

Special Town Council Meeting

December 20, 2018

2:30 PM

Town Council Chambers

Chair: Pete Muldoon

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

I. CALL TO ORDER AND ROLL CALL

II. DISCUSSION/ACTION ITEMS

- A. Snow King Resort Master Plan Base Area Amendments

III. ADJOURN

- A. Adjourn meeting to executive session to consider matters concerning litigation to which the governing body is a party or proposed litigation to which the governing body may be a party in accordance with Wyoming Statute 16-4-405(a)(iii).

Please note that at any point during the meeting, the Chairman or Mayor may change the order of items listed on this agenda. In order to ensure that you are present at the time your item of interest is discussed, please join the meeting at the beginning to hear any changes to the schedule or agenda.



TOWN OF JACKSON

TOWN COUNCIL

AGENDA DOCUMENTATION

PREPARATION DATE: DECEMBER 17, 2018
MEETING DATE: DECEMBER 20, 2018

SUBMITTING DEPARTMENT: PLANNING
DEPARTMENT DIRECTOR: TYLER SINCLAIR
PRESENTER: TYLER SINCLAIR

SUBJECT: **ITEM P18-208:** A REQUEST FOR AN AMENDMENT TO THE SNOW KING
PLANNED RESORT DISTRICT MASTER PLAN

APPLICANT: SNOW KING RESORT MASTER ASSOCIATION - SKRMA
RYAN STANLEY

This report is supplemental to the complete report for Item P18-208 issued for the Town Council meeting dated November 13, 2018 and the supplemental report issued for the December 4, 2018 Town Council Special Meeting.

REQUESTED ACTION

Snow King Resort Master Association (SKRMA) has applied to the Town of Jackson to amend its Resort Master Plan pursuant to Section 8.7.3 Planned Unit Development of the Town Land Development Regulations. Specifically including the following actions:

- A. Amendment to a Resort Master Plan pursuant to Section 8.7.3 Planned Unit Development
- B. Amendment to an associated Sketch Plan pursuant to Section 8.3.1 Sketch Plan.

BACKGROUND

Town Council reviewed this application at Special Town Council meetings on November 13, 14 and 15, 2018. At these meetings Council received a presentation on the application by staff and the applicant, asked questions of staff and the applicant, received public comment and completed a Chapter by Chapter review. As part of the review Council provided general direction to staff on desired amendments to the application prior to final consideration.

At the Special Meeting on December 4, 2018, Council reviewed and revised the conditions as had been provided previously and continued the item until December 20, 2018.

STAFF ANALYSIS

Since the December 4 meeting staff has modified the proposed amendments to the Master Plan recommended by the Planning Commission and Staff (as conditions of approval) based upon Council direction.

As presented at the December 4, 2018 meeting, the discussion has been broken into 3 parts, related to the outstanding topics for discussion. The 3 parts are:

1. Affirm or modify Conditions 1-27 related to the content of Chapters 1-10 of the Master Plan.
2. Discuss and finalize Conditions 28-32 related to the requirements of SKRMA, Snow King Mountain (SKM), and the Town of Jackson and the phasing of those requirements relative to the entitlements in the Master Plan.
3. Provide comment/recommendation to the USFS on the NEPA review of additional improvements on USFS land.

1. Affirmation/Modification of Conditions 1-27

Conditions of approval 1-28, have been updated by staff to reflect Council direction are below. The exercise in the meeting will be for Council to consider affirmation or modification of the conditions. Staff proposes to only discuss those conditions for which a modification is needed. In other words conditions will be considered affirmed unless discussed.

1. **Chapter 1:** The applicant shall revise the proposed Master Plan to include all language proposed to be deleted and to include amendments to better align with the 2012 Comprehensive Plan vision for Snow King. The defined vision will be used to review future land use changes in the Plan specifically but not limited to Sub-area #2 until such time it is revised in the future.
2. **Chapter 2:** Applicant shall revise Chapter 2 to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.
3. **Chapter 3:** Applicant shall work with staff to update references to the Land Development Regulations to incorporate the current Land Development Regulations as required.
4. **Chapter 4:** Applicant shall revise Sub-area #1 or #3 to include all of the proposed building currently split between two sub-areas into one.
5. **Chapter 4:** Applicant shall revise the Master Plan to include all properties within current Sub-Area #7 with their assigned square footage and APO's. In addition, the applicant shall revise the Chapter to indicate whether property owners in this area are required to be part of SKRMA or not.
6. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a Conditional Use Permit for all permanent Outdoor Amusement/recreation and Commercial Amusement uses. Specifically, a zip line landing area may ~~to be~~ proposed as a Conditional Use Permit in Sub-area #4 only.
7. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a basic use permit for a temporary Outdoor Amusement/recreation and Commercial Amusement uses. Temporary shall be defined as a use occurring for a period of less than 180 days per year. Upon expiration of the temporary use the operation of and all associated improvements shall be completely removed from the property. There shall be a limit of two basic use permits allowed per use thereafter the use shall be considered a permanent use and require a Conditional Use Permit.
8. **Chapter 5:** Temporary Outdoor events shall be required to submit a basic use permit for review and approval of staff if there is amplified sound, and attendance by more than 200 participants. Event locations may be approved for multiple events and seasons through the approval of one basic use permit. For example, an outdoor event tent in a specific location may be approved with amplified music and attendance for 250 participants in the same location for an entire summer season.
9. **Chapter 5:** Applicant shall revise the Chapter to include Day care/Education as an allowed Basic use in all Building Envelopes.
10. **Chapter 5:** Applicant shall revise the Example Development chart (in all locations) to reflect the new proposed Sub-areas and associated uses and square footages to reflect what has been built to date and what is anticipated in the future.
11. **Chapter 6:** Applicant shall revise the Chapter to include a requirement that all buildings be reviewed for compliance with the Master Plan Design Guidelines by the Town Design Review Committee.

12. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lots 53 and 58 to ensure compatibility with the neighborhood to the east including but not limited to consideration at time of Development Plan of stepping down the building height, additional landscape screening, etc.
13. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lot 57 to ensure compatibility with the recreational area to the west including but not limited to consideration at time of Development Plan to shifting the building to the east, reducing the footprint of the building, breaking it up into multiple buildings, etc. In addition, the applicant shall include language to address bulk and scale concerns with the proposed structure including stepping down the building height, reducing the building height to 2 stories, etc.
14. **Chapter 7:** Applicant shall revise the plan to include a requirement for alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive including paving, bollards, signage, and other best practices at the time of development of Lots 53, 57 or 58 whichever comes first.
- ~~14.15.~~ **Chapter 7:** The applicant shall include as part of each Development Plan application all necessary alternative mode connections to all off site locations be identified.
- ~~15.16.~~ **Chapter 7:** Applicant shall revise Sub-area #4 to reduce the proposed building envelope, to remove discussion of parking and to require a thorough review and consideration of the proposed uses through a Conditional Use Permit both onsite and with the surrounding neighborhood. The applicant shall revise the proposed building envelope on Vine Street to allow for a sidewalk and Complete Street cross section connecting the facility to the resort. Applicant shall revise the allowed maximum building height to 39’.
- ~~16.17.~~ **Chapter 7:** The applicant shall revise the use table to allow light industrial uses in Sub-area #4 and #5 as a Conditional Use Permit.
- ~~17.18.~~ **Chapter 7:** Applicant shall provide language in this Chapter to ensure that all development within the Master Plan shall meet the LDR Hillside Development requirements in place at the time of Development Plan.
- ~~18.19.~~ **Chapter 7:** The applicant shall revise Sub-area #5 to include an option for a 2nd sheet of ice to the west of the existing Snow King Ice Center under the proposed Mountain Sports Facility or on its own.
- ~~19.20.~~ **Chapter 7:** The applicant shall revise the language in the plan to require a CUP process to determine a final design of Phil Baux Park. The revised plans would allow the landing of the gondola on Town property in a location that does not divide the park. In addition, site circulation for all modes of transportation should be addressed including the location of parking, pick up and drop off, locker areas, START bus stops, etc. Buildings and improvements should be clustered together near existing improvements to obtain as much open space as possible. The detailed plan should locate improvements generally at the street level to address accessibility and ease of access during all seasons. Consideration should be given to providing The plan shall ensure that there is an adequate waiting area for large numbers of gondola users so as to not impact the other users of the park.
- ~~20.21.~~ **Chapter 8:** The applicant shall revise the Master Plan to state that all future development shall be subject to the Housing Requirements in the Town Land Development Regulations in place at the time of the application.
- ~~21.22.~~ **Chapter 8:** Applicant shall revise the Chapter to remove language regarding banking/credits for housing units.
- ~~22.23.~~ **Chapter 9:** Applicant shall revise the current TDM requirements to include the following additional measures:
- o Provide free or reduced-level bus passes to all employees
 - o Provide free or reduced-level bus/bike passes to guests
 - o Require off-site parking for employees
 - o Provide START Bikes and promote alternative modes of travel for employee and guests
 - o Promote transit usage in marketing and website promotional material

The applicant shall be required to implement a minimum of 5 TDM strategies at all times.

~~23.~~24. **Chapter 9:** Applicant shall revise the Chapter to incorporate the most current data and transportation improvements that have been made prior to final approval.

~~24.~~25. **Chapter 9:** Applicant shall be required to pave and maintain the availability of the surface parking lots in Sub-area #2 for use by all public and private patrons to the area. The applicant shall revise the Master Plan to state that all tour bus parking must occur on private property. Specifically, the proposed surface lots on Sub-Area #2 shall accommodate tour bus/oversized vehicle parking and appropriate signage to direct guests to the various amenities within the resort.

~~25.~~26. **Chapter 9:** Applicant shall revise the Plan to state that they agree to participate in the development of a TDM program for the entire Snow King Base area including all surrounding property owners and users in the future.

~~26.~~27. **Chapter 9:** Applicant shall revise the plan to require the provision of parking counts for all surface parking lots over 10 spaces as part of the required transportation monitoring requirement.

~~27.~~28. **Chapter 10:** Applicant shall address all conditions in the Town Engineer memorandum dated September 12, 2018 at time of the applicable Development Plan or as part of the revised Master Plan as determined by the Town Engineer. Specifically, the Resort contributions required at certain square footage thresholds shall be included in the Master Plan.

2. Finalization of Entity Requirements and Phasing (Conditions 28-32)

Staff presented at the December 4 meeting the content of Conditions 28-32 in a table with the goal to ultimately lead to one or two conditions to replace Conditions 28-32 with the goal for each topic as follows.

- A. Finalize the List of Requirements. The first step will be to finalize the list of requirements for each entity by adding/subtracting requirements from the table below and assigning a responsible party.
- B. Phase the Requirements. The second step will be to establish which requirements must be fulfilled prior to development of which entitlements. This will be achieved by filling in the third column of the table below with certain requirements. For example, the Phil Baux Park improvements have to be completed prior to development of Lots 53, 57 & 58.
- C. What Happens Upon Post-Development Failure? The phasing plan only governs what can happen next, there also needs to be a provision to cover what happens if the prerequisite for an entitlement fails after the entitlement is developed. For example, if the hours of operation of the mountain fall below the agreed upon level, all further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements.

Staff has revised the table presented and discussed at the December 4 meeting for Council consideration see below:

Commitment	Responsible	Required Prior To	If Violated Post Development	Comment
Definition of SKRMA membership in Master Plan including shares and what landowners, if any, are not required to participate	SKRMA	Master Plan approval	n/a	Council discussed this issue and directed the applicant to continue to clarify the request

Commitment	Responsible	Required Prior To	If Violated Post Development	Comment
Define the minimum resources required to cover SKRMA commitments. <u>The applicant shall assess a SKRMA fee of a minimum of 1% on overnight lodging and activity ticket sales within the resort district as a funding mechanism to maintain the minimum resources required for the maintenance of the resort district. This funding mechanism will establish a reserve of fund not to exceed \$500,000 that can be used at the discretion of the board for communal improvements, repairs and maintenance, marketing, events or to other resort district obligations. It is to be noted that these funds are not to be construed solely as a funding mechanism for the ski area only but rather as a reserve to ensure that the district can maintain compliance with all obligations of the master plan.</u>	SKRMA + Town	Master Plan approval	<u>All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements n/a</u>	Council discussed, and the condition has been revised to reflect Council direction.
Maintain minimum resources required to cover SKRMA	SKRMA	Any development the following year Included in Annual Report	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements	<u>Council direction was to not require a minimum balance</u>

Commitment	Responsible	Required Prior To	If Violated Post Development	Comment
An Annual Report based upon the SKRMA fiscal year to include: 1) phasing plan compliance, 2) SKRMA financial information 3) SKRMA board composition, 4) status of organization, 5)etc.	SKRMA	Any development the following year	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements	Council discussed and revised to allow some flexibility in timing of the report based upon fiscal year.
TDM Plan	SKRMA		All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements	Council discussed and proposed no changes.
Parking Plan	SKRMA		All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements	Council discussed and proposed no changes.
Define in the Master Plan responsibility for installation, maintenance, and operation of all private infrastructure including water, sewer, stormwater, and roads	SKRMA	Master Plan approval	n/a	Council discussed and proposed no changes.

Commitment	Responsible	Required Prior To	If Violated Post Development	Comment
Insert a table of commitments required to comply with Master Plan into Chapter 11, which shall include for each commitment the responsible party, the phasing of the commitment prior to entitlements in the Master Plan, and the recourse for violation of the commitment after the entitlements are developed	SKRMA	Master Plan approval	n/a	To be completed once final direction is provided by Council.
Hotel and SKM commitments listed in Chapters XI and XII	SKRMA	n/a	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements	

Commitment	Responsible	Required Prior To	If Violated Post Development	Comment
Maintain current hours of lift operation (or negotiate alternative with Town) <u>The applicant shall maintain winter operations at 49 hours of week barring unforeseen weather conditions, mechanical failures, or operational challenges that may necessitate deviation. The applicant shall maintain a minimum of 49 hours a week of winter operations on average over the season defined as between December 10 and March 31. The hours of operation shall include accommodation of key user groups including but not limited to the Doug Combs Foundation and the Jackson Hole Ski and Snow Board Club. Compliance with this requirement shall be included in the annual report.</u>	SKM	Any development	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements	Council discussed, and the condition has been revised to reflect Council direction.

Commitment	Responsible	Required Prior To	If Violated Post Development	Comment
Private shuttle service downtown and to Teton Village or reasonable and measured contribution to START as determined by START Board and approved by Town Private shuttle service downtown and to Teton Village or Applicant shall be required to provide a reasonable and measured contribution to START as determined by the START Board, Town Council and SKRMA based upon a defined metric of ridership by resort guests.	SKRMA	Dec. 31, 2019	If private service suspended contribution shall be provided within one year as determined by START Board and approved by Town. If contribution not provided, all further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements	Council discussed, and the condition has been revised to reflect Council direction.
Define hours of lift operation in Master Plan	SKM	Master Plan approval	n/a	Council discussed, and the condition has been revised to reflect Council direction above.
Enter procedural agreement with Town of Jackson regarding how/when to close for conditions (summit and ski hill) Applicant shall notify the Town prior to significant avalanche control and include in the required annual report.	SKM + Town	Dec. 31, 2019	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements	Council discussed, and the condition has been revised to reflect Council direction.
Maintain reasonable ski rates for locals as compared to other ski resorts in the area	SKM	Any development	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements	Council agreed to remove this requirement
Define reasonable ski rates for locals in Master Plan	SKM	Master Plan approval	n/a	Council agreed to remove this requirement

Commitment	Responsible	Required Prior To	If Violated Post Development	Comment
Maintain access for current user groups	SKM	To be defined prior to Master Plan approval	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements	Council addressed above in condition related to hours of operation.
Applicant shall commit to work with the Town and other partners to provide the land for and construct a second sheet of ice west of the current ice arena, should this location be determined the best location	SKM + Town	N/A		Council determined this was not a requirement of the Master Plan
Applicant shall commit to work with the Town and other partners to provide the land for and construct a Mountain Sports Center. Applicant shall show the Mountain Sports Center including a second sheet of ice, as the only use and building envelope in sub-area #5 other than the mountain operations facility. Mountain Sports Center	SKM	Prior to development of Sub-areas 1 and 2 N/A	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements	Council determined this was not a requirement of the Master Plan
Building the Gondola	SKM	Prior to development of Sub-areas 1 and 2 and Lots 53, 57 & 58	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements	Council discussed, and the condition has been revised to reflect Council direction.

Commitment	Responsible	Required Prior To	If Violated Post Development	Comment
Phil Baux Park improvements as defined <u>d</u> by a CUP	SKM	December 31, 2019 or prior to development of Lots 53, 57 & 58	n/a	Council discussed this item without reaching a conclusion. Council did discuss linking the timing of a contribution by SKRMA for the park to the lease agreements also required to complete improvements in this area.
Enter shared parking agreement for Subarea 2 and adjacent Town properties that includes responsibility and timing for construction, maintenance and snow removal	SKRMA + Town	December 31, 2019	Agreement enforced per terms of agreement	Council discussed and proposed no changes.
Revise lease agreements and/or land transfers consistent with Master Plans	SKRMA + Town	December 31, 2019 as necessary to meet other commitments	Agreement enforced per terms of agreement	Council discussed this item without reaching a conclusion. Council did discuss linking the timing of a contribution by SKRMA for the park to the lease agreements also required to complete improvements in this area.
Revise lease agreements and/or land transfers consistent with Master Plans	SKM + Town	December 31, 2019 as necessary to meet other commitments	Agreement enforced per terms of agreement	Council discussed this item without reaching a conclusion. Council did discuss linking the timing of a contribution by SKRMA for the park to the lease agreements also required to complete improvements in this area.

[3. Review of Additional Improvements on USFS Land](#)

Council did not get to this portion of the December 4 staff report thus staff has included it unchanged from the previous report for Council consideration at this meeting.

An additional key piece in this discussion is the timing of the requirements/improvements to ensure there is a balance between private development and public benefit is the proposed improvements on USFS land. The applicant has proposed certain aspects of the timing be based upon completion of USFS NEPA Review.

This proposal includes the request by the applicant that the Town provide comment/recommendation to the USFS on the NEPA review currently underway for additional improvements on USFS land subject to any further environmental and socio-economic information coming out after completion of the Town review. Council discussed but did not come to any resolution on whether it was appropriate to comment and provide recommendations on the USFS proposal now or whether all or certain parts of it should wait until the NEPA

process is further completed. Staff has provided below the key items from the applicant's proposal to the USFS for consideration by Council. Staff recommends that Council discuss each item and determine whether they would like to provide a recommendation and/or comment to the USFS now or not. Staff has included as an additional action item directing staff to draft a letter to the USFS summarizing Council recommendations/comments as requested by the applicant should Council deem it appropriate. To assist in reviewing the items listed below staff would recommend that Council consider the work of the Snow King Stakeholders Advisory Group (see attached).

	Recommendation	Comments
Gondola - Landing on Town Property	Yes	Exact location subject to Town CUP approval and revised lease agreement(s)
Zipline - Landing on Town Property	No	
Zipline - Landing in Sub-area #4	Yes	Exact location subject to Town CUP approval
Boundary Expansion/Road		
Summit Multi-use Building / Observatory		
Summit beginner terrain		
Back Side of the Mountain Improvements		

Public Comment

Attached is all public comment that has been received since the December 4, 2018 staff report.

[LEGAL REVIEW](#)

Complete, as to procedure and initial review of the application, see Legal Department Review Comments. The Legal Department review is ongoing dependent on direction by Town Council.

[ATTACHMENTS](#)

Town Council Staff Report dated December 4, 2018
Town Council Staff Report dated November 13, 2018
Public Comment

[RECOMMENDATIONS/ CONDITIONS OF APPROVAL](#)

The following recommendations and associated conditions of approval combine those of the Planning Director and Planning Commission.

Item A: The Planning Director and Planning Commission recommend **approval** of a Planned Unit Development to allow amendments to the Snow King Planned Resort District Master Plan subject to the department reviews and the following conditions of approval:

1. **Chapter 1:** The applicant shall revise the proposed Master Plan to include all language proposed to be deleted and to include amendments to better align with the 2012 Comprehensive Plan vision for

Snow King. The defined vision will be used to review future land use changes in the Plan specifically but not limited to Sub-area #2 until such time it is revised in the future.

2. **Chapter 2:** Applicant shall revise Chapter 2 to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.
3. **Chapter 3:** Applicant shall work with staff to update references to the Land Development Regulations to incorporate the current Land Development Regulations as required.
4. **Chapter 4:** Applicant shall revise Sub-area #1 or #3 to include all of the proposed building currently split between two sub-areas into one.
5. **Chapter 4:** Applicant shall revise the Master Plan to include all properties within current Sub-Area #7 with their assigned square footage and APO's. In addition, the applicant shall revise the Chapter to indicate whether property owners in this area are required to be part of SKRMA or not.
6. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a Conditional Use Permit for all permanent Outdoor Amusement/recreation and Commercial Amusement uses. Specifically, a zip line landing area may be proposed as a Conditional Use Permit in Sub-area #4 only.
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8. **Chapter 5:** Temporary Outdoor events shall be required to submit a basic use permit for review and approval of staff if there is amplified sound, and attendance by more than 200 participants. Event locations may be approved for multiple events and seasons through the approval of one basic use permit. For example, an outdoor event tent in a specific location may be approved with amplified music and attendance for 250 participants in the same location for an entire summer season.
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12. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lots 53 and 58 to ensure compatibility with the neighborhood to the east including but not limited to consideration at time of Development Plan of stepping down the building height, additional landscape screening, etc.
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14. **Chapter 7:** Applicant shall revise the plan to include a requirement for alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive including paving, bollards, signage, and other best practices at the time of development of Lots 53, 57 or 58 whichever comes first.
15. **Chapter 7:** The applicant shall include as part of each Development Plan application all necessary alternative mode connections to all off site locations by identified.
16. **Chapter 7:** Applicant shall revise Sub-area #4 to reduce the proposed building envelope, to remove discussion of parking and to require a thorough review and consideration of the proposed uses through a Conditional Use Permit both onsite and with the surrounding neighborhood. The applicant shall

revise the proposed building envelope on Vine Street to allow for a sidewalk and Complete Street cross section connecting the facility to the resort. Applicant shall revise the allowed maximum building height to 39’.

