NUMBER

General Notes
- Zoning is based on NSP-3 design standard
- See drawings by Jorgensen Engineering for information on site grading, utilities, parking and development calculations.

Building Scale Notes
A total of (38) thirty eight units are provided. Below is a summary of building scale and unit sizes proposed across the block.

Building Type 1:
Number of Units/Type: 2 units / Restricted
Gross Floor Area: 3,520 sf
of Bedrooms: 2 Beds
of Stories: 2
Parking: 2 parkings/unit (enclosed)

Building Type 2:
Number of Units/Type: 3 units / Restricted
Gross Floor Area: 5,280 sf
of Bedrooms: 2 Beds
of Stories: 2
Parking: 2 parkings/unit (enclosed)

Building Type 3:
Number of Units/Type: 5 units/Restricted
Gross Floor Area: 7,825 sf
of Bedrooms: 2 Beds
of Stories: 3
Parking: 1 parking/unit (enclosed)

Site Scale Notes
- Proposed future residential lot lines are shown to illustrate how on-site off-street parking is provided and will be managed. Final lot layouts will be confirmed during GEC permit.
- Off-street surface parking provided for guest spots
- Trash will be managed through individual containers for each housing unit, to be rolled out to the edge of alley for pick up.
- Snow storage provided on site at greater than 10% required (4,427 sf)

Additional Notes
- For standards and calculations, refer to the Checklists for each block.
- For proposed LSR and plant units locations, refer to the Landscape Plan for each block.

LEGEND			RESIDENTIAL LOTS (PROPOSED)
	BUILDING		SETBACK
	PATH		ALLEY LOT
	ALLEY		SURFACE PARKING
	SNOW STORAGE		GARAGE PARKING
	BLOCK LIMIT		EXISTING UNITS



Block B: NSP-3

LDR Standard	NSP-3 Standard	Proposed Development
Primary Building Setbacks (min)	Street 10' Side interior 7' Rear 5'	Street 10' Side interior N/A Rear 5'
Site Development Setbacks (min) excluding driveways, sidewalks or parking	Street 10' Side / rear 5'	Street 10' Rear 5'
Landscape Surface Ratio (min)	0.20	0.36
Plant Units (min)	1 PU/1,000 sf LSA 1 PU/ 12 parking lot spaces	13 Plant Units
Access Types	Alley required	Alleyway
Curb-cut width (max)	20' per 100' of lot frontage or 40% of lot frontage, whichever is less	N/A all townhomes access off alley
Parking Setbacks (min)	Primary street 20' Secondary street 10' Side interior 1' Rear 5' Rear alley 0'	High School Road 20' Secondary Road 15' Rear 29' Alley 0'
Building Height (max)	3 stories, not to exceed 39' with roof pitch $\geq 6/12$	2-3 Stories, 29' - 39' roof height with 6:12 pitch
Floor Area Ratio (max)	1.0 (81,892 sf)	0.74 (61,030 sf)
Individual Building gross floor area (max)	10,000 sf multi- residential excluding basement	7,825 sf max
Max scale of residential unit	3,000 sf habitable excluding basement	1,565 sf – 1,760 sf
Building frontage (max)	100 ft on a right-of-way, pathway or open space	80' max
Parking Requirement	1.5/DU (off-street) 57 spaces minimum	68 spaces
Guest Parking	1 space /15 units (off-street)	3 spaces
Lot Size	2,500 sf – 5 ac	1.89 ac
Minimum Density	3 DU/7500 sf (17.424 DU/ac)	20.1 DU/ac



General Notes
- Zoning is based on NSP-2 design standard
- See drawings by Jorgensen Engineering for information on site grading, utilities, parking and development calculations.

Building Scale Notes
A total of (17) seventeen units are provided. Below is a summary of building scale and unit sizes proposed across the block.

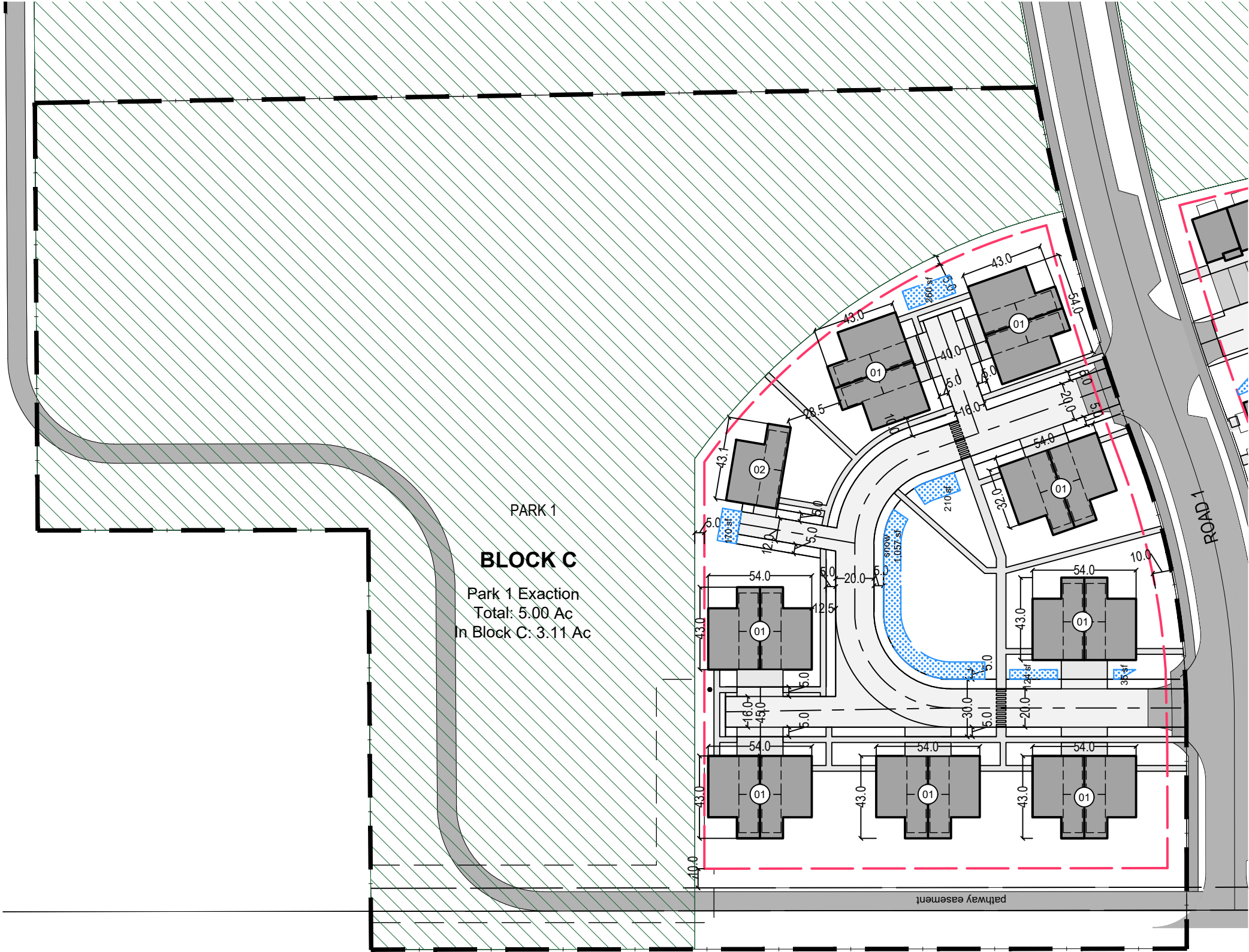
Building Type 1:
Number of Units/Type: 2 units / Unrestricted
Gross Floor Area: 3,984 sf
of Bedrooms: 3 Beds
of Stories: 2
Parking: 2 parkings/unit (enclosed)

Building Type 2:
Number of Units/Type: 1 unit / Unrestricted
Gross Floor Area: 1,992 sf
of Bedrooms: 3 Beds
of Stories: 2
Parking: 1 parking/unit (enclosed)

Site Scale Notes
-Trash will be managed through individual containers for each housing unit, to be rolled out to the edge of alley for pick up.
-Snow storage provided on site at greater than 10% required (1,858 sf)

Additional Notes
- For standards and calculations, refer to the Checklists for each block.
- For proposed LSR and plant units locations, refer to the Landscape Plan for each block.

LEGEND	
	BUILDING
	PATH
	ALLEY
	SNOW STORAGE
	BLOCK LIMIT
	SETBACK
	ALLEY LOT
	SURFACE PARKING
	GARAGE PARKING
	RESIDENTIAL LOTS (PROPOSED)
	EXISTING UNITS



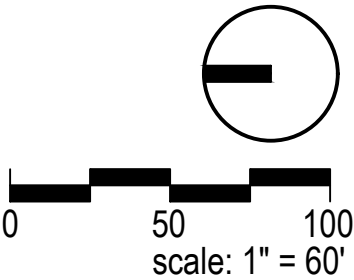
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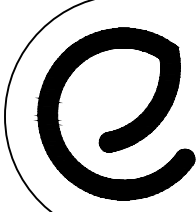
DEVELOPMENT PLAN
BLOCK C

A103
SHEET NUMBER

Block C: NSP-2

LDR Standard	NSP-2 Standard	Proposed Development
Primary Building Setbacks (min)	Street 10' Side interior 7' Rear 5'	Street 12.5' Rear 7'
Site Development Setbacks (min) excluding driveways, sidewalks or parking	Street 10' Side / rear 5'	Street >10' Rear 7'
Landscape Surface Ratio (min)	0.20	0.58
Plant Units (min)	1 PU/1,000 sf LSA 1 PU/ 12 parking lot spaces	13 plant units
Access Types	Alley required	Alleyway
Curb-cut width (max)	20' per 100' of lot frontage or 40% of lot frontage, whichever is less	N/A all townhome lots access from alley
Parking Setbacks (min)	Primary street 20' Secondary street 10' Side interior 1' Rear 5' Rear alley 0'	N/A all parking interior to structures
Building Height (max)	2 stories, not to exceed 30' with roof pitch $\geq 6/12$	30' max
Floor Area Ratio (max)	0.7 (52,141 sf)	0.46 (33,864 sf sf)
Individual Building gross floor area (max)	3,000 sf detached SFD 10,000 sf other residential	1,992 sf detached SFD 5,976 sf duplex
Max scale of residential unit	3,000 sf habitable excluding basement	1,992 sf
Parking Requirement	1.5/DU (off-street) 26 total spaces	34 spaces
Lot Size	2,500 sf – 15,000 sf	N/A Townhomes
Density (max)	8 DU/building	Max 2 DU/building
Density (min)	≥ 2 DU per Lot >4,000 sf	Townhouse subdivision, lots <4,000 sf

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JHHR HOLDINGS | LLC
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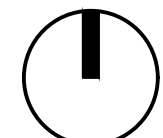
Revision: JUL-21-2026

26-404

PROJECT NUMBER

APR-02-2026

DATE





0 50 100
scale: 1" = 60'

DEVELOPMENT PLAN
BLOCK D

A104
SHEET NUMBER

General Notes

- Zoning is based on NSP-2 design standard
- See drawings by Jorgensen Engineering for information on site grading, utilities, parking and development calculations.

Building Scale Notes

A total of (66) sixty six units are provided. Below is a summary of building scale and unit sizes proposed across the block.

Building Type 1 and Type 5:

Number of Units/Type: 3 units / Restricted
Gross Floor Area: 4,200 sf
of Bedrooms: 2 and 3 Beds
of Stories: 2
Parking: 2 parkings/unit (tuck under)

Building Type 2, Type 3, Type 4, and Type 7:

Number of Units/Type: 4 unit / Restricted
Gross Floor Area: 5,600 sf
of Bedrooms: 2 and Beds
of Stories: 2
Parking: 2 parkings/unit (tuck under)

Building Type 6:

Number of Units/Type: 2 unit / Restricted
Gross Floor Area: 2,800 sf
of Bedrooms: 2 and Beds
of Stories: 2
Parking: 2 parkings/unit (tuck under)

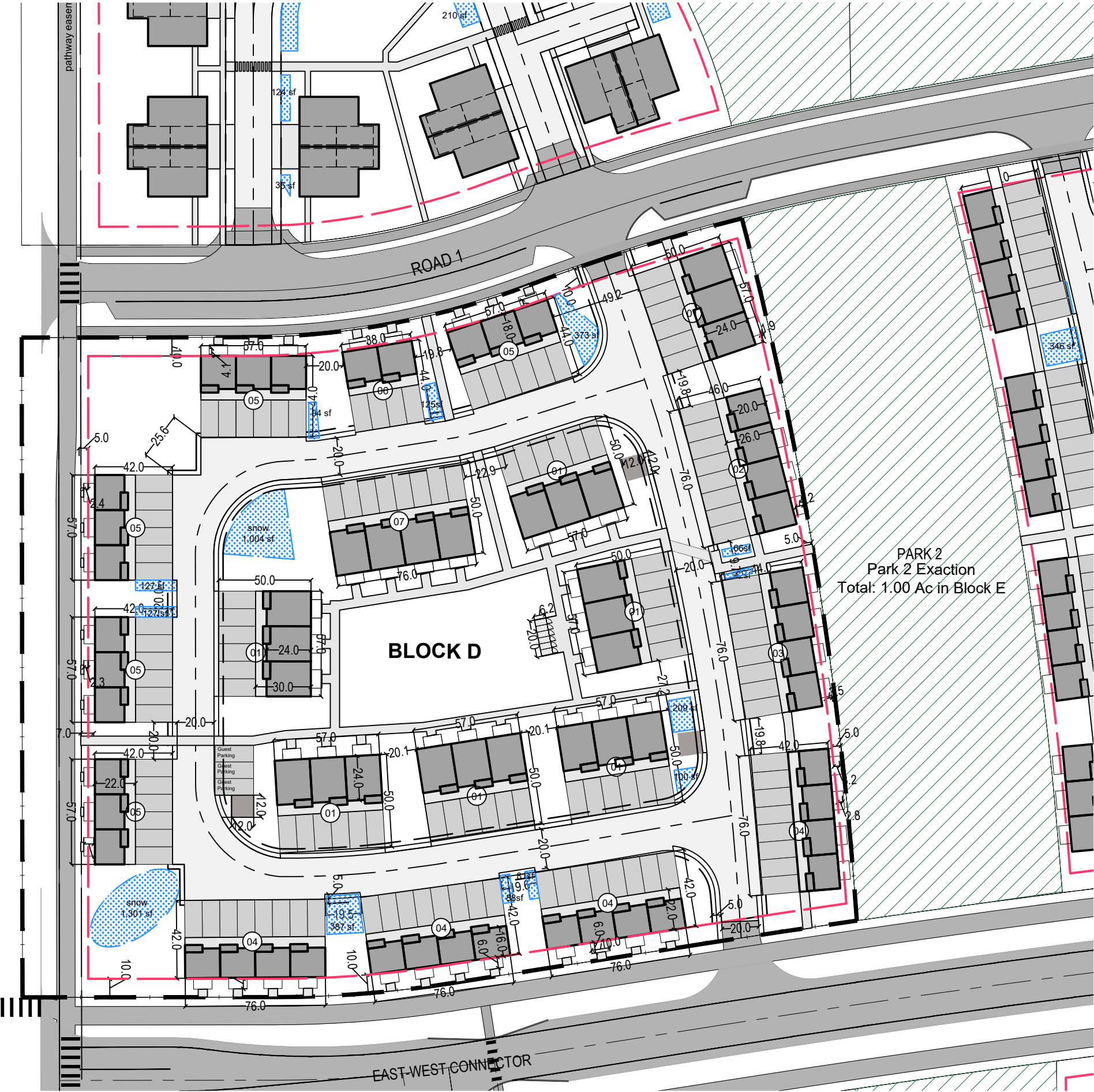
Site Scale Notes

- Off-street surface parking provided for guest spots
- Three (3) trash and recycling enclosures that meet the LDRs provided for collection.
- Snow storage provided on site at greater than 10% required (4,370 sf)

Additional Notes

- For standards and calculations, refer to the Checklists for each block.
- For proposed LSR and plant units locations, refer to the Landscape Plan for each block.

LEGEND	
	BUILDING
	PATH
	ALLEY
	SNOW STORAGE
	BLOCK LIMIT
	SETBACK
	ALLEY LOT
	SURFACE PARKING
	GARAGE PARKING
	RESIDENTIAL LOTS (PROPOSED)
	EXISTING UNITS

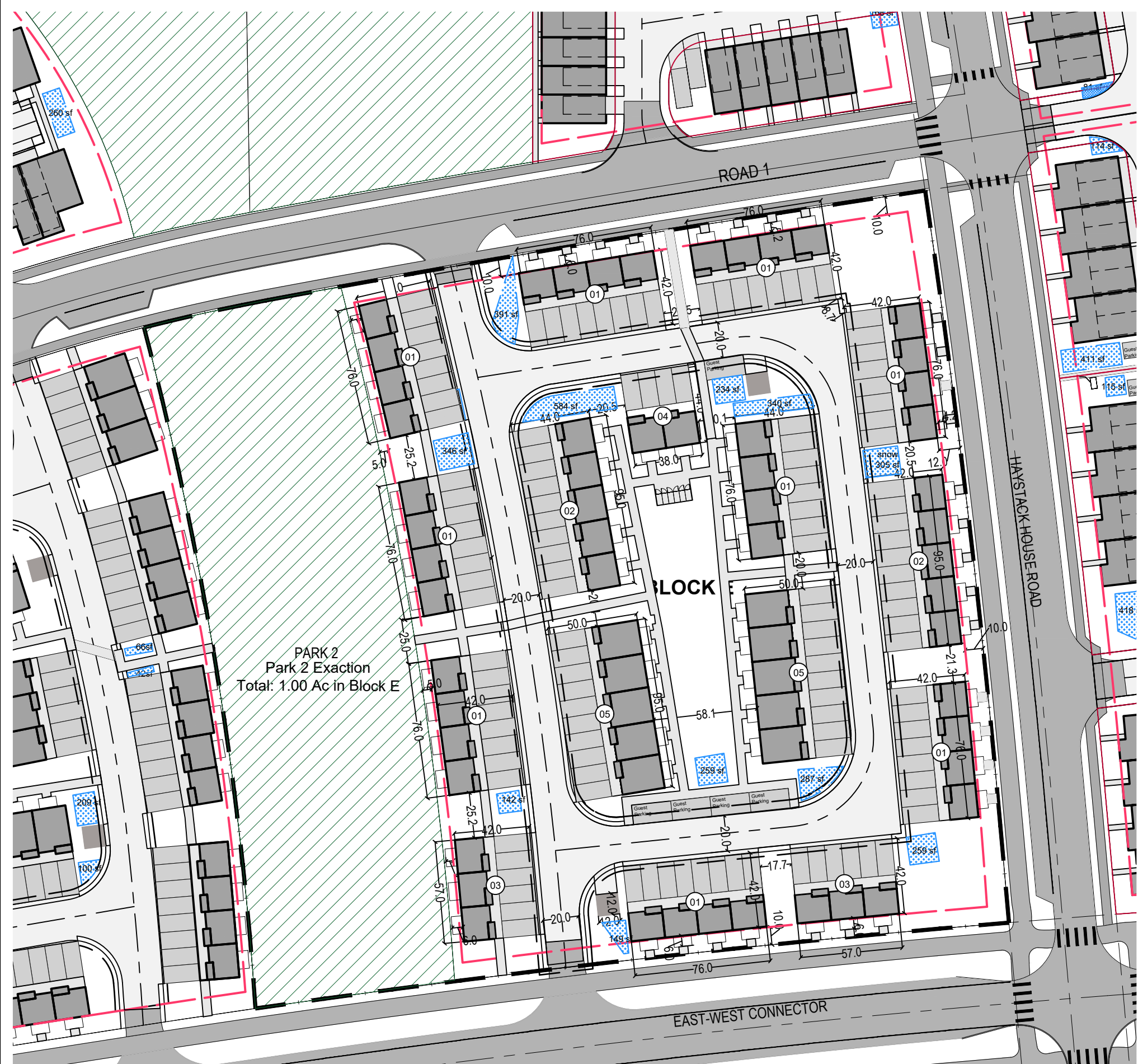


Block D: NSP-2

LDR Standard	NSP-2 Standard	Proposed Development
Primary Building Setbacks (min)	Street 10' Side interior 7' Rear 5'	Street 10' Rear 6'
Site Development Setbacks (min) excluding driveways, sidewalks or parking *	Street 10' Side / rear 5'	Street 10' /Porch 4 ft Rear 6' / Porch 1'
Landscape Surface Ratio (min)	0.20	0.43
Plant Units (min)	1 PU/1,000 sf LSA 1 PU/ 12 parking lot spaces	41 Plant units
Access Types	Alley required	Alleyway
Curb-cut width (max)	20' per 100' of lot frontage or 40% of lot frontage, whichever is less	N/A all townhome lots access from alley
Parking Setbacks (min)	Primary street 20' Secondary street 10' Side interior 1' Rear 5' Rear alley 0'	Primary street 40' Secondary street 16' Side interior N/A Rear 30' Rear alley 0'
Building Height (max)	2 stories, not to exceed 26' with roof pitch $\leq 3/12$ 2 stories, not to exceed 28' with roof pitch 4/12 or 5/12	23'-11" with roof pitch $\leq 3/12$ 27' 2" with roof pitch 4/12
Floor Area Ratio (max)	0.7 (110,076 sf)	0.59 (92,400 sf)
Individual Building gross floor area (max)	10,000 sf other residential	5,600 sf
Max scale of residential unit	3,000 sf habitable excluding basement	1,400 sf max
Parking Requirement	1.5/DU (off-street) 99 spaces required	132 spaces + 3 guest spaces + bike parking
Lot Size	2,500 sf – 15,000 sf	N/A Townhomes
Density (max)	8 DU/building	4 DU/building
Density (min)	≥ 2 DU per Lot >4,000 sf	N/A Townhouse lots <4,000 sf

*Cornices, canopies, eaves, decks (covered and uncovered), porches, stoops, balconies, bay windows, chimneys and similar architectural features may encroach into a front yard by not more than six feet.

Cornices, canopies, eaves, decks (covered and uncovered), porches, balconies, bay windows, chimneys and similar architectural features may encroach into a side/rear yard by not more than four feet. Patios which are at grade may extend to any portion of a side or rear yard but are subject to site development setbacks. These allowances apply only to primary structures and do not apply to accessory structures.



General Notes

- Zoning is based on NSP-3 design standard
- See drawings by Jorgensen Engineering for information on site grading, utilities, parking and development calculations.

Building Scale Notes

A total of (64) sixty four units are provided. Below is a summary of building scale and unit sizes proposed across the block.

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HEREFORD RANCH
NORTHERN SOUTH PARK AREA 1
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Building Type 1:

Number of Units/Type: 4 units / Restricted
Gross Floor Area: 6,400 sf
of Bedrooms: 2 and 3 Beds
of Stories: 2
Parking: 2 parkings/unit (tuck under)

Building Type 2 and Type 5:

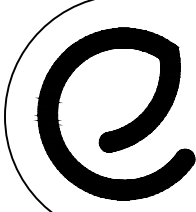
Number of Units/Type: 5 unit / Restricted
Gross Floor Area: 8,000 sf
of Bedrooms: 2 and 3 Beds
of Stories: 2
Parking: 2 parkings/unit (tuck under)

Building Type 3:

Number of Units/Type: 3 unit / Restricted
Gross Floor Area: 4,800 sf
of Bedrooms: 2 and 3 Beds
of Stories: 2
Parking: 2 parkings/unit (tuck under)

Building Type 4:

Number of Units/Type: 2 unit / Restricted
Gross Floor Area: 2,914 sf
of Bedrooms: 2 adn 3 Beds
of Stories: 2
Parking: 2 parkings/unit (tuck under)

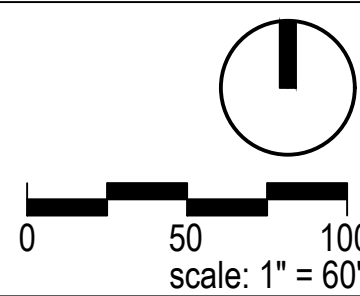


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26-404
PROJECT NUMBER
APR-02-2026
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0 50 100
scale: 1" = 60'

DEVELOPMENT PLAN
BLOCK E
A105
SHEET NUMBER

LEGEND	
	BUILDING
	PATH
	ALLEY
	SNOW STORAGE
	BLOCK LIMIT
	SETBACK
	ALLEY LOT
	SURFACE PARKING
	GARAGE PARKING
	RESIDENTIAL LOTS (PROPOSED)
	EXISTING UNITS

Block E: NSP-3

LDR Standard	NSP-3 Standard	Proposed Development
Primary Building Setbacks (min)	Street 10' Side interior 7' Rear 5'	Street 10' Side N/A Rear 7'
Site Development Setbacks (min) excluding driveways, sidewalks or parking	Street 10' Side / rear 5'	Street 10' /Porch 4' Side N/A Rear 7' /Porch 1'
Landscape Surface Ratio (min)	0.20	0.38
Plant Units (min)	1 PU/1,000 sf LSA 1 PU/ 12 parking lot spaces	31 plant units
Access Types	Alley required	Alleyway
Curb-cut width (max)	20' per 100' of lot frontage or 40% of lot frontage, whichever is less	N/A all townhouse lots access from alleyway
Parking Setbacks (min)	Primary street 20' Secondary street 10' Side interior 1' Rear 5' Rear alley 0'	20' from East-west Secondary street 10' Side N/A Rear 29' Alley 0'
Building Height (max)	3 stories, not to exceed 35' with roof pitch $\leq 3/12$ 3 stories, not to exceed 37' with roof pitch 4/12, 5/12	32' 11" with roof pitch $\geq 6/12$ 36' 2" with roof pitch 4/12
Floor Area Ratio (max)	1.0 (127,630 sf)	0.8 (102,400 sf)
Individual Building gross floor area (max)	10,000 sf multi- residential excluding basement	8,000 sf
Max scale of residential unit	3,000 sf habitable excluding basement	1,400 sf – 1,600sf
Building frontage (max)	100 ft on a right-of-way, pathway or open space	95' max
Parking Requirement	1.5/DU (off-street) 96 spaces minimum	128 spaces
Guest Parking	1 space /15 units (off-street)	4 guest parking + bike parking
Lot Size	2,500 sf – 5 ac	2.93 ac/Townhouse lots
Minimum Density	3 DU/7500 sf (17.424 DU/ac)	21.84 DU/ac

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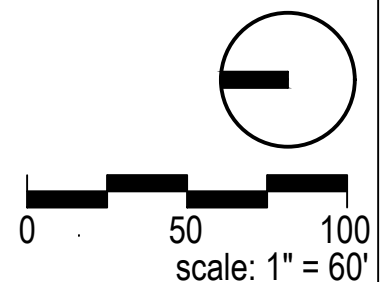
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PROJECT NUMBER

DATE _____



A106
SHEET NUMBER

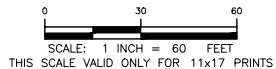
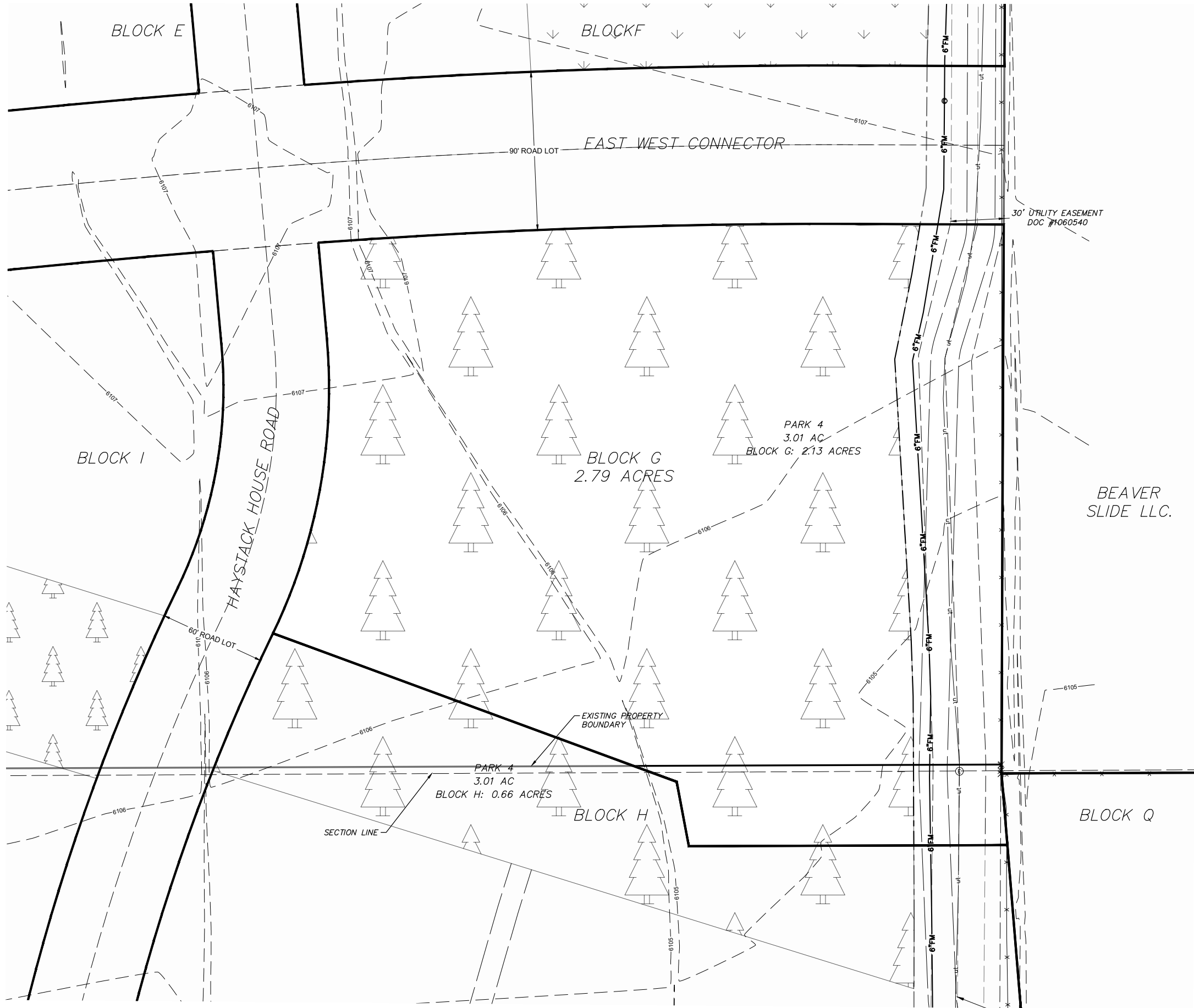
- For standards and calculations, refer to the Checklists for each block.
- For proposed LSR and plant units, refer to the Landscape Plan for each block.