17. **Chapter 7:** The applicant shall revise the use table to allow light industrial uses in Sub-area #4 and #5 as a Conditional Use Permit.
18. **Chapter 7:** Applicant shall provide language in this Chapter to ensure that all development within the Master Plan shall meet the LDR Hillside Development requirements in place at the time of Development Plan.
19. **Chapter 7:** The applicant shall revise Sub-area #5 to include an option for a 2nd sheet of ice to the west of the existing Snow King Ice Center under the proposed Mountain Sports Facility or on its own.
20. **Chapter 7:** The applicant shall revise the language in the plan to require a CUP process to determine a final design of Phil Baux Park. The revised plans would allow the landing of the gondola on Town property in a location that does not divide the park. In addition, site circulation for all modes of transportation should be addressed including the location of parking, pick up and drop off, locker areas, START bus stops, etc. Buildings and improvements should be clustered together near existing improvements to obtain as much open space as possible. The detailed plan should locate improvements generally at the street level to address accessibility and ease of access during all seasons. The plan shall ensure that there is an adequate waiting area for large numbers of gondola users to not impact the other users of the park.
21. **Chapter 8:** The applicant shall revise the Master Plan to state that all future development shall be subject to the Housing Requirements in the Town Land Development Regulations in place at the time of the application.
22. **Chapter 8:** Applicant shall revise the Chapter to remove language regarding banking/credits for housing units.
23. **Chapter 9:** Applicant shall revise the current TDM requirements to include the following additional measures:
 - a. Provide free or reduced-level bus passes to all employees
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 - c. Require off-site parking for employees
 - d. Provide START Bikes and promote alternative modes of travel for employee and guests
 - e. Promote transit usage in marketing and website promotional material
 - f. The applicant shall be required to implement a minimum of 5 TDM strategies at all times.
24. **Chapter 9:** Applicant shall revise the Chapter to incorporate the most current data and transportation improvements that have been made prior to final approval.
25. **Chapter 9:** Applicant shall be required to pave and maintain the availability of the surface parking lots in Sub-area #2 for use by all public and private patrons to the area. The applicant shall revise the Master Plan to state that all tour bus parking must occur on private property. Specifically, the proposed surface lots on Sub-Area #2 shall accommodate tour bus/oversized vehicle parking and appropriate signage to direct guests to the various amenities within the resort.
26. **Chapter 9:** Applicant shall revise the Plan to state that they agree to participate in the development of a TDM program for the entire Snow King Base area including all surrounding property owners and users in the future.
27. **Chapter 9:** Applicant shall revise the plan to require the provision of parking counts for all surface parking lots over 10 spaces as part of the required transportation monitoring requirement.
28. **Chapter 10:** Applicant shall address all conditions in the Town Engineer memorandum dated September 12, 2018 at time of the applicable Development Plan or as part of the revised Master Plan as determined by the Town Engineer. Specifically, the Resort contributions required at certain square footage thresholds shall be included in the Master Plan.

29. The applicant shall incorporate all amendments outlined in the Entity Requirements and Phasing Table finalized at the meeting into Chapters 11 and 12 and other Chapters if deemed necessary of the Master Plan.

Item B: The Planning Director and Planning Commission recommend **approval** of a Sketch Plan for the Snow King Planned Resort District Master Plan subject to the department reviews the applicable conditions from the PUD approval and the following condition:

1. Approval of the Sketch Plan does not become effective until third and final reading of the ordinances required for the PUD approval.

Item C: The Planning Director provides no recommendation on this item.

SUGGESTED MOTIONS

Item A: I move to direct staff to 1) work with the applicant to amend the Snow King Planned Resort District Master Plan subject to the conditions from the December 20, 2018 staff report pursuant to the Town Council direction provided at this meeting, 2) make any other necessary edits to the satisfaction of the Planning Director and Town Attorney, 3) obtain SKRMA's formal position on the revised amended conditions; and 4) once staff has obtained SKRMA's formal position on the amendments, bring this item back for final consideration by Town Council at the _____, 2019 Town Council Meeting.

Item B: I move to continue Item P18-208, a Sketch Plan for the Snow King Planned Resort District Master Plan, to _____, 2019.

Item C: I move to direct staff to draft a letter to the United States Forest Service outlying comments on the Snow King Mountain Resort On-Mountain Improvements Project Proposal provided by Council at this meeting for consideration at the January 7, 2019 Town Council meeting.



TOWN OF JACKSON

TOWN COUNCIL

AGENDA DOCUMENTATION

PREPARATION DATE: NOVEMBER 27, 2018
MEETING DATE: DECEMBER 4, 2018

SUBMITTING DEPARTMENT: PLANNING
DEPARTMENT DIRECTOR: TYLER SINCLAIR
PRESENTER: TYLER SINCLAIR

SUBJECT: **ITEM P18-208:** A REQUEST FOR AN AMENDMENT TO THE SNOW KING
PLANNED RESORT DISTRICT MASTER PLAN

APPLICANT: SNOW KING RESORT MASTER ASSOCIATION - SKRMA
RYAN STANLEY

This report is supplemental to the complete report for Item P18-208 issued for the Town Council meeting dated November 13, 2018.

REQUESTED ACTION

Snow King Resort Master Association (SKRMA) has applied to the Town of Jackson to amend its Resort Master Plan pursuant to Section 8.7.3 Planned Unit Development of the Town Land Development Regulations. Specifically including the following actions:

- A. Amendment to a Resort Master Plan pursuant to Section 8.7.3 Planned Unit Development
- B. Amendment to an associated Sketch Plan pursuant to Section 8.3.1 Sketch Plan.

BACKGROUND

Town Council reviewed this application at Special Town Council meetings on November 13, 14 and 15, 2018. At these meetings Council received a presentation on the application by staff and the applicant, asked questions of staff and the applicant, received public comment and completed a Chapter by Chapter review. As part of the review Council provided general direction to staff on desired amendments to the application prior to final consideration. Council continued the item until a Special Meeting on December 4, 2018. Please see the November 13, 2018 staff report for additional background information.

STAFF ANALYSIS

Since the November meetings staff has modified the proposed amendments to the Master Plan recommended by the Planning Commission and Staff (as conditions of approval) based upon Council direction. Staff has provided a clean version of the revised amendments below for Council review and consideration prior to the meeting.

The meeting will be broken into 3 parts, related to the outstanding topics for discussion. Each part is described in more detail below. The 3 parts are:

1. Affirm or modify Conditions 1-27 related to the content of Chapters 1-10 of the Master Plan.
2. Discuss and finalize Conditions 28-32 related to the requirements of SKRMA, Snow King Mountain (SKM), and the Town of Jackson and the phasing of those requirements relative to the entitlements in the Master Plan.
3. Provide comment/recommendation to the USFS on the NEPA review of additional improvements on USFS land.

1. Affirmation/Modification of Conditions 1-27

Conditions of approval 1-27, updated by staff to reflect Council direction are below. The exercise in the meeting will be for Council to consider affirmation or modification of the conditions. Staff proposes to only discuss those conditions for which a modification is needed. In other words conditions will be considered affirmed unless discussed.

1. **Chapter 1:** The applicant shall revise the proposed Master Plan to include all language proposed to be deleted and to include amendments to better align with the 2012 Comprehensive Plan vision for Snow King. The defined vision will be used to review future land use changes in the Plan specifically but not limited to Sub-area #2 until such time it is revised in the future.
2. **Chapter 2:** Applicant shall revise Chapter 2 to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.
3. **Chapter 3:** Applicant shall work with staff to update references to the Land Development Regulations to incorporate the current Land Development Regulations as required.
4. **Chapter 4:** Applicant shall revise Sub-area #1 or #3 to include all of the proposed building currently split between two sub-areas into one.
5. **Chapter 4:** Applicant shall revise the Master Plan to include all properties within current Sub-Area #7 with their assigned square footage and APO's. In addition, the applicant shall revise the Chapter to indicate whether property owners in this area are required to be part of SKRMA or not.
6. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a Conditional Use Permit for all permanent Outdoor Amusement/recreation and Commercial Amusement uses. Specifically, a zip line landing area may to proposed as a Conditional Use Permit in Sub-area #4 only.
7. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a basic use permit for a temporary Outdoor Amusement/recreation and Commercial Amusement uses. Temporary shall be defined as a use occurring for a period of less than 180 days per year. Upon expiration of the temporary use the operation of and all associated improvements shall be completely removed from the property. There shall be a limit of two basic use permits allowed per use thereafter the use shall be considered a permanent use and require a Conditional Use Permit.
8. **Chapter 5:** Temporary Outdoor events shall be required to submit a basic use permit for review and approval of staff if there is amplified sound, and attendance by more than 200 participants. Event locations may be approved for multiple events and seasons through the approval of one basic use permit. For example, an outdoor event tent in a specific location may be approved with amplified music and attendance for 250 participants in the same location for an entire summer season.
9. **Chapter 5:** Applicant shall revise the Chapter to include Day care/Education as an allowed Basic use in all Building Envelopes.
10. **Chapter 5:** Applicant shall revise the Example Development chart (in all locations) to reflect the new proposed Sub-areas and associated uses and square footages to reflect what has been built to date and what is anticipated in the future.
11. **Chapter 6:** Applicant shall revise the Chapter to include a requirement that all buildings be reviewed for compliance with the Master Plan Design Guidelines by the Town Design Review Committee.

12. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lots 53 and 58 to ensure compatibility with the neighborhood to the east including but not limited to consideration at time of Development Plan of stepping down the building height, additional landscape screening, etc.
13. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lot 57 to ensure compatibility with the recreational area to the west including but not limited to consideration at time of Development Plan to shifting the building to the east, reducing the footprint of the building, breaking it up into multiple buildings, etc. In addition, the applicant shall include language to address bulk and scale concerns with the proposed structure including stepping down the building height, reducing the building height to 2 stories, etc.
14. **Chapter 7:** Applicant shall revise the plan to include a requirement for alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive including paving, bollards, signage, and other best practices at the time of development of Lots 53, 57 or 58 whichever comes first.
15. **Chapter 7:** Applicant shall revise Sub-area #4 to reduce the proposed building envelope, to remove discussion of parking and to require a thorough review and consideration of the proposed uses through a Conditional Use Permit both onsite and with the surrounding neighborhood. The applicant shall revise the proposed building envelope on Vine Street to allow for a sidewalk and Complete Street cross section connecting the facility to the resort. Applicant shall revise the allowed maximum building height to 39'.
16. **Chapter 7:** The applicant shall revise the use table to allow light industrial uses in Sub-area #4 and #5 as a Conditional Use Permit.
17. **Chapter 7:** Applicant shall provide language in this Chapter to ensure that all development within the Master Plan shall meet the LDR Hillside Development requirements in place at the time of Development Plan.
18. **Chapter 7:** The applicant shall revise Sub-area #5 to include an option for a 2nd sheet of ice to the west of the existing Snow King Ice Center under the proposed Mountain Sports Facility or on its own.
19. **Chapter 7:** The applicant shall revise the language in the plan to require a CUP process to determine a final design of Phil Baux Park. The revised plans would allow the landing of the gondola on Town property in a location that does not divide the park. In addition, site circulation for all modes of transportation should be addressed including the location of parking, pick up and drop off, locker areas, START bus stops, etc. Buildings and improvements should be clustered together near existing improvements to obtain as much open space as possible. The detailed plan should locate improvements generally at the street level to address accessibility and ease of access during all seasons. Consideration should be given to providing a waiting area for large numbers of gondola users so as to not impact the other users of the park.
20. **Chapter 8:** The applicant shall revise the Master Plan to state that all future development shall be subject to the Housing Requirements in the Town Land Development Regulations in place at the time of the application.
21. **Chapter 8:** Applicant shall revise the Chapter to remove language regarding banking/credits for housing units.
22. **Chapter 9:** Applicant shall revise the current TDM requirements to include the following additional measures:
 - o Provide free or reduced-level bus passes to all employees
 - o Provide free or reduced-level bus/bike passes to guests
 - o Require off-site parking for employees
 - o Provide START Bikes and promote alternative modes of travel for employee and guests
 - o Promote transit usage in marketing and website promotional materialThe applicant shall be required to implement a minimum of 5 TDM strategies at all times.
23. **Chapter 9:** Applicant shall revise the Chapter to incorporate the most current data and transportation improvements that have been made prior to final approval.

24. **Chapter 9:** Applicant shall be required to pave and maintain the availability of the surface parking lots in Sub-area #2 for use by all public and private patrons to the area. The applicant shall revise the Master Plan to state that all tour bus parking must occur on private property. Specifically, the proposed surface lots on Sub-Area #2 shall accommodate tour bus/oversized vehicle parking and appropriate signage to direct guests to the various amenities within the resort.
25. **Chapter 9:** Applicant shall revise the Plan to state that they agree to participate in the development of a TDM program for the entire Snow King Base area including all surrounding property owners and users in the future.
26. **Chapter 9:** Applicant shall revise the plan to require the provision of parking counts for all surface parking lots over 10 spaces as part of the required transportation monitoring requirement.
27. **Chapter 10:** Applicant shall address all conditions in the Town Engineer memorandum dated September 12, 2018 at time of the applicable Development Plan or as part of the revised Master Plan as determined by the Town Engineer. Specifically, the Resort contributions required at certain square footage thresholds shall be included in the Master Plan.

2. Finalization of Entity Requirements and Phasing (Conditions 28-32)

Conditions 28, 29 and 30 list the minimum requirements that SKRMA, Snow King Mountain (SKM) and the Town would be responsible for under the Master Plan. If SKRMA and/or SKM fail to meet their requirements, development under the Master Plan would be suspended until such time that the Town and SKRMA could come to agreement on how to move forward. Conditions 31 and 32 establish the phasing for the requirements – which requirements have to be met in order to “unlock” which entitlements.

Conditions 28-32 are stated below. Working through Conditions 28-32 has been helpful to inform the conversation about everyone’s responsibility. However, at this point staff recommends finalizing the conversation through an exercise that covers all of the content of conditions 28-32 through a clearer, tabular organization that will ultimately lead to one or two conditions to replace Conditions 28-32.

- A. Finalize the List of Requirements. The first step will be to finalize the list of requirements for each entity by adding/subtracting requirements from the table below and assigning a responsible party.
- B. Phase the Requirements. The second step will be to establish which requirements must be fulfilled prior to development of which entitlements. This will be achieved by filling in the third column of the table below with certain requirements. For example, the Phil Baux Park improvements have to be completed prior to development of Lots 53, 57 & 58.
- C. What Happens Upon Post-Development Failure? The phasing plan only governs what can happen next, there also needs to be a provision to cover what happens if the prerequisite for an entitlement fails after the entitlement is developed. For example, if the hours of operation of the mountain fall below the agreed upon level, all further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements.

A table representing the content of Conditions 28-32 organized in the above described form is below. Conditions 28-32 themselves follow.

Commitment	Responsible	Required Prior To	If Violated Post Development
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Commitment	Responsible	Required Prior To	If Violated Post Development
Definition of SKRMA membership in Master Plan including shares and what landowners, if any, are not required to participate	SKRMA	Master Plan approval	n/a
Define the minimum resources required to cover SKRMA commitments	SKRMA + Town	Master Plan approval	n/a
Maintain minimum resources required to cover SKRMA	SKRMA	Any development the following year Included in Annual Report	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements
An Annual Report to include: 1) phasing plan compliance, 2) SKRMA financial information 3) SKRMA board composition, 4) status of organization, 5)etc.	SKRMA	Any development the following year	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements
TDM Plan	SKRMA		All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements
Parking Plan	SKRMA		All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements
Define in the Master Plan responsibility for installation, maintenance, and operation of all private infrastructure including water, sewer, stormwater, and roads	SKRMA	Master Plan approval	n/a
Insert a table of commitments required to comply with Master Plan into Chapter 11, which shall include for each commitment the responsible party, the phasing of the commitment prior to entitlements in the Master Plan, and the recourse for violation of the commitment after the entitlements are developed	SKRMA	Master Plan approval	n/a

Commitment	Responsible	Required Prior To	If Violated Post Development
Hotel and SKM commitments listed in Chapters XI and XII	SKRMA	n/a	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements
Maintain current hours of lift operation (or negotiate alternative with Town)	SKM	Any development	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements
Private shuttle service downtown and to Teton Village or reasonable and measured contribution to START as determined by START Board and approved by Town	SKRMA	Dec. 31, 2019	If private service suspended contribution shall be provided within one year as determined by START Board and approved by Town. If contribution not provided, all further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements
Define hours of lift operation in Master Plan	SKM	Master Plan approval	n/a
Enter procedural agreement with Town of Jackson regarding how/when to close for conditions (summit and ski hill)	SKM + Town	Dec. 31, 2019	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements
Maintain reasonable ski rates for locals as compared to other ski resorts in the area	SKM	Any development	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements
Define reasonable ski rates for locals in Master Plan	SKM	Master Plan approval	n/a
Maintain access for current user groups	SKM	To be defined prior to Master Plan approval	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements
Second sheet of ice	SKM + Town	N/A	

Commitment	Responsible	Required Prior To	If Violated Post Development
Mountain Sports Center	SKM	Prior to development of Sub-areas 1 and 2	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements
Gondola	SKM	Prior to development of Sub-areas 1 and 2	All further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to amend the Master Plan and renegotiate Town/SKRMA agreements
Phil Baux Park improvements as define by a CUP	SKM	Prior to development of Lots 53, 57 & 58	n/a
Enter shared parking agreement for Subarea 2 and adjacent Town properties that includes responsibility and timing for construction, maintenance and snow removal	SKRMA + Town	December 31, 2019	Agreement enforced per terms of agreement
Revise lease agreements and/or land transfers consistent with Master Plans	SKRMA + Town	as necessary to meet other commitments	Agreement enforced per terms of agreement
Revise lease agreements and/or land transfers consistent with Master Plans	SKM + Town	as necessary to meet other commitments	Agreement enforced per terms of agreement

28. Chapter 11: The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Resort Master Association (SKRMA):

- o Define the SKRMA “entity structure” as generally made up of three entities, Snow King Mountain, the Hotel (JMI) and the Condominium Associations with the associated voting structure to be clarified in detail by the applicant prior to final approval. Specifically, the Master Plan shall clearly articulate who all the members of SKRMA are and what the contributions are for each individual member. The Master Plan shall also clearly articulate what property owners if any inside the Resort Boundaries are not required to be a member of SKRMA.
- o SKRMA shall provide to the Town by January 1 of each year an annual report including how each requirement and obligation under the Master Plan is being satisfied and current financial information for SKRMA to ensure there is adequate ongoing funding. In addition, the report shall include the composition of the board and status of the organization.
- o SKRMA shall be responsible for all requirements of the agreed upon parking and transportation demand management (TDM) plan. In addition, the Master Plan shall clarify maintenance expectations and financial responsibility for all private infrastructure including but not limited to private sewer, water, storm sewer and all other infrastructure as well as snow removal and maintenance and replacement of private roads. Furthermore, the Master Plan shall clarify obligations and financial responsibility for all commitments by Chapter in the Master Plan.
- o SKRMA in concert with the Town shall determine the minimum resources (i.e. dues, fees or assessments) required to cover all the obligations of SKRMA described in the Master Plan prior to final approval.

- o Prior to final approval of the Master Plan the Town and SKRMA shall develop an agreement including all the requirements and obligations under the Master Plan that functions in perpetuity that is transferable to any/all new owners.
 - o SKRMA shall define in the Master Plan that should compliance with any of the Master Plan commitments (including the approved phasing plan) cease, all further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town.
 - o SKRMA shall ensure that all representations in the Master Plan regarding community benefits specifically but not limited to Chapters XI and XII associated with the Hotel/Resort operation are satisfied. This information shall be provided as part of the annual report to the Town.
 - o SKRMA shall provide an annual reasonable and measured contribution to START for the provision of public transit to the Resort if a private shuttle is not provided for transportation of resort guests to downtown and Teton Village. This fee shall be determined by the START Board and approved by Town Council prior to December 31, 2019.
29. **Chapter 11/12:** The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Mountain (SKMR):
- o Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)
 - o Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill)
 - o Ensure reasonable ski rates for locals as compared to other Ski Resorts in the area
 - o Maintain access for current user groups, to be defined prior to finalization of the Master Plan
 - o Collaborate with the Town and other partners to build a second sheet of ice
 - o The provision of the following improvements pursuant to the phasing plan for the entire Master Plan:
 - Mountain Sports Facility possibly including a second sheet of ice
 - Gondola
 - Phil Baux Park improvements as defined by a future CUP process
30. **Chapter 11/12:** The Town commits to the following upon approval of the proposed Master Plan amendment:
- o Collaborate with Snow King Mountain and other partners to build a second sheet of ice
 - o Negotiate a Shared Parking Agreement for parking located in Sub-area #2 and on the adjacent Town properties, including the responsibility for maintenance and snow removal, etc.
 - o Negotiate revised lease agreements and/or land transfers with Snow King Mountain or other owners within the Resort Boundary consistent with the approved Master Plan including but not limited to:
 - A gondola in Phil Baux Park
31. **Chapter 11/12:** Applicant shall revise this Chapter to provide specific details on the roles and responsibilities of SKRMA and Snow King Mountain and penalties for non-compliance and a detailed phasing plan articulating when and how the public benefit and private development portions of the plan shall be sequenced.
32. **Chapter 11/12:** Applicant shall provide a specific phasing plan associated with providing the community services element of this Plan prior to final approval. The phasing plan shall articulate when and how the public benefit and private development portions of the plan shall be sequenced.

[3. Review of Additional Improvements on USFS Land](#)

An additional key piece in this discussion is the timing of the requirements/improvements to ensure there is a balance between private development and public benefit is the proposed improvements on USFS land. The applicant has proposed certain aspects of the timing be based upon completion of USFS NEPA Review.

This proposal includes the request by the applicant that the Town provide comment/recommendation to the USFS on the NEPA review currently underway for additional improvements on USFS land subject to any further environmental and socio-economic information coming out after completion of the Town review. Council discussed but did not come to any resolution on whether it was appropriate to comment and provide recommendations on the USFS proposal now or whether all or certain parts of it should wait until the NEPA process is further completed. Staff has provided below the key items from the applicant's proposal to the USFS for consideration by Council. Staff recommends that Council discuss each item and determine whether they would like to provide a recommendation and/or comment to the USFS now or not. Staff has included as an additional action item directing staff to draft a letter to the USFS summarizing Council recommendations/comments as requested by the applicant should Council deem it appropriate. To assist in reviewing the items listed below staff would recommend that Council consider the work of the Snow King Stakeholders Advisory Group (see attached).

	Recommendation	Comments
Gondola - Landing on Town Property	Yes	Exact location subject to Town CUP approval and revised lease agreement(s)
Zipline - Landing on Town Property	No	
Zipline - Landing in Sub-area #4	Yes	Exact location subject to Town CUP approval
Boundary Expansion/Road		
Summit Multi-use Building / Observatory		
Summit beginner terrain		
Back Side of the Mountain Improvements		

Public Comment

Attached is all public comment that has been received since the November 13, 2018 staff report.

LEGAL REVIEW

Complete, as to procedure and initial review of the application, see Legal Department Review Comments. The Legal Department review is ongoing dependent on direction by Town Council.

ATTACHMENTS

Town Council Staff Report dated November 13, 2018
Public Comment

RECOMMENDATIONS/ CONDITIONS OF APPROVAL

The following recommendations and associated conditions of approval combine those of the Planning Director and Planning Commission.

Item A: The Planning Director and Planning Commission recommend **approval** of a Planned Unit Development to allow amendments to the Snow King Planned Resort District Master Plan subject to the department reviews and the following conditions of approval:

1. **Chapter 1:** The applicant shall revise the proposed Master Plan to include all language proposed to be deleted and to include amendments to better align with the 2012 Comprehensive Plan vision for Snow King. The defined vision will be used to review future land use changes in the Plan specifically but not limited to Sub-area #2 until such time it is revised in the future.
2. **Chapter 2:** Applicant shall revise Chapter 2 to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.
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concerns with the proposed structure including stepping down the building height, reducing the building height to 2 stories, etc.

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 - o SKRMA shall provide to the Town by January 1 of each year an annual report including how each requirement and obligation under the Master Plan is being satisfied and current financial information for SKRMA to ensure there is adequate ongoing funding. In addition, the report shall include the composition of the board and status of the organization.
 - o SKRMA shall be responsible for all requirements of the agreed upon parking and transportation demand management (TDM) plan. In addition, the Master Plan shall clarify maintenance expectations and financial responsibility for all private infrastructure including but not limited to private sewer, water, storm sewer and all other infrastructure as well as snow removal and maintenance and replacement of private roads. Furthermore, the Master Plan shall clarify obligations and financial responsibility for all commitments by Chapter in the Master Plan.
 - o SKRMA in concert with the Town shall determine the minimum resources (i.e. dues, fees or assessments) required to cover all the obligations of SKRMA described in the Master Plan prior to final approval.
 - o Prior to final approval of the Master Plan the Town and SKRMA shall develop an agreement including all the requirements and obligations under the Master Plan that functions in perpetuity that is transferable to any/all new owners.
 - o SKRMA shall define in the Master Plan that should compliance with any of the Master Plan commitments (including the approved phasing plan) cease, all further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town.
 - o SKRMA shall ensure that all representations in the Master Plan regarding community benefits specifically but not limited to Chapters XI and XII associated with the Hotel/Resort operation are satisfied. This information shall be provided as part of the annual report to the Town.
 - o SKRMA shall provide an annual reasonable and measured contribution to START for the provision of public transit to the Resort if a private shuttle is not provided for transportation of resort guests to downtown and Teton Village. This fee shall be determined by the START Board and approved by Town Council prior to December 31, 2019.
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- o Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill)
 - o Ensure reasonable ski rates for locals as compared to other Ski Resorts in the area
 - o Maintain access for current user groups, to be defined prior to finalization of the Master Plan
 - o Collaborate with the Town and other partners to build a second sheet of ice
 - o The provisi of the following improvements pursuant to the phasing plan for the entire Master Plan:
 - Mountain Sports Facility possibly including a second sheet of ice
 - Gondola
 - Phil Baux Park improvements as defined by a future CUP process
30. **Chapter 11/12:** The Town commits to the following upon approval of the proposed Master Plan amendment:
- o Collaborate with Snow King Mountain and other partners to build a second sheet of ice
 - o Negotiate a Shared Parking Agreement for parking located in Sub-area #2 and on the adjacent Town properties, including the responsibility for maintenance and snow removal, etc.
 - o Negotiate revised lease agreements and/or land transfers with Snow King Mountain or other owners within the Resort Boundary consistent with the approved Master Plan including but not limited to:
 - A gondola in Phil Baux Park
31. **Chapter 11/12:** Applicant shall revise this Chapter to provide specific details on the roles and responsibilities of SKRMA and Snow King Mountain and penalties for non-compliance and a detailed phasing plan articulating when and how the public benefit and private development portions of the plan shall be sequenced.
32. **Chapter 11/12:** Applicant shall provide a specific phasing plan associated with providing the community services element of this Plan prior to final approval. The phasing plan shall articulate when and how the public benefit and private development portions of the plan shall be sequenced.

Item B: The Planning Director and Planning Commission recommend **approval** of a Sketch Plan for the Snow King Planned Resort District Master Plan subject to the department reviews the applicable conditions from the PUD approval and the following condition:

1. Approval of the Sketch Plan does not become effective until third and final reading of the ordinances required for the PUD approval.

Item C: The Planning Director provides no recommendation on this item.

SUGGESTED MOTIONS

Item A: Based upon the findings for a Planned Unit Development as presented in the staff report and by the applicant for Item P18-208 I move to make findings 1-5 set forth in Section 8.7.3 related to 1) Enhances future desire character; 2) PUD Option findings in Article 4; 3) Amendment to PUD findings in Section 8.2.12.D; 4) LDR Text Amendment finding in Section 8.7.1.C; 5) Zoning Map Amendment findings in Section 8.7.2.C to **approve** a Planned Unit Development to allow amendments to the Snow King Planned Resort District Master Plan subject to the department reviews and the following conditions of approval:

1. **Chapter 1:** The applicant shall revise the proposed Master Plan to include all language proposed to be deleted and to include amendments to better align with the 2012 Comprehensive Plan vision for Snow King. The defined vision will be used to review future land use changes in the Plan specifically but not limited to Sub-area #2 until such time it is revised in the future.
2. **Chapter 2:** Applicant shall revise Chapter 2 to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.

3. **Chapter 3:** Applicant shall work with staff to update references to the Land Development Regulations to incorporate the current Land Development Regulations as required.
4. **Chapter 4:** Applicant shall revise Sub-area #1 or #3 to include all of the proposed building currently split between two sub-areas into one.
5. **Chapter 4:** Applicant shall revise the Master Plan to include all properties within current Sub-Area #7 with their assigned square footage and APO's. In addition, the applicant shall revise the Chapter to indicate whether property owners in this area are required to be part of SKRMA or not.
6. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a Conditional Use Permit for all permanent Outdoor Amusement/recreation and Commercial Amusement uses. Specifically, a zip line landing area may to proposed as a Conditional Use Permit in Sub-area #4 only.
7. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a basic use permit for a temporary Outdoor Amusement/recreation and Commercial Amusement uses. Temporary shall be defined as a use occurring for a period of less than 180 days per year. Upon expiration of the temporary use the operation of and all associated improvements shall be completely removed from the property. There shall be a limit of two basic use permits allowed per use thereafter the use shall be considered a permanent use and require a Conditional Use Permit.
8. **Chapter 5:** Temporary Outdoor events shall be required to submit a basic use permit for review and approval of staff if there is amplified sound, and attendance by more than 200 participants. Event locations may be approved for multiple events and seasons through the approval of one basic use permit. For example, an outdoor event tent in a specific location may be approved with amplified music and attendance for 250 participants in the same location for an entire summer season.
9. **Chapter 5:** Applicant shall revise the Chapter to include Day care/Education as an allowed Basic use in all Building Envelopes.
10. **Chapter 5:** Applicant shall revise the Example Development chart (in all locations) to reflect the new proposed Sub-areas and associated uses and square footages to reflect what has been built to date and what is anticipated in the future.
11. **Chapter 6:** Applicant shall revise the Chapter to include a requirement that all buildings be reviewed for compliance with the Master Plan Design Guidelines by the Town Design Review Committee.
12. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lots 53 and 58 to ensure compatibility with the neighborhood to the east including but not limited to consideration at time of Development Plan of stepping down the building height, additional landscape screening, etc.
13. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lot 57 to ensure compatibility with the recreational area to the west including but not limited to consideration at time of Development Plan to shifting the building to the east, reducing the footprint of the building, breaking it up into multiple buildings, etc. In addition, the applicant shall include language to address bulk and scale concerns with the proposed structure including stepping down the building height, reducing the building height to 2 stories, etc.
14. **Chapter 7:** Applicant shall revise the plan to include a requirement for alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive including paving, bollards, signage, and other best practices at the time of development of Lots 53, 57 or 58 whichever comes first.
15. **Chapter 7:** Applicant shall revise Sub-area #4 to reduce the proposed building envelope, to remove discussion of parking and to require a thorough review and consideration of the proposed uses through a Conditional Use Permit both onsite and with the surrounding neighborhood. The applicant shall revise the proposed building envelope on Vine Street to allow for a sidewalk and Complete Street cross section connecting the facility to the resort. Applicant shall revise the allowed maximum building height to 39'.
16. **Chapter 7:** The applicant shall revise the use table to allow light industrial uses in Sub-area #4 and #5 as a Conditional Use Permit.

17. **Chapter 7:** Applicant shall provide language in this Chapter to ensure that all development within the Master Plan shall meet the LDR Hillside Development requirements in place at the time of Development Plan.
18. **Chapter 7:** The applicant shall revise Sub-area #5 to include an option for a 2nd sheet of ice to the west of the existing Snow King Ice Center under the proposed Mountain Sports Facility or on its own.
19. **Chapter 7:** The applicant shall revise the language in the plan to require a CUP process to determine a final design of Phil Baux Park. The revised plans would allow the landing of the gondola on Town property in a location that does not divide the park. In addition, site circulation for all modes of transportation should be addressed including the location of parking, pick up and drop off, locker areas, START bus stops, etc. Buildings and improvements should be clustered together near existing improvements to obtain as much open space as possible. The detailed plan should locate improvements generally at the street level to address accessibility and ease of access during all seasons. Consideration should be given to providing a waiting area for large numbers of gondola users so as to not impact the other users of the park.
20. **Chapter 8:** The applicant shall revise the Master Plan to state that all future development shall be subject to the Housing Requirements in the Town Land Development Regulations in place at the time of the application.
21. **Chapter 8:** Applicant shall revise the Chapter to remove language regarding banking/credits for housing units.
22. **Chapter 9:** Applicant shall revise the current TDM requirements to include the following additional measures:
 - o Provide free or reduced-level bus passes to all employees
 - o Provide free or reduced-level bus/bike passes to guests
 - o Require off-site parking for employees
 - o Provide START Bikes and promote alternative modes of travel for employee and guests
 - o Promote transit usage in marketing and website promotional materialThe applicant shall be required to implement a minimum of 5 TDM strategies at all times.
23. **Chapter 9:** Applicant shall revise the Chapter to incorporate the most current data and transportation improvements that have been made prior to final approval.
24. **Chapter 9:** Applicant shall be required to pave and maintain the availability of the surface parking lots in Sub-area #2 for use by all public and private patrons to the area. The applicant shall revise the Master Plan to state that all tour bus parking must occur on private property. Specifically, the proposed surface lots on Sub-Area #2 shall accommodate tour bus/oversized vehicle parking and appropriate signage to direct guests to the various amenities within the resort.
25. **Chapter 9:** Applicant shall revise the Plan to state that they agree to participate in the development of a TDM program for the entire Snow King Base area including all surrounding property owners and users in the future.
26. **Chapter 9:** Applicant shall revise the plan to require the provision of parking counts for all surface parking lots over 10 spaces as part of the required transportation monitoring requirement.
27. **Chapter 10:** Applicant shall address all conditions in the Town Engineer memorandum dated September 12, 2018 at time of the applicable Development Plan or as part of the revised Master Plan as determined by the Town Engineer. Specifically, the Resort contributions required at certain square footage thresholds shall be included in the Master Plan.
28. **Chapter 11:** The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Resort Master Association (SKRMA):
 - o Define the SKRMA “entity structure” as generally made up of three entities, Snow King Mountain, the Hotel (JMI) and the Condominium Associations with the associated voting structure to be clarified in detail by the applicant prior to final approval. Specifically, the Master Plan shall clearly articulate who all the members of SKRMA are and what the contributions are

for each individual member. The Master Plan shall also clearly articulate what property owners if any inside the Resort Boundaries are not required to be a member of SKRMA.

- o SKRMA shall provide to the Town by January 1 of each year an annual report including how each requirement and obligation under the Master Plan is being satisfied and current financial information for SKRMA to ensure there is adequate ongoing funding. In addition, the report shall include the composition of the board and status of the organization.
- o SKRMA shall be responsible for all requirements of the agreed upon parking and transportation demand management (TDM) plan. In addition, the Master Plan shall clarify maintenance expectations and financial responsibility for all private infrastructure including but not limited to private sewer, water, storm sewer and all other infrastructure as well as snow removal and maintenance and replacement of private roads. Furthermore, the Master Plan shall clarify obligations and financial responsibility for all commitments by Chapter in the Master Plan.
- o SKRMA in concert with the Town shall determine the minimum resources (i.e. dues, fees or assessments) required to cover all the obligations of SKRMA described in the Master Plan prior to final approval.
- o Prior to final approval of the Master Plan the Town and SKRMA shall develop an agreement including all the requirements and obligations under the Master Plan that functions in perpetuity that is transferable to any/all new owners.
- o SKRMA shall define in the Master Plan that should compliance with any of the Master Plan commitments (including the approved phasing plan) cease, all further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town.
- o SKRMA shall ensure that all representations in the Master Plan regarding community benefits specifically but not limited to Chapters XI and XII associated with the Hotel/Resort operation are satisfied. This information shall be provided as part of the annual report to the Town.
- o SKRMA shall provide an annual reasonable and measured contribution to START for the provision of public transit to the Resort if a private shuttle is not provided for transportation of resort guests to downtown and Teton Village. This fee shall be determined by the START Board and approved by Town Council prior to December 31, 2019.

29. Chapter 11/12: The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Mountain (SKMR):

- o Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)
- o Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill)
- o Ensure reasonable ski rates for locals as compared to other Ski Resorts in the area
- o Maintain access for current user groups, to be defined prior to finalization of the Master Plan
- o Collaborate with the Town and other partners to build a second sheet of ice
- o The provisi of the following improvements pursuant to the phasing plan for the entire Master Plan:
 - Mountain Sports Facility possibly including a second sheet of ice
 - Gondola
 - Phil Baux Park improvements as defined by a future CUP process

30. Chapter 11/12: The Town commits to the following upon approval of the proposed Master Plan amendment:

- o Collaborate with Snow King Mountain and other partners to build a second sheet of ice
- o Negotiate a Shared Parking Agreement for parking located in Sub-area #2 and on the adjacent Town properties, including the responsibility for maintenance and snow removal, etc.

- o Negotiate revised lease agreements and/or land transfers with Snow King Mountain or other owners within the Resort Boundary consistent with the approved Master Plan including but not limited to:
 - A gondola in Phil Baux Park
- 31. **Chapter 11/12:** Applicant shall revise this Chapter to provide specific details on the roles and responsibilities of SKRMA and Snow King Mountain and penalties for non-compliance and a detailed phasing plan articulating when and how the public benefit and private development portions of the plan shall be sequenced.
- 32. **Chapter 11/12:** Applicant shall provide a specific phasing plan associated with providing the community services element of this Plan prior to final approval. The phasing plan shall articulate when and how the public benefit and private development portions of the plan shall be sequenced.

Staff notes that based upon this motion, staff will prepare the required ordinance readings and work with the applicant to complete the required revisions to the Master Plan and other associated documents for final consideration by Council at a future meeting.

Item B: Based upon the findings as presented in the staff report and by the applicant related to Item P18-208, I move to make findings in Section 8.3.1 Sketch Plan related to 1) Consistency with the Comprehensive Plan; 2) Achieves purpose of NRO & SRO overlays; 3) Impact of public facilities & services; 4) Compliance with LDRs & Town Ordinances; 5) Conformance with past permits & approvals of a Sketch Plan for the Snow King Planned Resort District Master Plan subject to the department reviews the applicable conditions from the PUD approval and the following condition:

1. *Approval of the Sketch Plan does not become effective until third and final reading of the ordinances required for the PUD approval.*

Item C: I move to direct staff to draft a letter to the United States Forest Service outlying comments on the Snow King Mountain Resort On-Mountain Improvements Project Proposal provided by Council at this meeting for consideration at the December 17, 2018 Town Council meeting.



TOWN OF JACKSON

TOWN COUNCIL

AGENDA DOCUMENTATION

PREPARATION DATE: NOVEMBER 5, 2018
MEETING DATE: NOVEMBER 13, 2018

SUBMITTING DEPARTMENT: PLANNING
DEPARTMENT DIRECTOR: TYLER SINCLAIR
PRESENTER: TYLER SINCLAIR

SUBJECT: **ITEM P18-208:** A REQUEST FOR AN AMENDMENT TO THE SNOW KING
PLANNED RESORT DISTRICT MASTER PLAN

APPLICANT: SNOW KING RESORT MASTER ASSOCIATION - SKRMA
RYAN STANLEY

REQUESTED ACTION

Snow King Resort Master Association has applied to the Town of Jackson to amend its Resort Master Plan pursuant to Section 8.7.3 Planned Unit Development of the Town Land Development Regulations. Specifically including the following actions:

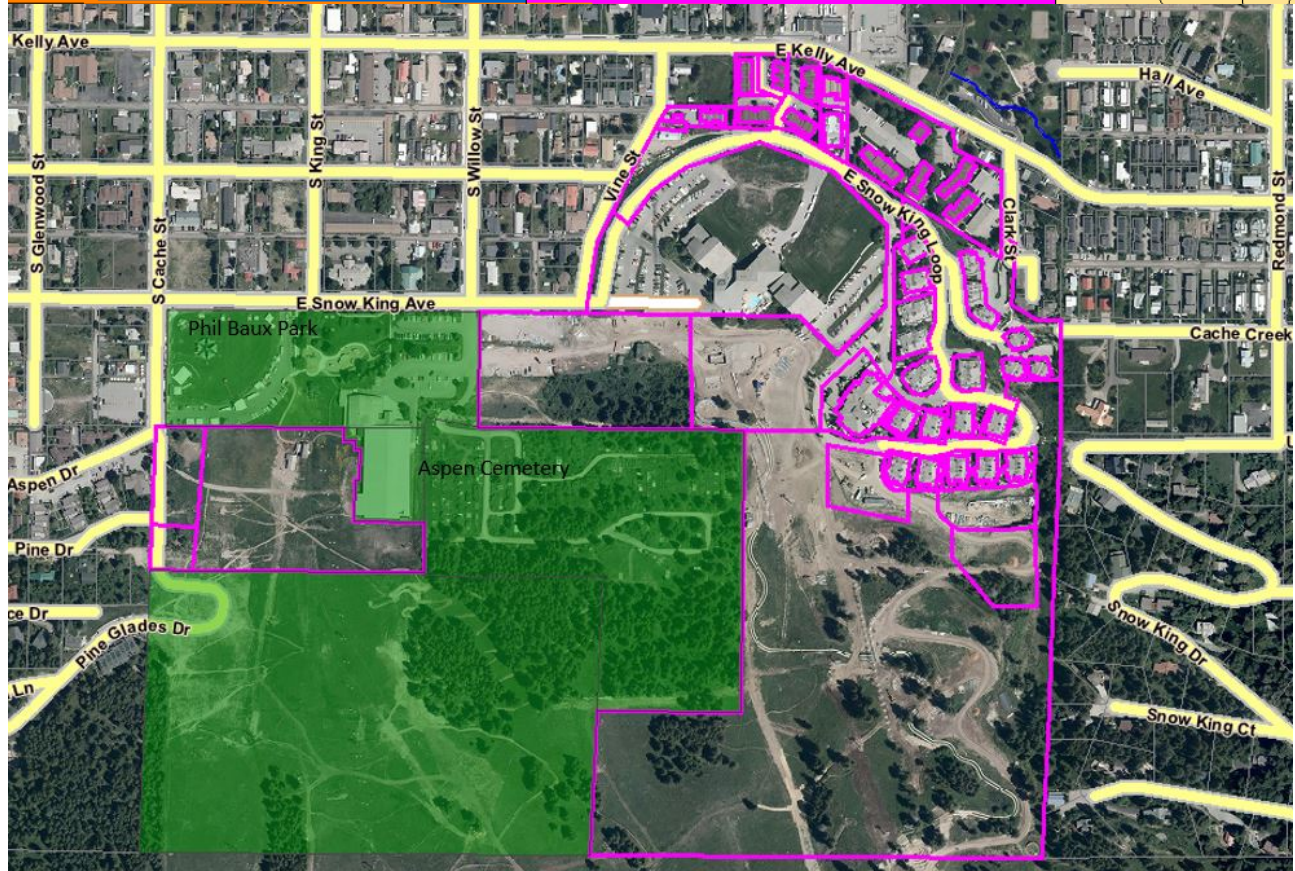
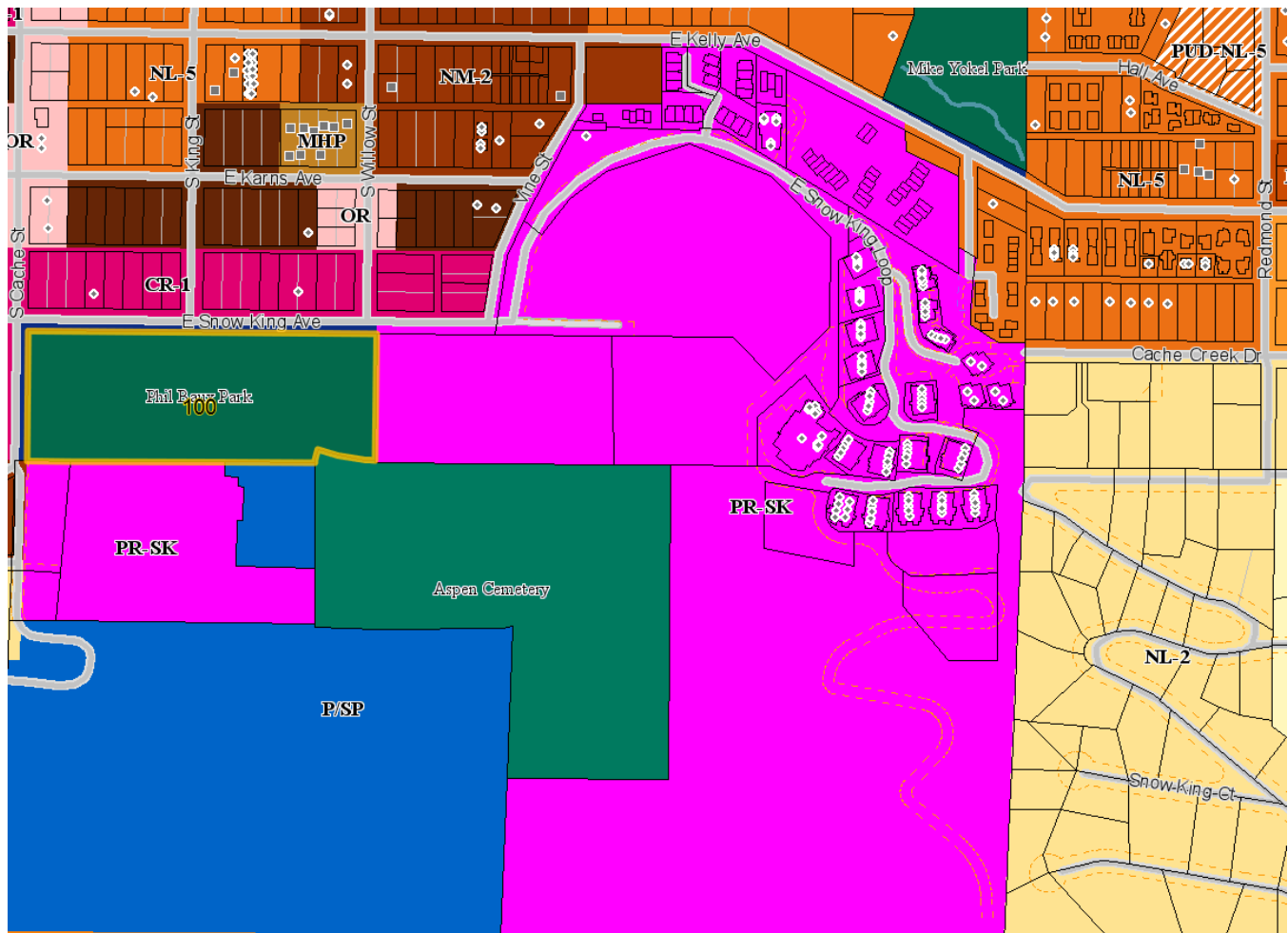
- A. Amendment to a Resort Master Plan pursuant to Section 8.7.3 Planned Unit Development
- B. Amendment to an associated Sketch Plan pursuant to Section 8.7.3 Planned Unit Development and Section 8.3.1 Sketch Plan.

APPLICABLE REGULATIONS

Section 8.7.3 Planned Unit Development
Section 4.3.1 All Planned Resort Zones
Section 4.3.2 Snow King
Section 8.7.1 LDR Text Amendment
Section 8.7.2 Zoning Map Amendment

LOCATION

Character District: 2: Town Commercial Core
Subarea: 2.1 - Snow King Resort
Zone: Planned Resort - Snow King (PR-SK) pink on below map
Overlay: N/A



BACKGROUND

The original Snow King Planned Resort District Master Plan was approved by the Town in December of 2000. During the months leading up to adoption the Town Planning Commission and Town Council had approximately 15 meetings to review and make changes to the plan prior to adoption. Subsequently the Town has approved two amendments to the Master Plan. The first included the removal of a ski lift that was to be located in the Clarke Knoll area, a decrease in the building setback along the eastern boundary from 100 to 70 feet and the relocation of some of the Love Ridge condominium buildings. The second amendment focused on changes to the Housing Chapter allowing individual projects to satisfy their housing requirements instead of housing being the overall responsibility of SKRMA. In addition, there have been numerous Development Plans approved at all levels (minor, intermediate and major) to allow development of the buildings and recreational improvements allowed under the plan including but not limited to:

- the Grandview and Love Ridge Condominiums (short term rentals),
- the Grandview Lodge (conference space, condominiums, office and unfinished second floor),
- One Town Hill Condominium project,
- the Rafferty Center Complex (two resort support buildings including ticketing, restaurant, and associated space)
- Mini golf course
- Mountain Coaster
- etc.

The original Master Plan allowed for a total of 915,000 square foot of total development and 2,208 guests measured by APO (average person occupancy) for lodging uses. In total approximately 351,662 square feet has been constructed to date and 1,113 guest APOs. Following is a more detailed breakdown:

Building Floor Areas (Above Ground) and APO's					
Used, Allocated and Available for Future Development					
		Building Floor Area		Lodging Capacity (APO)	
Existing Hotel		136,000	sf	408	Guests
Love Ridge Buildings 27 thru 36		81,354	sf	160	Guests
Grand View Buildings 48 thru 52		41,131	sf	80	Guests
Grand View Lodge and Spa (lot 55)		32,097	sf	32	Guests
One Town Hill - 680 S. Cache Street		61,080	sf	433	Guests
Total Used		351,662	sf	1113	Guests
Total allowed in the Snow King Resort Development		915,000	sf	2,208	Guests
Total Remaining		563,338	sf	1,095	Guests

Pursuant to the Master Plan and Land Development Regulations all projects within the Master Plan must first be reviewed and approved by the Snow King Resort Master Association prior to being submitted for review by the Town.

PROJECT DESCRIPTION

The following is a summary of the primary proposed amendments to the Snow King Planned Resort District Master Plan:

- Maps and associated text have been updated to reflect development that has occurred since the original Master Plan was created in 2000.
- Additional employee housing complex, mountain sports training facility, and maintenance shop proposed.
- Platted condominium/housing indicated for lots 53, 57, and 58.
- A second sheet of ice within the new/expanded ice rink.
- Expansion of the existing Lodge Room included for visual presentation only, recognizing that they fall outside the area governed by the Master Plan.
- A gondola, zip-line landing, and changes to parking proposed in the Phil Baux Park area. While, increased green space, a concert pavilion, public art, and landscaping improvements are also shown, these proposals fall outside the area governed by the Master Plan.
- Sub-Areas 6 & 7 are removed from Master Plan maps. Sub-areas were updated to be consistent with use within the sub area i.e. condo, hotel, recreation. Sub area 7 was removed from maps due to the limited part it plays in the Master Plan but remains referenced in text.
- Limited text updates were made to reflect general community developments and changes since 2000.
- References to a Mid-Mountain Lodge which was approved in the Master Plan have been deleted. This 25,000 square foot Lodge is proposed to be removed in exchange for support of a gondola and zip-line landing in the leased parking lot area of Phil Baux Park.

In addition, changes by Chapter are summarized below:

- I. Statement of Purpose and Existing Conditions
 - o Updated references to importance of conference business.
 - o Updated reference to Pine Lodge (now One Town Hill Condominiums).
 - o Updated references to Sub-Area 7.
 - o Updated maps to include satellite imagery of existing conditions and ownership changes since 2000.
 - o Updated ski area map and added map of accepted USFS Master Plan for the ski area.
- IV. Master Site Plans
 - o Updated Proposed Master Plan Map & Sub-Area Maps.
- V. Land Use Plan
 - o Updated references to a large daycare operation.
 - o Updated uses permitted within the recreation land use zone.
 - o Added a paragraph on uses not governed by this Master Plan.
- VI. Design Guidelines
 - o Changes to section on roof materials and design.
 - o Changes to reflect removal of sub-area 6 & 7 from maps.
- VII. Dimensional Limitations
 - o Added specific considerations for sub-areas 3, 4, and 5 with respect to dimensional limitations.
 - o Clarified FAR definition to reflect usage within the Master Plan.

- o Updated Sub-Area Maps.

VIII. Housing Element

- o Updated housing mitigation plan to change from a static mitigation rate to one that mirrors current Land Development Regulations.
- o Added reference to proposed employee housing complex on Vine St.
- o Updated housing requirements to be in-line with other ski resort housing requirements in Teton County.

IX. Transportation Elements

- o Updated section on street improvements to include reference to proposed improvements in the area of Phil Baux Park.
- o Added requirement for parking analysis associated with transportation demand monitoring requirement.

XI. Phasing and the Snow King Resort Master Association

- o Updated SKRMA requirements and role within the Resort District.

XII. Community Services Element

- o Added proposals for mountain sports training complex, support for a second sheet of ice, and Lodge Room enhancements.
- o Updated references to the community service elements that Snow King currently provides that were not noted on the prior Master Plan.
- o Added information on winter/summer uphill travel policies.
- o Updated trail system access support references.
- o Updated references to how Snow King directly supports and caters to community non-profits.

Staff notes that the applicant has also submitted amendments to their United States Forest Service Master Plan permit. Although those amendments are not directly part of this application they are interrelated. In addition, it should be noted that in order to implement portions of both the Town and Forest Service Master Plans, revised lease agreements with the Town for Town-owned property may be required (i.e. proposed plans for Phil Baux Park). Staff raises this issue of interrelated amendments only to inform the Council of the concurrent review/approval processes going on related to Snow King Mountain. Staff recommends that Council focus their comments primarily to the Town Master Plan amendment but not to be overly concerned about comments related to the Forest Service Master Plan or lease agreements. Staff will assist Council if it finds it important to consider improvements or commitments made outside the Town Master Plan that impact the amendments proposed.

STAFF ANALYSIS

Overview of New PUD Process

Pursuant the Section 4.3.1.C Legislative Act of the LDRs Planned Resorts shall be reviewed as follows:

Each Planned Resort Zone is subject to the legislative authority of the Town Council and to the findings and procedural standards outlined in Sec. 8.7.3. An approved Planned Resort Master Plan shall establish the development standards for that Planned Resort Zone.

While the Master Plan was previously reviewed as a development option approved as part of or “on top of” the property’s existing zoning, a PUD under the new LDRs is processed as a zone change (both map and text)

which is approved by ordinance, thus three (3) ordinance readings are required to officially adopt. It also has a requirement for a Master Plan that summarizes the primary development standards and uses required or allowed in the PUD for that particular property, creating individual development standards for each subarea. Under the LDRs a Sketch Plan review is also incorporated at this time. The Sketch Plan is a written and graphic representation of a development concept. The purpose of the Sketch Plan is to represent a proposed development at a preliminary, conceptual level of detail. Furthermore, it is the purpose of the Sketch Plan, through its preparation by the applicant and subsequent review by the Town, to identify development-related issues, which must be addressed in greater detail prior to or concurrently with the Development Plan to be submitted at a later date.

This site is located in a transitional area of Town slated for significant redevelopment by the Comprehensive Plan. As a Master Plan, many of the dimensional standards are project-specific and only can be determined by reference to the approved Master Plan. Future review of Development Plans is thus based primarily on determining consistency with the requirements of the approved Master Plan (not the LDRs, as is typical), which provides conceptual approval and direction for all future development of the site.

The applicant has submitted a track-change version, clean version and summary of changes to the Master Plan to show all proposed amendments to the Master Plan. Below staff will provide a summary of the changes and corresponding staff analysis by Chapter. In addition, certain issues identified by the Snow King Stakeholders Group that relate and/or affect the proposed amendment are also included.

Chapter 1: Statement of Purpose and Existing Conditions

Staff finds that the most significant change to the statement of purpose section relates to changes to the language regarding the convention center. The application proposes to remove the following statements:

The heart of our lodging business is meetings and conferences, and as such the proposed new Conference Center, is located in the center of our complex.

Jackson has long wanted a full service, year round convention center to complete its array of visitor services. This proposed Master Plan provides just such a convention center in a manner that will benefit the entire downtown area.

The deleted language would remove some of the current emphasis of the convention center as a key component to the overall purpose and vision of the Master Plan and role it was to play in the community. Staff notes that there is no proposed change to the location of the large convention facility located in Sub-area #2 at this time. However, the removal of this language may influence future discussion and direction as to the location and prominence of the convention center function in the Master Plan in the future. Staff has not proposed any specific changes to this section at this time but finds the Council should discuss the proposed changes and determine what level of importance the convention center should play in the Master Plan going forward. Discussion and clarification of this important theme of the Master Plan at this time will assist in any future changes to Sub-area #2 and the overall phasing plan.

In addition, staff finds that the proposed updates to the existing conditions, information, and maps are a significant benefit to the revised plan allowing the community to better understand what development has occurred and how it fits into future development. The revised maps also assist in considering amendments to building envelopes proposed in this amendment and in the future. The Existing Conditions Plus Approved Plan map on page 18, helps to illustrate the current location of proposed buildings primarily on the eastern edge of the Master Plan that are proposed to be amended in later Chapters. In addition, staff notes that the inclusion of the proposed 2014 Forest Service Master Development Plan - Upgrade Plan is appropriate for context and to

help consider its impacts on the private land at the base, however inclusion of the Plan should in no way imply approval of said plan by the Town. Comments on the Forest Service Master Plan will be provided by the Town separately, but review and discussion may occur during this review as the two are interrelated.

Chapter 2: Consistent with the Comprehensive Plan

The applicant has not proposed any changes to this Chapter. Staff notes that review of the Comprehensive Plan incorporated in the Chapter is against the 1994 Comprehensive Plan not the 2012 Plan. Although staff finds this acceptable as the Master Plan was based upon and remains rooted in the 1994 Comprehensive Plan, staff will be reviewing the proposed amendments for consistency with the 1994 and 2012 Comprehensive Plans in determining whether the required findings of approval can be made.

To provide context to the direction and vision for the Master Plan staff has added the following sections for Council consideration as you consider the proposed amendments.

The Snow King Resort is indicated on the Community Issues Map as having a unique role serving both the residents of the community and the visitor-based economy of the valley. The Resort is intended to be a "Community Resort" with unique access to residents. This access is exemplified by the public-private pathway and trail system, which is the integral fabric of the Resort.

Three important community character goals specially relate to Snow King: maintaining social and economic diversity, maintaining a balance between visitation and the community and to enhance this economic center through redevelopment. The proposed plan will maintain and enhance the social and economic diversity by offering a variety of potential uses internally within the resort. New commercial, office and retail space in facilities such as rooms, condominiums and conference areas will provide a balance of services for both guests and residents.

Chapter 3: Compliance with the Land Development Regulations

The applicant has proposed no changes to this Chapter. Staff notes that the Master Plan and associated LDRs set the maximum amount of development at 915,000 square feet and the maximum lodging capacity of 2,460 guests. This Chapter also outlines the required findings of approval required of the original Master Plan. One item that staff has identified to address not only in this Chapter but throughout the Master Plan is updating referenced LDR sections to the applicable current LDRs when appropriate and retaining the previous LDRs and associated standards when appropriate. Staff does not find that this will have any effect on the content of the Master Plan or on the appropriate review standards and findings.

Chapter 4: Master Site Plans

The applicant has revised the master site plans to reflect buildings and improvements that have been completed to date, new Sub-area locations and amenities and the relocation of some buildings within proposed Sub-area #3. The applicant has proposed to reduce the total number of Sub-areas from 7 to 5. Specifically, the applicant has removed previous Sub-area #7 which contained development that had occurred prior to the adoption of this Master Plan and consolidated two other Sub-areas into a new Sub-area #3 which includes similar condominium style of development. Staff is recommending one change that Sub-area #1 be amended to include all of the Grandview Lodge building. The included trails and sidewalk plans have remained unchanged.

Chapter 5: Land Use Plan

The purpose of the Land Use Plan Chapter is to primarily establish the allowed uses within the Master Plan. The Chapter divides this topic into two specific areas: 1) Uses Permitted within Building Envelopes and 2) Uses Permitted within the Recreation Land Use Zone. Within the Building Envelope areas staff notes the only significant change is the removal of discussion regarding a planned Day Care facility. The applicant has proposed changes/clarification to the allowed uses in the Recreation Land Use zone primarily to incorporate uses such as ziplines, yurts, splash pads and water features, mountain coasters, mazes, ropes courses, outdoor food and beverage facilities, and pathways not specifically called out before (see page 46). In addition, the applicant has proposed these uses by right, which is a change from the Limited Use status they currently hold in the Master Plan. Staff is recommending that all Outdoor Amusement/recreation and Commercial Amusement uses be allowed only through application for a Conditional Use Permit. Staff finds that the level of interest from the public on these types of amenities in the past has been significant and the ability of the public and Town to review specific proposals for neighborhood compatibility will be important moving forward. Staff also notes that the Council may want to consider if any of the proposed amenities should not be allowed to be proposed. The final page of this Chapter provides an Example Development chart. Although the purpose of this chart was not to bind the applicant to the square footages and uses indicated in it, it was helpful to illustrate a possible development example of how the total amount of square footage could generally be allocated throughout the Master Plan. Staff is recommending that the applicant revise the Example Development chart to reflect the new proposed Sub-areas and associated uses and square footages to reflect what has been built to date and what is anticipated in the future. Staff notes that square footage allotments are not prescribed in the Master Plan by Sub-area or building envelopes although private transactions serving this purpose may have taken place. The actual amount of square footage and allowed uses are only determined at time of Development Plan approval. This Chapter refers to improvements on Town property and Forest Service Property, discussion of this topic is provided below.

Chapter 6: Design Guidelines

The only significant change to this Chapter is related to the type of roof materials that may be used. Staff has no concerns with the proposal. Staff is recommending that all buildings be reviewed by the Town Design Review Committee (DRC). The DRC review would be limited to review against the Master Plan Design Guidelines only. Staff is recommending this amendment to better assist staff and the community to ensure the design vision and guidelines outlined in the Master Plan are upheld by trained professionals. Staff notes at the time of adoption of the original Master Plan the Town did not have a DRC to assist in this type of review.

Chapter 7: Dimensional Limitations Plan

The Master Plan amendments proposed call for amendments to the Building Envelopes and allowed uses within Sub-areas 3, 4 and 5.

Sub-Area 3

Sub-area #3 proposes revised or new building envelopes related to 3 platted lots created in this area after adoption of the Master Plan in 2000. The 3 lots do not neatly correspond to any of the existing building envelopes in the current Master Plan. The proposed amendments would relocate and/or create new building envelopes associated with the existing platted lots. See below an illustration of the current building envelopes in this area and the proposed revised locations.



Current



Proposed

The proposed amendments including the two building envelopes (Lots 53 & 58) on the eastern edge of the Sub-area continue the style, and bulk and scale of the existing Love Ridge and Grandview developments further up the hillside. The third building envelope (Lot 57) located to the west of the previous two is located in an area where development was not previously contemplated. All proposed building envelopes would allow three (3) story structures in a single or multiple building. Currently structures in this area are allowed to be two (2) stories in height and are broken into multiple smaller buildings. Staff is generally comfortable with the proposal for Lots 53 and 58 with the exception that additional language should be added to ensure compatibility with the neighborhood to the east including but not limited to stepping down the building height, additional landscape screening, etc. Staff does have some concern over the possible location and size of the proposed building on Lot 57 specifically its impact on the adjacent ski area. Staff is recommending language be added to the plan to specifically address this issue at time of Development Plan review, including but not limited to shifting the building to the east, reducing the footprint of the building, breaking it up into multiple buildings, etc.

Sub-area #4

The most significant changes in Sub-area #4 are the removal of the Mid-Mountain Lodge and replacement of the maintenance facility along Vine Street with a mountain maintenance storage and employee housing building.

Staff has some concern over the compatibility of the mix of uses proposed on the Vine Street site. Combining employee housing with primarily a light industrial use may be difficult to ensure the safety and enjoyment for all. Staff is recommending further detail be provided on the storage proposed and the possible removal of this use from the location. As an alternative the applicant may consider separating the two proposed uses into multiple building on the site. Staff also has some concern regarding the bulk and scale of the proposed building due to the size of the proposed building envelope, and proposed height of 42-46 feet. In considering height the applicant shall provide information regarding the elevation to the rear of the property and consider the height of the surrounding zoning districts. Staff is also not supportive of approving at this time no parking on site, especially for the employee housing. Staff has recommended an amendment to reduce the proposed building envelope, reduce the proposed height, to remove the discussion of parking from the Master Plan, and thorough review and consideration of the proposed uses through a Conditional Use Permit.