LEGEND	
	BUILDING
	PATH
	ALLEY
	SNOW STORAGE
	BLOCK LIMIT
	SETBACK
	ALLEY LOT
	SURFACE PARKING
	GARAGE PARKING
	RESIDENTIAL LOTS (PROPOSED)
	EXISTING UNITS

Block F: NSP-3

LDR Standard	NSP-3 Standard	Proposed Development
Primary Building Setbacks (min)	Street 10' Side interior 7' Rear 5'	Street 10' Side N/A Rear 7'
Site Development Setbacks (min) excluding driveways, sidewalks or parking	Street 10' Side / rear 5'	Street 10' /Porch 4' Side N/A Rear 7' /Porch 1'
Landscape Surface Ratio (min)	0.20	0.33
Plant Units (min)	1 PU/1,000 sf LSA 1 PU/ 12 parking lot spaces	9 plant units
Access Types	Alley required	Alleyway
Curb-cut width (max)	20' per 100' of lot frontage or 40% of lot frontage, whichever is less	N/A all townhouse lots access from alleyway
Parking Setbacks (min)	Primary street 20' Secondary street 10' Side interior 1' Rear 5' Rear alley 0'	Primary Street 31' Secondary Street 10 ft Side Interior 17' Rear 32' Alleyway 0'
Building Height (max)	3 stories, not to exceed 39' with roof pitch $\geq 6/12$	2-3 Stories, 29' - 39' roof height with 6:12 pitch
Floor Area Ratio (max)	1.0 (59,241 sf)	0.87 (52,420 sf)
Individual Building gross floor area (max)	10,000 sf multi- residential excluding basement	6,260 sf - 9,390 sf
Max scale of residential unit	3,000 sf habitable excluding basement	1,565 sf – 1,760 sf
Building frontage (max)	100 ft on a right-of-way, pathway or open space	64'-96'
Parking Requirement	1.5/DU (off-street) 48 spaces minimum	56 spaces (44 in garages, 10 surface)
Guest Parking	1 space /15 units (off-street)	2 spaces + 1 bike parking
Lot Size	2,500 sf – 5 ac	1.36 ac/Townhouse Lots
Minimum Density	3 DU/7500 sf (17.424 DU/ac)	23.1 DU/ac

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Printed by Administrator on Jun 26, 2026 - 4:59pm
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PROJECT TITLE:
JACKSON HOLE HEREFORD RANCH
NORTHERN SOUTH PARK AREA 1
DEVELOPMENT PLAN
JHHR HOLDINGS I LLC
TETON COUNTY, WYOMING

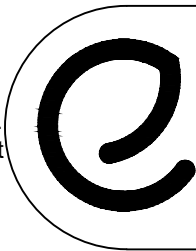
SHEET TITLE:
EXISTING CONDITIONS
BLOCK G

DESIGNED BY:	AS/CB
REVIEWED BY:	JK/TK/JL
PLAN VERSION	DATE
TOJ RTC	12/12/2025
DEV	04/02/2026
DEV REV1 SUFFICIENCY	04/13/2026
BLOCK B REV	04/22/2026
PRC COMMENTS	06/26/2026

PROJECT NUMBER
20030

SHEET
G C2.0

JACKSON HOLE
HEREFORD RANCH
NORTHERN SOUTH PARK AREA 1
JHHR HOLDINGS | LLC
Teton County, Wyoming



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General Notes

- Zoning is based on NSP-2 design standard
- See drawings by Jorgensen Engineering for information on site grading, utilities, parking and development calculations.

Building Scale Notes

A total of (28) twenty eight units are provided. Below is a summary of building scale and unit sizes proposed across the block.

Building Type 1:
Number of Units/Type: 3 units / Restricted
Gross Floor Area: 6,630 sf
of Bedrooms: 3 Beds
of Stories: 2
Parking: 2 parkings/unit (enclosed)

Building Type 2
Number of Units/Type: 2 units/Restricted
Gross Floor Area: 4,420 sf
of Bedrooms: 2 Beds
of Stories: 2
Parking/unit: 2 parkings/unit (enclosed)

Building Type 3:
Number of Units/Type: 3 units/Restricted
Gross Floor Area: 5,280 sf
of Bedrooms: 3 Beds
of Stories: 2
Parking/unit: 2 parkings/unit (enclosed)

Site Scale Notes

- Trash will be managed through individual containers for each housing unit, to be rolled out to the edge of alley for pick up.
- Snow storage provided on site at 10% required (2,642 sf)

Additional Notes

- For proposed LSR and plant units, refer to the Landscape Plan for each block.
- Pathway easement proposed mid-block to meet Block Frontage requirements as per LDR Section 4.5.2

LEGEND	
	BUILDING
	PATH
	ALLEY
	SNOW STORAGE
	BLOCK LIMIT
	SETBACK
	ALLEY LOT
	SURFACE PARKING
	GARAGE PARKING
	RESIDENTIAL LOTS (PROPOSED)
	EXISTING UNITS

PROJECT TEAM

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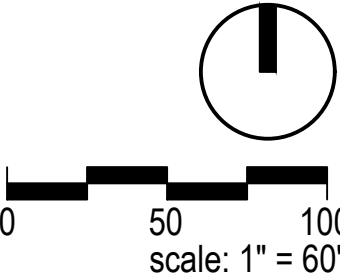
PRC Revision: JUN-26-2026

26-404

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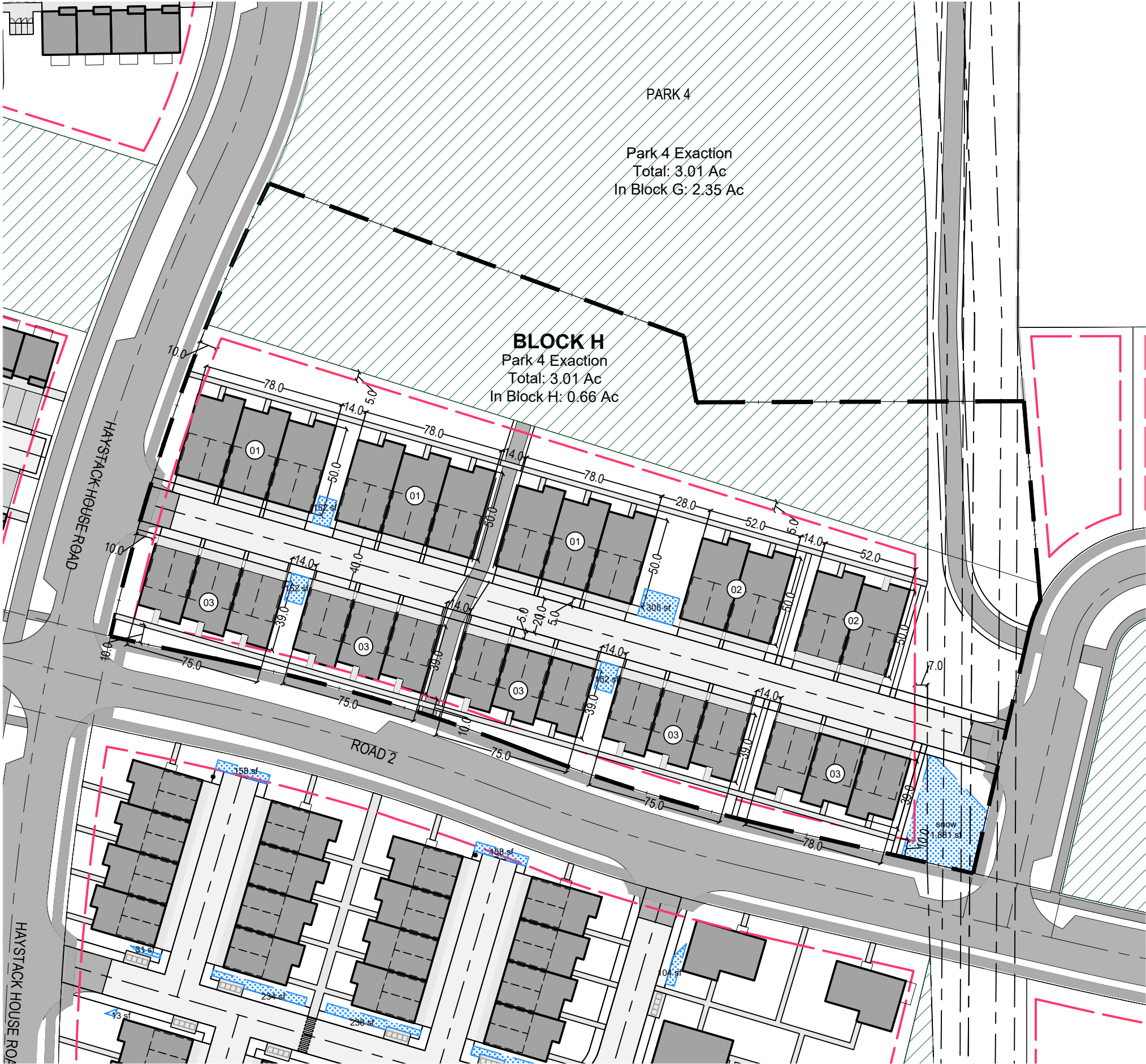
APR-02-2026

DATE



DEVELOPMENT PLAN
BLOCK H

A107
SHEET NUMBER



Block H: NSP-2

LDR Standard	NSP-2 Standard	Proposed Development
Primary Building Setbacks (min)	Street 10' Side interior 7' Rear 5'	Street 10' Side N/A Rear 25'
Site Development Setbacks (min)	Street 10' Side / rear 5'	Street 10' Rear 21'
Landscape Surface Ratio (min)	0.20 for 4+ DUs	0.37
Plant Units (min)	1 PU/1,000 sf LSA 1 PU/ 12 parking lot spaces	14 Plant Units
Access Types	Alley required	Alleyway
Curb-cut width (max)	20' per 100' of lot frontage or 40% of lot frontage, whichever is less	N/A townhouse access from alleyway
Parking Setbacks (min)	Primary street 20' Secondary street 10' Side interior 1' Rear 5' Rear alley 0'	N/A all in garages
Building Height (max)	2 stories, not to exceed 30' with roof pitch $\geq$ 6/12	2 Stories not to exceed 30' with roof pitch $\geq$ 6/12
Floor Area Ratio (max)	0.7 (60,069 sf)	0.65 (55,130 sf)
Individual Building gross floor area (max)	3,000 sf detached SFD 10,000 sf other residential	N/A 4,420 sf – 6,630 sf multiplex
Max scale of residential unit	3,000 sf habitable excluding basement	2,210 sf max
Parking Requirement	1.5/DU (off-street) 42 required	56 provided in garages
Lot Size	2,500 sf – 15,000 sf	85,813 sf/28 Townhomes
Density (max)	8 DU/building	2-3 DU/Building
Density (min)	$\geq$ 2 DU per Lot >4,000 sf	N/A Townhomes <4,000 sf

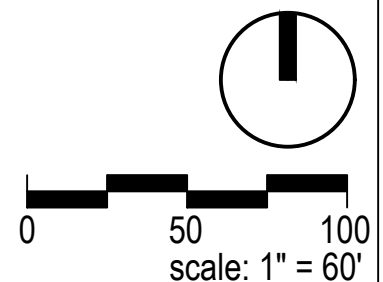
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DATE _____



A108
SHEET NUMBER

Additional Notes

- For standards and calculations, refer to the Checklists for each block.
- For proposed LSR and plant units locations, refer to the Landscape Plan for each block.

LEGEND			RESIDENTIAL LOTS (PROPOSED)
	BUILDING		SETBACK
	PATH		ALLEY LOT
	ALLEY		SURFACE PARKING
	SNOW STORAGE		GARAGE PARKING
	BLOCK LIMIT		EXISTING UNITS

Block I : NSP-3

LDR Standard	NSP-3 Standard	Proposed Development
Primary Building Setbacks (min)	Street 10' Side interior 7' Rear 5'	Street 10' Side N/A Rear 6'
Site Development Setbacks (min) excluding driveways, sidewalks or parking	Street 10' Side / rear 5'	Street 10' Side 5'
Landscape Surface Ratio (min)	0.20	0.46
Plant Units (min)	1 PU/1,000 sf LSA 1 PU/ 12 parking lot spaces	36 Plant units
Access Types	Alley required	Alleyway
Curb-cut width (max)	20' per 100' of lot frontage or 40% of lot frontage, whichever is less	N/A townhouse access from alleyway
Parking Setbacks (min)	Primary street 20' Secondary street 10' Side interior 1' Rear 5' Rear alley 0'	20' from EW 10' Haystack Rear >50' Rear Alley 0'
Building Height (max)	3 stories, not to exceed 35' with roof pitch $\leq 3/12$ 3 stories, not to exceed 37' with roof pitch 4/12 or 5/12	31' 11" 36' 2"
Floor Area Ratio (max)	1.0 (151,153 sf)	0.68 (102,400 sf)
Individual Building gross floor area (max)	10,000 sf multi- residential excluding basement	8,000 sf
Max scale of residential unit	3,000 sf habitable excluding basement	1,600 sf
Building frontage (max)	100 ft on a right-of-way, pathway or open space	130 spaces provided
Parking Requirement	1.5/DU (off-street) 48 spaces minimum	150,970 sf/ 63 Townhomes
Guest Parking	1 space /15 units (off-street)	2-5 DU/building
Lot Size	2,500 sf – 5 ac	N/A Townhomes <4,000 sf
Minimum Density	3 DU/7500 sf (17.424 DU/ac)	22.1 units/ac



PROJECT TEAM

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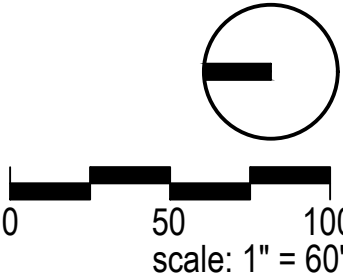
Revision: JUL-21-2026

26-404

PROJECT NUMBER

APR-02-2026

DATE



DEVELOPMENT PLAN
BLOCK J

A109
SHEET NUMBER

General Notes

- Zoning is based on NSP-2 design standard
- See drawings by Jorgensen Engineering for information on site grading, utilities, parking and development calculations.

Building Scale Notes

A total of (18) eighteen units are provided. Below is a summary of building scale and unit sizes proposed across the block.

Building Type 1:

Number of Units/Type: 1 unit / Restricted
Gross Floor Area: 2,210 sf
of Bedrooms: 3 Beds
of Stories: 2
Parking: 2 parkings/unit (enclosed)

Building Type 1 units are on proposed single-family lots of 3,959 to 3,994 sq ft in area.

Building Type 2:

Number of Units/Type: 2 units/Restricted
Gross Floor Area: 4,420 sf
of Bedrooms: 3 Beds
of Stories: 2
Parking/unit: 2 parkings/unit (enclosed)

Building Type 2 units are townhouse units on a shared lot.

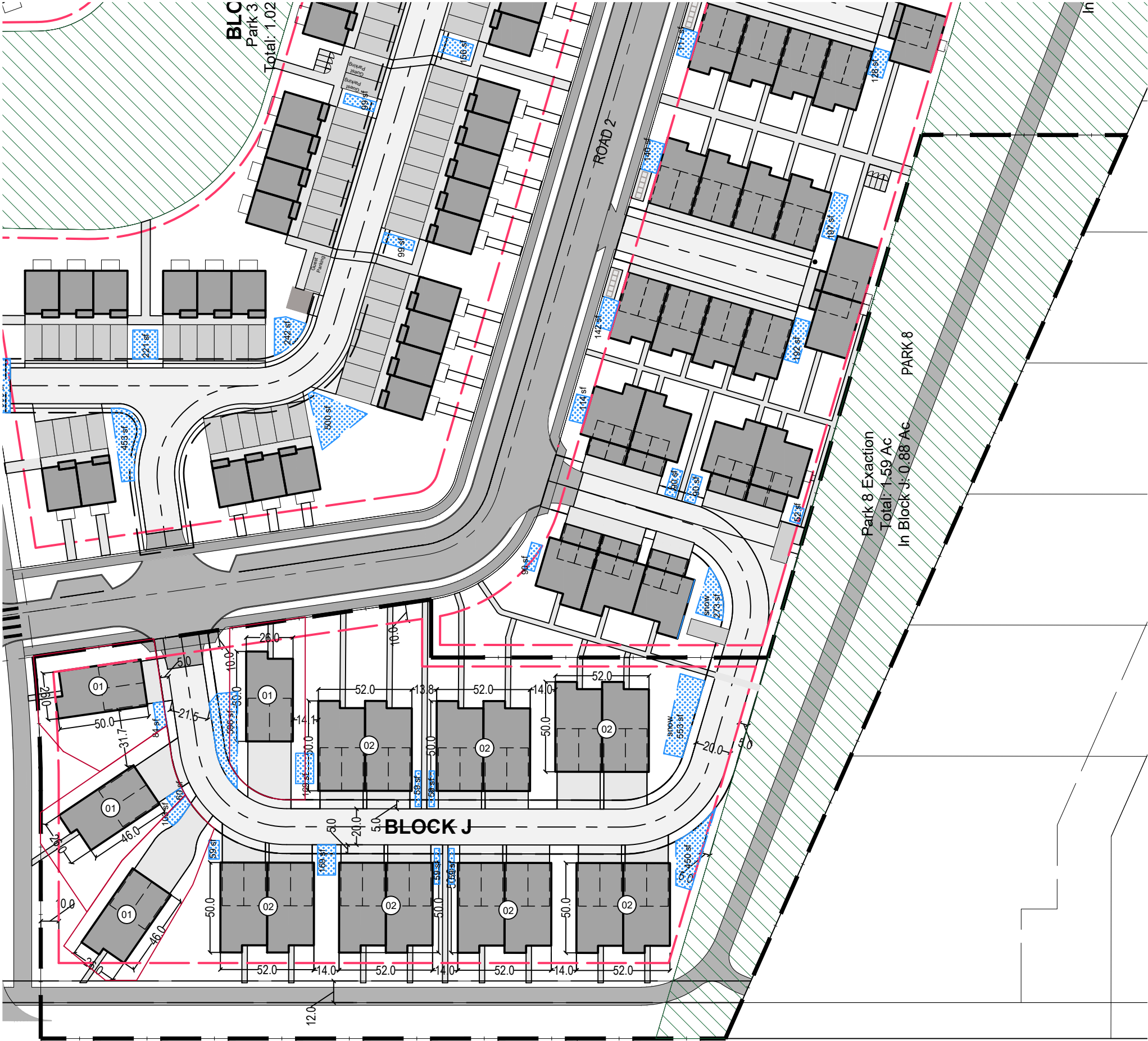
Site Scale Notes

- Snow storage provided on site at greater than 10% required (2,110 sf)

Additional Notes

- For proposed LSR and plant units, refer to the Landscape Plan for each block.

LEGEND	
	BUILDING
	PATH
	ALLEY
	SNOW STORAGE
	BLOCK LIMIT
	SETBACK
	ALLEY LOT
	SURFACE PARKING
	GARAGE PARKING
	RESIDENTIAL LOTS (PROPOSED)
	EXISTING UNITS

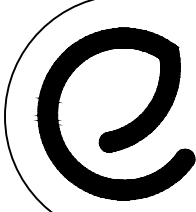


Block J: NSP-2

LDR Standard	NSP-2 Standard	Proposed Development
Primary Building Setbacks (min)	Street 10' Side interior 7' Rear 5'	Street 10' Side 13' Rear 7'
Site Development Setbacks (min) excluding driveways, sidewalks or parking	Street 10' Side / rear 5'	Street 10' Rear 5'
Landscape Surface Ratio (min)	0.20 for 4+ DUs	0.37
Plant Units (min)	1 PU/1,000 sf LSA 1 PU/ 12 parking lot spaces	14 Plant Units
Access Types	Alley required	Alleyway
Curb-cut width (max)	20' per 100' of lot frontage or 40% of lot frontage, whichever is less	N/A townhouse access from alleyway
Parking Setbacks (min)	Primary street 20' Secondary street 10' Side interior 1' Rear 5' Rear alley 0'	N/A all in garages
Building Height (max)	2 stories, not to exceed 30' with roof pitch $\geq 6/12$	2 Stories not to exceed 30' with roof pitch $\geq 6/12$
Floor Area Ratio (max)	0.7 (60,069 sf)	0.65 (55,130 sf)
Individual Building gross floor area (max)	3,000 sf detached SFD 10,000 sf other residential	2,210 sf detached SFD 4,420 sf – 6,630 sf multiplex
Max scale of residential unit	3,000 sf habitable excluding basement	2,210 sf max
Parking Requirement	1.5/DU (off-street) 42 required	56 provided in garages
Lot Size	2,500 sf – 15,000 sf	N/A 85,813 sf/28 Townhomes
Density (max)	8 DU/building	2-3 DU/Building
Density (min)	≥ 2 DU per Lot >4,000 sf	N/A Townhomes <4,000 sf



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General Notes
- Zoning is based on NSP-2 design standard
- See drawings by Jorgensen Engineering for information on site grading, utilities, parking and development calculations.

Building Scale Notes
A total of (32) thirty two units are provided.
Below is a summary of building scale and unit sizes proposed across the block.

Building Type 1:
Number of Units/Type: 3 units / Unrestricted
Gross Floor Area: 5,976 sf
of Bedrooms: 3 Beds
of Stories: 2
Parking: 2 parkings/unit (enclosed)

Building Type 2:
Number of Units/Type: 2 units/Unrestricted
Gross Floor Area: 3,984 sf
of Bedrooms: 3 Beds
of Stories: 2
Parking/unit: 2 parkings/unit (enclosed)

Buildings Type 3:
Number of Units/Type: 4 units/Unrestricted
Gross Floor Area: 6,912 sf
of Bedrooms: 2 Beds
of Stories: 2
Parking/unit: 2 parkings/unit (enclosed)

Building Type 4:
Number of Units/Type: 2 units/Unrestricted
Gross Floor Area: 3,160 sf
of Bedrooms: 2 Beds
of Stories: 2
Parking/unit: 2 parkings/unit (1 enclosed, 1 surface)

Buildings Type 5:
Number of Units/Type: 1 unit/Unrestricted
Gross Floor Area: 1,610 sf
of Bedrooms: 2 Beds
of Stories: 2
Parking/unit: 2 parkings/unit (enclosed)

Site Scale Notes
- Trash will be managed through individual containers for each housing unit, to be rolled out to the dedicated area at the end of the alley for pick up.
- Snow storage provided on site at greater than 10% required (2,403 sf)

LEGEND		 RESIDENTIAL LOTS (PROPOSED)
	BUILDING	 SETBACK
	PATH	 ALLEY LOT
	ALLEY	 SURFACE PARKING
	SNOW STORAGE	 GARAGE PARKING
	BLOCK LIMIT	 EXISTING UNITS

PRC Revision: JUN-26-2026

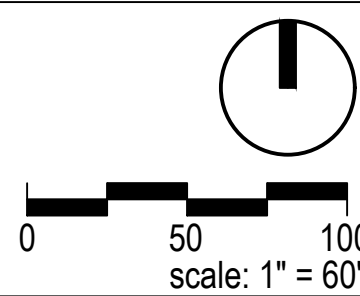
Revision: JUL-21-2026

26-404

PROJECT NUMBER

APR-02-2026

DATE



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scale: 1" = 60'

DEVELOPMENT PLAN
BLOCK K

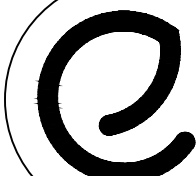
A110

SHEET NUMBER

Block K: NSP-2

LDR Standard	NSP-2 Standard	Proposed Development
Primary Building Setbacks (min)	Street 10' Side interior 7' Rear 5'	Street 10' Side 13' Rear 7'
Site Development Setbacks (min) excluding driveways, sidewalks or parking	Street 10' Side / rear 5'	Street 10' Rear 5'
Landscape Surface Ratio (min)	0.20 for 4+ DUs	0.44
Plant Units (min)	1 PU/1,000 sf LSA 1 PU/ 12 parking lot spaces	15 Plant Units
Access Types	Alley required	Alleyway
Curb-cut width (max)	20' per 100' of lot frontage or 40% of lot frontage, whichever is less	N/A townhouse access from alleyway
Parking Setbacks (min)	Primary street 20' Secondary street 10' Side interior 1' Rear 5' Rear alley 0'	Street 30' Side N/A Rear 5' Rear Alley 0'
Building Height (max)	2 stories, not to exceed 30' with roof pitch $\geq 6/12$	2 Stories not to exceed 26-30' with roof pitch $\geq 6/12$
Floor Area Ratio (max)	0.7 (57,934 sf)	0.68 (56,434 sf)
Individual Building gross floor area (max)	3,000 sf detached SFD 10,000 sf other residential	1,610 sf detached SFD 6,912 sf multiplex
Max scale of residential unit	3,000 sf habitable excluding basement	1,930 sf max
Parking Requirement	1.5/DU (off-street) 48 required	64 provided (60 in garages, 4 in common area)
Lot Size	2,500 sf – 15,000 sf	N/A 82,841 sf/32 Townhomes
Density (max)	8 DU/building	4 DU/Building max
Density (min)	≥ 2 DU per Lot >4,000 sf	N/A Townhomes <4,000 sf

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General Notes

- Zoning is based on NSP-2 design standard
- See drawings by Jorgensen Engineering for information on site grading, utilities, parking and development calculations.

Building Scale Notes

A total of (32) thirty two units units are provided.
Below is a summary of building scale and unit sizes proposed across the block.

Building Type 1:
Number of Units/Type: 4 units / Unrestricted
Gross Floor Area: 7,300 sf
of Bedrooms: 3 Beds
of Stories: 2
Parking: 2 parkings/unit (enclosed)

Building Type 2:
Number of Units/Type: 1 unit /Unrestricted
Gross Floor Area: 1,620 sf
of Bedrooms: 2 Beds
of Stories: 2
Parking/unit: 2 parkings/unit (surface)

Buildings Type 3:
Number of Units/Type: 1 unit/ Unrestricted
Gross Floor Area: 2,430 sf
of Bedrooms: 2 Beds
of Stories: 2
Parking/unit: 2 parkings/unit (enclosed)

Site Scale Notes

- Trash will be managed through individual containers for each housing unit, to be rolled out to the dedicated area at the end of the alley for pick up.
- Snow storage provided on site at greater than 10% required (3,174 sf)

Additional Notes

- For proposed LSR and plant units, refer to the Landscape Plan for each block.

LEGEND	
	BUILDING
	PATH
	ALLEY
	SNOW STORAGE
	BLOCK LIMIT
	SETBACK
	ALLEY LOT
	SURFACE PARKING
	GARAGE PARKING
	RESIDENTIAL LOTS (PROPOSED)
	EXISTING UNITS

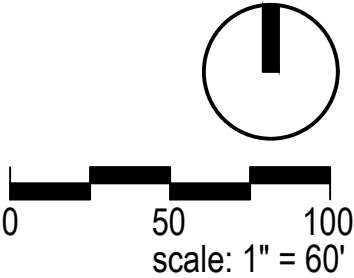
PRC Revision: JUN-26-2026

26-404

PROJECT NUMBER

APR-02-2026

DATE



DEVELOPMENT PLAN
BLOCK L

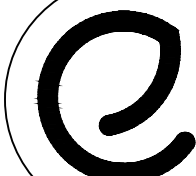
A111
SHEET NUMBER



Block L: NSP-2

LDR Standard	NSP-2 Standard	Proposed Development
Primary Building Setbacks (min)	Street 10' Side interior 7' Rear 5'	Street 10' Side N/A Rear 5'
Site Development Setbacks (min) excluding driveways, sidewalks or parking	Street 10' Side / rear 5'	Street 10' Rear 5'
Landscape Surface Ratio (min)	0.20 for 4+ DUs	0.59
Plant Units (min)	1 PU/1,000 sf LSA 1 PU/ 12 parking lot spaces	20 Plant Units
Access Types	Alley required	Alleyway
Curb-cut width (max)	20' per 100' of lot frontage or 40% of lot frontage, whichever is less	N/A townhouse access from alleyway
Parking Setbacks (min)	Primary street 20' Secondary street 10' Side interior 1' Rear 5' Rear alley 0'	Street 98' Side N/A Rear 53' Rear Alley 0'
Building Height (max)	2 stories, not to exceed 30' with roof pitch $\geq 6/12$	2 Stories not to exceed 30' with roof pitch $\geq 6/12$
Floor Area Ratio (max)	0.70 (83,243 sf)	0.50 (60,000 sf)
Individual Building gross floor area (max)	3,000 sf detached SFD 10,000 sf other residential	2,430 sf detached SFD 7,300 sf multi-family
Max scale of residential unit	3,000 sf habitable excluding basement	1,824 sf max
Parking Requirement	1.5/DU (off-street) 48 required	64 provided (56 in garages, 8 in common area) +4 bike parking spaces
Lot Size	2,500 sf – 15,000 sf	N/A 118,918 sf/32 Townhomes
Density (max)	8 DU/building	4 DU/Building
Density (min)	≥ 2 DU per Lot >4,000 sf	N/A Townhomes <4,000 sf

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General Notes

- Zoning is based on NSP-1 design standard
- See drawings by Jorgensen Engineering for information on site grading, utilities, parking and development calculations.

Lot Notes:

A total of (13) thirteen unrestricted single-family lots are provided. Out of which (4) four are suburban lots.

Lot sizes are called out on the site plan.

Additional Notes

- Additional standards for NSP-1 Unrestricted lots will be reviewed at the Building Permit review.
- Pathway easement provided mid-block to meet Block Frontage requirements as per LDR Section 4.5.2.B.1.c

LEGEND	
	BUILDING
	PATH
	ALLEY
	SNOW STORAGE
	BLOCK LIMIT
	SETBACK
	ALLEY LOT
	SURFACE PARKING
	GARAGE PARKING
	RESIDENTIAL LOTS (PROPOSED)
	EXISTING UNITS

Revised: APR-13-2026

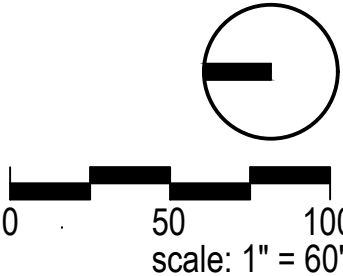
PRC Revision: JUN-26-2026

26-404

PROJECT NUMBER

APR-02-2026

DATE



DEVELOPMENT PLAN
BLOCK M

A112
SHEET NUMBER

Block M: NSP -1

Block N: NSP -1

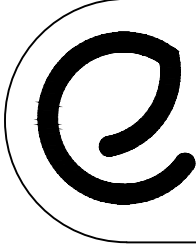
Block O: NSP -1

Block Q: NSP -1

LDR Standard	NSP-1 Standard	Proposed Development
Primary Building Setbacks (min)	Street 10' Side interior 7' Rear 5'	TBD
Landscape Surface Ratio (min)	0.35	TBD
Plant Units (min)	1 PU/lot	TBD
Access Types	Lot width >25' either street (primary or secondary) or alley	Lot width 42-57' Primary street driveway
Curb-cut width (max)	20' per 100' of lot frontage or 40% of lot frontage, whichever is less	TBD
Building Height (max)	26-30'	TBD
Floor Area Ratio (max)	Lots ≤ 5,000 sf: 0.50 Lots > 5,000 sf 0.40	TBD
Max scale of residential unit	4,000 sf habitable excluding basement	TBD
Lot Size	2,500 sf – 7,500 sf	3,895 sf – 7,494 sf
Density (max)	2 DU/ lot (≤ 5,000 sf) 4 DU/lot (>5,000 sf)	1 DU/lot

*All other applicable standards will be applied and reviewed at time of building permit for each lot

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- zoning is based on NSP-1 design standard
- See drawings by Jorgensen Engineering for information on site grading, utilities, parking and development calculations.

Lot Notes:
A total of (38) thirteen unrestricted single-family lots are provided. Out of which (2) two are suburban lots. Lot sizes are called out on the site plan.

Additional Notes
- Additional standards for NSP-1 Unrestricted lots will be reviewed at the Building Permit review.
- Pathway easement provided mid-block to meet Block Frontage requirements as per LDR Section 4.5.2.B.1.c

Revised: APR-13-2026

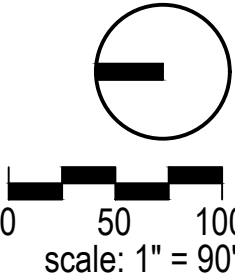
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26-404

PROJECT NUMBER

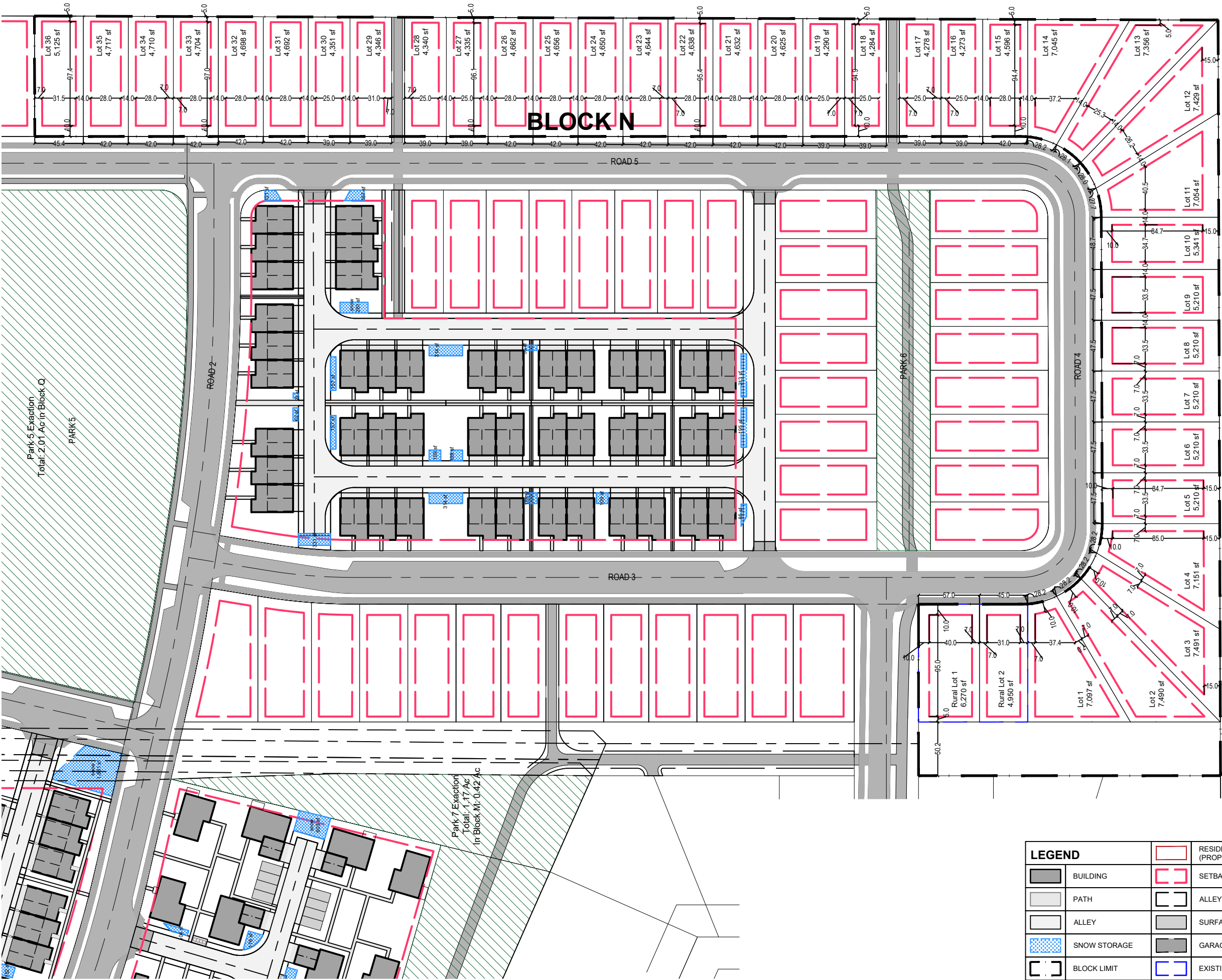
APR-02-2026

DATE

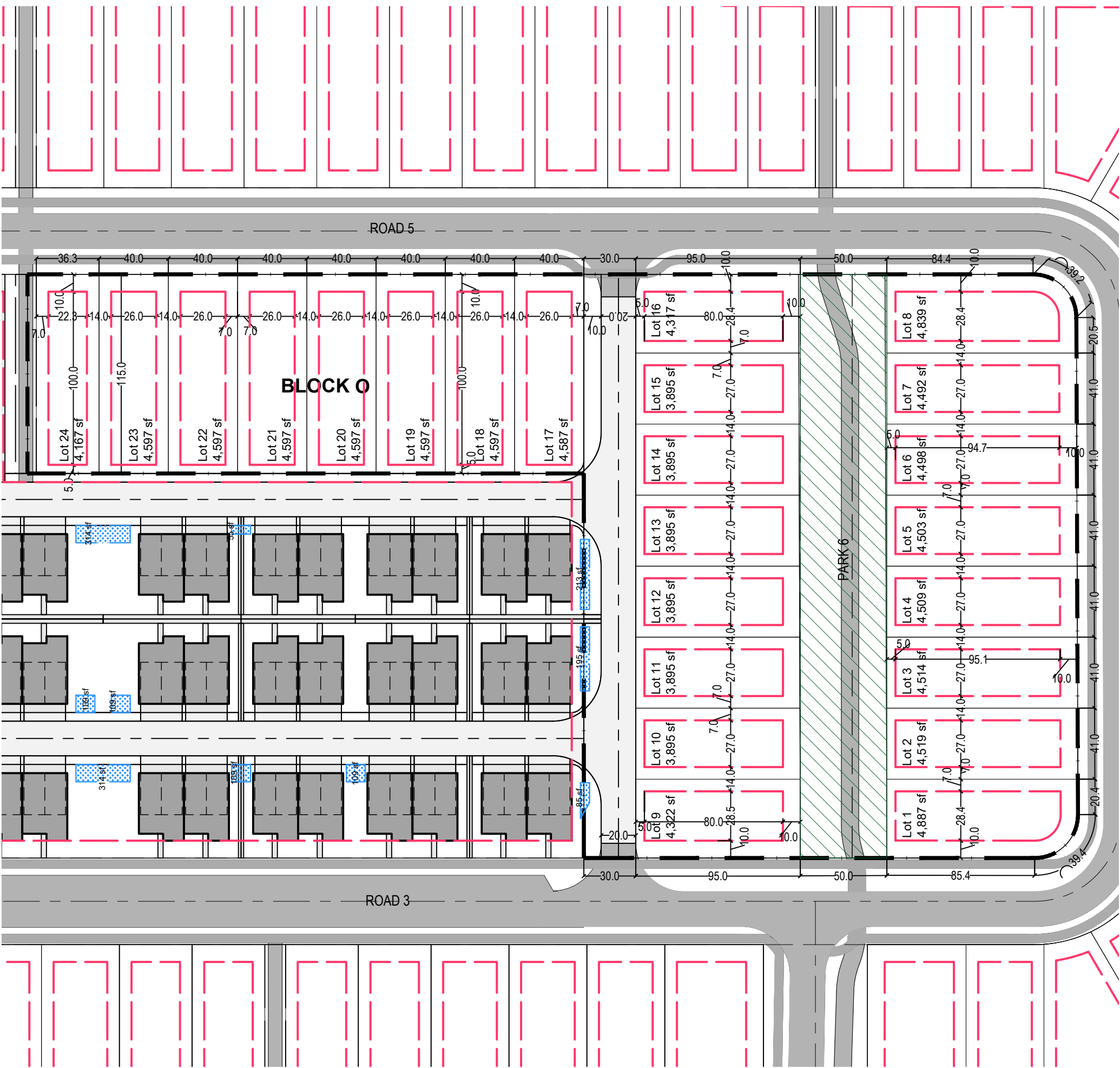


DEVELOPMENT PLAN
BLOCK N

A113
SHEET NUMBER



LEGEND			
	RESIDENTIAL LOTS (PROPOSED)		SETBACK
	BUILDING		ALLEY LOT
	PATH		SURFACE PARKING
	ALLEY		GARAGE PARKING
	SNOW STORAGE		EXISTING UNITS
	BLOCK LIMIT		



General Notes

- Zoning is based on NSP-1 design standard
- See drawings by Jorgensen Engineering for information on site grading, utilities, parking and development calculations.

Lot Notes:

A total of (24) twenty four unrestricted single-family lots are provided.

Lot sizes are called out on the site plan.

Additional Notes

- Additional standards for NSP-1 Unrestricted lots will be reviewed at the Building Permit review.

LEGEND	
	BUILDING
	PATH
	ALLEY
	SNOW STORAGE
	BLOCK LIMIT
	SETBACK
	ALLEY LOT
	SURFACE PARKING
	GARAGE PARKING
	RESIDENTIAL LOTS (PROPOSED)
	EXISTING UNITS

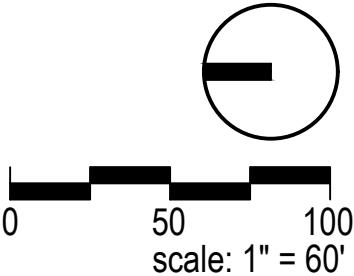
PRC Revision: JUN-26-2026

26-404

PROJECT NUMBER

APR-02-2026

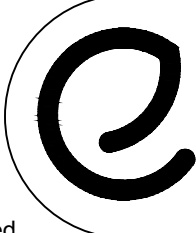
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DEVELOPMENT PLAN
BLOCK O

A114
SHEET NUMBER

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General Notes

- Zoning is based on NSP-1 design standard
- See drawings by Jorgensen Engineering for information on site grading, utilities, parking and development calculations.

Building Scale Notes

A total of (45) forty five units units are provided. Below is a summary of building scale and unit sizes proposed across the block.

Building Type 1:
Number of Units/Type: 3 units / Restricted
Gross Floor Area:5,280 sf
of Bedrooms: 2 Beds
of Stories: 2
Parking: 2 parkings/unit (enclosed)

Building Type 2:
Number of Units/Type: 2 units /Restricted
Gross Floor Area: 3,520 sf
of Bedrooms: 2 Beds
of Stories: 2
Parking/unit: 2 parkings/unit (enclosed)

Site Scale Notes

- Trash will be managed through individual containers for each housing unit, to be rolled out to the edge of alley for pick up.
- Snow storage provided on site at greater than 10% required (2,854 sf)

Additional Notes

- For proposed LSR and plant units, refer to the Landscape Plan for each block.
- Alleyway easement extended to Road 3 to meet Block Frontage requirements as per LDR Section 4.5.2.B.1.c

LEGEND	
	BUILDING
	PATH
	ALLEY
	SNOW STORAGE
	BLOCK LIMIT
	SETBACK
	ALLEY LOT
	SURFACE PARKING
	GARAGE PARKING
	RESIDENTIAL LOTS (PROPOSED)
	EXISTING UNITS

PROJECT TEAM

agrostis, inc.
cib

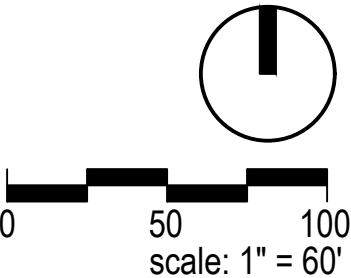
Revised: APR-13-2026
PRC Revision: JUN-26-2026

26-404

PROJECT NUMBER

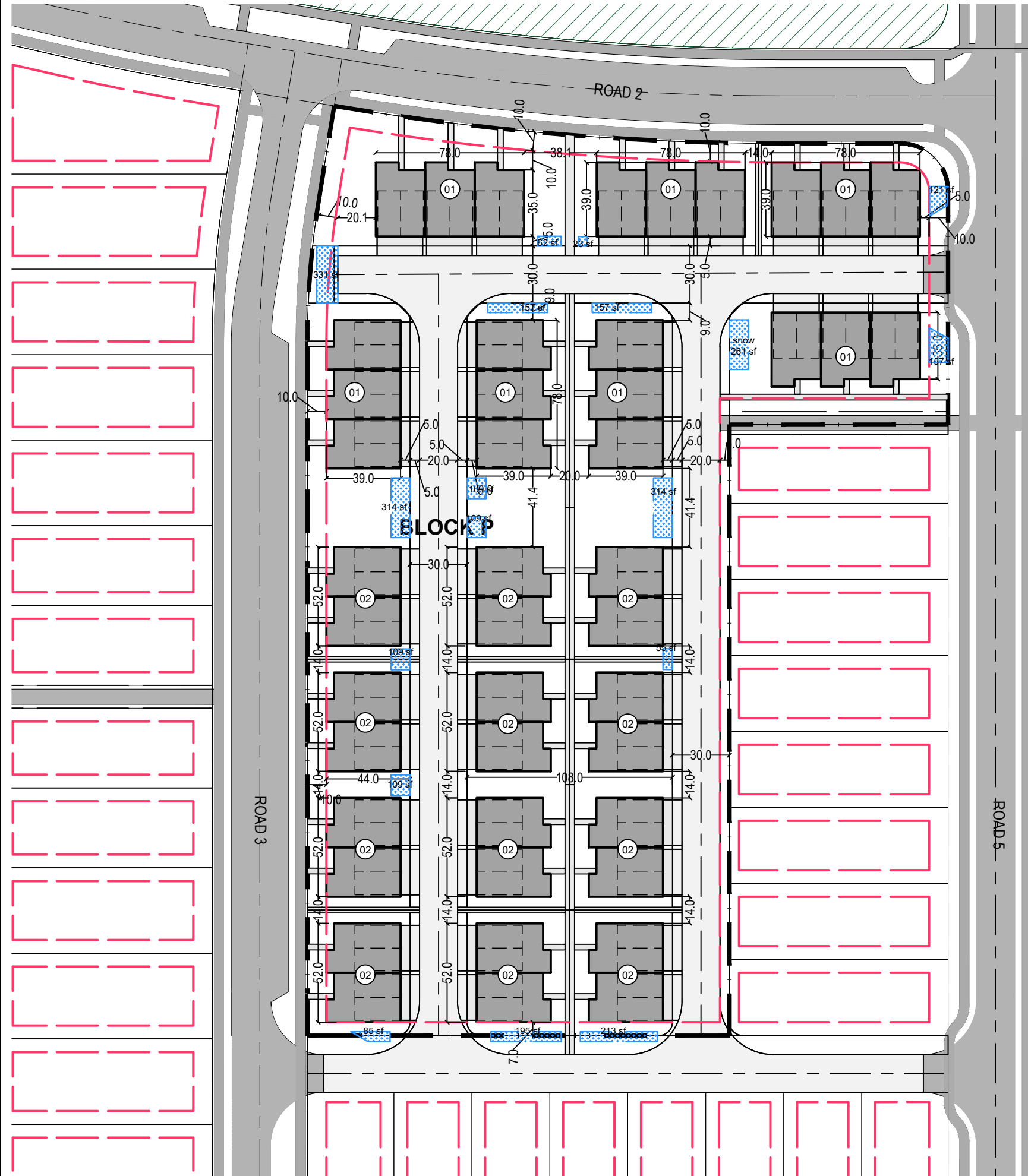
APR-02-2026

DATE



DEVELOPMENT PLAN
BLOCK P

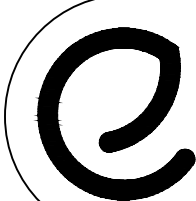
A115
SHEET NUMBER



Block P: NSP-1

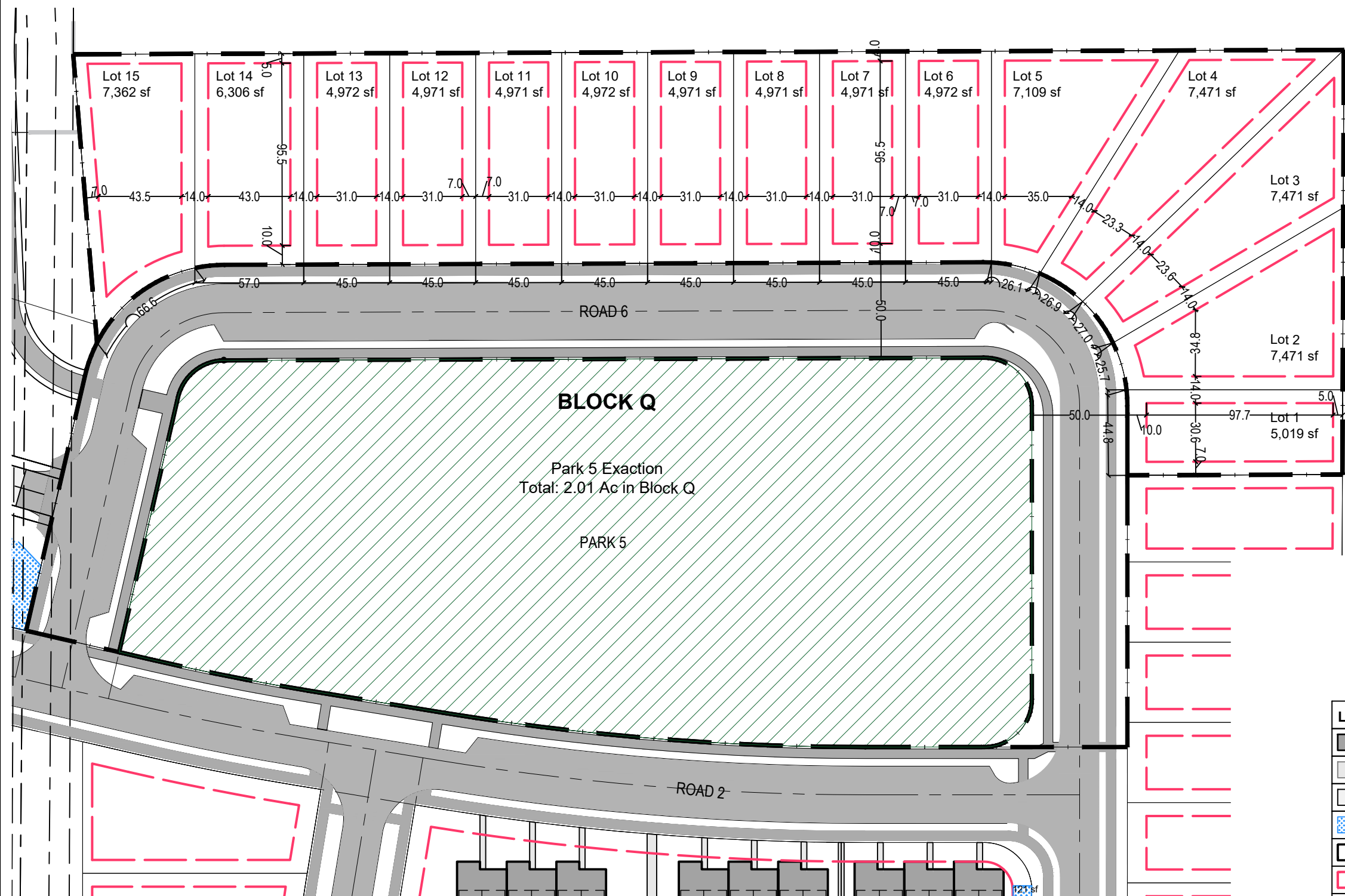
LDR Standard	NSP-2 Standard	Proposed Development
Primary Building Setbacks (min)	Street 10' Side interior 7' Rear 5'	Street 10' Side N/A Rear 7'
Site Development Setbacks (min) excluding driveways, sidewalks or parking	Street 10' Side / rear 5'	Street 10' Rear 5'
Landscape Surface Ratio (min)	0.35 -0.5 per additional DU (assume 0.20 min)	0.59
Plant Units (min)	1 PU/lot	45 Plant Units
Access Types	Alley required for lot width <25 ft	Alleyway
Curb-cut width (max)	20' per 100' of lot frontage or 40% of lot frontage, whichever is less	N/A townhouse access from alleyway
Parking Setbacks (min)	Primary street 20' Secondary street 10' Side interior 1' Rear 5' Rear alley 0'	N/A All parking in garages
Building Height (max)	2 stories, not to exceed 30' with roof pitch $\geq 6/12$	2 stories not to exceed 30'
Floor Area Ratio (max)	Lots $\leq 5,000$ sf: 0.50 Lots $> 5,000$ sf 0.40 +0.10 per additional DU (assumed 0.70 max)	0.65 (79,200 sf)
Max scale of residential unit	4,000 sf habitable excluding basement	1,760 sf max
Parking Requirement	1.5/DU (off-street)	2/DU
Lot Size	2,500 sf – 7,500 sf	N/A Townhouse subdivision (average 2,720 sf/unit)
Density (max)	4 DU/lot $>5,000$ sf	2 DU/ lot $>5,000$ (future townhouse subdivision, max 3DU/building)

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General Notes

- Zoning is based on NSP-1 design standard
- See drawings by Jorgensen Engineering for information on site grading, utilities, parking and development calculations.

Lot Notes:

A total of (15) fifteen unrestricted single-family lots are provided.

Lot sizes are called out on the site plan.

Additional Notes

- Additional standards for NSP-1 Unrestricted lots will be reviewed at the Building Permit review.

LEGEND	
	BUILDING
	PATH
	ALLEY
	SNOW STORAGE
	BLOCK LIMIT
	SETBACK
	ALLEY LOT
	SURFACE PARKING
	GARAGE PARKING
	RESIDENTIAL LOTS (PROPOSED)
	EXISTING UNITS

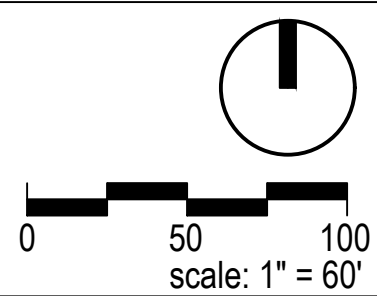
PRC Revision: JUN-26-2026

26-404

PROJECT NUMBER

APR-02-2026

DATE



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scale: 1" = 60'

DEVELOPMENT PLAN
BLOCK Q

A116

SHEET NUMBER

Plan Review Committee Comments



MEMORANDUM

To: Chandler Windom
Teton County Planning and Building

From: Kristi Malone
Jackson/Teton County Housing Department

Re: Housing Department Review of Northern South Park Area 1 Development Plan
Application (DEV2026-0002)

Date: June 15, 2026

Recommended Conditions of Approval:

1. The 6 base-zoning dwelling unit entitlements are subject to housing mitigation standards in effect at the time of their development.
2. Deed restrictions or ground leases securing use and occupancy to Affordable/Workforce households are required to be recorded in the office of the Teton County Clerk prior to issuance of Certificate of Occupancy for each of the 388 bonus restricted homes.
3. A monitoring report pursuant to LDR Sec.4.5.1.C.3.d is required annually and must include buildout analysis (number of bonus restricted and unrestricted homes under construction and completed), ownership changes of restricted homes, and copies of all applicable ground leases.
4. Land conveyance, as described in this application, shall occur prior to issuance of this Development Permit. Applicant shall demonstrate that land has clear title, physical and legal access, and is free of any liens prior to conveyance. At the time of conveyance, a covenant shall be recorded with the Teton County Clerk, restricting future use of the site to the development of deed-restricted units and other allowed uses, as approved by the County Attorney and the Planning Director.
5. To ensure that at completed buildout the 70/30 restricted to unrestricted home ratio is met, the number of homes per block proposed in this Development Plan must be treated as a minimum density rule for bonus restricted units and a maximum density rule for bonus unrestricted units. Physical development applications not meeting the density rules must be denied until this Development Plan is amended to provide for reallocating units to other unbuilt housing blocks within the NSP Overlay.

6. When 82 of the unrestricted new units in the Development Plan have been issued building permits, no additional building permits for unrestricted new units may be issued until certificates of occupancy are issued for 17 affordable new units.

Thank you for the opportunity to review this Development Plan application covering all bonus restricted and unrestricted homes as well as six retained base zoning market residential entitlements for NSP Area 1. Both block-level subdivision and physical development is concurrently proposed. The Jackson/Teton County Housing Department continues to support use of this incentive option to bring Affordable and Workforce housing to our community—especially since, as the Master Site Plan application stated, the proposed development will not require taxpayer subsidies for land acquisitions, infrastructure costs, or vertical construction costs.