Sub-area #5

The applicant has proposed to add two additional building envelopes in this Sub-area, one for a maintenance facility and one for a mountain sports training facility. Staff is generally supportive of the location, bulk and scale and uses proposed being compatible with those existing. Additional facilities included in this area on Town-owned property will be discussed below. Staff has added an amendment to ensure that all development in this area but especially the proposed mountain maintenance facility meet all LDR hillside development requirements in place at the time of Development Plan.



Chapter 8: Housing Element

Staff is very supportive of the applicant's proposal to amend the Master Plan to require all future development to meet the requirements of the then-current Town Land Development Regulations. This change places development within the resort at the same mitigation rate of all other property owners in Town. In addition, staff is very supportive of the inclusion of the proposed seasonal employee housing along Vine Street. Staff notes that these units under the new regulations would not be able to be utilized to meet future housing requirements as housing for seasonal employees no longer qualifies as mitigation and so housing seasonal workers is now the responsibility of each property owner. By taking the proactive approach to provide needed seasonal housing, (even though it is not required), while still meeting the need for housing full time year around employees generated by future development, the amendments are perfectly in line with the recent amendments to the Town's housing requirements. Staff has suggested an amendment to remove the proposed language regarding banking of credits as this is taken care of in the new housing regulations and is not needed in the Master Plan.

Chapter 9: Transportation Element

The Transportation Chapter of the Master Plan is divided primarily into two sections: 1) Transportation Demand Management and 2) Shared Parking. The most significant comment related to this Chapter from staff, including Planning, Pathways, START and Engineering, is the need to update it to incorporate the most current data and transportation improvements that have been made. All Town departments listed above have provided substantial comment on this application that should be reviewed and considered by the Council (see attached). Below staff has provided more general comments and proposed amendments based upon Planning review and review of comments by other Departments. All of the proposed departmental conditions are attached. The Council may want to recommend additional amendments to this Chapter.

Transportation Demand Management

Based upon required traffic monitoring every three years since adoption of the Master Plan, the applicant has largely been successful in meeting the transportation and mode shift goals outlined in the Master Plan. With

that being said staff finds that much more focused consideration related to the Transportation Demand Management (TDM) plan could be incorporated into the plan at this time to ensure the identified goals continue to be met into the future. Specifically, START has recommended that the applicant be required to better integrate and utilize the START system as an alternative means of accessing the resort by employees, guests and visitors. Specifically, START would have the following be requirements of the TDM program moving forward:

- o Provide free or reduced-level bus passes to all employees
- o Provide free or reduced-level bus/bike passes to guests
- o Require off-site parking for employees
- o Provide START Bikes and promote alternative modes of travel for employee and guests
- o Promote transit usage in marketing and website promotional material

Parking

Much time and energy was put into the overall shared parking approach incorporated into the existing Master Plan. With a few exceptions (special events, holiday weekends) staff finds that the shared parking approach adopted in the plan has largely been successful in balancing the need to provide new surface parking concurrent with new development and the ability to share largely existing and some new parking with new amenities without a significant increase in parking. Staff also notes that parking in this area certainly must be viewed not only from the demand created by the resort but also from the public uses surrounding it including: Ice Rink, Phil Baux Park, etc. Staff also finds that both on-street and off-street parking must be considered when discussing parking in the area. Staff notes that the specific pick up and drop areas and parking shown on Town right of way and property are not being considered or approved as part of this plan. Staff finds that this specific area will need to be cooperatively addressed moving forward to develop the best approach to accommodating the diversity of needs in the area. The pathway coordinator also notes that over parking in the area will be counterproductive to meeting the alternative transportation goals of the plan. The proposed amendments to the Forest Service Master Plan including significant increases in skier days and overall recreational amenities of the resort will need to be considered. At this time staff is recommending that the applicant be required to pave and maintain the availability of the surface parking lots in Sub-area #2 for use by all patrons to the area to address the current demand and future demand of the resort within the Forest Service Master Plan and surrounding land uses. As specific uses and developments are added to the area the resort and surrounding land owners will need to work cooperatively to address future parking and TDM needs going forward.

Chapter 10: Capital Improvement Plan

The Town Engineering Department have provided substantial comments based upon review of the Capital Improvement Plan (see attached). The primary comments and conditions are that the applicant revise the infrastructure information provided in the current plan to include improvements that have been done since that time and include new proposed amenities and buildings in the analysis. In addition, Engineering has asked that the applicant verify that previous conditions of approval have been satisfied and if so to delete those conditions from the Master Plan.

Chapter 11: Phasing and the Snow King Resort Master Association

The applicant has proposed amendments to this Chapter to clarify to role and responsibilities of the Snow King Resort Master Association (SKRMA) going forward. The proposed amendments do not include significant updates to the limited phasing plan in the current Master Plan. Staff finds that significant additional detail must be provided regarding the SKRMA responsibilities going forward and to identify the related action that will be

taken if the defined responsibilities are not met. Specially, the Chapter could include areas identified during the Snow King Stakeholder engagement process which are as follows:

- Ensure SKRMA is a functioning entity as described in the year 2000 Resort Master Plan agreement, which is the current agreement with TOJ.
- Present the SKRMA “entity structure” to the TOJ council to agree on “mutual” compliance.
- Clearly define SKRMA’s responsibilities and members to avoid future “open to interpretation” issues
- Develop an agreement on commitments that functions in perpetuity that is transferable to any/all new owners
- Clarify and separate where appropriate SKRMA commitments from Snow King Mountain commitments
- Clarify where the SKRMA and Snow King Mountain commitments overlap and are connected.
- Require a financial commitment from all SKRMA members consistent with the current SKRMA/TOJ agreement.
- Ensure adequate parking; develop transportation demand management (TDM) plan
- Clarify maintenance expectations and requirements, including snow removal
- Contribute some percentage of fees/dues to support recreation (community center, ice rink, grant funding, etc.)
- Re-visit and confirm funding requirements per the 2000 Resort Master Plan with TOJ. (Or propose a new mechanism to TOJ.)

In addition, it is important to clearly define the role of SKRMA separate from the role and responsibilities of Snow King Mountain. Specially, the Chapter should include areas identified during the Snow King Stakeholder engagement process which are as follows:

- Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)
- Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill)
- Ensure / negotiate affordable rates for locals with Town of Jackson (Details TBD; different definitions of “affordable” and “local” make it tricky.)
- Maintain access for current user groups

In addition, staff finds that significant additional detail must be provided on a proposed phasing plan. Staff finds that specific information related to public benefit and improvements as required by the Master Plan need to be clearly laid out and understood. Staff finds that much of the confusion and frustration with the current Master Plan shared by the public, applicant and staff is that items such as SKRMA and Snow King Mountain responsibilities and a detailed phasing plan establishing when and how the public portions of this plan are integrated into the private development aspects are not clear.

Chapter 12: Community Services Element

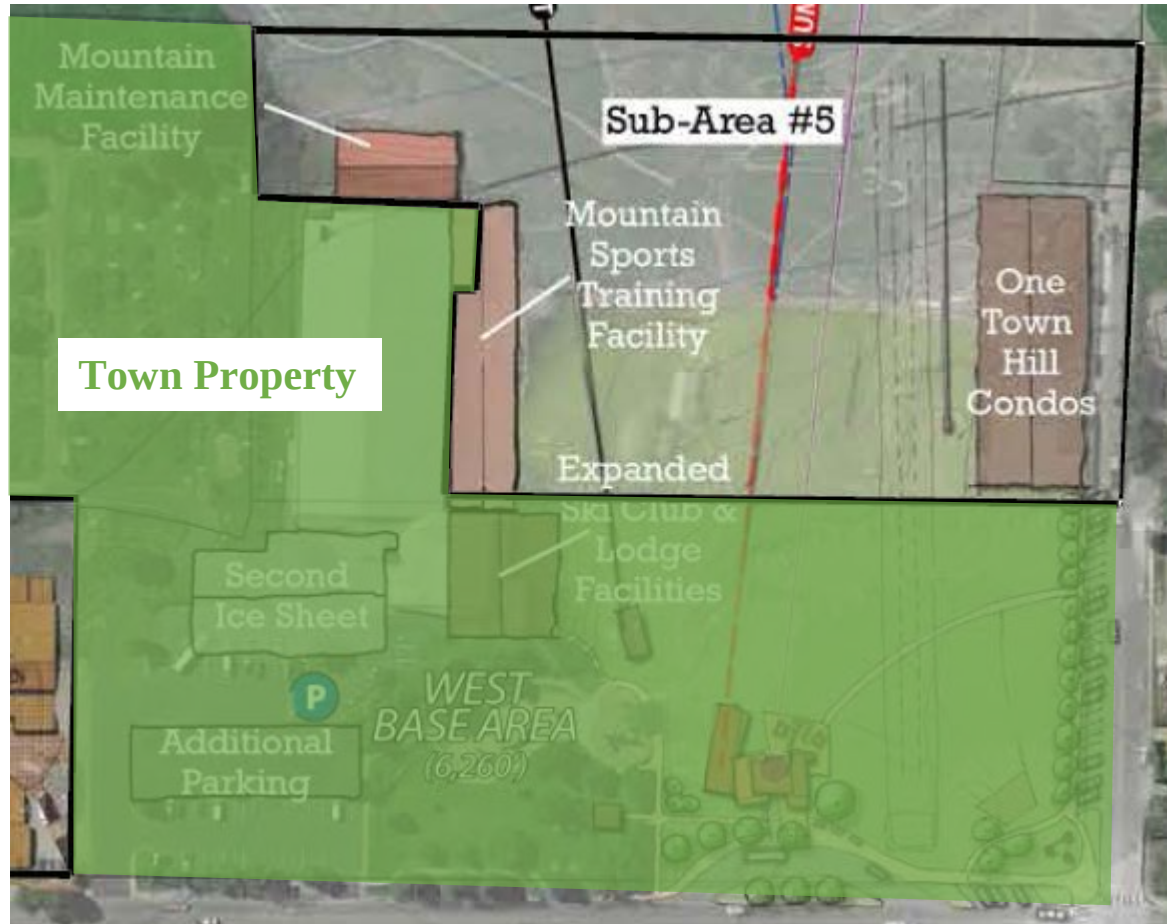
The applicant has provided amendments and updated this Chapter to better reflect the Community Services/Benefit that has been provided to the community since the adoption of the Master Plan and ideas and proposals on how this will work moving forward. Most significantly the applicant mentions inclusion of a Mountain Sports Center, support for the Ski and Snowboard Club with an expansion and improvements to their

existing facilities, many on mountain improvements, including a new gondola, summit facility and observatory, and other community benefits.

Staff's comment similar to the last Chapter is that significantly more detail and an associated phasing plan/timeline must be developed to support the many good ideas and benefits described herein. Again as stated above much of the confusion and frustration with the current plan is the lack of clarity around what is to be expected from SKRMA as it relates to this Chapter and what happens if it is not provided. Staff acknowledges that the specifics of this Chapter are in some ways directly related to proposals by the applicant on adjacent Town property and to the United States Forest Service related to activities on the mountain. Staff would have the Town Council consider what specific details and timelines should be associated with the Master Plan and other developments on adjacent property in order to approve this amendment.

Town Property

Staff finds it appropriate to provide the Town Council comment on the proposed gondola and zip line proposed on Town Property as it is interrelated to the Master Plan being considered. Staff will not provide additional comment at this time regarding the remainder of the applicant's proposal to the United States Forest Service, but has provided a summary of this proposal as an attachment to this report.



Staff is generally supportive of the proposed gondola on Town property if it is able to be located in such a way to maximize its continued use as a multi-use outdoor area, allow continued connectivity for all modes between all portions of Phil Baux Park and not interfere with the historic and ongoing public use of this area for special events, recreation and unorganized play. Staff does not support the location of a proposed zip line in this area. Staff finds that a key component of the Master Plan is to concentrate private/commercial use of the mountain

to the eastern portion of the resort (east portal) currently the location of the alpine slide, mountain coaster, mini-golf, ropes course and maze. Staff finds that if a zip line is incorporated into the Master Plan this would be a preferred location. Staff finds that by grouping all these similar amenities in one location that the associated parking, restrooms, food and beverage, ticketing, etc., can be provided in one convenient spot. As a result the western portion of the resort (west portal) can be the more public/noncommercial side focused on outdoor pursuits including the park, biking and hiking in the summer and skiing/tubing in the winter. Please see detailed comments from the Parks and Recreation Director attached, along with minutes and a letter from the Parks and Recreation Board on this topic.

PLANNING COMMISSION SUMMARY AND RECOMMENDED AMENDMENTS

On September 19 and 20, 2018 the Town Planning Commission heard Item P18-208 an amendment to a Resort Master Plan pursuant to Section 8.7.3 Planned Unit Development and an amendment to an associated Sketch Plan pursuant to Section 8.3.1 Sketch Plan. The Commission received a presentation from staff and the applicant regarding the application, engaged in a question and answer session with the applicant and staff and received public comment. Upon the conclusion of the item on September 20, the Commission continued the item to the Regular Planning Commission meeting on October 3, 2018. The Commission directed staff to provide a summary of the discussion held by the Commission to date and revised amendments based upon the Commission's chapter by chapter review. At the October 3 meeting the Commission recommended approval of the application to Town Council with 27 suggested amendments. Below staff has summarized the Commission discussion and analysis of the application and provided their recommended amendments. Staff recommended amendments are the same as those of the Planning Commission at this time.

Chapter 1: Statement of Purpose and Existing Conditions

The Commission discussion focused on whether the proposed deletion of wording related to a convention center was appropriate at this time. The Commission discussed that it may be appropriate to remove this language if the desire of the community and intent of the applicant was to no longer provide this amenity as a key focus of the plan. In addition, the Commission discussed whether the community still desired such a focus with the associated job generation and shoulder season promotion as was approved in 2000. The Commission discussed that it would benefit the community to have the applicant identify what the new focus of the plan would be if no longer a convention center. The Commission wondered if the new vision should be more focused on the "Town Hill" recreational amenities and associated lodging with clarification that the existing conference space would meet future needs. The benefits of this would be to allow future Commissions and the community to have a clear understanding of the future vision for the Master Plan replacing the convention center focus. The Commission discussed that if the applicant was not prepared to do that at this time that the purpose statement could be revised to include language related to consistency with the vision in the Comprehensive Plan for this area. Specifically, the Commission stated that clarifying the future intent would assist in reviewing future amendments to Sub-area #2 if a convention center may no longer be desired as currently in the Plan. The Commission discussed but did not conclude whether they preferred to review revised language related to this topic or whether the final review and consideration could be by Town Council based upon the Commission discussion and direction.

At the October 3 meeting, the Commission discussed that the applicant's letter submitted since the previous meeting further addressed the issue and the Commission was comfortable with the recommended amendment to this chapter.

Planning Commission Recommended Amendments:

1. **Chapter 1:** The applicant shall revise the Master Plan to clearly define a modern vision for the Master Plan moving forward including what the role, function and location of the convention center will play

or not. If this is not possible the Plan should be amended to include a vision moving forward to better align with the 2012 Comprehensive Plan and community's goals today. The defined new vision would be used to review future land use changes in the Plan specifically but not limited to Sub-area #2.

Chapter 2: Consistent with the Comprehensive Plan

The Commission had a brief discussion regarding the applicability of both the 1994 and 2012 Comprehensive Plans and discussed that both Plans should be utilized in making the required findings for the application.

Planning Commission Recommended Amendments:

2. **Chapter 2:** Applicant shall revise Chapter II to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.

Chapter 3: Compliance with the Land Development Regulations

Staff clarified for the Commission that there were no content amendments proposed and that it was staff's intent with the recommended amendment to update the 2000 Master Plan to include 2018 LDR references only.

Planning Commission Recommended Amendments:

3. **Chapter 3:** Applicant shall work with staff to update references to the Land Development Regulations to incorporate the current Land Development Regulations as required.

Chapter 4: Master Site Plans

The Commission discussed that the building currently located in two sub-areas should be placed in which ever sub-area (1 or 3) that best matched the desired future character. In addition, it was clarified for the Commission that this item did not affect the total amount of floor area allowed in the Master Plan as that was capped at 915,000 square feet. The Commission recommended that the applicant may want to revise the sub-area map to provide better contrast between existing and proposed buildings prior to Town Council.

Planning Commission Recommended Amendments:

4. **Chapter 4:** Applicant shall revise Sub-area #1 or #3 to include all of the proposed building currently split between two sub-areas into one.

Chapter 5: Land Use Plan

The Commission discussed that adding new recreational uses was appropriate based upon new types of uses including splash pads and zip lines that were not known in 2000 when the Plan was originally approved. The Commission discussed at length whether a CUP should be required for all Outdoor Amusement/recreation and Commercial Amusement uses or whether there should be a threshold that would allow for staff level review. The Commission discussed that a CUP process provided transparency to the public and an opportunity for public comment on these types of uses in order to determine such characteristics as hours of operation, lighting, smell, noise, etc., on a case by case basis. The Commission had discussion on whether temporary uses should be allowed without a CUP and directed staff to come back with some ideas for the Commission to consider related to thresholds for temporary uses and how temporary uses would be defined.

At the October 3, 2017 meeting there was additional discussion regarding temporary uses. The Commission revised the amendment to address concerns about multiple temporary uses occurring over many years operating like a permanent use. In addition, the Commission added language to ensure that all improvements associated with the temporary use would have to be permanently removed upon expiration of the temporary use. The

Commission discussed examples, such as a horse riding stable or construction staging area, which should not be allowed for approval as temporary uses year after year as only a basic use permit.

Planning Commission Recommended Amendments:

5. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a Conditional Use Permit for all permanent Outdoor Amusement/recreation and Commercial Amusement uses.
6. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a basic use permit for a temporary Outdoor Amusement/recreation and Commercial Amusement uses. Temporary shall be defined as a use occurring for a period of less than 180 days per year. Upon expiration of the temporary use the operation of and all associated improvements shall be completely removed from the property. There shall be a limit of two basic use permits allowed per use thereafter the use shall be considered a permanent use and require a Conditional Use Permit.
7. **Chapter 5:** Applicant shall revise the Example Development chart (in all locations) to reflect the new proposed Sub-areas and associated uses and square footages to reflect what has been built to date and what is anticipated in the future.

Chapter 6: Design Guidelines

The Commission discussed the example of the One Town Hill not being required to present to the Town Design Review Committee and should it have? The Commission was supportive of staff's recommended amendment to require Design Review Committee review of Master Plan buildings going forward.

Planning Commission Recommended Amendments:

8. **Chapter 6:** Applicant shall revise the Chapter to include a requirement that all buildings be reviewed for compliance with the Master Plan Design Guidelines by the Town Design Review Committee.

Chapter 7: Dimensional Limitations Plan

Sub-Area 3

The Commission discussed that the use on these Lots (53, 57 & 58) was likely to be condominiums similar to what has been built already in the area and that the Commission was comfortable with that. The Commission discussed that at one time Lot 57 was intended to house the ski school and other mountain facilities. The Commission asked who owned the Lots and it was stated that there is a common owner for Lots 53 and 58 and a separate owner for lot 57. The Commission asked what the setback was on the eastern property boundary, staff responded that it was 70' and that the land included in the 70' setback is owned by a separate owner than the owner for Lots 53 and 58. The Commission discussed the bulk and scale of the buildings and how that would be controlled. Specifically, the Commission had concern with the height and associated bulk and scale of Lot 57 might be too large in comparison to that of Lots 53 and 58, especially if Lot 57 is developed with one large building instead of multiple buildings, and recommended additional language be included in the proposed amendment to address this concern. Staff clarified that the required employee housing would be included in the 3 story height limit. Staff reviewed for the Commission that there was previously a building approved and issued a building permit on Lot 53 although never built. The proposed building was outside the allowed building envelope.

Sub-area #4

The Commission was comfortable with the removal of the mid-mountain lodge and development of a similar facility at the summit. The Commission noted that the Town was proposing a very similar mixed-used building as proposed on Vine Street at the Parks and Recreation facility on Snow King Drive. The Commission discussed

what the proposed uses for the first floor of the proposed mixed use building were. The Commission discussed the worst case scenario of having light industrial uses like welding and automotive repair on the first floor with residential units above and across the street. A Commissioner noted that currently there is a lack of storage on the site with noise and uses not compatible with the adjacent neighborhood including ATVs and trash hauling. The applicant stated they were intending to use the facility primarily for storage to address neighborhood concerns. The current use of the facility for on mountain machines and repair would be relocated to behind the ice rink. The Commission was not comfortable addressing the parking now and found that should be addressed at time of Development Plan. The Commission found the CUP would allow the neighbors to weigh in on the specifics of the application at a later date. The Commission discussed the size of the existing building envelope and staff concerns with its size, and lack of setbacks. The Commission discussed the need for and lack of a sidewalk on Vine Street and noted that it was a START bus route. The Commission discussed the proposed height of the structure being 3 stories and 42-46 feet and whether it should be limited to 39'. Upon discussion of the need for employee housing and height of the hill behind the Commission was comfortable with the height as proposed. The Commission discussed not allowing light industrial uses in this Sub-area but concluded that it could be allowed through a CUP.

Sub-area #5 and Town Property

The Commission stated that they preferred to discuss Sub-area #5 and the adjacent Town owned property and proposed uses at one time. The Commission asked what the current lease arrangement of the Snow King Center was. The applicant stated that the ice rink is leased to Center Management Inc. and the Lodge Room, Ski Club Office, kitchen, etc., are leased to Snow King Mountain. The Commission discussed the location of the zip line and the impact of the noise associated with it. The Commission noted there was concern from the public regarding a zip line in general, and whether one should be allowed at all in the Master Plan. Commissioners spoke in favor of locating the zip line as proposed adjacent to the gondola on the west side of the resort and/or as recommended by staff on the eastern side of the resort. In conclusion the Commission was open to locating a zip line in the Master Plan, with some preference to locating it on the west opposed to the east side as proposed by the applicant.