With the visioning Neighborhood Plan, regulatory Land Development Regulations (LDRs), and framing Master Site Plan approved and in place, the purpose of this Development Plan is “to review a physical development or development option that is large and complex enough to benefit from a public review at a sufficient level of detail to determine compliance with these LDRs prior to preparation of final construction or plat documents” (LDR Sec. 8.3.2). The housing rules for NSP Area 1 are codified and the function of this review is to 1) ensure compliance of site-wide planning with those rules, and 2) prepare for straightforward and comprehensive review of forthcoming grading and building permit applications. While deficiencies of the regulatory standards for the NSP Overlay are called out in some places in this review, the department’s intent is for transparent understanding of what the housing rules do and do not require—not for reconsideration of the regulatory standards that have already been codified through adoption and incorporation into the LDRs.

Below, each applicable housing LDR section is shown in italics followed by a compliance analysis of the development proposed in this application.

4.5.1. - Northern South Park Incentive Overlay and Development Procedure

C.3. Development Plan. *Any Development Plan application submitted for lands approved for development under one or more of the Northern South Park Development Standards shall be subject to the Development Plan standards and procedures of Section [8.3.2](#) (Development Plan) and shall meet the following standards.*

a. Contents...

- i. **Dwelling Units.** *A Development Plan shall include a description of all proposed units by lot and whether they are existing or new units (see Section [4.5.2](#)) and deed-restricted workforce or affordable or unrestricted units.*

Complies. The Development Plan accounts for all proposed units. Of the 600 dwelling units of bonus development potential under the Northern South Park Area 1 Overlay, 553 are proposed. Of the 86 market/unrestricted dwelling units from base zoning (Suburban + Rural-1), 79 comprise the Porter Ranch Subdivision (Plat 1453), 1 is retained at the existing home at the corner of High School Road and South Park Loop, and 6 are incorporated in this Development Plan application.

BLOCK	FORM	ACRES FOR HOUSING	ACRES FOR EXACTION, ROW, ETC.	# UNITS	DENSITY RANGE (UNITS/AC)
NEW DEED-RESTRICTED UNITS					
A	3	1.08	3.92	32	29.6
B	3	1.17	2.68	38	32.5
D	2	2.72	0.89	66	24.3
E	3	2.34	1.59	64	27.4
F	3	1.02	3.52	32	31.4
H	2	1.60	1.12	28	17.5
I	3	2.85	1.71	65	22.8
J	2	1.34	1.44	18	13.4
P	1	2.05	0.76	45	22.0
Total		16.17 acres	17.63 acres	388 units (70%)	Avg: 24.5 units/acre
NEW MARKET/UNRESTRICTED UNITS					
C	2	1.39	3.61	17	12.2
K	2	1.55	1.06	32	20.6
L	2	2.13	1.35	32	15.0
M	1	1.57	1.14	9	5.7
N	1	4.67	0.33	36	7.7
O	1	2.43	0.62	24	9.9
Q	1	2.01	2.99	15	7.5
Total		15.75 acres	11.1 acres	165 units (30%)	Avg: 11.2 units/acre
All Bonus Totals		31.92 acres (53%)	28.73 acres (47%)	553 units	17.3 units/acre

Block G is a Park and contains no dwelling unit entitlements.

Separately, 6 entitlements from base zoning will be incorporated.

The application states, "As of the date of this Development Plan, 100% of the new units will be "affordable" housing units (as defined in Section 4.5.2.B.3.b of the LDRs)."

- ii. ***Affordable and Workforce Housing Plan.*** Any Development Plan for physical development or subdivision proposing unrestricted units shall include a plan demonstrating

compliance with the affordable and workforce housing allocation in Section [4.5.2\(F\)](#) (Affordable and Workforce Housing Requirements).

(following is excerpted from LDR **Sec 4.5.2.F Affordable and Workforce Housing Requirements**)

1. Applicability.

- a. Nonresidential Development.** Nonresidential development shall be subject to the requirements of [Division 6.3](#) (Affordable Workforce Housing Standards) and shall be exempt from the standards of this Section [4.5.2\(F\)](#).

Not applicable. No nonresidential floor area is proposed in this Development Plan.

- b. Existing Development Potential.** Development of the 118 dwelling units recognized under existing zoning within the Northern South Park Overlay shall be subject to the requirements of [Division 6.3](#) (Affordable Workforce Housing Standards) and shall be exempt from the standards of this Section [4.5.2\(F\)](#).

Complies as conditioned (#1).

- c. New Unit Development Potential.** Development of all new units under the Northern South Park Development Standards shall meet the Affordable and Workforce Housing standards of this Section [4.5.2\(F\)](#) and shall be exempt from the standards and requirements of [Division 6.3](#) (Affordable Workforce Housing Standards).

Complies. The 553 bonus dwelling units proposed are exempt from Housing Mitigation.

2. Standards.

- a. Required Allocation.** Development of any new units shall be comprised of at least 70% deed-restricted housing units and at least 40% of the new housing units shall specifically be affordable housing units.

Complies as conditioned (#2, #3). As referenced in the **Dwelling Units** section above, 70% of all bonus dwelling units (388 out of 553 homes) will be restricted as Affordable Housing Units. As mentioned at the top, the standards regulating the NSP Overlay are approved and in effect, and the applicant is found to be in compliance with the allocation standard. However, readers should note that the definition of "Affordable Housing Unit" approved in the LDRs does not include a maximum income limitation for residents or a maximum sales price for dwelling units subject to Jackson Hole Community Housing Trust or Habitat for Humanity restrictions. Current programmatic practices for these organizations put Trust homes in the less than 150% Median Family Income Range and Habitat homes in the <80% Median Family Income Range, but the LDRs do not require these programmatic practices to be adhered.

- b. **Affordable Housing Unit.** A dwelling unit (i) subject to a Jackson/Teton County Housing Department or Jackson/Teton County Housing Authority special restriction, deed restriction, and/or ground lease, permanently restricting use and occupancy of the unit to households working in Teton County, Wyoming and earning up to 120% of Median Family Income or (ii) subject to a Jackson Hole Community Housing Trust or Habitat for Humanity of the Greater Teton Area special restriction, deed restriction, and/or ground lease permanently restricting use and occupancy of the unit.

Additionally, the allowance of ground leases as a restrictive mechanism ties occupancy terms to the lessee, not to the title of the land in perpetuity. It is unclear how compliance will be tracked as occupancy and ground leases change over time and how recourse for noncompliance would be achieved in the future if a ground lease is missing or insufficient.

b. Affordable and Workforce Housing Plan. *An application for development of unrestricted units or subdivision of unrestricted lots of record shall demonstrate compliance with the standards of this Section through inclusion of an Affordable and Workforce Housing Plan.*

- i. *Part of Development Plan Application. The Affordable and Workforce Housing Plan shall be a required component of a sufficient Development Plan application for subdivision of unrestricted lots of record or development of unrestricted units.*

Complies. Development Plan application was found to be sufficient.

- ii. *Contents of Affordable and Workforce Housing Plan.*

- a) *Calculation of Allocation. A calculation of the amount of deed-restricted housing units and minimum affordable housing units to satisfy the allocation incentive. 1) If the calculation determines that a fraction of a deed-restricted housing unit is needed, the fraction shall be rounded to the nearest whole number.*
- b) *Proposed method of provision. The method or combination of methods by which deed-restricted housing is to be provided.*

Complies. Required allocation is addressed above and method of provision is addressed below.

c. Method for Providing Affordable and Workforce Housing.

- i. *Standards Applicable to All Methods.*

- a) *Location. Deed-restricted housing shall be developed within the same Area of the Northern South Park Incentive Overlay as the corresponding unrestricted development. 1) Within practical limitations imposed by Section 4.5.2(F.2.c.ii) (Construction) and Section 4.5.2(F.2.c.iii) (Conveyance of Land), deed-restricted housing units shall be integrated with unrestricted units within the Northern South Park Overlay.*
- b) *Variety. Within practical limitations imposed by Section 4.5.2(F.2.c.ii) (Construction) and Section 4.5.2(F.2.c.iii) (Conveyance of Land), deed-*

restricted housing units shall be provided in a variety of building types and sizes to accommodate a variety of incomes and lifestyles.

Complies. Proposed building types vary from detached single-household dwelling units to six-unit multiplexes. Of the 388 deed-restricted units proposed, 249 (64%) will be 2-bedroom homes and 139 (36%) will be 3-bedroom homes. No studios or 1-bedroom homes are proposed. Since the LDRs do not prescribe a unit size mix or mixed-income integration schedule and caveat these standards with practicality of the land conveyance, the proposal is found to be acceptable.

ii. *Construction.*

Not applicable. Construction method was not proposed.

iii. *Conveyance of Land. Conveyance of land to satisfy the allocation of deed-restricted housing shall comply with the following standards.*

- a) *Recipient. Land may only be conveyed to the County or to a bona fide affordable and/or workforce housing developer directly. The recipient of land conveyed pursuant to this Section shall be approved at the discretion of the Board of County Commissioners, except that no approval is required if the land will be conveyed to the Jackson Hole Community Housing Trust or to Habitat for Humanity of the Greater Teton Area.*

Complies. Land will be conveyed to the Jackson Hole Community Housing Trust or to Habitat for Humanity of the Greater Teton Area.

b) *Timing.*

1. *Land conveyance shall occur prior to issuance of a Development Permit for any physical development or subdivision of land for unrestricted new dwelling units.*

Complies as conditioned (#4).

2. *When 50% of the unrestricted new units for an NSP Area have received Development Plan approval, no Development Plans shall be approved within such NSP area for additional unrestricted new units utilizing the land conveyance method, pursuant to this Section, until building permits are issued for an amount of affordable new units in such NSP Area equal to 20% of the amount of such unrestricted new units. If a sufficient amount of new affordable housing units have not been issued building permits pursuant to this paragraph, the Board of County Commissioners may approve financial assurances proposed by the applicant for the unrestricted units to guarantee that construction of such affordable housing units will occur in a timely manner so additional Development Plans may be approved, and corresponding land conveyed, in accordance with this Section.*

Complies as conditioned (#5, #6). Reviewers, decision-makers and the public should note that the LDRs for Northern South Park do not explicitly require the 70/30 restricted to unrestricted home ratio to be maintained over the period of buildout. Minimum and maximum densities presented in this application must be required to ensure that the completed site buildout meets the 70/30 required ratio. Also, the “backstop” provision included in the regulations only requires that 17 restricted homes be permitted for construction before all 165 unrestricted homes may be built. The “backstop” provision for land conveyance only applies to phased Development Plans. Although a single Development Plan for the entire site is allowed as presented by the applicant, it renders the backstop provision useless. To still feasibly implement the “backstop,” it must be converted to Building Permit timing.

- c) *Amount. Land conveyed shall, at the minimum, be in an amount that allows for construction, under the NSP Development Standards applicable to the land at the time of conveyance, of the amount of deed-restricted housing units commensurate with the unrestricted dwelling units approved by a Development Plan for physical development or subdivision.*
1. *The minimum amount of land conveyed shall be determined based on the number of deed-restricted units identified in the Affordable and Workforce Housing Plan. The applicant shall demonstrate that the land conveyed is of an amount sufficient to accommodate the deed-restricted housing units.*

Complies. Demonstrated in site plans provided.

- d) *Clear Title. Land conveyed shall have clear title, physical and legal access, and be free of any liens.*

Complies as conditioned (#4).

- e) *Onsite Infrastructure. Land conveyed shall be fully ready for development and construction, with roads and pathways, water supply, sewage disposal, stormwater system, communication, electricity, and other basic services installed with direct and sufficient access to the conveyed land, corresponding with the approved Master Site Plan and its Capital Improvements Element.*

Determination of consistency with approved Master Site plan and Capital Improvements Element is outside the scope of Housing Department purview. However, it should be noted that the extent of infrastructure provided by this applicant directly impacts the speed at which Habitat and the Housing Trust can deliver completed homes. As organizations dependent on philanthropy and fundraising for development costs, the degree of infrastructure not provided by the applicant increases

development costs, requiring more fundraising and slower Affordable housing production.

- f) *Site Suitability. All conveyed land shall be suitable to construct intended density and amount of affordable workforce housing, as identified in the geotechnical study and analysis of the approved Master Site Plan.*

Determination of geotechnical site suitability is outside the scope of Housing Department purview.

- g) *Use of Conveyed Land. Land conveyed shall be used for the development of deed-restricted housing units of an amount and type consistent with or exceeding the requirements of this Section. Additional local neighborhood nonresidential uses, pathways, alleys, parks and other uses allowed in the Northern South Park Development Standards may also be developed on the land, subject to Development Plan approval, if such uses and improvements do not interfere with provision of the affordable and workforce housing allocation.*

Complies.

- h) *Covenants and Deed Restrictions.*

1. *At the time of conveyance, a covenant shall be recorded with the Teton County Clerk, restricting future use of the site to the development of deed-restricted units and other uses allowed subject to Subsection iii.g, above, that shall be approved as to form by the County Attorney and the Planning Director.*
2. *The covenant in Subsection h.1, above, shall be vacated and released from a deed-restricted unit upon the recordation against such unit of a deed restriction administered by the Jackson Hole Community Housing Trust, Habitat for Humanity of the Greater Teton Area, Jackson/Teton County Housing Authority, the Jackson/Teton County Housing Department, or a deed restriction subject to the review and recommendation of the Housing Director and approval by the Board County Commissioners.*

Complies as conditioned (#4).

b. Master Site Plan. *A Development Plan shall be consistent with the approved Master Site Plan.*

Complies. The Development Plan proposal is consistent with the housing element of the approved Master Site Plan and includes conceptual site plans for each block. Condition of approval #8 of the Master Site Plan says that the Development Plan “shall include written consent from recipients of said restricted block(s) that the housing concepts set forth in the conceptual site plan are viable for that entity to construct.” Page 155 of the

application includes Habitat and the Housing Trust as project team members and this is interpreted as consent of those organizations to the block plans provided.

c. Phasing Plan. *A phasing plan may be submitted to ensure the development, improvements, infrastructure, and public facilities, occur in logical sequence and/or to establish an alternative expiration...A development plan that includes both subdivision and physical development shall include a phasing plan, proposed by the applicant.*

Complies. A phasing plan was provided.

d. Monitoring Report. *The Planning Director may require the applicant to provide a monitoring report that describes project progress and accounts for the status of all approved units for tracking purposes as well as construction of infrastructure and public open spaces, parks, and facilities.*

Complies as conditioned (#3).

Thank you again. Please contact me with any questions.



STAFF MEMO

June 12, 2026

TO: Chandler Windom, AICP, Senior Planner

Delivery via email: cwindom@tetoncountywy.gov

FROM: Heather Overholser – Director of Public Works

RE: DEV2026-0002 – Northern South Park Area 1 – Public Works Initial Review Comments

Thank you for the opportunity to review the permit application DEV2026-0002, the Northern South Park Area 1 Development Plan. This proposal represents a significant development project with substantial long-term implications for the residents, infrastructure, and services of Teton County.

The comments contained in this memorandum reflect a coordinated review by the Teton County Public Works Department and consolidate input from the following divisions:

- Integrated Solid Waste and Recycling (ISWR)
- Road and Levee
- Water Quality
- Engineering
- Transportation & Pathways

Staff within each Division prepared the comments provided below. As a result of the multidisciplinary nature of the review, some comments may overlap or reflect differing perspectives among Divisions. Staff is available to discuss and clarify any questions regarding these comments.

Given the scale and complexity of the proposed development, as well as the limited time available for review, these comments should be considered preliminary. Additional comments, requests for information, and recommendations may be provided as staff continue their evaluation in advance of hearings before the Planning Commission and Board of County Commissioners.

INTEGRATED SOLID WASTE AND RECYCLING (ISWR)

Comments from Rebecca Kiefer - Superintendent

1. Materials Management Infrastructure

The Development Plan narrative and supporting materials do not appear to identify how solid waste, recycling, and potential future organics collection services will be provided throughout the development.

Please provide additional information regarding the proposed collection method(s), servicing approach, and any centralized collection facilities or enclosure locations intended to serve the various residential product types proposed within the development.

2. Collection Infrastructure for Higher-Density Residential Areas

The proposed development includes a variety of housing types and densities; however, dedicated refuse and recycling collection areas are not clearly identified within the plans. Please demonstrate how adequate space has been reserved to accommodate refuse and recycling collection infrastructure serving higher-density residential areas and attached housing products.

3. Collection Vehicle Access and Maneuverability

The proposed development relies extensively on alley-served circulation and contains several dead-end alley segments.

Please demonstrate that collection vehicles can safely and efficiently access all proposed service locations, including consideration of turning movements, backing requirements, dead-end alley configurations, on-street parking impacts, and year-round operational conditions.

4. Winter Operations and Snow Storage

Several portions of the site appear constrained by the combined demands of snow storage, parking, sidewalks, utilities, landscaping, and access requirements.

Please demonstrate how refuse and recycling collection operations will be maintained during winter conditions, including access to collection infrastructure, container staging areas, snow removal activities, and collection vehicle maneuverability.

5. Bear-Resistant Refuse and Recycling Infrastructure

The development should demonstrate how refuse and recycling infrastructure will comply with applicable bear-resistant storage requirements and wildlife conflict prevention measures.

Please identify the proposed approach for bear-resistant refuse and recycling storage, enclosure design, and long-term maintenance responsibilities.

6. Long-Term Serviceability

Because the proposed development contains a highly engineered site layout with limited opportunities for future modifications, please demonstrate that sufficient space has been reserved to accommodate long-term materials management needs, including future changes in collection methods, diversion programs, or collection infrastructure requirements.

7. Community Recycling Opportunities (Recommendation)

ISWR recommends the applicant evaluate whether space can be reserved within the development for future community-scale recycling opportunities. Reservation of adequate space during the planning phase may provide greater flexibility for future recycling infrastructure should community needs, diversion programs, or collection methods evolve over time.

Consideration should be given to whether future recycling infrastructure could be integrated with planned neighborhood amenities, mobility hubs, transit facilities, or pathway networks in a manner consistent with the project's complete neighborhood objectives.

This comment is provided as a planning consideration and is not intended to prescribe a specific location or design solution.

ROAD AND LEVEE

Comments from Tony Havel – Superintendent

1. Northern South Park Area 1 Traffic Impact Analysis; VI. Construction Traffic (Page 34).

- a. Key characteristics of the construction traffic management plan include the following:
 - Use of the gravel extraction pit developed adjacent to the south of Porter Ranch. NSP Area 1 gravel needs will be serviced by this existing pit which will eliminate the need to haul in gravel from outside sources and along public roads.

Road & Levee comments: Hauling of stockpiled pipe bedding and pit run material from the existing gravel extraction pit to the final installation location using a temporary haul route east of the Porter Development and through Block N and M will alleviate truck traffic on South Park Loop Road and is recommended.

- b. The prohibition of construction vehicles along High School Road in excess of 26,000 pounds.

Road & Levee comments: Both empty concrete mixers and 10-cubic yard end dump trucks exceed 26,000 lb. maximum allowable weight which eliminates hauling any imported materials on High School Road and will require all trucking to use South Park Loop Road.

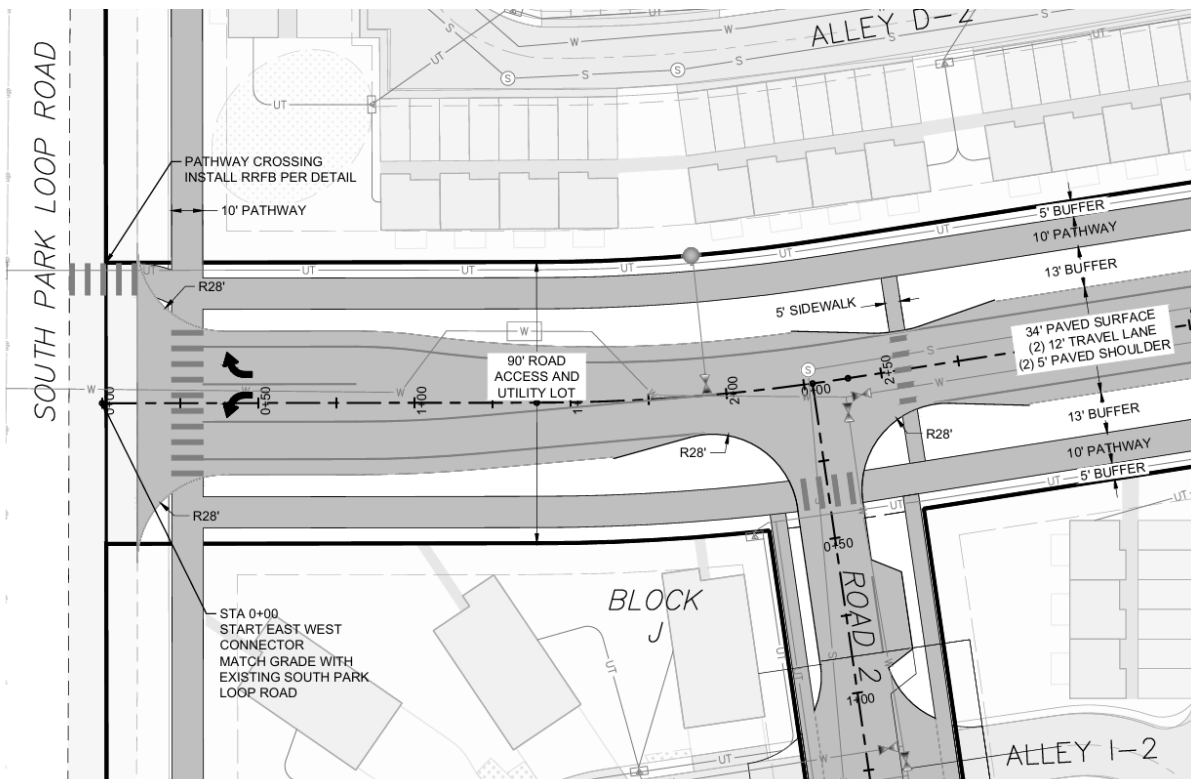
2. Northern South Park Area 1 Traffic Impact Analysis; IX. Summary and Recommendations (Page 40).

- a. South Park Loop Road/East West Connector Road – Construct a center southbound to eastbound left turn lane along South Park Loop Road upon the completion of the East West Connector Road and the buildout of both NSP Area 1 and NSP Area 2.

Road & Levee comments: Recommend center southbound to eastbound left turn lane on South Park Loop Road be constructed in conjunction with the East West Connector Road intersection with South Park Loop Road during NSP Area 1.

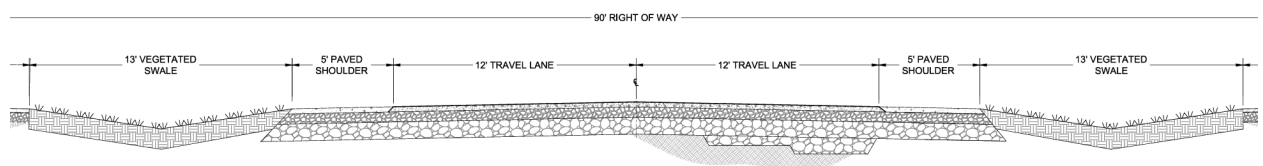
3. East West Connector ROW Plan Sheet #ROW C4.3

Road & Levee comments: The East West Connector Road intersection with South Park Loop Road, and pathway alignment, does not appear to allow for the proposed center southbound to eastbound left turn lane on South Park Loop Road (if the widening is to be equally divided from existing centerline of South Park Loop Road), and therefore the road will need to shift entirely to the west for turn lane widening. Recommend center southbound to eastbound left turn lane on South Park Loop Road be constructed in conjunction with the East West Connector Road intersection with South Park Loop Road during NSP Area 1.



4. East West Connector and Road 4 & 5 Cross Section Sheet C9.0

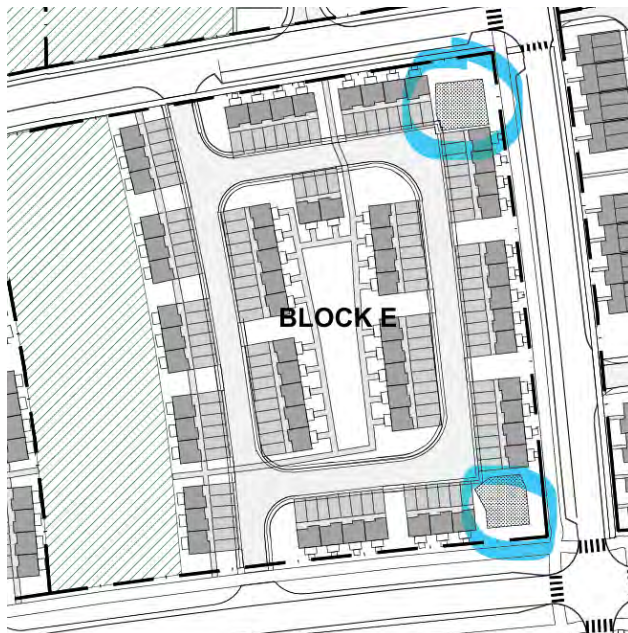
Road & Levee comments: The 13-foot-wide vegetated swales located on each side of the East West Connector Road allow adequate snow storage for windrow and widening even if the road width is reduced from the proposed 34-foot paved width. The 5-foot paved shoulders are cross-hatched differently than asphalt and crushed base cross-hatching shown below. Road & Levee does not recommend the shoulders contain a crushed base surface due to annual maintenance and will need to contain asphalt pavement.



WATER QUALITY

Comments from Christopher Peltz – Water Resource Coordinator

1. Snow storage analysis appears minimal, and does not address snow hauling, snowmelt routing, water quality, nuisance impacts from melting snow, storage volume expectations, and extreme winter conditions. The report provides the required and proposed snow storage areas; however, it is unclear what assumptions were made regarding snow-stacking heights, storage volumes, or operational practices. When reaching the grading permit phase, recommend demonstrating that the proposed snow storage areas can accommodate anticipated snow volumes under typical and above-average winter conditions.
2. Several snow storage areas appear to overlap with proposed stormwater detention and infiltration facilities. Clarify whether this overlap is intentional, and describe how long-term maintenance of these facilities will be carried out. Snow storage areas can accumulate sediment, trash, sand, and other debris that may reduce infiltration capacity and stormwater treatment effectiveness if not regularly maintained.
3. Several snow storage areas appear difficult to access with conventional snow removal equipment. Clarify how snow will be transported to and placed within these areas and identify the equipment anticipated for snow management operations. Provide further explanation that proposed snow storage areas are accessible and functional without adversely affecting adjacent parking, sidewalks, landscaping, or stormwater facilities. See figure below:



4. How does the project anticipate dealing with high groundwater during snowmelt/runoff portions of the year, when the infiltration basins may have standing water? The report indicates seasonal groundwater levels as shallow as approximately 0.3 feet below ground surface in portions of the site (see excerpt of report below). Consider demonstrating adequate separation between seasonal high groundwater and all proposed stormwater infiltration facilities and confirm that infiltration performance will not be compromised during high groundwater conditions.

Table 1: Groundwater Data Summary							
	JG-10	JG-11	JG-12	JG-13	JG-14	JG-16	JG-3
Instrument Depth (Feet below ground surface)	7.4	10.8	9.5	10	10.7	10.3	7.0
Date of Peak Groundwater	6/20/25	6/19/25	6/17/25	6/17/25	6/17/25	6/17/25	6/20/25
Peak Recorded Groundwater (Feet below ground surface)	0.6	0.3	1.9	4.2	5.3	6.7	9.9
Peak Recorded Groundwater Elevation* (Based on provided ALTA man elevation)	6099.4	6101.7	6102.0	6107.8	6104.7	6103.2	6100.0

*Groundwater elevations are approximate. Standpipe piezometers may be surveyed upon request.

5. The report discusses slowing runoff and infiltration but provides very little detail regarding pollutant removal performance. Please identify the pollutant-removal objectives and expected treatment efficiencies for each BMP type. Given the County's ongoing groundwater and nitrate concerns, I'd want more than "water infiltrates into permeable soils."
6. The report states that the Porter Ranch lift station and collection system were designed to accommodate future NSP flows. Also, given shallow groundwater, infiltration into sewer systems could be an issue. Please include more details on manhole sealing requirements, groundwater intrusion mitigation measures, and long-term inspection and maintenance schedules.
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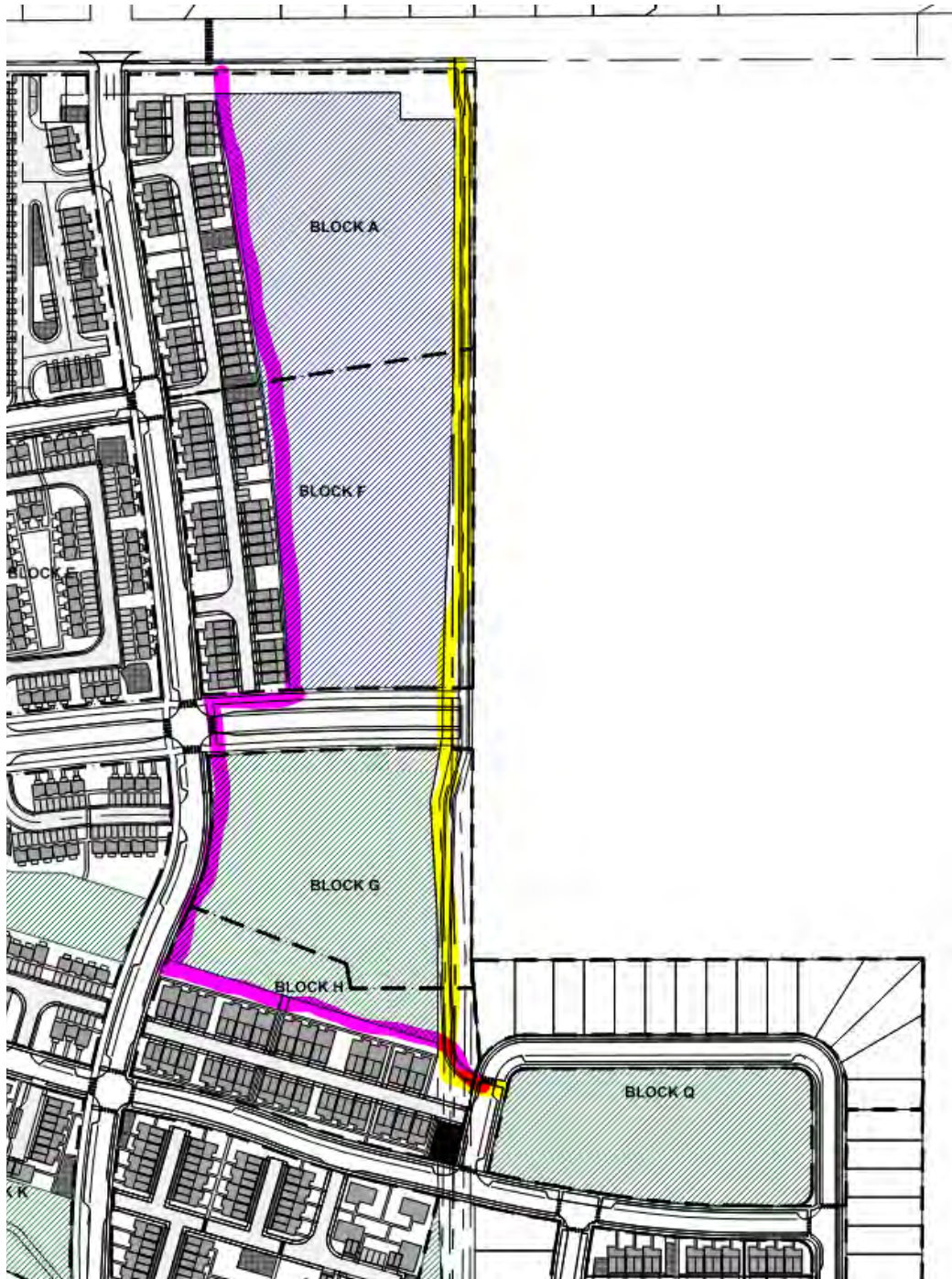
WILDLIFE

Comments from Chris Colligan – Project Manager/Wildlife Biologist

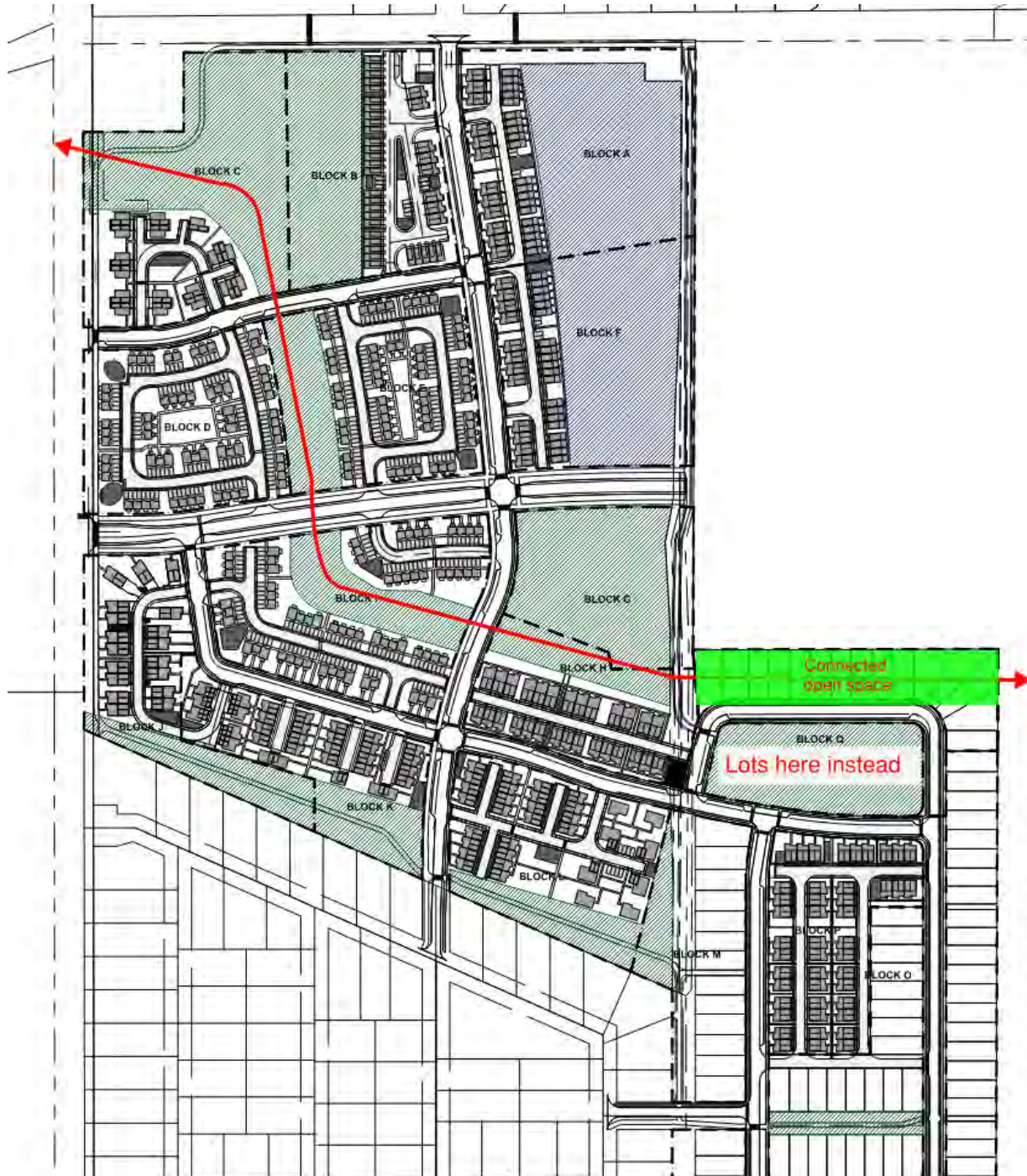
I appreciate the level of detail provided in the submittal and the applicant's efforts to incorporate wildlife considerations into the project design. Below is a list of comments and recommendations related to wildlife permeability, human-wildlife conflict, and long-term functionality of open space within the development.

1. Facilities must be bear-resistant and accessible; community dumpsters that are enclosed are preferred in the dense housing blocks. Consider requiring franchise agreements or centralized service provisions to reduce traffic and enforcement issues associated with obtaining and maintaining bear-resistant dumpsters. Compliance with County LDR requirements for bear-resistant garbage containers should be formalized as part of any approval.
2. The applicant states that, based on consultation with the Wyoming Game and Fish Department, wildlife permeability concerns have been addressed; however, the narrative does not clearly identify what changes were made from earlier versions of the plan, what specific concerns were raised, or when this coordination occurred. Additional documentation should be provided summarizing agency input and how it informed the current design.
3. References to vegetation palatability in the narrative appear unsupported. The statement that "no landscaping will have a palatable rating of high for grazing and browsing animals" should be substantiated with a defined rating system and a detailed species list. A landscaping plan should be required with final submittals and future Grading and Erosion Control (GEC) permits. Species selection should avoid fruit-bearing trees and desirable browse species, prioritize native and water-wise plants, and include advance coordination with nurseries to ensure availability and avoid substitution during construction.
4. Consider utilizing open space areas for integrated stormwater management, including a northwest to southeast swale through this corridor. This approach could improve both drainage performance and the functionality of open space for wildlife movement.
5. Relocate the pathway from the east boundary of Blocks A and F to the west boundary of these school exaction lots, behind the adjacent residential development. This would preserve a more continuous open space corridor and allow these areas to function as wildlife movement corridors until the school sites are developed, utilizing future setbacks as interim open space. This would also put the users closer to the pathway and avoid creation of social trails across Blocks A & F. See figure below:

Yellow = applicant proposal, Purple = suggested alignment

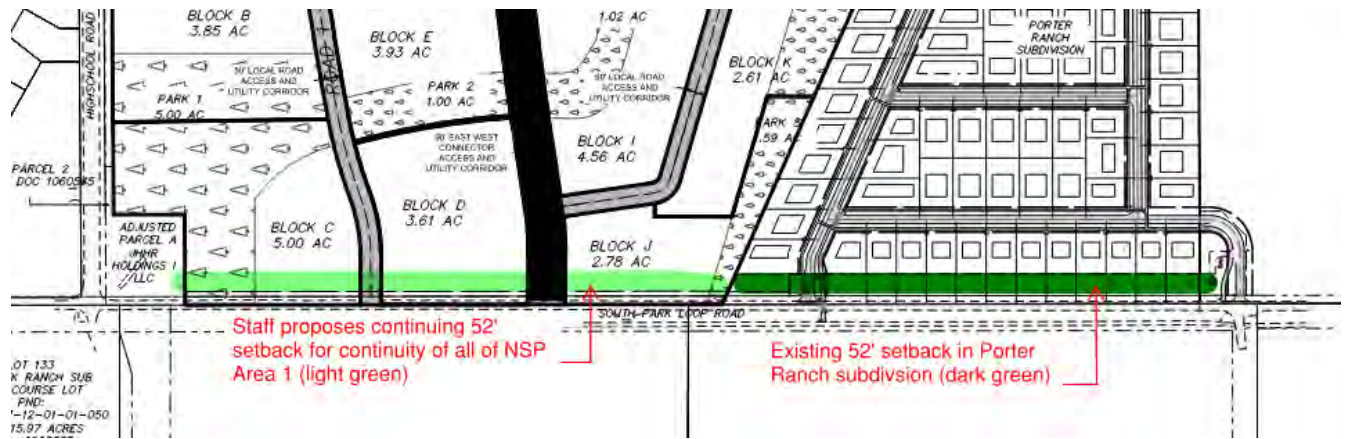


6. Block Q will function as a potential wildlife trap, similar to conditions observed in the Cottonwood subdivision, where wildlife may enter but lack clear exit pathways. Lots could instead be internalized within Block Q while maintaining an open east-west corridor along the northern edge to connect with open space in Blocks G and H. This would create a more continuous and functional movement corridor. See figures below:



7. As an alternative to reconfiguration suggested above, consider requiring a larger setback along the northern boundary of Block Q to function as a natural vegetation buffer. This could be similar in scale and intent to the 52-foot buffer required in the Porter Ranch Subdivision along South Park Loop Road.

8. The 52-foot wide natural vegetation and maintenance easement along South Park Loop Road on the western boundary of the Porter Ranch subdivision should be continued north to High School Road. Extending this corridor would maintain the rural character of the roadway and allow for connectivity between open space west of South Park Loop Road and open space within the Northern South Park development.



9. Clearly define which park and open space areas are intended to meet open space and wildlife permeability requirements of Condition 6. Lands proposed for future County park exactions are not necessarily managed for ecological function once developed with recreational amenities. The plan should delineate which areas are to remain in natural vegetation and function as permeable open space, and which areas are intended for park programming. Where park lands are expected to contribute to permeability, the applicant should ensure these areas are protected and managed accordingly, which may include open space easements or clearly defined development envelopes.
10. The plan relies heavily on unfenced yards and linear park space within developed areas to provide wildlife permeability. While this approach may allow for some movement, it also introduces increased potential for human-wildlife conflict and uncertainty in long-term functionality as landscaping matures and human activity increases. Greater emphasis should be placed on continuous, intentional corridors that are not co-located with high-use residential or recreational spaces.

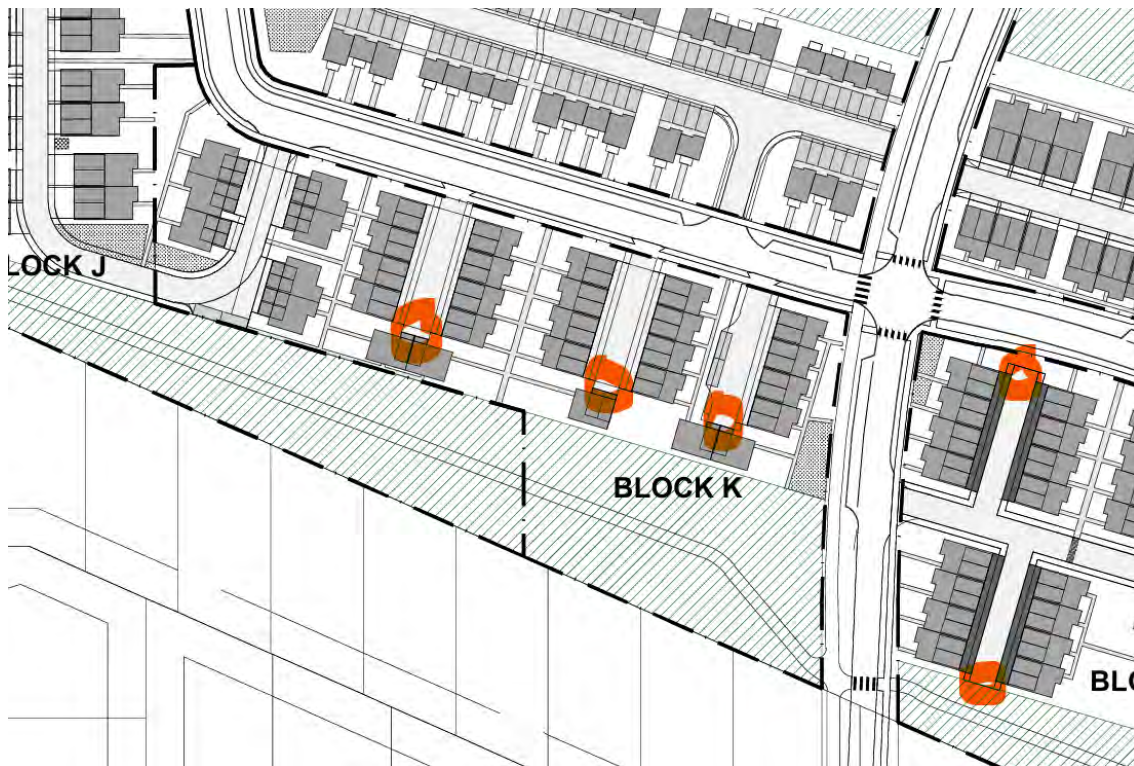
ENGINEERING

Comments from Amy Ramage, P.E. – County Engineer

1. The intended density gradient from earlier planning efforts (higher density north, lower density south, NSP1/NSP2/NSP3) no longer appears evident in the overall site plan. Density and unit types appear relatively similar throughout much of the western lobe of Area 1. This is just observational from the site plan and it is somewhat unexpected that a more diverse building size and unit type was not used. Verification that the intended density gradient has been met should be provided by the appropriate reviewing parties.
2. Developing the site exclusively with residential uses, rather than incorporating a mix of residential and neighborhood-serving commercial uses (e.g., a convenience grocery store

or small restaurants), will increase trip generation and traffic impacts on surrounding roads. Residents will need to leave the development to access goods and services. Integrating limited commercial uses would help reduce vehicle trips and create a more complete, self-sustaining neighborhood.

3. The applicant proposes enclosing the existing irrigation ditch (Leeks Ditch) along the south side of High School Road in a culvert under the proposed new pathway in an area now deeded to the County. This approach is not supported by Public Works staff. A pipe of this size and length will be difficult and costly to maintain. Alternatives that preserve the ditch as an open channel are strongly recommended and should be further evaluated.
4. Multiple dead-end alleys throughout Blocks J, K, and L, lack turnaround “T” configurations and adequate snow storage. It is unclear how vehicles in garages at the ends of these alleys would maneuver without backing out long distances. See some examples highlighted in figure below:

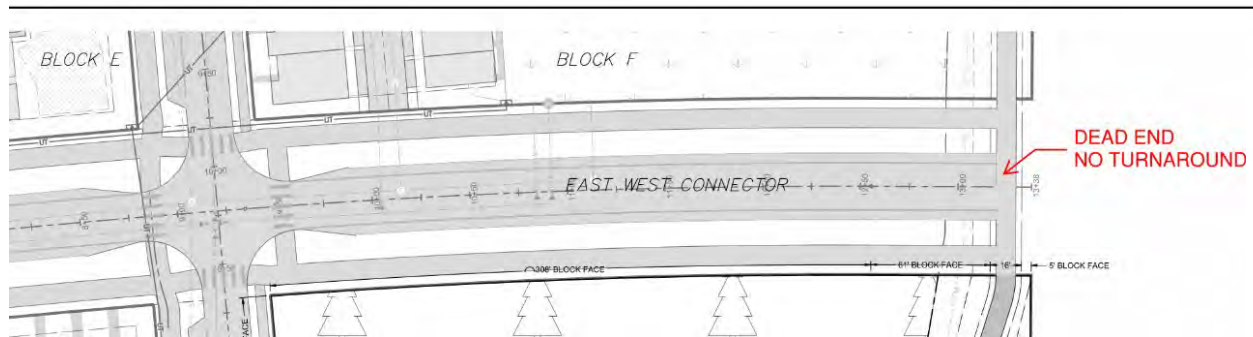


5. The proposed stormwater management approach appears to rely primarily on surface conveyance and detention facilities. However, several of the proposed detention areas do not appear to be readily accessible by surface drainage alone and may require stormwater piping or other infrastructure to function effectively. In addition, some of the more densely developed portions of the site do not appear to include nearby detention facilities, suggesting that stormwater will need to be conveyed to other locations for treatment and storage.

Please provide additional analysis demonstrating that the proposed detention facilities are appropriately located and can be effectively served by the planned drainage system. Detention areas should be sited based on hydraulic function and drainage patterns, rather than solely on the availability of open space.

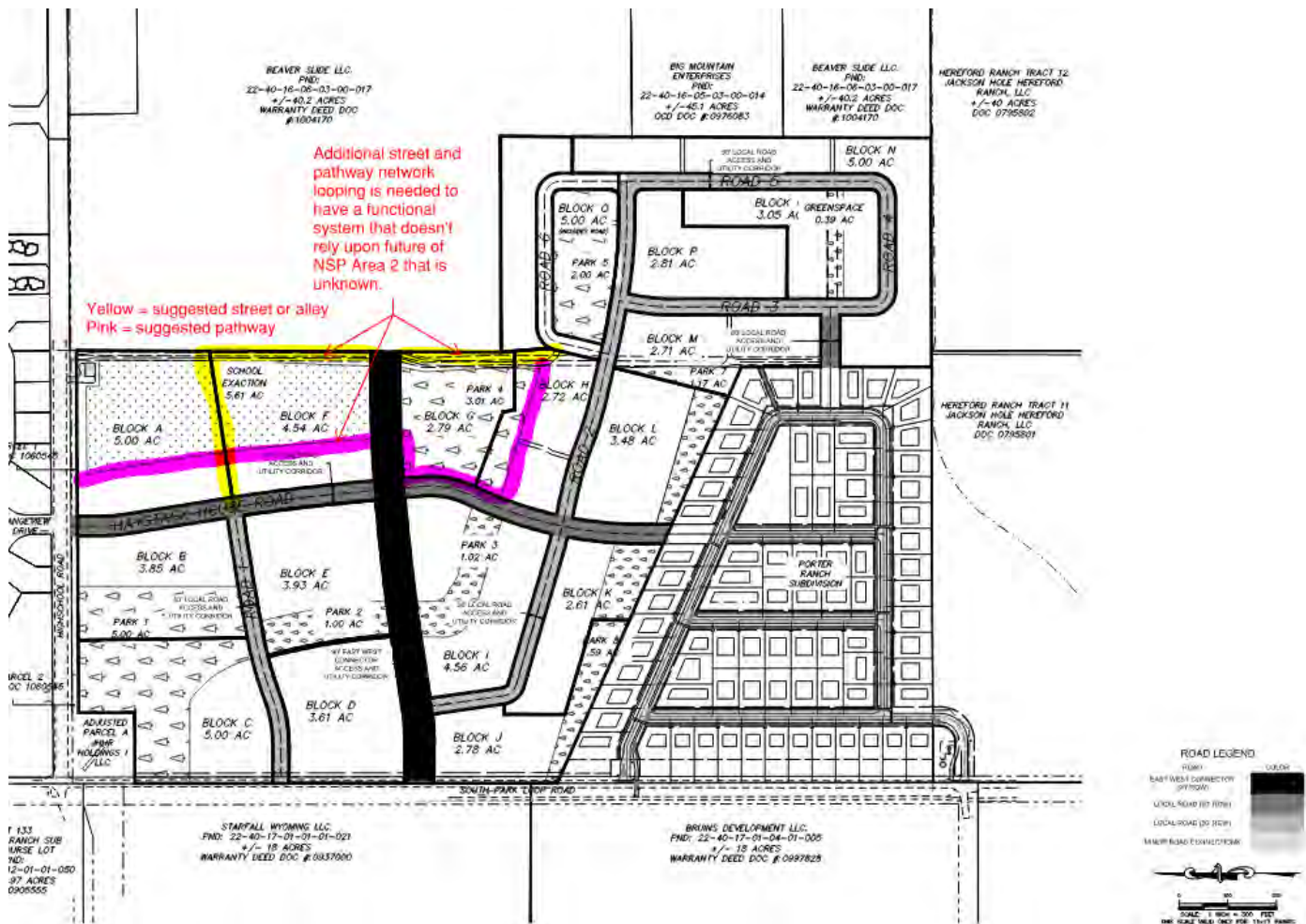
proposed facilities will perform effectively under anticipated groundwater conditions and achieve the project's stormwater management objectives.

7. County Engineering staff has not yet spent time reviewing water distribution and sewer collection plans. Since these systems will be connected to the Town of Jackson, close coordination with their Public Works staff will be needed. The applicant should expect additional comments on these plans once they are able to be reviewed of the Town of Jackson staff.
8. The eastern terminus of the proposed East-West connector is shown as a dead-end roadway without a turnaround. (See figure below). This configuration does not comply with the Land Development Regulations, which require roads exceeding 150 feet in length to include an approved turnaround facility.



Furthermore, even if a turnaround meeting County standards were provided, **The County Engineer does not support the intentional construction of a dead-end roadway as part of NSP Area 1.** The proposed design relies on a future connection to Area 2 at an unspecified time, and there is no assurance that Area 2 will be developed within a foreseeable timeframe, if at all. The roadway should be designed to function independently as part of the NSP Area 1 development, not wait for some unknown future.

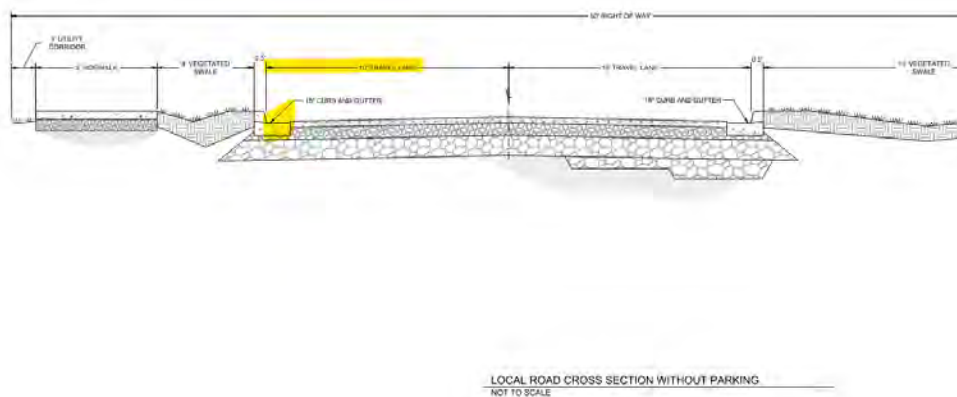
Creation of an E-W Connector Road has been contemplated for many years in this area, once development occurred, as discussed in the Jackson/Teton Integrated Transportation Plan (ITP). While the applicant has provided the easement necessary within Area 1, they have communicated that will not obtain easements from NSP Area 2 landowners to plan for and construct a functional network road connection for NSP Area 1. Therefore, **the County Engineer strongly recommends connecting the E-W Road to some other proposed surrounding streets to create a looped network. This may require rethinking the proposed street and pathway network layout** and even how roads and pathways are connected to High School Road and South Park Loop Road. Alternative configurations and creative solutions are encouraged, and an **illustrative suggested concept is provided in the figure below:**



9. In the absence of a new functional E-W road connection, High School Road will continue to serve as the only east-west corridor, necessitating substantial upgrades, as outlined in the applicant's report and the West Jackson Transportation Study. These resulting impacts have been incorporated into the calculation of Road Impact Fees that the applicant will be responsible for, estimated at approximately \$3.5 million, consistent with Condition 1 of the Master Site Plan.
10. Additional coordination and discussion is needed to determine how the Road Impact Fees will be applied. Public Works staff's preference is for the applicant to construct improvements to High School Road with a value equivalent to the calculated impact fees, rather than remitting fees incrementally through individual building permit applications over time. Near-term construction of frontage improvements associated with the development would provide immediate and tangible benefits to the surrounding neighborhood and the broader transportation network that will be most directly affected by the project. This would also immediately assist with improvements of the pathway network, assisting with transportation demand management and safety improvements for pedestrians and bikes in the broader neighborhood.
11. As noted in the applicant's Traffic Impact Study, completion of the Tribal Trail Connector to Hwy 22 would divert some of the traffic impacts off High School Road. Trips heading westbound (Wilson, Teton Village, Idaho, etc.) would use that connector instead of the road in front of the schools on High School Road. While the connector is already being planned by Teton County and WYDOT and is not the applicant's responsibility, it remains a very important factor in addressing future traffic impacts for both High School Road, South Broadway, the Y-Intersection and the eastern end of Highway 22.

Completion of the Tribal Trail Connector as this neighborhood develops is also critical from a community safety and resiliency perspective. Traffic modeling for the neighborhood indicates that the **Tribal Trail Connector could reduce neighborhood evacuation times by approximately 45 minutes**, providing a significant benefit during emergency events, as well as during regular traffic scenarios. Staff recommends adding this project to the list of transportation improvements needed within the report.

12. The applicant suggested locating Mobility Hubs within Parks 1 (High School Road) and 3 (E-W Connector). This may be acceptable pending Parks & Recreation Department review and approval and more definition of the amount of space needed. When uses like this are proposed, they should not be represented as open space on the plans.
13. The proposed Transportation Demand Management (TDM) target of 18% appears overly aspirational given that the project is entirely residential and lacks any meaningful internal trip capture. See further comments from Dr. Charlotte Frei.
14. Staff recommend requiring compliance with the Town of Jackson's upcoming TDM requirements currently being developed.
15. TDM measures should include clearly defined thresholds, incentives, enforcement mechanisms, and consequences if targets are not achieved.
16. The East-West Road typical section is wider than County Public Works staff desire. Understandably, the applicant proposed that it meet typical county road standards for a major collector road. County staff would prefer a narrower road to reduce speeds and will work with the applicant on the exact lane and shoulder dimensions utilizing other recent transportation planning work that was done by County staff.
17. Sidewalks are shown at 5 feet throughout the site. While identified as the minimum standard, wider sidewalks may be appropriate in some areas.
18. The proposed 10-foot travel lane should not include the gutter pan. See figure below:



19. A 10-foot pathway depicted within a 12-foot easement is not realistic to construct or maintain. Additional easement width will be required.
20. Additional detail is needed about raised crosswalks and where those may be used.
21. Construction Traffic control plan is not substantive enough for a development of this magnitude. We can talk through this more with the applicant and will need to coordinate with Town of Jackson Public Works staff also in relation to High School Road, which they maintain.