A Commissioner asked, "what was the benefit to the Town to a private gondola being located on Town owned property". In response Commissioners stated that the proposed improvements to Phil Baux Park, opening up of the base area to reduce congestion and more contiguous and functional green/white space in the area were benefits to the community. The Commission discussed it was a fine line between using private funds to improve the area with maintaining or improving the public use of the area but agreed that Snow King should provide money to improve Phil Baux Park if public land was being used for private purposes. It was discussed that if the gondola was located on Town property it should be located as far south as possible but generally at the same elevation as the street for accessibility. The location of the gondola should be visible from the street to attract people to it. In addition, it was stated that the investment of private funds now might allow for private operation of the Mountain into the future without public funds being required. The Commission noted that much more detail and discussion would be needed to ensure circulation for vehicles and pedestrians was successfully incorporated into a redesign. Staff clarified that the Town is not recommending a specific location of the gondola now, just the parameters to which the Commission would consider a redesigned Phil Baux Park at a later date.

The Commission discussed that the current shared parking approach was working and that the Commission did not generally support the building of more parking, but areas could be reserved for parking if needed in the future (South Cache). Discussion was had between the different parking needs in the summer versus winter. The Commission also discussed the vision of the Comprehensive Plan to utilize alternative modes of transportation, balanced with the practical need for parking. The Commission discussed that pick up and drop off in the winter was more important than in the summer as guests have more gear. The Commission discussed

that parking needs in the area should be looked at as a whole (shared parking) between public and private uses (park and mountain) and locating parking on the periphery of the area was preferred compared to locating it within the site so as to not divide the proposed open space and allow circulation without interruption by surface parking Lots.

At the October 3 meeting there has additional discussion regarding the location of the proposed gondola in Phil Baux Park. The Commission clarified that their desire was not to have the gondola located next to the Snow King Avenue curb, but to the south clustered near the existing lift and other improvements. The Commission reiterated that it was their intent to accommodate as much open space as possible and not bifurcate the park. The Commission discussed that there may be other alternatives to accessing the proposed gondola then from the street for example from the parking lot adjacent to the ice rink. In addition, the Commission stated that the CUP will be the opportunity to determine the exact location of the gondola and that the proposed amendments were intended to provide the applicant direction prior to review of the CUP.

Planning Commission Recommended Amendments:

9. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lots 53 and 58 to ensure compatibility with the neighborhood to the east including but not limited to consideration at time of Development Plan of stepping down the building height, additional landscape screening, etc.
10. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lot 57 to ensure compatibility with the recreational area to the west including but not limited to consideration at time of Development Plan to shifting the building to the east, reducing the footprint of the building, breaking it up into multiple buildings, etc. In addition, the applicant shall include language to address bulk and scale concerns with the proposed structure including stepping down the building height, reducing the building height to 2 stories, etc.
11. **Chapter 7:** Applicant shall revise the plan to include a requirement for alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive including paving, bollards, signage, and other best practices.
12. **Chapter 7:** Applicant shall revise Sub-area #4 to reduce the proposed building envelope, to remove discussion of parking and to require a thorough review and consideration of the proposed uses through a Conditional Use Permit both onsite and with the surrounding neighborhood. The applicant shall revise the proposed building envelope on Vine Street to allow for a sidewalk and Complete Street cross section connecting the facility to the resort.
13. **Chapter 7:** The applicant shall revise the use table to allow light industrial uses in Sub-area #4 and #5.
14. **Chapter 7:** Applicant shall provide language in this Chapter to ensure that all development within the Master Plan shall meet the LDR hillside development requirements in place at the time of Development Plan.
15. **Chapter 7:** The applicant shall revise the language in the plan to require a CUP process to determine a final design of Phil Baux Park. The revised plans would allow the landing of the gondola on Town property in a location that does not divide the park. In addition, site circulation for all modes of transportation should be addressed including the location of parking, pick up and drop off, locker areas, START bus stops, etc. Buildings and improvements should be clustered together near existing improvements to obtain as much open space as possible. The detailed plan should locate improvements generally at the street level to address accessibility and ease of access during all seasons.

Chapter 8: Housing Element

The Commission asked about where the location of the required housing would be. Staff responded that the new Town regulations would require the applicant to provide the housing on site first and that it is anticipated that more than the currently required 30% on site would be provided.

Planning Commission Recommended Amendments:

16. **Chapter 8:** Applicant shall revise the Chapter to remove language regarding banking/credits for units.

Chapter 9: Transportation Element

The Commission asked questions regarding the current Transportation Demand Management plan. The Commission found that the current TDM covered this topic well and that additional changes in addition to those provided by staff were not required. There was discussion of when additional parking would be needed. The Commission agreed that the applicant should be required to include parking counts as part of its transportation monitoring requirement and that these counts would help determine when additional parking would be needed in the future. The Commission also found that the timing of paving the parking areas required in Sub-area #2 could be addressed in the applicant's phasing plan.

Planning Commission Recommended Amendments:

17. **Chapter 9:** Applicant shall revise the current TDM requirements to include the following additional measures:
- o Provide free or reduced-level bus passes to all employees
 - o Provide free or reduced-level bus/bike passes to guests
 - o Require off-site parking for employees
 - o Provide START Bikes and promote alternative modes of travel for employee and guests
 - o Promote transit usage in marketing and website promotional material
18. **Chapter 9:** Applicant shall revise the Chapter to incorporate the most current data and transportation improvements that have been made.
19. **Chapter 9:** Applicant shall be required to pave and maintain the availability of the surface parking lots in Sub-area #2 for use by all patrons to the area.
20. **Chapter 9:** Applicant agrees to participate in a TDM program development for the entire Snow King Base area with other surrounding property owners and users.
21. **Chapter 9:** Applicant shall provide parking counts for all surface parking lots over 10 spaces as part of the required transportation monitoring requirement.

Chapter 10: Capital Improvement Plan

The Commission concurred with the recommended amendments by staff. Staff confirmed that the Town was not committing to what the Snow King streetscape would be with this plan.

Planning Commission Recommended Amendments:

22. **Chapter 10:** Applicant shall address all conditions in the Town Engineer memorandum dated September 12, 2018.

Chapter 11: Phasing and the Snow King Resort Master Association

Staff reviewed the minimum commitments under the proposed Master Plan for the Snow King Resort Master Association (SKRMA), and Snow King Mountain that were provided by the applicant. The Commission asked questions regarding the makeup and funding ability of SKRMA. The applicant responded that SKRMA is essentially made up of three entities, Snow King Mountain, the Hotel (JMI) and the Condominium Associations. Essentially each of the three entities has one vote on items related to the Master Association. As this relates to funding of SKRMA expenses are split evenly 1/3 each for each entity, and that individual entities were then responsible for further dividing expenses however they would like within their individual entity. The applicant gave an example that the condominiums spread their expense responsibilities equally amongst the individual owners through annual fees or special assessments. The Commission discussed the ability of

SKRMA to use special assessments in addition to annual dues to meet the obligations under the Master Plan. The Commission discussed that the money-making portions of the Master Plan should be responsible at some level to ensure that the recreational amenities, primarily the Town Hill, be maintained. The Commission discussed that a minimum level of recreational amenity should be defined recognizing that it is hard to define what will be the right level of amenity and use in the future. The Commission discussed whether there should/could be some type of special service district required to tax the members of SKRMA to provide funding for recreational amenities. The Commission discussed that the benefit of having a viable recreational amenity is of greater benefit to the owners in the resort than the general public thus they should have a greater responsibility to maintain them. The Commission discussed free and open uphill access to the Mountain. There was acknowledgement of the expense and liability associated with uphill winter and summer access. Comparison was made to Jackson Hole Mountain Resort and controlled access to the public land in that area. The Commission made a decision not to include any requirements for uphill access in the Master Plan.

At the October 3, meeting the applicant provided clarification and comment on the proposed conditions related to SKRMA and Snow King Mountain commitments. The applicant discussed and gave examples of how the compliance measures currently proposed would not work for SKRMA. The applicant made it clear that they are committed to providing a phasing plan as part of this application, but not the timing of specific community improvements (gondola, mountain sports facility, Phil Baux Park improvements). They stated that SKRMA may be ok with setting such things as the order of improvements but not the specific timing and the issue of being out of compliance is critical to the SKRMA members and must be worked out. The applicant stated that it would be acceptable to come up with a list of requirements that all SKRMA members are responsible for and what requirements only individual members would be responsible for and what would happen should compliance not be maintained.

The applicant did not find it appropriate to have all members responsible for the responsibilities of individual members as it relates to required improvements/phasing and compliance. The applicant stated that this was not realistic for members to have no control of compliance of the Master Plan which could directly affect their development rights or ability to complete projects. The applicant also clarified that they have approval of SKRMA for what has been proposed but they would need to go back and discuss addition requirements placed on SKRMA as a result of this amendment process.

The applicant also discussed the Snow King Mountain commitments and found that closing procedures could be problematic with emergency situations and the need to be able to operate the mountain successfully. The applicant also stated that affordable ticket prices and hours of operation would be hard to define as this may vary dependent on future economic conditions and the ski industry in general.

Staff explained that where it gets difficult is that SKRMA started as essentially one entity and now is made up of multiple entities. What we are trying to determine is who is responsible for what in the phasing plan and what happens if the phasing plan does not proceed as planned.

The Commission reviewed what the applicant included in their application for SKRMA and Snow King Mountain commitments as a starting ground.

The applicant further addressed the SKRMA entity structure and what each entity was responsible for paying for and what they were not. The applicant stated that all SKRMA members are responsible for common area maintenance and infrastructure but that SKRMA dues do not go towards things such as recreation.

A commissioner asked if the Town Attorney had reviewed the Town's ability to impose financial commitments on SKRMA, Snow King Mountain and/or all property owners within the District. Staff responded that "no," that question has not been addressed up until now and that both parties have been

working in good faith over the past two years to work out the commitments of all parties moving forward. A commissioner discussed that lenders/banks may have a problem with entities being held responsible for items they have no control of.

The applicant confirmed that all the community services facilities would be the responsibility of Snow King Mountain and not SKRMA. The Commission discussed that there was no obligation of the owners other than Snow King Mountain to complete the community services. The Commission agreed that no financial obligation should be required of SKRMA for the commitments of Snow King Mountain, but that overall compliance of the Master Plan would tie all entities together and that should any portion of the Master Plan become noncompliant that the Master Plan would be suspended and SKRMA and the Town would need to decide how to proceed. The Commission recognized that the phasing plan was key to moving forward knowing when the community services elements would happen in relation to the development portions of the plan. The Commission acknowledged that the phasing plan would be centered around sequencing/order of entitlements rather than an actual timeline. The applicant stated that was consistent with their application in that they are most interested in defining how to move forward with development of lots 53, 57 and 58 and mountain improvements and that the Sub-areas 1 and 2 were not identified for development at this time.

Planning Commission Recommended Amendments:

23. **Chapter 11:** The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Resort Master Association (SKRMA):

- o Define the SKRMA “entity structure” as generally made up of three entities, Snow King Mountain, the Hotel (JMI) and the Condominium Associations with the associated voting structure to be clarified by the applicant prior to final approval.
- o SKRMA shall provide to the Town by January 1 of each year an annual report including how each requirement and obligation under the Master Plan is being satisfied and current financial information for SKRMA to ensure there is adequate ongoing funding. SKRMA will include in the annual report the composition of the board and status of the organization.
- o Prior to final approval of the Master Plan the Town and SKRMA shall develop an agreement including all the requirements and obligations under the Master Plan that functions in perpetuity that is transferable to any/all new owners.
- o SKRMA agrees that all future development shall meet current housing requirements.
- o Ensure SKRMA is responsible for all requirements of the agreed upon parking and transportation demand management (TDM) plan. Clarify maintenance expectations and requirements, including snow removal for private roads, private infrastructure including but not limited to private sewer, water, storm sewer and all other infrastructure.
- o Define in the Master Plan that should compliance with any of the Master Plan commitments (including the approved phasing plan) cease, all ~~future-further~~ development that has not received a building permit under the Master Plan shall be suspended until ~~consideration-resolution~~ by the applicant and the Town.

24. **Chapter 11:** The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Mountain (SKMR):

- o Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)
- o Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill)
- o Ensure / negotiate affordable rates for locals with Town of Jackson
- o Maintain access for current user groups, to be defined prior to finalization of the Master Plan

- o The provision of the following improvements pursuant to the phasing plan for the entire Master Plan:
 - Mountain Sports Facility
 - Gondola
 - Phil Baux Park improvements as defined by a future CUP process
25. **Chapter 11:** Applicant shall revise this Chapter to provide specific details on the roles and responsibilities of SKRMA and Snow King Mountain and penalties for non-compliance and a detailed phasing plan articulating when and how the public benefit and private development portions of the plan shall be sequenced.

Chapter 12: Community Services Element

The Commission and staff discussed the need to clearly define what is required to meet the minimum requirements of this Chapter. Those items recommended as requirements moving forward are provided in the recommended amendment below. The following items were discussed but not included as a requirement of this Chapter because they are on public land:

- Ski and Snowboard Club expansion
- Summit improvements
- Second Sheet of Ice

Staff and the Commission confirmed that based upon the discussion and recommended changes the community services element would be the financial obligation of Snow King Mountain and not SKRMA or any other entity within the Master Plan. However, should Snow King Mountain become noncompliant with the community service element phasing plan that all development within the Master Plan would be suspended until such time that the Town and applicant determined how best to proceed. In addition, it was acknowledged that commitments in Chapters 11 and 12 will be combined into one phasing plan and that compliance with the phasing plan shall be required otherwise the Master Plan shall be suspended and the Town and applicant will determine how best to proceed. The Commission was comfortable that the detailed phasing plan would need to be provided prior to Council consideration of the item.

Planning Commission Recommended Amendments:

26. **Chapter 12:** Applicant shall revise this Chapter to ensure that the following improvements be provided consistent with the approved phasing plan:
- o Mountain Sports Facility
 - o Gondola
 - o Phil Baux Park improvements as defined by a future CUP process
 - o Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)
27. **Chapter 12:** Applicant shall provide a specific phasing plan associated with providing the community services element of this Plan prior to final approval. The phasing plan shall articulate when and how the public benefit and private development portions of the plan shall be sequenced.

Applicant Response to Planning Commission Recommendation

The applicant has provided a letter dated November 8, 2018, responding to the amendments of the Town Planning Commission for consideration by Council (see attached).

Public Comment

There has been extensive public comment related to the future of Snow King over the past many years. Staff has attached all public comment received since the submission of this application. In addition, staff has provided the summary documents developed as part of the Snow King Stakeholders public engagement process. Furthermore, staff has provided a link to where all documents and comment received during the Snow King Stakeholders public engagement process can be found.

Teton County Review

The Teton County Planning Commissioners discussed this item at their September 10, 2018 meeting. Commissioner Esnard questioned the applicant on the long-term strategy for the resort. The applicant responded that it was to have a self-sustaining business that includes zip line, gondola, etc. and that the resort hopes to capture people who are already here for a day or more at Snow King. In addition, Commissioner Esnard questioned what elements will drive the greatest revenue. The applicant responded that additional ski runs, food and beverage, zip lines and mountain bike trails will, and that diversification is key to sustaining the business.

Commissioner Gill thanked the applicant for investing in keeping the hill alive and for listening to the public. Commissioner Fodor question why is there a need for another road up the mountain. The applicant responded to serve beginner terrain on top of mountain in the sun. In addition, Commissioner Fodor, questioned whether the gondola landing area was defined yet. The applicant responded that they had listened to public, and town officials and they had shifted the gondola closer to Cougar lift in the park.

Public comment was provided by Jeff Golightly with Snow King Mountain who stated that they understand Snow King is not going to be a big draw for tourism that they are striving to be a better option for teaching kids, for locals, and to provide better terrain for racing. Shane Rothman, a neighbor and town resident, stated he agrees with preserving green space, and disagrees with the proposed zip line.

During Commission discussion Commissioner Gill stated that it was important to keep Phil Baux Park accessible to the community and that the zip line is not her favorite part of plan but that she can be somewhat supportive if it makes Snow King financially viable. She was supportive of the second sheet of ice and the hockey program. Commissioner Esnard stated that it was important to keep the park and parking available for the community in the proposed gondola design. Commissioner Fodor stated in summary, that the Commission agreed that keeping the park and parking accessible to the community was important.

The Teton Board of County Commissioners reviewed this item on two occasions and submitted a letter dated October 29, 2018 providing their input (see attached). In summary the Board provided the following comments related to the application:

- The Board is generally supportive of the comments made by the Town Planning Commission regarding the recommendation to outline minimum requirements of the Snow King Resort Master Association (SKRMA) such as defining the entity structure and ensuring adequate funding.
- The Board encourages participation in a Transportation Demand Management (TDM) program.
- The Board would like to see the gondola base located so it does not impact existing improvements in Phil Baux Park.
- The Board concurs with the Town Planning Commission that proposed development should meet the Hillside Development Standards.
- The Board concurs with the Town Planning Commission's recommendations pertaining to phasing.

Jackson/Teton County Parks and Recreation Review

The Jackson/Teton County Parks and Recreation Board reviewed this item submitted a letter dated October 18, 2018 providing their input (see attached). In summary the Board provided the following comments related to the application:

Teton County Park & Recreation Board has concluded that the following points should be taken into consideration regarding the Snow King Master Plan as it relates to Town park property at the base of Snow King:

- As Phil Baux Park forms the end point of the Snow King – Maple Way connector (Comprehensive Plan) having a community focused node at this location is vital. Any development should be to encourage its use as a front country gateway to the National Forest. Public use and access should take precedence over redevelopment by a private entity.
- The continued use of this large flexible space that can accommodate community events such as concerts, farmers markets, and youth sports practice areas should be preserved.
- The park should not be divided. There should be good East-West flow.
- Any new lifts, including a gondola, should be located on the footprint of the current lifts and must allow safe, clear and accessible pedestrian and biking movement North to South and East to West from Snow King Ave to the National Forest trails
- The park needs to maintain its public identity and character and commercialization should be kept to a minimum.
- The Board does not support locating a zipline within the park.

LEGAL REVIEW

Complete, as to procedure and initial review of the application, see Legal Department Review Comments. The Legal Department review is ongoing dependent on direction by Town Council.

STAFF FINDINGS

Item A: Pursuant to Section 8.7.3.D Planned Unit Development (PUD) of the Land Development Regulations, the following findings shall be made for the approval of a Planned Unit Development:

1. ***The proposed PUD enhances the implementation of the desired future character for the land of the proposal beyond what could be achieved by base zoning.***

Complies. Staff finds that the proposed PUD is able to achieve the desired future character for this area as well as, if not better than, the base zoning. The desired future character envisions a vibrant mixed use resort complex, including a multi-faceted conference/convention center and community facility that contributes to the economy of Downtown and also serves as a permeable border between the Town and Snow King Mountain. The PUD tool allows for flexibility in development such as setbacks and allowed stories, in addition to allowing a higher Floor Area Ratio compared to the base zoning. A development of this type can only be achieved through the use of the PUD tool due to the interrelatedness and mixed use nature of the Master Plan.

The proposed Master Plan is located within District 2 Town Commercial Core and within Subarea 2.3 Downtown of the 2012 Comprehensive Plan. Policy objectives for Subarea 2.1 Snow King Resort follow:

This TRANSITIONAL Subarea is currently subject to the Snow King Resort Master Plan. The plan seeks to create a vibrant mixed use resort complex, including a multi-faceted conference/convention center and community facility that contributes to the economy of Downtown and also serves as a permeable border between the Town and Snow King Mountain. The resort has long been an integral part of the community, playing the role of the "Town Hill", providing a host of winter and summer recreational amenities. In the future, the subarea will complement Downtown (Subarea 2.3) lodging and tourist amenities. Lodging will be provided in a variety of types and forms from hotel rooms to condominiums, in order to support the local tourism-based economy. The size and scale of structures will often be larger than those typically allowed in other subareas of Town, as resorts typically require a larger critical mass necessary to support visitor functions. Though buildings will tend to be larger than in other districts, the subarea will maintain an abundance of open space in relation to the built environment as a key to a successful resort experience. Consistent with the Master Plan, Snow King Avenue will be developed into a mixed use corridor that includes a variety of commercial uses while still serving as a major transportation corridor in the community. Along with this it will be important to create a more visible and attractive base to attract residents and visitors to the many amenities and recreational opportunities found there.

Complies. Staff finds that the proposed amendments comply with the 2012 Teton/Jackson Comprehensive Plan.

2. The findings for a PUD option found in Article 4 must be made.

Section 4.3.1. D. Findings for Approval

All Planned Resort Zones shall be approved only if all of the following findings are made.

1. Consistency with Comprehensive Plan.

The Planned Resort Master Plan is consistent with the goals and objectives of the Jackson/Teton County Comprehensive Plan.

Complies. See PUD finding #1.

2. Consistency with Purpose and Intent.

The Planned Resort Master Plan is substantially consistent with the purpose and intent of this Section, as set forth in 4.3.1.A.

Complies as conditioned.

3. Affordable Workforce Housing.

The Planned Resort Master Plan ensures a supply of affordable workforce housing that is in accordance with the requirements for housing created by development within the Planned Resort.

Complies as conditioned.

4. Design Guidelines.

The Planned Resort Master Plan contains design guidelines that

- a. establish standards for buildings, spaces, signs, and lighting within the Planned Resort;*
- b. promote the design concepts set forth in F.7.; and*

c. establish a method for consistent implementation of the guidelines.

Complies as conditioned.

5. Transportation Element.

The Planned Resort Master Plan contains a traffic impact analysis and transportation demand management plan that:

- a. promote multimodal forms of transportation that are consistent with the transportation goals of the Jackson/Teton County Comprehensive Plan;*
- b. manage the generation of resort related traffic to avoid undermining community character and endangering the public health, safety, and welfare; and*
- c. identify an equitable cost sharing plan for transportation facilities and services.*

Complies as conditioned.