22. Please clarify the methodology used to select the Institute of Transportation Engineers (ITE) Trip Generation land use categories in the Traffic Impact Study. Based on the information provided, it is not clear how specific housing unit types and sizes were assigned to the categories used in Table 3, NSP Area 1 Trip Generation Estimates. The applicant utilized Single-Family Attached (ITE Land Use Code 215) and Multifamily Housing (ITE Land Use Code 220); however, additional explanation is needed regarding how these categories were applied to the proposed housing mix.
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TRANSPORTATION

Comments from Charlotte Frei, PhD, P.E. – Transportation Manager

I have organized my comments into several topic areas for clarity. At the outset, I wish to emphasize that staff continue to support the nexus and proportionality methodology outlined in the April 29, 2026 memorandum, including the recommended transportation contribution of \$3,506,005 and the associated project bundle used to calculate that amount. During discussions between Teton County Public Works staff and the applicant in April 2026, staff and the applicant discussed two potential approaches for satisfying the transportation mitigation requirements: (1) payment of the recommended transportation contribution, or (2) construction of transportation improvements of equivalent value. Staff intentionally left this question open pending further evaluation of the advantages and disadvantages of each approach. An upfront financial contribution would allow staff to pursue grants and strategically package improvements throughout the West Jackson Transportation Study area, while applicant-constructed improvements could potentially deliver transportation benefits to the community and future Area 1 residents sooner. Staff have not reached a recommendation regarding which approach is preferable and continue to view both options as viable. The comments below focus on ensuring that the proposed Development Plan, Traffic Impact Study, Transportation Demand Management Plan, and Construction Traffic Management Plan are internally consistent, appropriately represent future transportation needs and uncertainties, and provide sufficient accountability measures to ensure that transportation impacts are adequately mitigated over time

West Jackson Transportation Study and Future Improvements

Throughout the Traffic Impact Study, the applicant frequently references future transportation improvements as though they are planned or committed projects. For example, statements such as "this intersection is planned to be..." imply a level of certainty that does not currently exist.

Staff requests that future references consistently describe the West Jackson work as the **West Jackson Transportation Study**, which is the terminology used in the study itself and in prior staff reports. The study was not formally adopted by either governing body as a transportation improvement program. Rather, the direction provided by elected officials was to focus on

Transportation Demand Management (TDM) strategies while continuing to evaluate potential future transportation improvements.

At present, the Town and County have not formally adopted or programmed these projects in their respective Capital Improvement Programs. While staff continue to refine transportation priorities and funding strategies, many of the improvements identified in the study are being evaluated specifically because of the traffic impacts associated with the Area 1 development. In practical terms, the Area 1 development is forcing the community to reassess transportation priorities and reallocate limited resources.

As staff have repeatedly communicated during discussions with the applicant, many of the potential improvements identified in the study depend on the success of TDM and mode shift along the High School Road corridor. Some improvements may ultimately be needed by 2030, others by 2045, and some may not be needed depending on future development patterns, including whether Area 2 develops. The project bundle discussed with the applicant throughout February, March, and April 2026 is our best approximation of the projects that may be needed and the applicant's proportionate share for those projects.

Staff have also developed and presented TransModeler scenarios to the School District demonstrating that alternative operational strategies, such as restricting the east High School access to right-in/right-out movements, may reduce or delay the need for certain intersection improvements. Accordingly, staff request that the applicant avoid characterizing future traffic volumes or transportation projects as predetermined outcomes.

Staff stand behind the methodology outlined in the April 29, 2026 memorandum as the appropriate framework for evaluating transportation impacts and proportional mitigation responsibilities. Not all improvements will be needed simultaneously, and the sequencing of future projects should remain tied to observed travel behavior, TDM performance, and future development activity consistent with the Conditions of Approval in the Master Plan, stating the BCC has discretion on how the funds are used within West Jackson.

Below, staff elaborate on key feedback areas of the Development Plan 026-0002.

Safe Sight Distances

Wyoming state statute requires that no vehicles be parked within 20 feet of a crosswalk for intersection 'daylighting' to improve sight distances for pedestrians and vehicles at all legs of the intersection. NACTO guidance suggests 30 feet is a best practice. Staff recommend the daylighting area around each intersection meet the NACTO guidance of 30 feet.

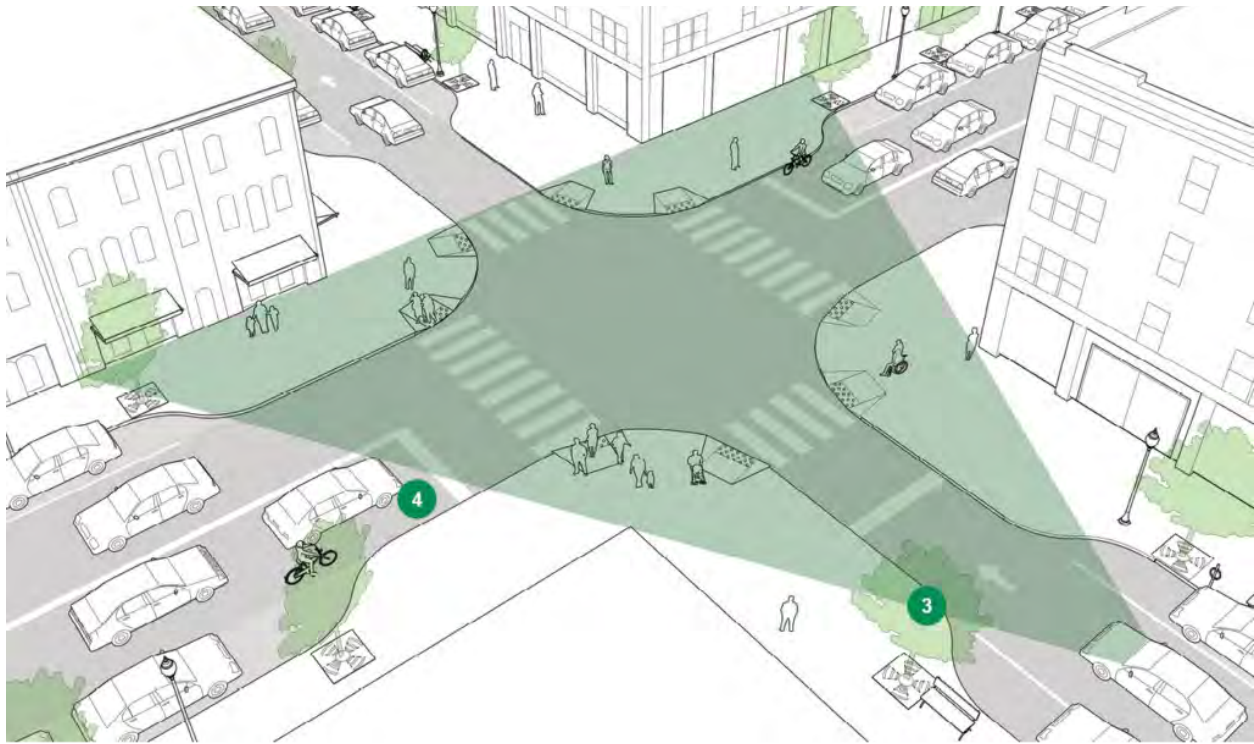


Figure A. Improving Intersection Visibility¹

Emergency Access and Evacuation Preparedness

Please coordinate with Fire and Emergency Management Services to ensure the proposed street layouts and parking allocation would not interfere with safe access to fire hydrants and structures.

Staff's project bundle shared with the applicant in February 2026 did not include a Tribal Trail Connector (TTC), however it is important to note that TTC could provide significant evacuation advantages in the event all of NSP needs to be evacuated. Figure B below shows the evacuation area for a modeled scenario to understand how the road network impacts evacuation times. Table 1 below the figure reports the preliminary evacuation times, however the scenarios assumed the fully approved housing amount. That is, we ran this model based on input files created before the applicant submitted the Master Site Plan with 559 homes, hence the model scenario assumes up to 686 households in NSP Area 1. In reality, there will be as many as 638 homes in NSP Area 1: 559 from this current DEV, and 79 from Porter Ranch.

¹ Source: <https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/visibility-sight-distance/>

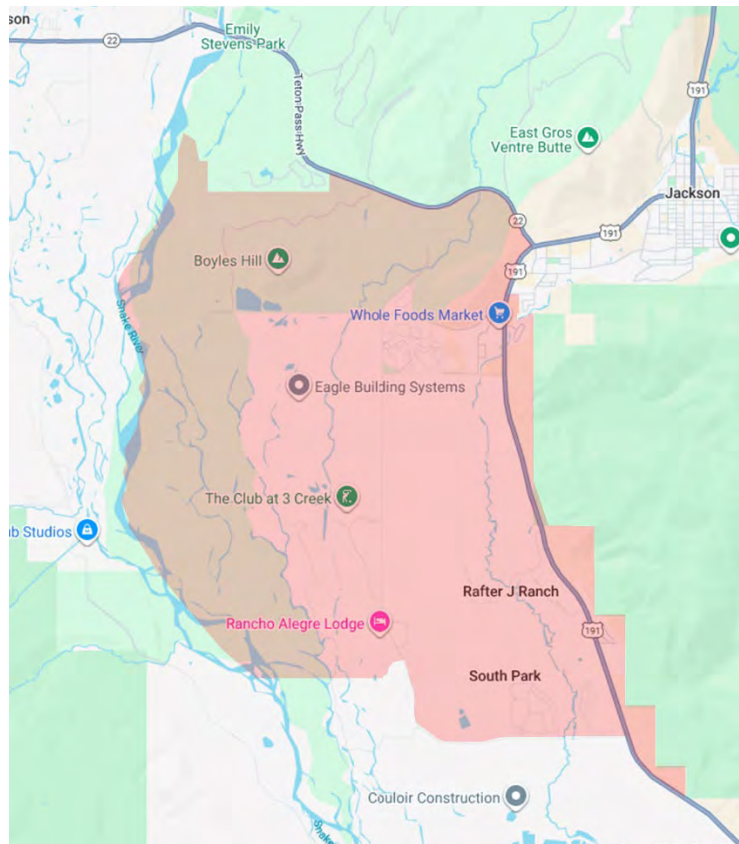


Figure B. Evacuation Modeling Area

Simulation shows that the stop signs along High School Road and South Park Loop Road may cause significant delay as vehicles attempt to exit the area during an evacuation event. If stop sign delays are removed or minimized, the intersection of US Hwy 191 and South Park Loop Road becomes the primary bottleneck. For this reason, staff must continue to evaluate the advantages and disadvantages of roundabout treatments along High School Road.

To evaluate the potential time to evacuate, simulations were conducted for two sets of highway network assumptions. The first set, an un-modified network, assumes that traffic control devices and signal timings operate as they do under normal conditions, and that evacuees obey traffic laws in at the same rate as under normal conditions.

A second modified network removes some friction from the network. These assumptions represent small actions that first responders can take to increase evacuation capacity during an emergency event. The network modifications include:

1. Removal of four-way stop signs along High School Road and South Park Loop Road, replacing them with two-way stop signs with stops only on approaches to High School Road or South Park Loop Road. This approximates use of emergency responders to wave traffic through these stop signs to prevent large backups. Note that this may also more closely approximate operations with roundabouts.
2. Adjustment of signal timings at intersections along US89 at High School Road, South Park Loop Road, and WY22 (the Y) to prioritize the evacuating traffic. This approximates the use of either emergency responders to direct traffic at these intersections, or use of emergency signal timing procedures to prioritize evacuating traffic. For example, it may be possible to

develop emergency signal timing plans that maximize green time for evacuation movements and limit green time for conflicting movements.

Impact of New Connections

As noted above, the primary bottleneck in an evacuation scenario is the intersection of US89 and South Park Loop Road. Due to this situation, most improvements within the area beyond stop sign removal do not affect the overall evacuation time for the area.

One exception is addition of the Tribal Trail Connector. The proposed Tribal Trail Connector provides an alternate route for traffic destined to Hwy 22 westbound – simulated at 28% of traffic based on results of the travel demand model. As shown in the evacuation time analysis below, this connector has the potential to significantly reduce evacuation time.

Other tested improvements included various east-west connector alignments and widening of High School Road to 4 lanes east of Gregory Lane. None of these improvements reduced the overall evacuation time, likely because the signal at US89/South Park Loop Road [i.e. the Maverick/Movieworks] is the limiting factor.

Simulated Evacuation Times

To evaluate comparative evacuation times, we ran two sets of four network scenarios. The four network scenarios included:

1. Evacuation on the existing network (including existing stop signs and signal timings);
2. Evacuation on the modified network (removal of stop signs and re-timing of signals);
3. Evacuation on the existing network plus the Tribal Trail Connector; and
4. Evacuation on the modified network plus the Tribal Trail Connector.

Each of these scenarios was run for a 5:00 AM and 11:00 AM evacuation time to account for different behavior. At 5:00 AM, all households are leaving from home. At 11:00 AM, parents may need to retrieve children and then return home to evacuate, which adds traffic to the network. Evacuation times resulting from these simulations are shown in Table 1. For each simulation, evacuation is considered complete when the last evacuating vehicle clears the intersection with US 89 and South Park Loop Road [i.e. the Maverick]. These results show that intersection control modifications can significantly reduce evacuation time. They also quantify the reduction in evacuation time provided by the Tribal Trail Connector at about 30 to 45² minutes.

Table 1. Simulated Evacuation Times for area in Figure B.

Scenario	5:00 AM Evacuation	11:00 AM Evacuation
	Time	Time
Existing Network	3:30	5:45

² Comparing 5:00, line 1 vs line 3 is 75 minutes, while 2 vs 4 is 30 minutes. For 11 am, line 1 vs 3 is 90 minutes and 2 vs 4 is 25 minutes. The net impact of TTC is 30-45 minutes because of the non-linearity in the route choices that people will make; in other words, the signal timing improvements at ‘bottleneck locations’ and the TTC both contribute to the reduced evacuation time, so only a portion of the reduction can be attributed to the TTC.

Modified Network	2:00	3:15
Existing Network plus TTC	2:15	4:10
Modified Network plus TTC	1:30	2:50

Although the Tribal Trail Connector is not part of the project bundle discussed in the April 29, 2026 memo that details projects the applicant should contribute to, this analysis underscores the need for flexibility in allowing the Board of County Commissioners the discretion to allocate funds to any projects in the West Jackson Transportation Study Area. Staff used engineering judgment and weighed the uncertainties in both NSP development and road construction to recommend the project bundle in the April 29, 2026 memo and the design cross-section/plan view shared with the applicant on March 20, 2026.

Transportation Demand Management Program

Because the transportation analysis relies heavily on an assumed 18% reduction in vehicle trips through TDM, staff recommend that a Transportation Management Association (TMA) or Transportation Demand Management Association be established and maintained for the development, as the current TDM Plan suggests.

The purpose of the TMA should be to:

1. Monitor transportation performance and ensure peak-hour trip generation remains below the thresholds established through the traffic modeling and nexus/proportionality assumptions.
2. Conduct ongoing monitoring of transportation conditions and implement additional mitigation measures if traffic volumes exceed approved thresholds.
3. Maintain flexibility to deploy future TDM strategies as technology and transportation services evolve. Staff have attached a reference list of TDM strategies currently utilized or under consideration by the Town and County. This list is expected to evolve over time. For example, Transportation Network Companies (Uber, Lyft, and similar services) did not exist twenty years ago. While such services may increase community-wide vehicle miles traveled, they can reduce parking demand and reduce vehicle trips for certain travel markets, such as student transportation. As technologies such as autonomous shared mobility services might be on the horizon, the TDM plan should account for land use and transportation impacts of these opportunities.
4. Continue evaluating opportunities for internal trip capture. The NSP zoning framework allows for "nonresidential community assets," including daycare facilities, small medical offices, neighborhood-serving retail, grocery uses, and limited food service establishments. As Area 1 develops over the coming decades, staff encourage continued exploration of these opportunities to reduce external vehicle trips.

Accordingly, the TDM plan should be revised to include these overall objectives, as well as benchmarks and performance monitoring as required in Condition #1 of the Master Site Plan.

Transportation Performance Monitoring

Staff recommend that the applicant establish measurable transportation performance standards tied directly to the assumptions used in the traffic analysis and the April 27, 2026 staff memorandum.

The applicant's TDM program should include a Measure of Effectiveness based on traffic volumes at all intersections within NSP Area 1, including the following based on existing schematics:

- Haystack House Road
- Road 1
- East-West Connector
- Cattle Drive (Part of Porter Ranch, within Area 1)
- Log Cabin Club Road (Part of Porter Ranch, within Area 1)

The sum of turning movement counts in/out at these locations should not exceed:

- 240 AM peak-hour trips (90% of 267)³
- 305 PM peak-hour trips (90% of 339)

These thresholds should be scaled proportionally based on the percentage of Area 1 buildout achieved, referencing Figure 3 on page 16 of the applicant's TIS (labeled page 13). TDM strategies may be modified and enhanced by the TMA to remain under the scaled trip thresholds above (240 AM and 305 PM). The TMA will be responsible for proposing and implementing TDM strategies and reporting to Teton County per the schedule on page 11 of the Engineer's Report (TDM Plan).

Would the applicant **please confirm** if these estimates are for the AM/PM peak hours or for an AM/PM peak 'period', and also please explain why the multifamily housing code was used as opposed to affordable housing in the TIS. Often our modeling tools will provide a peak period, but our traffic count methodologies calculate a peak hour. If the applicant reported a peak period, then TDM monitoring and reporting should be adjusted accordingly to meet the intent of this reporting; i.e., that the List of Impacts by Block assumes the applicant will pay for 90% of the Area 1 impacts, and TDM/mitigation strategies are accounting for the other 10% of Area 1 impacts.

Traffic monitoring should continue every two years for a minimum of ten years following full occupancy. If monitoring demonstrates that the assumed 18% trip reduction is not being achieved, the TMA should be required to implement additional TDM measures until compliance is restored. Note that the April 29, 2026 memo assumed a midpoint between no TDM and a highly effective (18%) TDM program to calculate the applicant's contribution. For this reason, staff recommend reducing the applicant's forecast intersection movements by 10% (reflected in the list above) to establish the measure of effectiveness for trips generated by Area 1.

Based on the above guidance, while the Traffic Impact Study is generally complete, the TDM plan needs additional detail, revision, and discussion to be approved for implementation.

³ See the paragraph regarding confirming whether estimates are for the AM/PM peak hour or for an extended peak period, so that we can set the threshold appropriately.

Relationship Between Staff and Applicant Transportation Improvement Bundles

The applicant's recommended transportation improvement package differs from the project bundle evaluated by staff in the April 29, 2026 memorandum. As documented in correspondence between Teton County staff and the applicant dated April 2026, staff recommended transportation contributions and/or off-site improvements equal to the midpoint value of the proportional project bundle, or \$3,506,005 in 2030 dollars.

Notably, staff did not include a Gregory Lane Extension to a future East-West Connector in the recommended contribution calculation because the need for that facility remains uncertain. Its necessity depends upon:

- The success of Area 1 TDM measures;
- Whether Area 2 ultimately develops; and
- Future transportation conditions that cannot yet be predicted.

The Area 2 property owner has not submitted a Master Site Plan, nor indicated that development is imminent.

On page 43 (labeled page 40) of the Traffic Impact Study, the applicant states, based on modeling and concepts shared by Teton County with the applicant on several dates, including a conceptual cross-section shared on March 20, 2026:

The ultimate improvements that should be constructed along the study area intersections include:

- **High School Road/South Park Loop Road** – Construct a one-lane roundabout
- **High School Road/Haystack House Road/Rangeview Drive** – Construct a center westbound to southbound left turn lane
- **High School Road/Middle School Road** – Construct a one-lane roundabout. Long-term, consider adding a right-turn by-pass lane serving eastbound to southbound right turns into the high school.
- **High School Road/High School East Access** – Construct a modified one-lane roundabout that transitions into a four-lane cross-section east of this intersection.
- **High School Road/Gregory Lane** – Construct a two-lane Roundabout.
- **High School Road/ US 289** – Widen High School Road so as to include a separate eastbound right turn lane approaching US 89, thereby allowing the existing two approach lanes to exclusively serve left turn movements.
- **South Park Loop Road/East-West Connector Road** – Construct a center southbound to eastbound left turn lane along South Park Loop Road upon the completion of the East-West Connector Road and the buildout of both NSP Area 1 and NSP Area 2

Figure C. Screenshot of Applicant Proposed Traffic Network Improvements to Accommodate Area 1 traffic

Staff generally agree with the first six transportation improvements identified in the applicant's analysis because they are based on transportation modeling and conceptual cross-sections previously shared with the applicant by Teton County staff. However, a full design process, community engagement process, and formal adoption process have not yet occurred for these projects. Accordingly, these projects should not be represented as committed improvements. Please also see the related comments in the 'Emergency Access and Evacuation Preparedness' subsection regarding evacuation modeling and the relevance of the Tribal Trail Connector. Neither the Area 1 proposed center southbound turn lane to East West connector nor the Gregory Lane Extension were included in the staff-recommended project bundle that formed the basis of the \$3,506,005 contribution. If either facility is ultimately determined to be

necessary, its cost should be borne by the applicant or shared proportionally with future Area 2 development. The suggested turn lane, in particular, would serve Area 1 (and possibly Area 2) and does not serve other public roads.

For these reasons, staff continue to recommend:

1. Applicant contributions consistent with the April 2026 proportionality analysis, in the amount of \$3,506,005;
2. A more robust TDM program including the recommended benchmarks of 240 AM peak trips and 305 PM peak trips;
3. Ongoing monitoring and adaptive management to achieve the set measure of effectiveness.

Construction Traffic Management Plan

Staff request additional details regarding the proposed Construction Traffic Management Plan.

School-Area Restrictions

Page 25 references restrictions that apply "while school is in session." This phrase requires clarification. If the intent is to limit construction activity only during classroom hours, staff do not believe this is sufficient. The greatest transportation safety concerns occur during student arrival and dismissal periods. Construction traffic restrictions should apply between approximately 7:30 a.m. and 4:30 p.m. during the school year (currently August 20 through June 15), subject to adjustment based on future school calendars and bell schedules.

During summer periods, construction traffic should continue to exercise heightened caution within the High School Road corridor. Staff recommend a target operating speed of 15 mph and encourage heavy construction activity to occur before peak recreational and pathway activity periods whenever feasible.

Light Construction Vehicles

The current language states:

"Smaller construction vehicles are prohibited from using High School Road during the 30 minutes before and after the High School first-period bell time while school is in session."

Staff recommend expanding this restriction to account for all affected schools. At a minimum, restrictions should be based on the current bell schedules for Colter Elementary, Jackson Hole Middle School, and Jackson Hole High School, and should automatically adjust if school schedules change during the life of the project.

Vehicle Safety Technology

Staff recommend that contractors utilize vehicle telematics systems capable of monitoring hard braking events, speeding, and driver distraction. Similar systems are routinely deployed by major fleet operators and can improve safety for both construction personnel and the traveling public by identifying opportunities for corrective training and operational improvements.

Future Block-Level Construction Management Plans

Staff are generally supportive of the applicant's proposal to prepare detailed Construction Management Plans for each block at the time of permitting, provided the County Engineer and Planning Department retain review authority and determine that the proposed schedules, traffic routing, and mitigation measures are adequate.

Transit Accessibility, Mobility Hubs, and Continued Coordination with Staff

The statement in the Engineer's Report that most people are willing to walk one-quarter to one-half mile to access transit likely overstates expected transit usage in this context.

The cited research generally applies to high-frequency, high-capacity transit systems such as Bus Rapid Transit, light rail, or heavy rail. Local bus service operating at 15- to 20-minute frequencies, as the current Town Shuttle does, generally attracts shorter walk distances and lower transit utilization. For this reason, staff continue to recommend consideration of one or more mobility hubs within Area 1 to improve transit accessibility, reduce perceived wait times, support multimodal connections, and improve the likelihood that the assumed TDM performance targets will be achieved.

In consultation with the START director, staff note that Haystack Road and the 'East-West Connector' need to be able to accommodate 40-foot buses and potentially 45-foot coach buses. Other roads in the development might see future services like START on-demand, and certainly should be designed for a FedEx/UPS box truck to deliver. A minimum lane width of 11 feet is necessary to accommodate a 40' bus. Other appropriate standards for turn movements and bus maneuverability should be referenced for finalizing street sections.

Finally, staff request continued coordination with START Bus, pathways, and transportation staff to ensure that street, sidewalk, pathway, transit, and mobility hub designs remain feasible and consistent with adopted community plans and goals. Many physical treatments are needed to ensure the TDM reductions can be achieved, and the 'List of Impact Fees by Block' delineated in the April 29, 2026 memo are predicated on the success of TDM measures.

Thank you for the opportunity to comment. I am available for questions.

PATHWAYS

Comments from Brian Schilling – Pathways Coordinator & Max Moran – Parks and Pathways Planner

General Comments

We greatly appreciate the efforts made by the applicant's team to present a highly complex project in a digestible manner and for the clear and well-organized plan sheets. We also recognize the challenge of complying with the NSP Neighborhood Plan and LDRs and commend the applicant's efforts in meeting the letter and the intent of these development regulations. The proposed design includes many significant elements that will help create an outstanding overall environment for active transportation.

Specific Comments/Details

References are made to the Town of Jackson Community Streets Plan (2015 edition) and the new Community Streets Plan (CSP) and the Transportation Engineering Design (TED) Manual that are expected to be adopted by the Town Council later this year.

In no particular order, comments:

1. **Pathway Easement Widths.** A minimum width of 16' is recommended for pathway easements. Sheets C C4.0 (along South Park Loop Road) and H C4.0 (between Road 2 and the green space on Block H) show a 12' wide pathway easement for a 10' wide pathway. Staff recommend a wider pathway easement to allow for repair and replacement. An easement that is only 2' wider than the pathway will make it very difficult to do anything without going outside the easement. This will also make it effectively impossible to install regulatory signage or amenities such as mutt-mitt stations, trash cans, or wayfinding signs within the easement. Staff realize that this may be difficult on the Block H segment as it appears there is only about 12' between the buildings.

2. Typical Cross Sections

- a. **Sidewalk/Pathway Buffer Widths.** The buffer width between the roadway and the pathway/sidewalk for the internal roads is shown at 4', which does not meet the recommended width of 6' for sidewalk and bike facility (pathway) buffers alongside roadways as cited in the CSP (both the 2015 edition and the upcoming 2026 edition). Staff strongly recommend that the buffer be widened to meet the standard recommended width of 6' as this extra space will facilitate a host of improved outcomes, including improved safety, signage and utility placement that does not interfere with the pathway, potential for street trees, and improved curb ramps and driveway ramps. This issue appears to be a challenge mainly on the streets that include parking, as the streets without parking already meet this guideline or appear to have enough unused space outside the pathway/sidewalk that the pathway/sidewalk (or the roadway alignment) could be shifted to achieve the desired buffer width. On streets with parking, if the ROW is not sufficient to accommodate the parking lane or street width, it is entirely acceptable to locate the pathway/sidewalk in an easement outside the proposed ROW lines to allow enough space for the parking lane and still provide the desired buffer width.
- b. **Street/Lane Widths.** The proposed street widths
 - i. **East West Connector** - The E/W connector's cross section, consisting of a 12-foot travel lane with a 5-foot paved shoulder and no on-street parking, will encourage operating speeds that exceed the intended 25 mph design speed. Staff recommend coordination with the County Engineer and Public Works staff to develop a revised cross section that reduces the overall roadway width and incorporates additional narrowing treatments, pathway crossings, landscaping, horizontal deflection, and other speed-management strategies to better align operating speeds with the desired design speed and neighborhood context.
 - ii. **Local Road without Parking NSP-1** – Lane widths and shoulders are good, but the 3' vegetated swale is narrower than desired. This buffer should be widened to 6' (see the above comment on Buffer Widths). Based on observations in Rafter J and other local examples, it is likely that there may be unauthorized vehicle parking that encroaches onto the sidewalks. This can be discouraged by placing small boulders or fencing or other deterrents in the swale.
 - iii. **Local Road without Parking** – No changes recommended. Based on the CSP and TED recommendations for lane widths, the lanes could be widened to as much as 10' from centerline to edge of asphalt (i.e. 10' not counting the curb and gutter), but staff recommends keeping it no wider than that. Recommendation on buffer width (to 6') also applies.

- iv. **Local Road with Parking** – Same comments on lane width as for iii. The parking lane could be narrowed to 8' (inclusive of the gutter pan). Recommendation on buffer width (to 6') also applies.
- v. **Haystack Road without Parking** – The TED and CSP call for streets that accommodate transit to have 11' wide lanes (from centerline to fog line). This can also be accommodated by 10' wide lanes if they are adjacent to a 2' gutter pan. Based on this, the proposed cross section may have to add 0.5' to the lane widths. To do an 18" curb and gutter as proposed, the travel lane would need to be 10.5' minimum from centerline to edge of asphalt. It looks like the recommended width of 11.5' from centerline to face of curb could be achieved either by increasing the centerline to edge of asphalt dimension to 10' (it's currently at 9.5') or by increasing the curb and gutter to 24" (so that the gutter pan is 18"). Recommendation on buffer width (to 6') also applies.
- vi. **Haystack Road with Parking** – Similar to above, the same concern applies for the travel lane width with regards to transit, but only for the lane directly adjacent to the curb and gutter. Per the CSP and TED, the parking lane width could be reduce to 8' inclusive of the gutter pan. Recommendation on buffer width (to 6') also applies.