6. Capital Improvements Plan.

The Planned Resort Master Plan contains a capital improvements plan that ensures infrastructure and essential services will be provided in an efficient and timely manner to accommodate projected resort demands.

Complies as conditioned.

7. Land Use Element.

The Planned Resort Master Plan promotes land uses that support and maintain the character of the resort as specified in Sec. 4.3.2.

Complies as conditioned.

8. Phasing Plan.

The Planned Resort Master Plan contains a phasing plan that ensures:

- a. development of the resort, its amenities, and public facilities necessary to serve the resort, occur in logical sequence, and*
- b. an adequate monitoring program is established for determining accomplishment of proposed remedies and mitigation measures for projected impacts on the community.*

Complies as conditioned.

9. Character Element.

The Planned Resort Master Plan ensures the resort's development will be in keeping with the community's character and the planned character for the vicinity of the resort.

Complies as conditioned.

- 3. *The findings for the amendment of an existing PUD or other special project found in Section 8.2.13.D must be made.***

Complies as conditioned.

- 4. *The findings for Section 8.7.1.C LDR Text Amendment must be made.***

Pursuant to Section 8.7.3.D Planned Unit Development (PUD) of the Land Development Regulations, the findings for a LDR Text Amendment found in Section 8.7.1.C must be made:

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

Complies, as conditioned, staff finds the proposed project to be consistent with the purpose and intent of the LDRs.

2. *The proposed project improves the consistency of the LDRs with other provisions of the LDRs.*

Complies, as conditioned, staff finds the proposed project improves consistency with the LDRs as it meets all applicable provisions laid out in the LDRs for a Planned Unit Development.

3. *The proposed project provides flexibility for landowners within standards that clearly define desired character.*

Complies. Staff finds that the proposed project provides flexibility that does not undermine the defined future character of this area.

4. *The proposed project is necessary to address changing conditions, public necessity, and/or state or federal legislation.*

Complies. Staff finds that the proposed project is necessary to address changing conditions since adoption of the original Master Plan in 2000.

5. *The proposed project improves implementation of the Comprehensive Plan.*

Complies. Staff finds the proposed project improves implementation of the Comprehensive Plan by providing a development that is consistent with the purpose and intent for Subarea 2.1.Snow King Resort. See the above PUD, finding #1.

6. *The proposed project is consistent with other adopted Town Ordinances.*

Complies. Staff finds that the proposed project is consistent with all other Town Ordinances.

5. *The findings for Section 8.7.2.C Zoning Map Amendment must be made.*

Pursuant to Section 8.7.3.D Planned Unit Development (PUD) of the Land Development Regulations, the findings for a Zoning Map Amendment found in Section 8.7.2.C must be made:

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

Complies as conditioned, staff finds the proposed project to be consistent with the purpose and intent of the LDRs.

2. *The proposed project improves implementation of the desired future character defined in the Illustration of Our Vision chapter of the Comprehensive Plan.*

Complies, as conditioned, staff finds the proposed project improves consistency with the LDRs as it meets all applicable provisions laid out in the LDRs for a Planned Unit Development.

3. *The proposed project is necessary to address changing conditions or a public necessity.*

Complies. Staff finds that the proposed project is necessary to address changing conditions since adoption of the original Master Plan in 2000.

4. *The proposed project is consistent with other adopted Town Ordinances.*

Complies. Staff finds that the proposed project is consistent with all other Town Ordinances.

Item B: Sketch Plan. All Sketch Plan proposals may be approved only if all of the following findings are made:

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

The proposed Master Plan is located within District 2 Town Commercial Core and within Subarea 2.3 Downtown of the 2012 Comprehensive Plan. Policy objectives for Subarea 2.1 Snow King Resort follow:

This TRANSITIONAL Subarea is currently subject to the Snow King Resort Master Plan. The plan seeks to create a vibrant mixed use resort complex, including a multi-faceted conference/convention center and community facility that contributes to the economy of Downtown and also serves as a permeable border between the Town and Snow King Mountain. The resort has long been an integral part of the community, playing the role of the "Town Hill", providing a host of winter and summer recreational amenities. In the future, the subarea will complement Downtown (Subarea 2.3) lodging and tourist amenities. Lodging will be provided in a variety of types and forms from hotel rooms to condominiums, in order to support the local tourism-based economy. The size and scale of structures will often be larger than those typically allowed in other subareas of Town, as resorts typically require a larger critical mass necessary to support visitor functions. Though buildings will tend to be larger than in other districts, the subarea will maintain an abundance of open space in relation to the built environment as a key to a successful resort experience. Consistent with the Master Plan, Snow King Avenue will be developed into a mixed use corridor that includes a variety of commercial uses while still serving as a major transportation corridor in the community. Along with this it will be important to create a more visible and attractive base to attract residents and visitors to the many amenities and recreational opportunities found there.

Complies. Staff finds that the proposed amendments comply with the 2012 Teton/Jackson Comprehensive Plan.

Common Value 1: Ecosystem Stewardship

N/A

Common Value 2: Growth Management

4.1.b: *Emphasize a variety of housing types, including deed-restricted housing.* The Master Plan allows a variety of housing types including deed restricted housing.

4.1.d: Maintain Jackson as the economic center of the region. One of the key goals of the Master Plan is to compliment Downtown and play a significant role of maintaining Jackson as the economic center of the region.

4.2.c: Create vibrant walkable mixed use subareas. The Master Plan is centered on creating a walkable mixed use resort district.

4.2.d: Create a Downtown Retail Shopping District. Not applicable.

4.2.f: Maintain lodging as a key component in the downtown. The Master Plan's primary use is lodging in a variety of forms.

4.4.b: Enhance Jackson gateways. Not applicable.

4.4.d: Enhance natural features in the built environment. The Master Plan's goal is to create balance between the built environment and the natural surrounding landscape.

Common Value 3: Quality of Life

5.2.d: Encourage deed-restricted rental units. The Master Plan will allow and encourage restricted housing through flexible dimensional limitations.

6.2.b: Support businesses located in the community because of our lifestyle. The Master Plan will provide the uses and amenities to support this goal.

6.2.c: Encourage local entrepreneurial opportunities. The Master Plan will provide the uses and amenities to support this goal.

6.3.a: Ensure year-round economic viability. The Master Plan will provide the uses and amenities to support this goal. One basis of the Plan is to provide an economic engine for our shoulder seasons.

7.1.c: Increase the capacity for use of alternative transportation modes. The Master Plan's Transportation Chapter outlines the strategies and requirements for an integrated Transportation Demand Management program developed to meet the mode shift goals of the Plan.

In conclusion, Staff finds that the proposed Master Plan amendment is consistent with the 2012 Comprehensive Plan and continues to be consistent with the 1994 Comprehensive Plan, subject to Staff's recommended conditions of approval provided below.

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

N/A

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

Complies. As conditioned, staff finds that the proposed project will not have significant impacts on public facilities and infrastructure.

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

Complies. Staff finds that the application meets the base standards of the PUD section as well as all required standards of the LDRs.

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

Complies. Staff finds that the application is in conformance with all standards and conditions subject to the recommended conditions of approval.

ATTACHMENTS

Applicant response to Town Planning Commission conditions, November 8, 2018

Departmental Reviews

Teton County Commissioners letter dated October 29, 2018

Jackson/Teton County Parks and Recreation Board letter dated October 18, 2018

United States Forest Service, letter dated August 3, 2018

Snow King Mountain Stakeholder Group, Staff and Consultant Summary of Outcomes and the Process, May 17, 2018

Snow King Vision Stakeholder Group Final Vision Scenarios - May 17, 2018

Public Comment

Applicant Submittal (separate attachment)

RECOMMENDATIONS/ CONDITIONS OF APPROVAL

The following recommendations and associated amendments combine those of the Planning Director and Planning Commission. Staff notes that one change shown in tracked changes has been made since formal recommendation by the Planning Commission for clarity.

Item A: The Planning Director and Planning Commission recommend **approval** of a Planned Unit Development to allow amendments to the Snow King Planned Resort District Master Plan subject to the department reviews with the following amendments being made to the Master Plan:

1. **Chapter 1:** The applicant shall revise the Master Plan to clearly define a modern vision for the Master Plan moving forward including what the role, function and location of the convention center will play or not. If this is not possible the Plan should be amended to include a vision moving forward to better align with the 2012 Comprehensive Plan and community's goals today. The defined new vision would be used to review future land use changes in the Plan specifically but not limited to Sub-area #2.
2. **Chapter 2:** Applicant shall revise Chapter II to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.
3. **Chapter 3:** Applicant shall work with staff to update references to the Land Development Regulations to incorporate the current Land Development Regulations as required.
4. **Chapter 4:** Applicant shall revise Sub-area #1 or #3 to include all of the proposed building currently split between two sub-areas into one.
5. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a Conditional Use Permit for all permanent Outdoor Amusement/recreation and Commercial Amusement uses.

6. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a basic use permit for a temporary Outdoor Amusement/recreation and Commercial Amusement uses. Temporary shall be defined as a use occurring for a period of less than 180 days per year. Upon expiration of the temporary use the operation of and all associated improvements shall be completely removed from the property. There shall be a limit of two basic use permits allowed per use thereafter the use shall be considered a permanent use and require a Conditional Use Permit.
7. **Chapter 5:** Applicant shall revise the Example Development chart (in all locations) to reflect the new proposed Sub-areas and associated uses and square footages to reflect what has been built to date and what is anticipated in the future.
8. **Chapter 6:** Applicant shall revise the Chapter to include a requirement that all buildings be reviewed for compliance with the Master Plan Design Guidelines by the Town Design Review Committee.
9. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lots 53 and 58 to ensure compatibility with the neighborhood to the east including but not limited to consideration at time of Development Plan of stepping down the building height, additional landscape screening, etc.
10. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lot 57 to ensure compatibility with the recreational area to the west including but not limited to consideration at time of Development Plan to shifting the building to the east, reducing the footprint of the building, breaking it up into multiple buildings, etc. In addition, the applicant shall include language to address bulk and scale concerns with the proposed structure including stepping down the building height, reducing the building height to 2 stories, etc.
11. **Chapter 7:** Applicant shall revise the plan to include a requirement for alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive including paving, bollards, signage, and other best practices.
12. **Chapter 7:** Applicant shall revise Sub-area #4 to reduce the proposed building envelope, to remove discussion of parking and to require a thorough review and consideration of the proposed uses through a Conditional Use Permit both onsite and with the surrounding neighborhood. The applicant shall revise the proposed building envelope on Vine Street to allow for a sidewalk and Complete Street cross section connecting the facility to the resort.
13. **Chapter 7:** The applicant shall revise the use table to allow light industrial uses in Sub-area #4 and #5.
14. **Chapter 7:** Applicant shall provide language in this Chapter to ensure that all development within the Master Plan shall meet the LDR hillside development requirements in place at the time of Development Plan.
15. **Chapter 7:** The applicant shall revise the language in the plan to require a CUP process to determine a final design of Phil Baux Park. The revised plans would allow the landing of the gondola on Town property in a location that does not divide the park. In addition, site circulation for all modes of transportation should be addressed including the location of parking, pick up and drop off, locker areas, START bus stops, etc. Buildings and improvements should be clustered together near existing improvements to obtain as much open space as possible. The detailed plan should locate improvements generally at the street level to address accessibility and ease of access during all seasons.
16. **Chapter 8:** Applicant shall revise the Chapter to remove language regarding banking/credits for units.
17. **Chapter 9:** Applicant shall revise the current TDM requirements to include the following additional measures:
 - o Provide free or reduced-level bus passes to all employees
 - o Provide free or reduced-level bus/bike passes to guests
 - o Require off-site parking for employees
 - o Provide START Bikes and promote alternative modes of travel for employee and guests
 - o Promote transit usage in marketing and website promotional material
18. **Chapter 9:** Applicant shall revise the Chapter to incorporate the most current data and transportation improvements that have been made.

19. **Chapter 9:** Applicant shall be required to pave and maintain the availability of the surface parking lots in Sub-area #2 for use by all patrons to the area.
20. **Chapter 9:** Applicant agrees to participate in a TDM program development for the entire Snow King Base area with other surrounding property owners and users.
21. **Chapter 9:** Applicant shall provide parking counts for all surface parking lots over 10 spaces as part of the required transportation monitoring requirement.
22. **Chapter 10:** Applicant shall address all conditions in the Town Engineer memorandum dated September 12, 2018.
23. **Chapter 11:** The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Resort Master Association (SKRMA):
 - o Define the SKRMA “entity structure” as generally made up of three entities, Snow King Mountain, the Hotel (JMI) and the Condominium Associations with the associated voting structure to be clarified by the applicant prior to final approval.
 - o SKRMA shall provide to the Town by January 1 of each year an annual report including how each requirement and obligation under the Master Plan is being satisfied and current financial information for SKRMA to ensure there is adequate ongoing funding. SKRMA will include in the annual report the composition of the board and status of the organization.
 - o Prior to final approval of the Master Plan the Town and SKRMA shall develop an agreement including all the requirements and obligations under the Master Plan that functions in perpetuity that is transferable to any/all new owners.
 - o SKRMA agrees that all future development shall meet current housing requirements.
 - o Ensure SKRMA is responsible for all requirements of the agreed upon parking and transportation demand management (TDM) plan. Clarify maintenance expectations and requirements, including snow removal for private roads, private infrastructure including but not limited to private sewer, water, storm sewer and all other infrastructure.
 - o Define in the Master Plan that should compliance with any of the Master Plan commitments (including the approved phasing plan) cease, all ~~future-further~~ development that has not received a building permit under the Master Plan shall be suspended until ~~consideration-resolution~~ by the applicant and the Town.
24. **Chapter 11:** The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Mountain (SKMR):
 - o Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)
 - o Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill)
 - o Ensure / negotiate affordable rates for locals with Town of Jackson
 - o Maintain access for current user groups, to be defined prior to finalization of the Master Plan
 - o The provision of the following improvements pursuant to the phasing plan for the entire Master Plan:
 - Mountain Sports Facility
 - Gondola
 - Phil Baux Park improvements as defined by a future CUP process
25. **Chapter 11:** Applicant shall revise this Chapter to provide specific details on the roles and responsibilities of SKRMA and Snow King Mountain and penalties for non-compliance and a detailed phasing plan articulating when and how the public benefit and private development portions of the plan shall be sequenced.
26. **Chapter 12:** Applicant shall revise this Chapter to ensure that the following improvements be provided consistent with the approved phasing plan:

- o Mountain Sports Facility
 - o Gondola
 - o Phil Baux Park improvements as defined by a future CUP process
 - o Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)
27. **Chapter 12:** Applicant shall provide a specific phasing plan associated with providing the community services element of this Plan prior to final approval. The phasing plan shall articulate when and how the public benefit and private development portions of the plan shall be sequenced.
28. The applicant shall work with staff to make all the approved amendments and other necessary edits to the satisfaction of the Planning Director and Town Attorney prior to final approval by Town Council.

Item B: The Planning Director and Planning Commission recommend **approval** of a Sketch Plan for the Snow King Planned Resort District Master Plan subject to the department reviews and any conditions deemed necessary by staff to conform with the language approved in the Planned Unit Development amendment in Item A.

SUGGESTED MOTIONS

Item A: Based upon the findings for a Planned Unit Development as presented in the staff report and by the applicant for Item P18-208 I move to make findings 1-5 set forth in Section 8.7.3 related to 1) Enhances future desire character; 2) PUD Option findings in Article 4; 3) Amendment to PUD findings in Section 8.2.12.D; 4) LDR Text Amendment finding in Section 8.7.1.C; 5) Zoning Map Amendment findings in Section 8.7.2.C to **approve** a Planned Unit Development to allow amendments to the Snow King Planned Resort District Master Plan subject to the department reviews with the following amendments:

1. **Chapter 1:** The applicant shall revise the Master Plan to clearly define a modern vision for the Master Plan moving forward including what the role, function and location of the convention center will play or not. If this is not possible the Plan should be amended to include a vision moving forward to better align with the 2012 Comprehensive Plan and community's goals today. The defined new vision would be used to review future land use changes in the Plan specifically but not limited to Sub-area #2.
2. **Chapter 2:** Applicant shall revise Chapter II to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.
3. **Chapter 3:** Applicant shall work with staff to update references to the Land Development Regulations to incorporate the current Land Development Regulations as required.
4. **Chapter 4:** Applicant shall revise Sub-area #1 or #3 to include all of the proposed building currently split between two sub-areas into one.
5. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a Conditional Use Permit for all permanent Outdoor Amusement/recreation and Commercial Amusement uses.
6. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a basic use permit for a temporary Outdoor Amusement/recreation and Commercial Amusement uses. Temporary shall be defined as a use occurring for a period of less than 180 days per year. Upon expiration of the temporary use the operation of and all associated improvements shall be completely removed from the property. There shall be a limit of two basic use permits allowed per use thereafter the use shall be considered a permanent use and require a Conditional Use Permit.
7. **Chapter 5:** Applicant shall revise the Example Development chart (in all locations) to reflect the new proposed Sub-areas and associated uses and square footages to reflect what has been built to date and what is anticipated in the future.
8. **Chapter 6:** Applicant shall revise the Chapter to include a requirement that all buildings be reviewed for compliance with the Master Plan Design Guidelines by the Town Design Review Committee.

9. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lots 53 and 58 to ensure compatibility with the neighborhood to the east including but not limited to consideration at time of Development Plan of stepping down the building height, additional landscape screening, etc.
10. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lot 57 to ensure compatibility with the recreational area to the west including but not limited to consideration at time of Development Plan to shifting the building to the east, reducing the footprint of the building, breaking it up into multiple buildings, etc. In addition, the applicant shall include language to address bulk and scale concerns with the proposed structure including stepping down the building height, reducing the building height to 2 stories, etc.
11. **Chapter 7:** Applicant shall revise the plan to include a requirement for alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive including paving, bollards, signage, and other best practices.
12. **Chapter 7:** Applicant shall revise Sub-area #4 to reduce the proposed building envelope, to remove discussion of parking and to require a thorough review and consideration of the proposed uses through a Conditional Use Permit both onsite and with the surrounding neighborhood. The applicant shall revise the proposed building envelope on Vine Street to allow for a sidewalk and Complete Street cross section connecting the facility to the resort.
13. **Chapter 7:** The applicant shall revise the use table to allow light industrial uses in Sub-area #4 and #5.
14. **Chapter 7:** Applicant shall provide language in this Chapter to ensure that all development within the Master Plan shall meet the LDR hillside development requirements in place at the time of Development Plan.
15. **Chapter 7:** The applicant shall revise the language in the plan to require a CUP process to determine a final design of Phil Baux Park. The revised plans would allow the landing of the gondola on Town property in a location that does not divide the park. In addition, site circulation for all modes of transportation should be addressed including the location of parking, pick up and drop off, locker areas, START bus stops, etc. Buildings and improvements should be clustered together near existing improvements to obtain as much open space as possible. The detailed plan should locate improvements generally at the street level to address accessibility and ease of access during all seasons.
16. **Chapter 8:** Applicant shall revise the Chapter to remove language regarding banking/credits for units.
17. **Chapter 9:** Applicant shall revise the current TDM requirements to include the following additional measures:
 - o Provide free or reduced-level bus passes to all employees
 - o Provide free or reduced-level bus/bike passes to guests
 - o Require off-site parking for employees
 - o Provide START Bikes and promote alternative modes of travel for employee and guests
 - o Promote transit usage in marketing and website promotional material
18. **Chapter 9:** Applicant shall revise the Chapter to incorporate the most current data and transportation improvements that have been made.
19. **Chapter 9:** Applicant shall be required to pave and maintain the availability of the surface parking lots in Sub-area #2 for use by all patrons to the area.
20. **Chapter 9:** Applicant agrees to participate in a TDM program development for the entire Snow King Base area with other surrounding property owners and users.
21. **Chapter 9:** Applicant shall provide parking counts for all surface parking lots over 10 spaces as part of the required transportation monitoring requirement.
22. **Chapter 10:** Applicant shall address all conditions in the Town Engineer memorandum dated September 12, 2018.
23. **Chapter 11:** The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Resort Master Association (SKRMA):

- o Define the SKRMA “entity structure” as generally made up of three entities, Snow King Mountain, the Hotel (JMI) and the Condominium Associations with the associated voting structure to be clarified by the applicant prior to final approval.
 - o SKRMA shall provide to the Town by January 1 of each year an annual report including how each requirement and obligation under the Master Plan is being satisfied and current financial information for SKRMA to ensure there is adequate ongoing funding. SKRMA will include in the annual report the composition of the board and status of the organization.
 - o Prior to final approval of the Master Plan the Town and SKRMA shall develop an agreement including all the requirements and obligations under the Master Plan that functions in perpetuity that is transferable to any/all new owners.
 - o SKRMA agrees that all future development shall meet current housing requirements.
 - o Ensure SKRMA is responsible for all requirements of the agreed upon parking and transportation demand management (TDM) plan. Clarify maintenance expectations and requirements, including snow removal for private roads, private infrastructure including but not limited to private sewer, water, storm sewer and all other infrastructure.
 - o Define in the Master Plan that should compliance with any of the Master Plan commitments (including the approved phasing plan) cease, all ~~future-further~~ development that has not received a building permit under the Master Plan shall be suspended until ~~consideration-resolution~~ by the applicant and the Town.
24. **Chapter 11:** The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Mountain (SKMR):
- o Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)
 - o Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill)
 - o Ensure / negotiate affordable rates for locals with Town of Jackson
 - o Maintain access for current user groups, to be defined prior to finalization of the Master Plan
 - o The provision of the following improvements pursuant to the phasing plan for the entire Master Plan:
 - Mountain Sports Facility
 - Gondola
 - Phil Baux Park improvements as defined by a future CUP process
25. **Chapter 11:** Applicant shall revise this Chapter to provide specific details on the roles and responsibilities of SKRMA and Snow King Mountain and penalties for non-compliance and a detailed phasing plan articulating when and how the public benefit and private development portions of the plan shall be sequenced.
26. **Chapter 12:** Applicant shall revise this Chapter to ensure that the following improvements be provided consistent with the approved phasing plan:
- o Mountain Sports Facility
 - o Gondola
 - o Phil Baux Park improvements as defined by a future CUP process
 - o Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)
27. **Chapter 12:** Applicant shall provide a specific phasing plan associated with providing the community services element of this Plan prior to final approval. The phasing plan shall articulate when and how the public benefit and private development portions of the plan shall be sequenced.
28. The applicant shall work with staff to make all the approved amendments and other necessary edits to the satisfaction of the Planning Director and Town Attorney prior to final approval by Town Council.