3. Elevated Crossings/Continuous Sidewalks and Pathways - See AASHTO 2024 Bike Guide Section 5.10.5

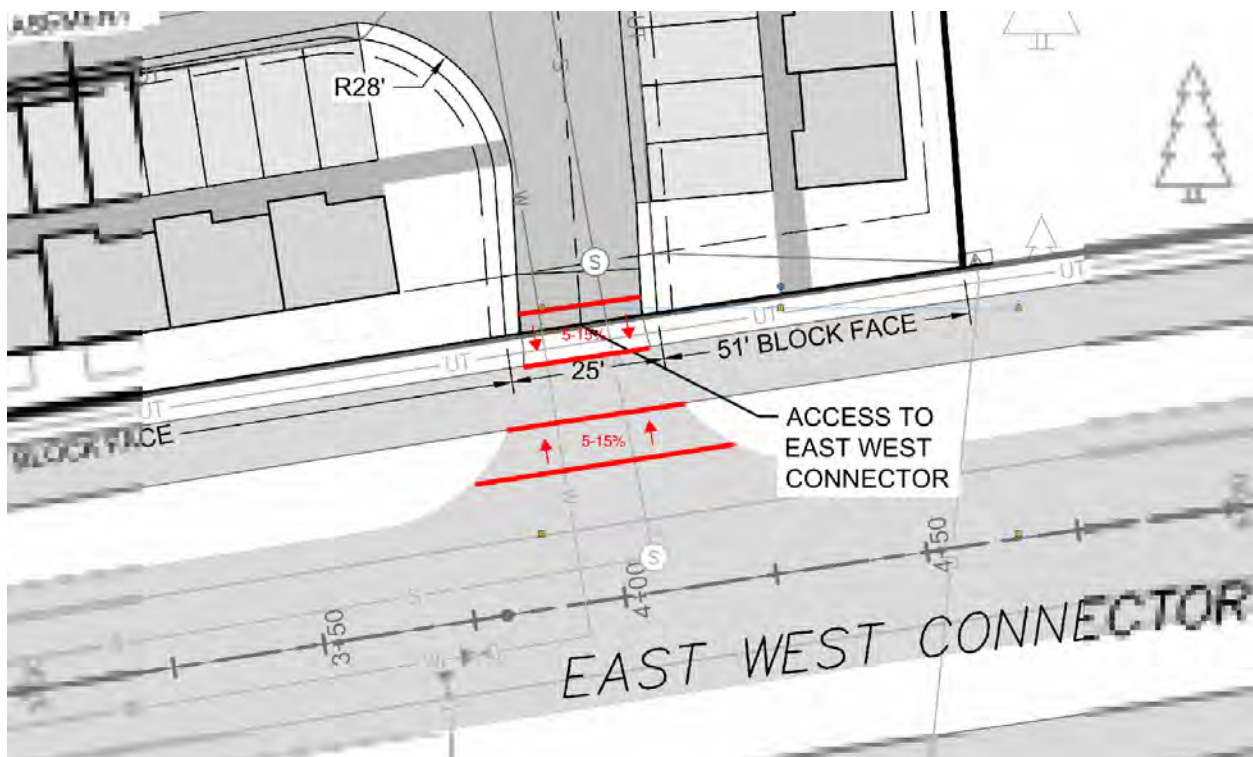


Figure 1: Raised Pathway Crossing. Typical for all pathway/sidewalk crossings at "Alleys" and "Roads"

- a. At all locations where pathways and sidewalks cross "Alleys," provide raised crossings and continuous sidewalk/pathway treatments. Staff can provide additional design input as needed. Raised crossings are noted in the LDRs and in the Development Plan narrative (p. 7) to increase the visibility of vulnerable users and increasing yield behavior of vehicles. Driveways and Alleys ramps to raised crossings should be 5-15 percent slope relative to driveway. Please

provide a standard detail for the elevated/continuous crossing for pathways and sidewalks.

- b. At locations where pathways and sidewalks that parallel Haystack or the E-W Connector cross a “Road” and Haystack/E-W does not have a stop sign, the pathway/sidewalk should be elevated and continuous across the “Road”. An example of this is the intersection of Road 1 and Haystack on Sheet ROW C4.6.
- c. Pathway crossings at all midblock locations should have raised crossings. Examples of this are the midblock crossing between K and L on Sheet ROW C4.5 and the crossing of Road 5 on Sheet ROW C4.11.

4. Crossing Distances and Curb Radii - See AASHTO 2024 Bike Guide Section 5.10.

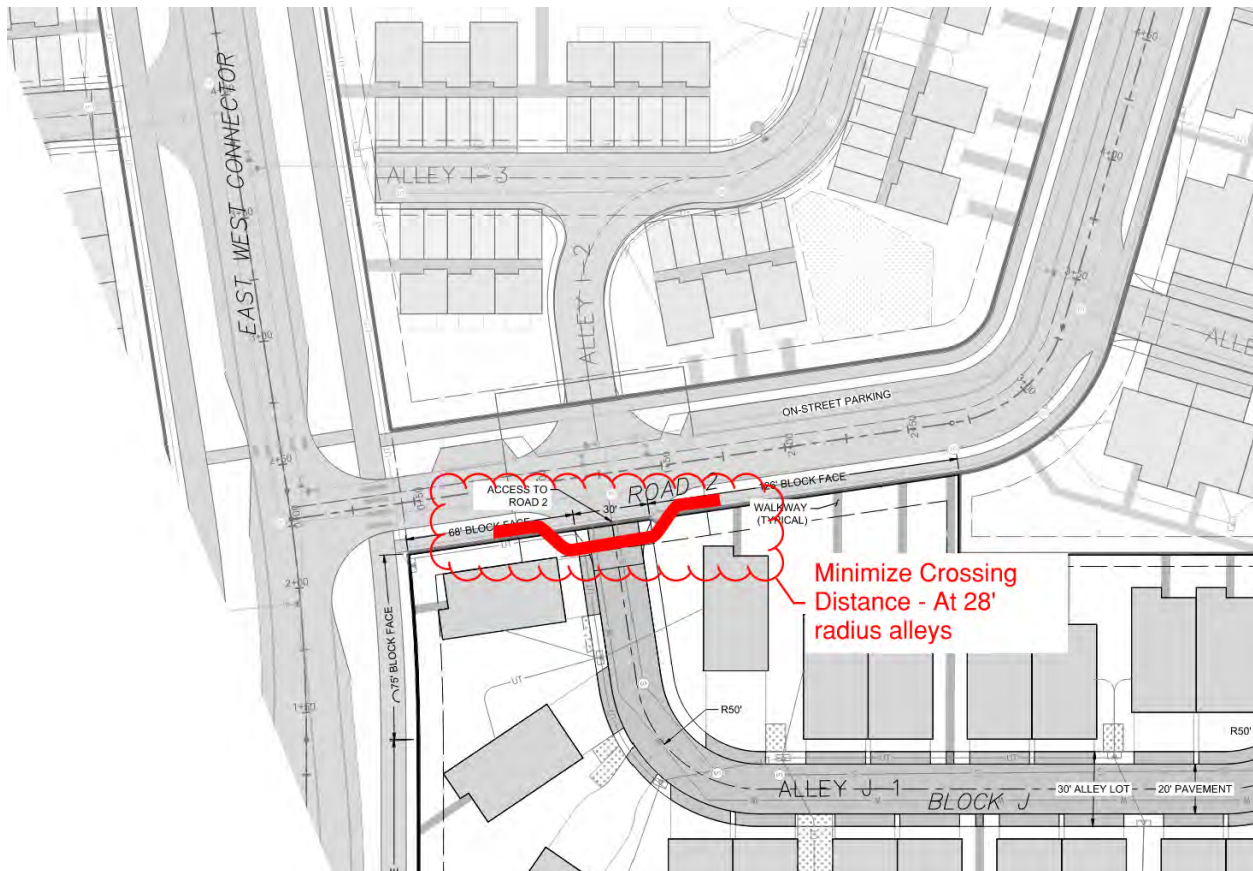


Figure 2: Reduced Crossing Distance at Alleys

- a. **Curb Radii** - Staff have concerns regarding the width of some of the crossings at alleys. Some of these crossings appear to be over 45’ wide when measured at the curb line. This is due to the 28’ radius applied to intersections where alleys over 150 feet long have been required to meet IFC fire apparatus access design. Where those alleys cross pedestrian or bicycle facilities, the sidewalk and/or pathway should be offset an additional distance to reduce crossing distances. Where needed, sidewalks and pathways should extend outside the right-of-way to minimize crossing distances.
- b. **Curb “Slivers”** – Numerous locations where there are relatively tiny slivers of curb on the corner radius, such as the NE corner of the Haystack and Road 1 intersection on Sheet ROW C4.4. If not elevated at full curb height in conjunction with an elevated pathway/sidewalk crossing, then there will be a constant problem of vehicles

encroaching into the corner and damaging the curb or encroaching on the pathway/sidewalk.

5. Pathway Design and Alignment

- a. **Corner Radius and Protected Intersections** - AASHTO 6.7.4 (intersection of 2 pathways) and 7.9.7 (Protected Intersections)

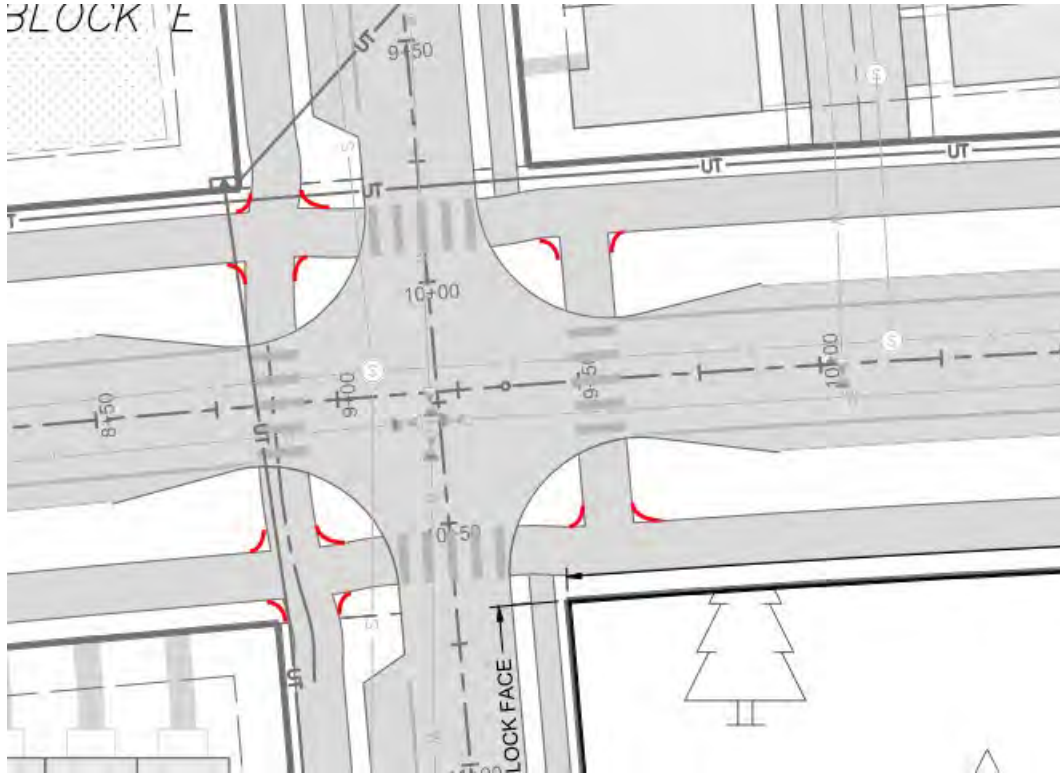


Figure 1: Pathway curve radii

- b. Where pathways intersect with one another (generally at major intersections along Haystack and the E-W Connector), a radius should be provided for the pathway corners. These intersections should be designed essentially as **protected intersections** to facilitate a higher level of safety at these busier intersections. Staff can provide additional design guidance and resources as needed.
- c. Pathway alignment along JH Hereford Ranch Road (Block N) on Sheet ROW C4.9. The diagonal orientation should mirror the alignment and offset on the approach to Road 3 that the pathway in Park 6 follows. (Copy the Park 6 Pathway alignment onto the leg south of Road 3).

6. Landscaping and Street Trees

- a. Staff encourages placing trees in the buffer strip between the curb and the pathway/sidewalk rather than behind the sidewalk. This improves the traffic calming effect, enhances pedestrian comfort, provides shade, and improves streetscape character. On parking streets, it would also be possible to do tree wells in a parking bay tree well (see CSP Main Street and p. 20 for examples). Any right-of-way vegetation plan shall be coordinated with Teton County Public Works to establish long-term maintenance responsibilities.

7. Pathway conflict zone at Multiple Threat Crossings

- a. Where pathways running parallel to HS Road and S Park Loop intersect with Haystack and the E-W Connector respectively, additional measures needed to improve bike/ped visibility at 3-lane road crossings to avoid multiple-threat crossing condition. Please address double threat conflicts. Please evaluate pedestrian/cyclist refuge islands, turn lane elimination, etc.

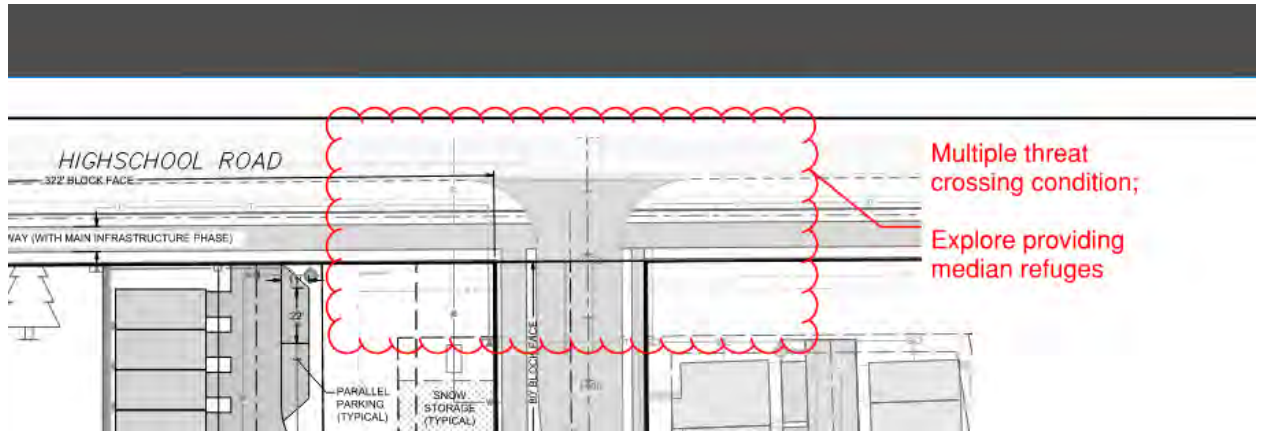


Figure 2: Multiple threat crossing intersection

8. **Provide roadway signage plan** - A roadway signage plan is needed to evaluate intersection priority.

9. Traffic Calming Measures on Roadways 1, 2, 3, 4, 5 & 6:

Roadways 1, 2, 3, 4, 5, and 6 should incorporate traffic calming measures, particularly along segments with more than 300 feet of uninterrupted straightaway where higher vehicle speeds may be encouraged. Consider curb extensions at intersections and mid-block locations, curb extensions that break up long parking lanes, speed humps, raised crosswalks, neighborhood mini circles.



Wyoming Game and Fish Department

Conserving Wildlife, Serving People

Governor Mark Gordon • Director Angi Bruce

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John Masterson
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June 10, 2026

WER 15353.01b

Teton County Planning and Building

Plan Review Committee Request

DEV2026-0002

Teton County

Chandler Windom, AICP

Senior Planner

PO Box 1727 | 200 S. Willow St.

Jackson WY 83001

Dear Ms. Windom,

The staff of the Wyoming Game and Fish Department (Department) has reviewed project DEV2026-0002, the Development Plan for Northern South Park Area 1, per Teton County Planning request for Plan Review Committee participation. The physical development permit request includes both subdivision and development of all 17 blocks identified in the Area 1 Master Site Plan. The Department is statutorily charged with managing and protecting all Wyoming wildlife (W.S. 23-1-103).

Teton County's condition #6. for Brimmer Communication's approved housing Master Site Plan requires consultation with the Department to determine wildlife permeability prior to Development Plan submission. Brimmer Communications consulted with Department staff via email, zoom, and phone communications during the months of April, May, and June 2026. This PRC review mirrors the Department's feedback through the consultation process.

The Department has provided comment on the Northern South Park development at different stages of the project. The Department continues to recognize that high density development deters most wildlife, however the North South Park Area 1 project area is not managed as crucial or vital wildlife habitat, or as landscape connectivity. Therefore, the primary recommendations by the Department continue to be focused on opportunities to reduce human-wildlife conflict and increase safety.

It is the Department's understanding that many of our recommendations have been incorporated into different aspects of the development, which should reduce the potential for human-wildlife conflicts in the subdivision. These include the incorporation of passive open spaces, restrictions

Chandler Windom
June 10, 2026
Page 2 of 2 – WER 15353.01b

on fencing, prohibiting wildlife attractant landscaping plants, prohibiting pond development, and a mechanism to contain dogs and other pets via exclusionary fencing that is limited in area.

Plans for development and management of the parks that will be exacted to Teton County Parks and Recreation are unknown at this stage and therefore are not being assessed through this consultation.

Thank you for the opportunity to comment. If you have any questions or concerns, please contact Cheyenne Stewart, Jackson Region Wildlife Management Coordinator, at 307-249-5810.

Sincerely,

A handwritten signature in black ink, appearing to read 'Will Schultz', with a stylized, flowing script.

Will Schultz
Habitat Protection Supervisor

WS/cs

cc: U.S. Fish and Wildlife Service
Chris Wichmann, Wyoming Department of Agriculture



**Teton
Conservation
District
Est. 1946**

Chandler Windom, Senior Planner
Teton County Planning and Building

June 9, 2026

RE: DEV2026-0002 PRC for Northern Southpark Area 1

Dear Chandler,

Thank you for the opportunity to review and comment on the DEV2026-0002 application for Northern South Park. The Teton Conservation District (TCD) is reviewing this material to provide natural resource information and to suggest opportunities to reduce potential impacts. TCD staff did not conduct a site visit but are familiar with the area.

Due to the application's page count and relevant details scattered throughout, TCD acknowledges that this is a partial review and that within the time allotted we were unable to review this application material in full. As a result, we will focus less on overarching site characterization and instead focus on issues conservation opportunities.

Stormwater:

The applicant's vision for the use of green infrastructure is excellent. The following comments are intended to build on the applicant's vision and to help ensure effective implementation. Specifically, TCD strongly recommends incorporation of more continuity within the stormwater conveyance and detention system. If infiltration is the only tool for stormwater disposal, an excellent plan for routing of overflow is essential during periods of limited infiltration capacity like during frozen ground and saturated soil conditions. While TCD staff completely supports using infiltration to the greatest extent possible, stormwater routing should be planned in all cases so that overflow is a planned occurrence and water can move out of developed areas when infiltration and detention capacity is overwhelmed. Linking stormwater basin overflows to conveyance routes like the swales that parallel roadways should be done wherever possible. Dead end stormwater basins surrounded by developed areas should be minimized. Thoughtful grading, stormwater routing, and placement of stormwater basins could provide added benefit to greenspace and pedestrian connectivity, and even wildlife movement corridors through the developed areas.

There are statements pertaining to street sweeping and below ground stormwater units. Who will manage the contracts for this work? Is it an ISD? We have seen examples in the county where follow through, especially regarding stormwater vault cleaning, has ceased due to unassigned responsibility.

Conserving our natural resources – air, land, water, vegetation, and wildlife

420 W. Pearl Ave.	307/733-2110 P
P.O. Box 1070	307/733-8179 F
Jackson, Wyoming 83001	carlin@tetonconservation.org



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There are narrative comments pertaining to the installation of stormwater treatment units being installed in the high-density areas. It is not clear to TCD Staff where these are intended to be located, what their design specifications are, and how they would outfall.

Water and Sewer:

TCD Staff support the vision for water and sewer as proposed. Teton County and the Town of Jackson should strongly consider how to partner and create a vision for not adding contaminant load leaving the Jackson Wastewater Treatment facility through calculated facility improvements that hold the facility's contaminants load steady, or reduce it, concurrent with Northern South Park development.

Irrigation:

The application's stated intent to pipe the Leeks Ditch is worth careful consideration, given the difficulty of future maintenance. If this route is taken, assuring a clear entity to manage maintenance is essential.

The application and specifically the Water Rights Memo (Appendix F of the Engineer's Report) mention moving South Park Supply Enlargement rights from the Flat Creek system into Spring Creek via a new conveyance to move water rights to a non-irrigated location. TCD would like to mention that the Spring Creek Ditch as well as ditches on the National Elk Refuge could be easier conveyances to bring Gros Ventre water into the Spring Creek system, compared with developing a new conveyance.

Landscaping:

Because of its size, the Northern South Park development represents one of our community's largest opportunities to make thoughtful landscaping decisions that will influence water use, maintenance costs, habitat value, and long-term community resilience for decades to come. Plant selection, seed mixes, irrigation demand, and landscape management will directly affect water use, fertilization, pesticide use, mowing, and weed control. Landscaping guidelines present a large conservation opportunity.

TCD appreciates the inclusion of native species within portions of the proposed planting palette, such as those identified on Page 309 (L201), including Mountain Ninebark, Drummond's Willow, and Russet Buffaloberry. However, there is often a significant difference between conceptual planting plans and the plant materials ultimately installed. Without deliberate planning, often a year or more in advance, plant selection is frequently modified due to budgets, timelines, and the available inventories of conventional wholesale nurseries. This challenge is particularly relevant for native plant materials. Terms such as "native seed," "native sod," and "water-wise landscaping" are frequently used throughout the industry, but products marketed

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under these labels do not always reflect species that naturally occur in Teton County. Achieving the project's goals will require careful review of final planting lists, seed mixes, and sourcing strategies—not simply reliance on standard industry practices.

The use of native seed mixes also requires thoughtful design, site preparation, and seeding. Establishment of native plant communities from seed often requires a three-year timeframe before desired results are fully realized. This longer establishment period does not align well with typical construction schedules and takes more patience than rolling out sod mats. However, with realistic expectations and appropriate site preparation, native seedings can be an extremely cost-effective strategy for open space areas. With proper planning and time, they become self-sustaining plant communities that reduce irrigation needs, resist weed invasion, provide high-quality habitat, reflect the ecological character of Teton County, and create aesthetically pleasing landscapes that require fewer long-term inputs. TCD would welcome the opportunity to provide technical assistance and explore potential funding partnerships for such efforts.

Invasive Species:

The existing site contains large populations of whitetop, musk thistle, spotted knapweed, common mullein, and other invasive species that will likely proliferate in response to construction disturbance. Long-term weed management success will depend not only on treatment but also on establishing competitive, desirable vegetation capable of occupying disturbed areas and reducing opportunities for reinvasion.

Given the duration of this development, weeds will certainly be an issue. It should be noted that with forthcoming changes in land ownership, a weed management strategy that transcends ownership should be established. A haphazard approach will lead to problems for all entities involved.

Conclusion:

The development of this new zoning district presents an opportunity to learn from previous experiences. On the outskirts of the Town of Jackson, wildlife is abundant, even within the built environment. Planning Northern South Park to allow for wildlife permeability will benefit its landowners and its wildlife far into the future.

The impervious surfaces and streamside development within the Town of Jackson have impaired Flat Creek's habitat and water quality and puts homes at risk of flooding. Incorporation of well-designed green infrastructure will not only improve water quality but it will also reduce long-term costs associated with expensive treatment systems.

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Landscaping that includes native plants will produce passive natural resource benefits for generations to come, and TCD is happy to assist to see the potential outcome implemented.

The very nature of the land use change proposed in this application is recognized across the West as a growing pressure on natural resources. TCD greatly appreciates the applicant and the County working to reduce unnecessary and long-lasting negative effects of this development.

Sincerely,

Carlin Girard

Executive Director, Teton Conservation District

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JACKSON HOLE FIRE / EMS

40 East Pearl Avenue
PO Box 901
Jackson, WY 83001

TO: Planning Review Committee

FROM: Jackson Hole Fire / EMS Prevention Division

DATE: 6/2/2026

SUBJECT: DEV2026-0002 PRC for Northern South Park Area 1

This office has received a request for comment on the proposed Northern South Park Area 1 Master Plan.

Comments include:

1. Jackson Hole Fire / EMS prevention division enforces a number of regulations and codes in reference to emergency vehicle access throughout the county. Each may or may not be applicable depending upon a number of factors. They are as follows the International Fire Code 2024 Edition, The Teton County LDR's related to fire suppression water supply and emergency vehicle access and the International Wildland Urban Interface Code 2024 edition. Through each of these regulations JHFEMS prevention staff reviews and approves all fire department access for code compliance. This includes roads, alleys, streets and driveways.
2. Jackson Hole Fire / EMS will require fully installed and operational fire water supplies following the block / phasing schedule. These water supplies shall be operational on a block before any combustible material is brought to that block for physical development.
3. An assessment based on the shown conceptual drawings of block build out and structure density have indicated a score of 38 in some areas and a score of 40 in others which will trigger requirements of IR2 construction using Appendix "C" of the International Wildland Urban Interface code. A score of 40 triggers compliance with "Moderate" fire hazard requirements within the code.

Thanks,

Raymond Lane

Raymond Lane

Fire Marshal

Please feel free to contact me if you have any further questions at Rlane@tetoncountywy.gov or 307-733-8506.

Public Comments

From: Ruth Ann Petroff <rpetroff@wyoming.com>
Sent: Friday, August 7, 2026 2:59 PM
To: Board Of County Commissioners <commissioners@tetoncountywy.gov>
Subject: NSP Area 1

Some people who received this message don't often get email from rpetroff@wyoming.com. [Learn why this is important](#)

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Dear Commissioners,

I support approval of the Northern South Park Area 1 Development Plan as recommended by staff, with one exception: the Condition 3 transportation exaction.

For more than *six years*, the Gill family and the Jackson Hole Hereford Ranch have worked through a public process to help address one of Teton County's most pressing challenges: creating housing for the people who make this community work. This extraordinary opportunity to create homes, most of which will be permanently deed-restricted ownership opportunities, grows more expensive with every year that passes, every condition that is added, and every fee imposed.

I question whether this is the appropriate project on which to establish this precedent. Seventy percent of the homes in Area 1 will be permanently deed-restricted affordable housing for our local workforce. Why should this predominantly deed-restricted neighborhood be the first to bear this new cost, particularly when it will affect the economics of providing affordable housing? If transportation exactions are to become County policy, will they be applied consistently to future Housing Department developments?

Many potential NSP homeowners are already longtime members of this community

who have contributed to the cost of public transportation infrastructure for years through sales taxes and, directly or indirectly through rent, property taxes.

I respectfully ask you to approve the Northern South Park Area 1 Development Plan while removing the proposed Transportation Condition.

Thank you for your consideration,

Ruth Ann Petroff

rpetroff@wyoming.com

From: [Kathy Tompkins](#)
To: [County Planning Commission](#); [Board Of County Commissioners](#); council@jacksonwy.gov
Cc: [Charlotte Frej](#); [Chris Neubecker](#); [Clare Stumpf](#); dviehman@jacksonwy.gov; [Jenny Fitzgerald](#); [Amy Kuszak](#); [Luther Propst](#); [Len Carlman](#); [Natalia Macker](#); [Mark Newcomb](#); [Planner of the day](#); [Ryan Hostetter](#); [Riley Taylor](#); [Riley Taylor](#); schoolboard@tcsd.org; [Jonathan Schechter](#); [Brian Schilling](#); tkorpi@gtpmjh.com; [Wes Gardner](#); [Arne Jorgensen](#); kregan@jacksonwy.gov; apserv@jacksonwy.gov; Mike.Yin@wyoleg.gov; [Responsible Growth Coalition](#); jamesl5546@gmail.com
Subject: DEV2026-0002 concerns for tonights planning commission meeting August Tenth 2026
Date: Monday, August 10, 2026 11:48:24 AM

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Dear Planning Commissioners,

I am writing to state my strong concerns regarding the Northern South Park Area 1 Development Plan, **DEV2026-0002**. As this Commission decides whether to advance this 559-unit project, we must expose the dangerous trade-offs. The County Engineer's sign-off on the \$3.5 million 'fee-in-lieu' package is a fiscal concession, not a child safety solution for High School Road.

Tonight, you are being asked to let the developer off the hook with a cash-fee swap that completely relieves them of building any physical, upfront off-site road infrastructure. By allowing the developer to pay a proportional fee of \$6,272 per unit as blocks advance, the county is prioritizing checking administration boxes over student protection. To make matters worse, the developer is actively lobbying to slash this mitigation fee in half and phase the project out over nearly a decade through an extended 8-year timeline. This allows them to build profitable homes and dump massive traffic onto High School Road before our children's transit corridor is proven safe.

We must address the structural conflict embedded in this plan. The explicit engineering intent of the resulting High School Road overhaul, centered on three roundabouts, is to maximize continuous vehicular traffic flow. However, maximizing vehicle volume and flow is fundamentally at odds with protecting the safety of elementary school children and older students walking and biking to Jackson Hole Middle School, the Jackson Hole High School, Summit Innovations High School and The Central Wyoming College.

Let's look at who we are putting at risk. The elementary school children are at a developmental disadvantage when navigating on foot roundabouts, turn lanes and just being on school property, so close to the road, as I have stated in my previous comments and letters. One example...In winter they play on and slide down snow banks right next to the road. Besides the elementary school and the high school with their transportation needs, don't forget, we also have the students at Summit Innovations High School, alongside adult commuters and student drivers utilizing the Central Wyoming College campus, almost all of whom will rely on public bus transit and motor vehicles. High School Road must function as a multi-modal school corridor, not a continuous flow, motor vehicle collector route. We see this exact disregard for safety margins in the proposal to pipe segments of Leeks Ditch simply to squeeze in high-volume road design, rather than requiring the developer to reduce density or adjust their layout to respect the natural geography.

This safety deficit will only worsen when WYDOT's

Highway 22 widening and the proposed Tribal Trail Cutoff dump highway bypass traffic, upwards of 13,000 vehicles, straight into this school zone. Officials may claim the 13,000 trip projection from the Integrated Transportation Plan is an outdated, worst case scenario, but until their ongoing TTC process proves otherwise, that high level volume is the only official estimate this community has. Planning child safety around unproven traffic calming and dismissed data is an unacceptable risk.

WYDOT escapes paying for these massive local impacts simply because they claim they are absorbing the upfront design costs of the Tribal Trail Connector itself. I could be wrong, but I think they are prohibited from local road improvements on High School Road by law. This shifts the devastating infrastructure costs back onto the local community, where each proposed roundabout will cost upwards of 3 to 5 million dollars on top of the widening HSR and implementation of bike and pedestrian paths.

Instead of forcing accountability, the Town and County have already directed staff not to pay for these critical improvements, including a proposed student tunnel that would have its own issues. Instead, they are gambling on an unproven Transportation Demand Management (TDM) plan to reduce traffic by 35% using staggered school pick-up times, mass transit and carpooling. It is admirable, but is it actually doable?

What if TDM can't entice enough people to carpool along with using mass transit, and this TDM plan fails to meet the 35% reduction?

If it fails, the public is not only left holding a multi-million dollar bill for increasing vehicle volume on High School Road, but our school safety will remain severely compromised for years to come, until a viable solution can be accommodated.

Let's be entirely transparent... Amy Ramage's sign-off on condition 3 was strictly a financial calculation of developer fee requirements. It is just bookkeeping, not an endorsement of safety. In her official staff review letter, Ms. Ramage explicitly warned that...

'Building a neighborhood, with a dead-end road, with an uncertain future is poor community planning and has a precedent of failure in this community.'

Amy rightfully noted that the entire traffic proposal contains a fatal flaw... the final road connection is 'subject to the will of others.' The developer does not have legal control over the neighboring Lockhart property to force that road through. This proposed threshold trigger is an empty gamble on a road they can't legally build. You are being asked to recommend approval for 559 high-density homes today, based on a future promise that may never materialize, forcing High School Road to permanently absorb thousands of additional vehicles.

A financial agreement with the developer does not guarantee child safety. Instead of delaying infrastructure and gambling with student lives, this Commission should be demanding an upfront 3.5 million dollar mitigation fee before a single foundation is poured. I urge this Commission to reject the developer's request for an 8-

year timeline, enforce the strict 5-year expiration window as staff has just recommended, deny any attempt to cut impact fees in half, and re-engineer this corridor to prioritize children's lives over vehicular flow and volume.

Sincerely,

Kathy Tompkins

3095 Rangeview Drive

Jackson, Wyoming 83001

From: [Jim Lewis](#)
To: [County Planning Commission](#); [Board Of County Commissioners](#); council@jacksonwy.gov
Cc: [Chandler Windom](#); [Chris Neubecker](#); [Charlotte Frei](#); hoerholster@tetoncountywy.gov; [Clare Stumpf](#); dviehman@jacksonwy.gov; jenny@jhalliance.org; [Amy Ramage](#); [Luther Propst](#); [Len Carlman](#); [Natalia Macker](#); [Mark Newcomb](#); [Planner of the day](#); [Ryan Hostetter](#); [Riley Taylor](#); [Riley Taylor](#); schoolboard@tcsd.org; [Jonathan Schechter](#); [Brian Schilling](#); [Christina Korpi](#); [Wes Gardner](#); [Arne Jorgensen](#); kregan@jacksonwy.gov; apsery@jacksonwy.gov; Mike.Yin@wyoleg.gov; [Responsible Growth Coalition](#); [Kathy Tompkins](#); [Morgan Buss](#)
Subject: Public Comment: Northern South Park Area 1 Development Plan Dev 2026-0002 School Corridor Safety, and US-89 Bottleneck Concerns
Date: Monday, August 10, 2026 1:50:22 PM

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Subject: For tonight's planning commission meeting, August 10, 2026
Public Comment: Northern South Park Infrastructure, School Corridor Safety, and US-89 Bottleneck Concerns

Dear Planning Commissioners:

While I certainly support expanding affordable housing, I urge the Commission to address the systemic traffic risks being introduced to our critical public school corridors—specifically along High School Road, and South Park Loop Road and Blair Drive.

The proposed introduction of a multi-roundabout network—including the intersections at Middle School Road, South Park Loop Road, and adjacent to the Middle School via Blair Drive—must be evaluated as a single macro-system, rather than isolated intersections. I ask the Commission to mandate the following revisions before issuing final development approvals:

- 1. Reject Infrastructure Cost Phasing:** The master developers must be required to pay their full \$3.5 million infrastructure mitigation fees upfront. We cannot allow safety countermeasures along South Park Loop Road and High School Road to trickle in over a multi-year timeline while hundreds of new vehicles flood the school zones on day one. Realistically, the optimal time of the year to make major road improvements is in the summer, during school summer recess, not piecemeal over time. Completely reject the developers attempt to reduce the mitigation fee and defer the payment timeline. Given the likely appraised value of the land, if needed, they could get bank financing in a nano-second.
As you know, most developers do all the horizontal infrastructure work at the beginning, i.e. grading, putting in the interior road network, stubbing in sewer, water, and power, and then phase the vertical residential construction over time based on market/sale forecasts. Likewise the infrastructure improvements on HSR must be done at the beginning and therefore the full \$3.5 million infrastructure mitigation fee must be paid upfront.
- 2. Mandate Physical Pedestrian Safety Deflections:** Continuous-flow roundabouts remove the complete, predictable stop of our current 4-way intersections. To protect the 10-to-12-year-old pedestrians and cyclists crossing near Colter Elementary and Jackson

Hole Middle School, the county must explicitly require **Rectangular Rapid Flashing Beacons (RRFBs)**, **raised crosswalk speed tables**, and **strict single-lane geometric constraints**.

3. **Address the US-89 Intersection Bottleneck:** Facilitating smoother vehicular flow along High School Road via roundabouts will create a severe "funnel" effect. Rushing vehicle queues more efficiently down High School Road will simply result in a massive gridlock queue at the major signalized intersection of **US-89 and High School Road**. During peak morning and afternoon drop-off and departure times this highway backup will spill backward, freezing traffic inside the newly designed school roundabouts. The County must coordinate directly with WYDOT to ensure that highway capacity and signal timing are upgraded *in tandem* with local street changes to prevent gridlock outside our schools.

Teton County must prioritize systemic safety and logical traffic planning over developer convenience. Please protect our student commute by demanding upfront infrastructure funding, child-first pedestrian engineering, and a comprehensive solution for the US-89 intersection bottleneck.

Sincerely,

Jim Lewis

3046 Whitehouse Drive, Jackson

307-413-0829



Advocating for wildlife, wild places, and responsible planning in Jackson Hole since 1979

July 24, 2026

Dear Teton County Planning Commission and Ms. Windom,

Subject: Northern South Park Area 1 Development Plan

The Jackson Hole Conservation Alliance (JHCA) appreciates the opportunity to comment on the proposed Development Plan for Northern South Park (NSP) Area 1. Although we recognize the importance of providing affordable housing, the Land Development Regulations (LDRs) and the approved Master Site Plan require that the development ensure that transportation impacts are mitigated by the developer and that the design and configuration of the development ensures wildlife permeability.

Wildlife Permeability

The proposed NSP Area 1 Development Plan does not satisfy the wildlife permeability requirements established by the Master Site Plan's Condition 6 or LDR Section 4.5.2.L.3.

Compliance with these requirements is not discretionary. Before recommending approval of the Development Plan, the Planning Commission must determine that it complies with the approved Master Site Plan and the applicable provisions of the LDRs.

Master Site Plan Condition 6 was adopted specifically to address concerns identified during the Master Site Plan review regarding wildlife permeability through Area 1. It states:

"Development Plans shall demonstrate wildlife permeability through open space as well as permeability between housing units... particularly on the eastern and southern boundaries of Area 1."

This language is mandatory. It does not encourage or suggest wildlife permeability; it **requires** that the Development Plan demonstrate it.

Planning Staff, in their July 27, 2026 Staff Report, concludes that the proposal satisfies this condition. We respectfully disagree. More importantly, this conclusion is inconsistent with the technical reviews provided by both Public Works and the Wyoming Game and Fish Department, each of which identified deficiencies in the proposed design.

During the Master Site Plan review, Park 5 in Block Q was specifically identified as a potential wildlife trap, and concerns were raised about the lack of wildlife permeability along the eastern and southern edges of the development. In response, the Board adopted Master Site Plan Condition 6 to ensure those issues would be addressed during the Development Plan review. Those concerns remain unresolved in the current proposal.

In a February 5, 2025 letter to Chandler Windom, Wyoming Game and Fish Department Wildlife Biologist Doug Brimeyer wrote:

"The Department's primary concern is the potential for wildlife (e.g., moose, black bears, elk, etc.) to enter the subdivision and become trapped if there is not sufficient open space for these animals to passively navigate and exit the subdivision. Passive open space is essential for providing egress routes which help reduce conflicts between people and wildlife."

Similarly, Teton County Public Works Project Manager, Chris Colligan, concluded in his June 12, 2026 review:

"Block Q will function as a potential wildlife trap, similar to conditions observed in the Cottonwood subdivision, where wildlife may enter but lack clear exit pathways."

Public Works recommended relocating the park and internalizing residential lots to create a continuous east-west corridor connecting Blocks G and H. Alternatively, Public Works recommended requiring a substantially larger setback along the northern boundary of Block Q to function as a natural vegetation buffer similar to the Porter Ranch subdivision.

JHCA agrees with these recommendations.

As currently designed, the proposal does not provide meaningful wildlife permeability to the east or south as required by Master Site Plan Condition 6. Instead, Park 5 is surrounded by residential development, creating an isolated pocket of open space rather than a connected movement corridor and is inconsistent with the purpose of the Master Site Plan condition.

Furthermore, the proposed 12-foot pathway easement stubs along the eastern property boundary do not satisfy Section 4.5.2.L.3 or Condition 6. Pedestrian access easements are not equivalent to contiguous wildlife movement corridors and cannot reasonably be interpreted as demonstrating wildlife permeability. In addition, the proposed pathway stubs are not **contiguous** to any other open spaces as required by the LDR and therefore do not provide for wildlife permeability.

As required by Section 4.5.2.L.3 and Condition 6, the proposed Development Plan does not include wildlife permeability/egress to the south boundary. We urge the Planning Commission to require the applicant to demonstrate a sufficiently wide development and fence-free permeable corridor from Park 7 to the south boundary of Area 1.

Accordingly, the Planning Commission should not make a finding that the proposal complies with the Master Site Plan or Section 4.5.2.L.3 as currently designed.

To achieve compliance, the applicant should:

- Preferably, amend the Master Site Plan to relocate Park 5 and exchange open space for residential lots, as recommended by Public Works. If the applicant chooses not to pursue that option, the minimum necessary to achieve compliance is to increase the setbacks along the northern edge of Block Q to create a continuous vegetated wildlife corridor capable of providing meaningful east-west permeability.
- Adjust the site design to provide a sufficiently wide development and fence-free permeable corridor from Park 7 to the south boundary of Area 1.

Absent these modifications, the proposal does not demonstrate the wildlife permeability required by the approved Master Site Plan and the Land Development Regulations.

Transportation Mitigation

JHCA strongly supports the recommendations of Planning Staff and Public Works regarding transportation mitigation (Condition 3, July 27, 2026 Staff Report).

We urge the Planning Commission **not** to recommend approval of the applicant's request for a 50 percent reduction in transportation impact fees for affordable housing units. Transportation improvements required to mitigate the impacts of this development should be paid for by the development that creates those impacts, not by taxpayers or affordable housing organizations. Granting a substantial discount shifts the financial responsibility away from the applicant and undermines the purpose of transportation impact fees.

The LDRs are intended to ensure that infrastructure keeps pace with development. The most equitable and effective approach is the one recommended by Planning Staff and Public Works: require the developer to either construct the required improvements or provide the financial contribution at the time of development approval. We therefore support Condition 3 as recommended by Staff without modification.

Thank you for your consideration of these comments.

Sincerely,

A handwritten signature in black ink that reads "Amy Kuszak". The signature is fluid and cursive, with a small red dot visible on the letter 'y'.

Amy Kuszak

Community Planning Director

From: Kathy Tompkins <wozkins@hotmail.com>
Sent: Monday, July 27, 2026 10:36 AM
To: County Planning Commission
Cc: Amy Ramage; Brian Schilling; Bob Hammond; Charlotte Frei; Chris Neubecker; Board Of County Commissioners; council@jacksonwy.gov; Clare Stumpf; Geoff Gottlieb; Responsible Growth Coalition; Ryan Hostetter; Riley Taylor; info@jhalliance.org; info@shelterjh.org; Jonathan Schechter; Luther Propst; Natalia Macker; Mark Newcomb; Planner of the day; planning@jacksonwy.gov; schoolboard@tcsd.org; Len Carlman; Wes Gardner; Arne Jorgensen; apsery@jacksonwy.gov; dviehman@jacksonwy.gov; tkorpi@gtpmjh.com; kregan@jacksonwy.gov
Subject: Tonights planning commission meeting, July 27, 2026, The Northern South Park Area 1 Development Plan - DEV2026-0002

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

Dear Members of the Teton County Planning Commission,

I am writing to urge the Board to look past the paper promises of the Northern South Park Area 1 Development Plan - DEV2026-0002. Please put the safety of our children first. We must face the reality of code enforcement in this valley. Local residents have already watched it fail completely on High School Road. Under the authority granted by **Wyo. Stat. § 18-5-201**, this Commission has a legal mandate to regulate development to promote the health, safety, and welfare of the public. Therefore, the physical infrastructure of the East-West Connector must precede new traffic, not trail behind it as a dangerous afterthought.

High School Road is at a breaking point. It handles thousands of students, parents, buses, and daily commuters every day. It serves multiple schools, including the new Central Wyoming College (CWC) campus currently under construction. If you allow Northern South Park to proceed without an alternative route, you are choosing to dump heavy construction trucks, construction employee vehicles and thousands of future commuter trips directly onto a designated school route.

We have seen this fail before. During the construction of the CWC campus and the municipal well pump house, neighbors were promised that traffic would be strictly managed. Under official approvals and Teton County Land Development Regulations (LDRs), developers were legally bound to specific enforcement mandates. Workers were strictly prohibited from parking personal or commercial vehicles on High School Road and adjacent public pathways.

Despite these rules, 30 to 40 subcontractor vehicles completely took over shoulders legally marked as bike paths on West High School Road. They clogged shoulders,

blocked bike paths, and created daily safety hazards for children and other pedestrians, walking and biking to schools and stores.

This activity created direct, unpermitted violations of our local laws. Under Jackson Municipal Code Chapter 12.32 (Pathway Obstruction), motor vehicles are strictly prohibited from blocking public pathways. Forcing students into vehicle lanes on a busy corridor is a primary safety violation. Furthermore, I saw no authorized Right-of-Way (ROW) disruption notices, detour signage, or barricaded bypass lanes, which are strict legal prerequisites for any public works obstruction exemption permit.

Now, the Sub Area One legal team claims developers can route construction worker and heavy equipment vehicles down South Park Loop Road and use an internal dirt parking lot. This is a dangerous illusion. South Park Loop Road connects directly back to High School Road. Workers and their equipment looking for a shortcut to and from town and out of area, or driving back and forth to lunch will continuously use High School Road. Construction vehicles cannot be magically beamed in and out of the ranch land. A dirt lot will not stop vehicles from cueing, idling and cutting through school zones during peak morning and afternoon hours. If the County cannot spare the manpower to ticket vehicles for the CWC and small pump house construction projects, how will they enforce mandates to use High School Road at low traffic times of the day in this massive, multi-year residential buildout.

Compounding these traffic concerns are ongoing discussions about installing roundabouts on High School Road. Traffic engineers favor them for vehicle flow, but independent research warns that roundabouts are hazardous for school zones. Child development studies reveal that children under the age of 12 lack the peripheral vision and spatial awareness to judge the speed of a vehicle moving along a curve. Unlike traditional intersections where cars travel in a straight, predictable line, a roundabout forces cars onto a continuous curve. This makes it incredibly difficult for a child to gauge if a vehicle is accelerating or exiting toward them.

Furthermore, driver yield rates are notoriously low at busy circular intersections. Roundabouts lack a static red light or "walk signal" to guarantee a safe crossing window. Instead, children must play a real-life game of *Frogger*, waiting for a gap in traffic or relying entirely on a driver's willingness to yield. Because drivers inside a roundabout are focused on merging vehicles to their left, they look away from the crosswalks on their right. Drivers frequently treat the exit like a slingshot, speeding up exactly where school children are trying to cross.

We can look to Modesto, California, for a stark warning. A roundabout installed near Enochs High School quickly turned into a traffic nightmare. As soon as one child stepped foot into the road at a roundabout to cross, traffic stops at all four points. Gridlock became so severe that parents reported students exiting out of vehicles into live traffic lanes just to make it to class on time. The failure was so great that Modesto City Councilman Chris Ricci, a staunch proponent of roundabouts, publicly acknowledged that the design

completely failed to function for a school zone and required an expensive, systematic redesign.

If a roundabout cannot handle a single high school, the proposed designs for High School Road will completely collapse under the weight of our multi-school ecosystem, construction traffic, new residential developments, and the proposed Tribal Trail Cutoff.

I understand the political and legal impasse with the Sub Area Two family refusing to grant easements. However, letting a single private landowner dictate traffic gridlock and compromise community safety is a failure of leadership. The County has planning tools, zoning levers, and the ultimate mechanism of Eminent Domain under **Wyo. Stat. § 1-26-501** at its disposal to clear public interest infrastructure.

If the private developer in Area 1 moves forward with site plan approvals, the County must aggressively secure the East-West Connector. If you cannot assure that our community's children will be protected, you must deny this application. Condition the final development permits on the physical completion of a fully implemented East-West Connector.

Do not let a shovel hit the dirt on Northern South Park until we have a safe way to move traffic away from our schools.

Thank you for your time, your leadership, and hopefully, your continued commitment to keeping our school zones safe.

Sincerely,
Kathy Tompkins
3095 Rangeview Drive
Jackson, Wyoming
307 734 6211

From: Jim Lewis <jamesl5546@gmail.com>
Sent: Monday, July 27, 2026 11:56 AM
To: Kathy Tompkins
Cc: County Planning Commission; Amy Ramage; Brian Schilling; Bob Hammond; Charlotte Frei; Chris Neubecker; Board Of County Commissioners; council@jacksonwy.gov; Clare Stumpf; Geoff Gottlieb; Responsible Growth Coalition; Ryan Hostetter; Riley Taylor; info@jhalliance.org; info@shelterjh.org; Jonathan Schechter; Luther Propst; Natalia Macker; Mark Newcomb; Planner of the day; planning@jacksonwy.gov; schoolboard@tcsd.org; Len Carlman; Wes Gardner; Arne Jorgensen; apsery@jacksonwy.gov; dviehman@jacksonwy.gov; tkorpi@gtpmjh.com; kregan@jacksonwy.gov
Subject: Re: Tonights planning commission meeting, July 27, 2026, The Northern South Park Area 1 Development Plan - DEV2026-0002

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Dear members of the Teton Planning and Zoning Commission:

I fully agree with Kathy Thompkin's concern about the safety of our children and grandchildren on High School Road and Middle School Road with the planned development. Without a well thought out traffic plan before development occurs traffic chaos will result and children's safety will be at risk.

Please do your homework to ensure public safety and until the homework and perhaps the East West Connector is done: until then

JUST SAY NO TO FURTHER DEVELOPMENT.

Jim Lewis

-----Original Message-----

From: Rolf Engh <rolfengh@gmail.com>

Sent: Wednesday, July 15, 2026 9:11 PM

To: Board Of County Commissioners <commissioners@tetoncountywy.gov>; County Planning Commission <planningcom@tetoncountywy.gov>

Cc: Ben Johnson <Ben@tetonhabitat.org>

Subject: NSP

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As a long time resident, I believe we need to support this initiative. I'm putting my money where my heart is—The Engh Foundation has and will continue to support Teton Habitat's plans and I will do what I can to help raise the necessary funding. I believe the financial support will materialize with emerging community involvement and excitement This project is critical. Please give final approval.

Thank you for your support.

Rolf Engh

From: Heather Cosby <heather.cosby@jacksonhole.com>
Sent: Monday, July 13, 2026 10:02 AM
To: Board Of County Commissioners <commissioners@tetoncountywy.gov>
Cc: County Planning Commission <planningcom@tetoncountywy.gov>
Subject: Northern South park neighborhood and Habitat for Humanity

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Hello,

My name is Heather Cosby and I am writing in regard to the proposed Northern South Park Neighborhood. As a Habitat for Humanity owner, I can not say enough good things about the Habitat mission, the community, and the opportunity for our workforce to be able to obtain affordable homeownership in Teton County.

It stands out that Habitat has continually been able to complete construction projects within the confines of a tight budget and provide our invaluable workforce with a place to call home. As the prices of real estate continue to increase, vacation rentals prevail within all areas of the town and county, it is more important than ever to do our best to provide homes for our residents and their families. It is crucial that we keep our community growing, children in our schools, and build communities that support each other.

Please do everything you can to support your constituents, and make this amazing opportunity happen, for the benefit of our community.

Thank you,
Heather Cosby

Heather Cosby

Clinic Liaison, Jackson Hole Ski Patrol
Garden Supervisor, Summer Grounds

307.739.2735
P. O. Box 290
7652 Granite Loop Road
Teton Village, Wyoming 83025

From: Ximena Sanchez <ximsanz17@gmail.com>

Sent: Saturday, July 11, 2026 6:49 PM

To: Board Of County Commissioners <commissioners@tetoncountywy.gov>; County Planning Commission <planningcom@tetoncountywy.gov>

Subject: Support for Affordable Housing Project

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Dear members of the Commission,

I would like to express my support for the affordable housing project. My family and I have lived in this building since 2023, and over these almost three years, everything has become easier thanks to the support we received. It has helped us get ahead more quickly and has made life in Jackson easier, where the cost of living is very high. Thank you for your consideration and work.

Best regards

Ximena Sanchez

---Original Message-----

From: Joss Fuentes <gisela.jb1211@gmail.com>

Sent: Friday, July 10, 2026 7:27 PM

To: Board Of County Commissioners <commissioners@tetoncountywy.gov>; County Planning Commission <planningcom@tetoncountywy.gov>

Subject: Support for the NSP project

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Hello, my name is Josselyn Fuentes and I want to express my support for the NSP project because it is a project that really helps the community and it is a joy to know that these types of projects exist in the Jackson community that really help a lot and give hope. I congratulate you on the project and encourage you to continue with many more.

With love, Josselyn

From: Amanda Mohnk <akmohnk54@yahoo.com>

Sent: Monday, July 20, 2026 3:24 PM

To: Board Of County Commissioners <commissioners@tetoncountywy.gov>; County Planning Commission
<planningcom@tetoncountywy.gov>

Subject: NSP

[Some people who received this message don't often get email from akmohnk54@yahoo.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

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As a member of the community going on 5 years, I am strongly in favor of moving forward with the NSP project.

I am incredibly fortunate to have a stable job in the valley and have since moving here in the fall of 2021. That said, it took me the first 4 years of living here to truly find a place to be settled and feel safe in my housing. I am incredibly blessed to have the ability to have balanced the housing insecurity that I personally faced. That said, not everyone is in the same position that I was at the time. Providing housing to the workers that "keep the lights on" in Teton County needs to be a priority. Supporting those who support our community by providing a most basic need - shelter - will only improve our community all around.

Thank you for your consideration.

Amanda Mohnk
#978-660-6756

From: Margi Griffith <margi.griffith@gmail.com>

Sent: Monday, July 20, 2026 7:11 AM

To: Board Of County Commissioners <commissioners@tetoncountywy.gov>; County Planning Commission <planningcom@tetoncountywy.gov>

Subject: NSP community input

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Dear Commissioners and Planning Committee Members,

I am writing in support of the NSP project. I have lived in Jackson for a total of 18 years and have long supported affordable housing efforts, as a resident and a landlord for more than 25 years. I was founder of the local Habitat for Humanity affiliate over 30 years ago and am so impressed with what that organization has done for the community, providing truly affordable homes for some of the most impacted of residents. I've been a contributor over the decades that I was not actually living in Jackson to both Habitat and the Community Housing Trust.

When I was a landlord, I never charged market rent for either of the two properties I owned at various times. I just wanted to have a way to come back which I did for 7 years beginning in 2015. I followed the progress of planning for NSP, went to meetings and viewed plans. I'm thrilled that FINALLY the plan is coming to fruition.

When serving on the Habitat committee to help choose new homeowners I became aware of the very difficult living conditions of many vital service worker families. I don't think there is the substandard housing that existed at the time we started Habitat in 1995, but cost issues and the need to move frequently were unchanged, putting stress on workers and their families. Unreliable housing is particularly damaging to children according to studies.

Then when the pass is closed due to weather and workers are on one side of the Tetons and children and pets on the other side, the stress is beyond what I personally can imagine. People who work in Jackson to provide for the needs of the entire community deserve to be able to live in Jackson and doing so would certainly help reduce traffic over the pass and up the canyon benefiting all county residents. Less stressed families are better able to contribute more than their labor to community well-being. I understand that local schools have been forced to suspend school at times when weather or road conditions made it impossible for teachers to get to school. That is truly unacceptable.

When my husband and I were forced to leave Jackson almost four years ago due to his health, I finally sold the house I'd owned for more than 25 years and contributed a quarter of a million dollars to Teton Habitat and the Community Housing Trust from the proceeds. This is evidence of my personal commitment to affordable housing in Jackson. The remarkable results of the recent Dream Builders' luncheon is more evidence of widespread community support for these programs and the need to address the housing needs of our community. PLEASE approve the NSP plans without delay so the work on actual building can begin!

Respectfully submitted,
Margi Neale Griffith
Eugene, OR
812-202-1386

From: Carolyn Ripps <carolynripps@gmail.com>

Sent: Friday, July 17, 2026 3:32 PM

To: County Planning Commission <planningcom@tetoncountywy.gov>; Board Of County Commissioners <commissioners@tetoncountywy.gov>

Subject: Public Comment NSP DEV2026-0002

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To Teton County Planning Commission & County Commissioners,

I am writing to voice my support for, and encourage you to approve, the Northern South Park Area 1 development plan. This project gives me hope for our community, during an otherwise challenging time to stay hopeful on housing.

Two friends and I were among the first tenants to move into the double-wide homes on East Kelly between Millward and Glenwood back in the mid-2000s. We were young ski instructors and river guides, waiting tables at night, sharing one derelict minivan, and optimistic about making lives here in the mountains. With affordable rent, local landlords, and plenty of work opportunities, that hope was easy to come by.

Hearing the news of a redevelopment plan for that block just a few weeks ago makes me reflect on how much harder it must feel for a young person trying to make a go of it here, not to mention breaking my heart for the established families who may soon be evicted from their homes on East Kelly.

We need a neighborhood, now. Unlike projects that use density bonuses to build luxury condos for the wealthy and a few lucky workforce renters, this plan uses that density to deliver vastly more deed-restricted homes for locals. East Jackson, where I still live, and the Town Square area are quickly becoming a wasteland of (seemingly uninhabited) monster houses and condos, with our older, affordable housing stock being gobbled up at every turn. I see little reason to be optimistic that anything will stop those market forces any time soon.

Looking at the NSP Area 1 overall site plan with its thoughtful integration of Teton Habitat and Community Housing Trust homes, to house hundreds of locals, offers hope that we will be able to regain some of what has already been lost.

Please approve the development plan and let all the partners start building the housing our community needs.

Thank you,
Carolyn Ripps

307-690-4420
Carolyn Ripps
carolynripps@gmail.com