Item B: Based upon the findings as presented in the staff report and by the applicant related to Item P18-208, I move to make findings in Section 8.3.1 Sketch Plan related to 1) Consistency with the Comprehensive Plan; 2) Achieves purpose of NRO & SRO overlays; 3) Impact of public facilities & services; 4) Compliance with LDRs & Town Ordinances; 5) Conformance with past permits & approvals of a Sketch Plan for the Snow King Planned Resort District Master Plan subject to the department reviews and any conditions deemed necessary by staff to conform with the language approved in the Planned Unit Development amendment in Item A.



November 8, 2018

Ryan Stanley
Vice President & General Manager
Snow King Mountain Resort

Tyler Sinclair
Town of Jackson Planning Director
PO Box 1687
Jackson, WY 83001

Dear Tyler,

In anticipation of the forthcoming Town Council meetings regarding the Snow King Resort Master Plan Amendment we would like to provide some additional information as requested by Town staff and the Town Planning Commission. The primary topics we would like to address are requested changes by the Planning Commission, the proposed locations of a gondola and zip-line, and the connection between the United States Forest Service Plan and the proposed Master Plan.

The proposed Town of Jackson Resort District master plan amendment and the associated USFS proposals have now been subject to nearly four years of public review, commentary, and multiple rounds of substantial changes. During this period, we have amended the proposed USFS master plan twice in response to public input, and are discussing below substantial revisions to the Resort District Master Plan based upon planning staff and commission review. Ultimately, we must consider these changes in context of both the short and long-term viability of the resort district and its members interests. Therefore, any and all substantial changes to the proposed amendment must be looked at holistically and in conjunction with proposed projects on USFS lands. If certain concessions are made below and ultimately others are requested it may be necessary to evaluate the changes that have been accepted to date.

Planning Commission Recommendations

Many of the planning commission recommendations are entirely acceptable and we could be willing to incorporate them into the master plan amendment as it is currently proposed. The changes we could be willing to directly incorporate into the amendment are listed below by chapter. In the case of suggested changes to discuss further, our comments follow the suggested change in bold italics.

1. Chapter 1

The applicant shall revise the Master Plan to clearly define a modern vision for the Master Plan moving forward including what the role, function and location of the convention center will play or not. If this is not possible the Plan should be amended to include a vision moving forward to better align with the 2012 Comprehensive Plan and

community's goals today. The defined new vision would be used to review future land use changes in the Plan specifically but not limited to Sub-area #2.

The applicant engaged in a memorandum of understanding with the Town of Jackson to not make changes to sub areas #1 & #2 as part of this proposed master plan amendment. As such, we believe that changing this section is outside the scope of this amendment as it has yet to be determined if a focus on conference space is still desired by Snow King and the community or not. However, if the desire of the Council is to change this vision we would be willing to change this section to align the vision with that of the Teton County Comprehensive Plan, which calls for targeting commercial development in district 2, if it was desired, in conjunction with an increased focus on recreation.

2. Chapter 2

Applicant shall revise Chapter II to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.

Snow King will adopt this recommendation.

3. Chapter 3

Applicant shall work with staff to update references to the Land Development Regulations to incorporate the current Land Development Regulations as required.

Snow King will adopt this recommendation.

4. Chapter 4

Applicant shall revise Sub-area #1 or #3 to include all of the proposed building currently split between two sub-areas into one.

Snow King will adopt this recommendation.

5. Chapter 5

Applicant shall revise the proposed land use schedule to require a Conditional Use Permit for all permanent Outdoor Amusement/recreation and Commercial Amusement uses.

Snow King would be willing to accept this change under the current holistic proposal for any permanent structures apart from those outdoor activities which are part of the current USFS proposal.

6. Chapter 5

Applicant shall revise the proposed land use schedule to require a basic use permit for a temporary Outdoor Amusement/recreation and Commercial Amusement uses. Temporary shall be defined as a use occurring for a period of less than 180 days per year. Upon expiration of the temporary use the operation of and all associated improvements shall be completely removed from the property. There shall be a limit of two basic use



permits allowed per use thereafter the use shall be considered a permanent use and require a Conditional Use Permit.

For seamless operation of a ski resort, hotel and conference center, the ability to host a variety of events within the district is an important function. Many of these events may necessitate a variety of tents, structures, or other temporary constructions. As such, the applicant would like to propose that for temporary uses that occur for less than 6 months and have a size of under 2000 square feet is approved within the resort district. Anything over this size or remaining for longer than 6 months will require a conditional use permit.

7. Chapter 5

Applicant shall revise the Example Development chart (in all locations) to reflect the new proposed Sub-areas and associated uses and square footages to reflect what has been built to date and what is anticipated in the future.

Snow King is willing to make this update.

8. Chapter 6

Applicant shall revise the Chapter to include a requirement that all buildings be reviewed for compliance with the Master Plan Design Guidelines by the Town Design Review Committee.

Snow King would be willing to accept this change under the current holistic proposal.

9. Chapter 7

Applicant shall include language in Sub-area #3 for Lots 53 and 58 to ensure compatibility with the neighborhood to the east including but not limited to consideration at time of Development Plan of stepping down the building height, additional landscape screening, etc.

Snow King Mountain wants to clarify that additional landscape screening for lots 53 and 58 can occur within the buffer zone between neighbors to the east of proposed developments on lot 59 and that any development on the lot could be configured in one or multiple buildings based on the best design for the location.

10. Chapter 7

Applicant shall include language in Sub-area #3 for Lot 57 to ensure compatibility with the recreational area to the west including but not limited to consideration at time of Development Plan to shifting the building to the east, reducing the footprint of the building, breaking it up into multiple buildings, etc. In addition, the applicant shall include language to address bulk and scale concerns with the proposed structure including stepping down the building height, reducing the building height to 2 stories, etc.

Snow King Mountain would like to clarify that any development on the lot will not impact the recreational area to the west.

11. Chapter 7

Applicant shall revise the plan to include a requirement for alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive including paving, bollards, signage, and other best practices.

Snow King would propose that this improvement is conditioned upon the development of any future projects on lots 53, 57, or 58 and is willing to accept the change under the current holistic proposal.

12. Chapter 7

Applicant shall revise Sub-area #4 to reduce the proposed building envelope, to remove discussion of parking and to require a thorough review and consideration of the proposed uses through a Conditional Use Permit both onsite and with the surrounding neighborhood. The applicant shall revise the proposed building envelope on Vine Street to allow for a sidewalk and Complete Street cross section connecting the facility to the resort.

The applicant would like to propose a maximum height of 42 feet for the building proposed in Sub-area 4 to better blend in with zoning across the street, where part of the zoning is 46 feet maximum height and the other zoning is 39 feet. Snow King will revise the building envelope to incorporate a sidewalk and complete street cross section connecting the facility to the resort.

13. Chapter 7

The applicant shall revise the use table to allow light industrial uses in Sub-area #4 and #5.

Snow King is willing to accept this change.

14. Chapter 7

Applicant shall provide language in this Chapter to ensure that all development within the Master Plan shall meet the LDR hillside development requirements in place at the time of Development Plan.

Snow King is willing to accept this change.

15. Chapter 7

The applicant shall revise the language in the plan to require a CUP process to determine a final design of Phil Baux Park. The revised plans would allow the landing of the gondola on Town property in a location that does not divide the park. In addition, site circulation for all modes of transportation should be addressed including the location of parking, pick up and drop off, locker areas, START bus stops, etc. Buildings and improvements should be clustered together near existing improvements to obtain as much open space as possible. The detailed plan should locate improvements generally at the street level to address accessibility and ease of access during all seasons.

Snow King is willing to accept this change, see below for discussion of Phil Baux Park.

16. Chapter 8

Applicant shall revise the Chapter to remove language regarding banking/credits for units.

The applicant believes maintaining the proposed language within the amendment provides clarity regardless of the fact that it is duplicative language within the existing LDRs.

17. Chapter 9

Applicant shall revise the current TDM requirements to include the following additional measures:

- a. Provide free or reduced-level bus passes to all employees
- b. Provide free or reduced-level bus/bike passes to guests
- c. Require off-site parking for employees
- d. Provide START Bikes and promote alternative modes of travel for employee and guests
- e. Promote transit usage in marketing and website promotional material

Applicant is willing to add all additional measures listed above to the existing list of transportation demand management strategies within the master plan and increase the number of strategies required to be implemented from 2 to 5.

18. Chapter 9

Applicant shall revise the Chapter to incorporate the most current data and transportation improvements that have been made.

Snow King is willing to make this update.

19. Chapter 9

Applicant shall be required to pave and maintain the availability of the surface parking lots in Sub-area #2 for use by all patrons to the area.

Snow King Mountain could be willing to pave surface parking lots in sub-area 2 as a temporary use of the sub-area prior to additional development and would request that the Town contribute to snow plowing of these lots as they are heavily used by patrons of the Snow King ice rink in winter. Snow King would request that the ice rink lessee contribute to this paving effort as their users are the direct beneficiaries.

20. Chapter 9

Applicant agrees to participate in a TDM program development for the entire Snow King Base area with other surrounding property owners and users.

Snow King would be willing to accept this change under the current holistic proposal.

21. Chapter 9

Applicant shall provide parking counts for all surface parking lots over 10 spaces as part of the required transportation monitoring requirement.

Snow King would be willing to accept this change under the current holistic proposal.

22. Chapter 10

Applicant shall address all conditions in the Town Engineer memorandum dated September 12, 2018.

Snow King Mountain will address any conditions in the Town Engineer memorandum related to on mountain development prior to any further development within the district.

23. Chapter 11

The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Resort Master Association (SKRMA):

- a. Define the SKRMA “entity structure” as generally made up of three entities, Snow King Mountain, the Hotel and the Condominium Associations with the associated voting structure to be clarified by the applicant prior to final approval.
- b. Prior to final approval of the Master Plan the Town and SKRMA shall develop an agreement including all the requirements and obligations under the Master Plan that functions in perpetuity that is transferable to any/all new owners.
- c. SKRMA agrees that all future development shall meet current housing requirements.
- d. Ensure SKRMA is responsible for all requirements of the agreed upon parking and transportation demand management (TDM) plan. Clarify maintenance expectations and requirements, including snow removal for private roads, private infrastructure including but not limited to private sewer, water, storm sewer and all other infrastructure.
- e. Define in the Master Plan that should compliance with any of the Master Plan commitments (including the approved phasing plan) cease, all future development under the Master Plan shall be suspended until consideration by the applicant and the Town.
- f. SKRMA shall provide to the Town by January 1 of each year an annual report including how each requirement and obligation under the Master Plan is being satisfied and current financial information for SKRMA to ensure there is adequate ongoing funding. SKRMA will include in the annual report the composition of the board and status of the organization.

SKRMA shall provide upon request to the Town of Jackson proof of compliance with all obligations of the resort district, no more than every two years, along with the TDM report, or prior to any development approvals within the district.

24. Chapter 11

The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Mountain (SKMR):

- a. Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)

Snow King Mountain would guarantee a minimum of 49 hours of operation per week (equal to JHMR currently) if amendment is accepted as proposed with full support for USFS proposals. Changes to proposal will necessitate a business re-evaluation of the minimum hours of operation.

- b. Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill)

Snow King Mountain is willing to abide by the minimum number of hours of operation per week above in winter with the exception of closures for safety concerns or repairs and maintenance.

- c. Ensure / negotiate affordable rates for locals with Town of Jackson

Snow King mountain will endeavor to be the most affordable ski area in the region and market forces will generally ensure this is the case.

- d. Maintain access for current user groups, to be defined prior to finalization of the Master Plan

Snow King will guaranty access for current user groups under the current holistic proposal.

- e. The provision of the following improvements pursuant to the phasing plan for the entire Master Plan:
 - i) Mountain Sports Facility
 - ii) Gondola
 - iii) Phil Baux Park improvements as defined by a future CUP process

See proposed Phasing Plan below.

25. Chapter 11

Applicant shall revise this Chapter to provide specific details on the roles and responsibilities of SKRMA and Snow King Mountain and penalties for non-compliance and a detailed phasing plan articulating when and how the public benefit and private development portions of the plan shall be sequenced.

The applicant is willing to accept the provision requested above that should compliance with any of the Master Plan commitments cease, all future development under the Master Plan shall be suspended until consideration by the applicant and the Town. See below for Phasing Plan.

26. Chapter 12

1. Applicant shall revise this Chapter to ensure that the following improvements be provided consistent with the approved phasing plan:
 - a. Mountain Sports Facility
 - b. Gondola
 - c. Phil Baux Park improvements as defined by a future CUP process
 - d. Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)

See above for discussion of minimum hours of operation and below for phasing plan.

27. Chapter 12

Applicant shall provide a specific phasing plan associated with providing the community services element of this Plan prior to final approval. The phasing plan shall articulate when and how the public benefit and private development portions of the plan shall be sequenced.

Phasing Plan

In order to provide a clear understanding of the sequence of proposed improvements associated with the master plan amendment, and their relation to the USFS proposed projects, the following phasing plan is proposed for consideration. This phasing plan will allow for the provision of community benefits associated with proposed projects in conjunction with development within the resort district.

Upon Final Approval of 2018 Master Plan Amendment:

- ***Snow King adopts current employee housing mitigation standards***
- ***Snow King Mountain guarantees minimum of 49 hours of operation per week (equal to JHMR) if amendment is accepted as proposed with full support for USFS proposals. Changes to proposal will necessitate a business re-evaluation of the minimum hours of operation.***
- ***Snow King will clarify and provide requested information on SKRMA board***
- ***Lots 53, 57, and 58 are clearly defined***

- *Town of Jackson provides letter of support for all USFS proposals contingent upon environmental review*
- *Town of Jackson agrees to new lease terms contingent upon USFS NEPA review and location of gondola and zip-line*

Upon completion of USFS NEPA Review:

- *Snow King Mountain adopts new lease terms for use of Town land*
- *Snow King makes required capital contribution or provides letter of credit for redesign of Phil Baux Park*
- *Snow King is approved for construction of Gondola in Park & zip-line construction*
- *Snow King begins with approved projects on USFS lands including lodge at summit, observatory, planetarium and other improvements.*
- *Prior to the construction of a new development within the district all engineering requirements for the specific development will be met.*

Gondola and Zip-line Discussion

The proposed amendment to the master plan contains a map showing a gondola terminating in Phil Baux park adjacent to Snow King Avenue with a small ticket sales building and zip-line terminating on top of the building. Based upon feedback from the Parks and Recreation staff and board, as well as Planning staff and commission, we believe that the best location for this complex is around the area of the Cougar lift. This location will allow for better circulation in Phil Baux park, eliminate any impacts on the baseball field area, and potentially leave the existing parking lot area undisturbed. By locating the gondola in this location, it will help to open up the base of the ski area for summer/winter uphill and downhill circulation and better encourage the parks use as a front country gateway to the national forest. In addition, the location will allow for easy ADA access to the gondola from street level.

We believe locating a new gondola in the vicinity of the Cougar lift will be the best long-term location for a new aerial tramway that can serve Snow King Mountain and the community for decades to come. In exchange for locating the gondola in this location we would be willing to contribute financially to the redevelopment of Phil Baux park should the Town seek to do so. However, should the Town conclude this location is undesirable, or if the cost for ongoing rent under new leases associated with locating the gondola on Town land is unsustainable for the business, we are comfortable replacing the lift further South on private property. This location on private property will make the construction of an additional building on the West side of the ice rink for the conceptualized mountain sports training facility less desirable due to the increased constriction at the base of the mountain. In addition, by changing the proposal to this location, some of the other concessions that have been generally agreed to above must be reconsidered.

The zip-line proposed adjacent to the gondola in the master plan amendment map submitted is an integral piece of the business plan associated with the construction of a new gondola and other improvements on the mountain. Town staff, the Snow King stakeholder group, the general public, and the Town Planning Commission have all had a variety of opinions on this



component of the proposal. Town staff has recommended terminating the proposed zip-line at the East Portal adjacent to the Coaster, the stakeholder group and general public had mixed opinions, and the Town Planning commission was more supportive of terminating it on the West Portal adjacent to the gondola. From the business and operational perspective, we sincerely believe that locating a zip-line adjacent to the gondola will be by far the most successful in the long-term creating additional cash flow that can ultimately sustain the ski area operations long into the future and justify more substantial investment into mountain improvements, particularly things such as a mountain sports center or other community-oriented benefits. For these reasons we proposed the zip-line terminating at the West Portal in the master plan amendment submittal. While we do believe that it is feasible to terminate a zip-line experience on the East Portal, it may necessitate the need to modify other components of the amendment as proposed if we make this change to our plans.

United States Forest Service Proposed Projects

The Town of Jackson has encouraged a comprehensive review of development on USFS land as well as within the Snow King Resort District as part of the public review and stakeholder process for evaluating proposed improvements. As such, we believe the review and approval of the resort district master plan amendment must be tied to proposed projects on USFS land, contingent upon environmental review. This can be achieved as part of the resort district master plan review at the conclusion through a letter of support for proposed projects as they have been presented on USFS land and through continued support as a cooperating agency as part of the review process. This is a critical piece of the review process due to the interconnected nature of the proposed improvements to the mountain.

We greatly appreciate your support and efforts helping to build a successful, sustainable, Snow King Mountain and thriving Snow King Resort that can continue to serve the community for decades to come.

Sincerely,

Ryan Stanley

Town of Jackson Project Reviews

Project Number	P18-208	Applied	6/29/2018	STOL
Project Name	Master Plan Amend. - SKRMA	Approved		
Type	MASTER PLAN	Closed		
Subtype	AMENDMENT	Expired		
Status	STAFF REVIEW	Status		
Applicant		Owner	SNOW KING MOUNTIAN RESORT, LLC	
Site Address		City	State	Zip
10 E SNOW KING AVENUE	JACKSON	WY	83001	
Subdivision	Parcel No			
	22411634300003			

Type of Review	Dates				Page 1 of 10
Notes	Status	Sent	Due	Received	Remarks

Legal	APPROVED W/COND	6/29/2018	7/20/2018	8/8/2018	see notes
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(8/8/2018 6:00 PM AC)

The current Snow King Planned Resort District Master Plan was approved under the commonly referred to 1994 Land Development Regulations (LDRs), specifically Division 2500 Planned Resort (PR) District. Section 2540.B Amendment of Master Plan which states as follows:

B. Amendment of master plan. Any amendment to the Planned Resort master plan shall be reviewed and acted upon pursuant to the procedures set forth in this Division for review and action on the original master plan. The amendment shall be subject to all applicable standards of this Division and these Land Development Regulations that are in effect at the time of review of the amendment. Notwithstanding, minor deviations from a Planned Resort master plan may be approved by the Planning Director, pursuant to Section 51200.J, Minor deviations.

Based upon the above, the current Master Plan amendment shall be reviewed pursuant to the Land Development Regulations that are in effect at the time of review of the amendment, or the current LDRs now in effect.

Pursuant the Section 4.3.1.C Legislative Act of the current LDRs Planned Resorts shall be reviewed as follows:

Each Planned Resort Zone is subject to the legislative authority of the Town Council and to the findings and procedural standards outlined in Sec. 8.7.3. An approved Planned Resort master plan shall establish the development standards for that Planned Resort Zone.

In addition pursuant to Section 4.3.1.E Procedure:

A Planned Resort master plan shall be reviewed pursuant to the standard procedures set forth for review of a PUD in Sec. 8.7.3.

Furthermore, Section 4.3.1.8.a Amendment of Master Plan states:

Any landowner within a Planned Resort District may apply for amendment to the Planned Resort master plan. The amendment shall be reviewed and acted upon pursuant to the procedures set forth in Sec. 8.2.13. Minor deviations from a Planned Resort master plan may be approved by the Planning Director, pursuant to Sec. 8.2.13.

Based upon the above requirements, the proposed amendment shall be reviewed and approved pursuant to Section 8.7.3 Planned Unit Development. Specifically Section 8.7.3.D Findings for Approval shall be considered. As the findings include a LDR Text Amendment and Zoning Map Amendment, the approval shall require three (3) ordinance readings and publishing in a newspaper of general circulation before taking effect.

Parks and Rec	APPROVED W/COND	6/29/2018	7/20/2018	7/26/2018	
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Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	

(7/26/2018 4:37 PM STOL)

Snowking Master Plan Amendment Review

July 24, 2018

Consistency with Strategic Plan:

Special Event/Community Gathering Parks-

Special Consideration for Community Events Infrastructure

The Department currently offers multiple special events throughout the system ranging from racing series to farmer's markets, and as well, supports numerous community events hosted by organizations such as the Chamber of Commerce. As part of creating a community hub within the Town, many special events and festivals happen at Town Square Park, creating large maintenance impacts and traffic congestion in town.

These opportunities are a growing trend because festivals and other special events are popular activities that provide family-oriented entertainment, generate economic activity, and serve to celebrate community identity. They are also viewed as a means of introducing people to the community's public parks and recreation system. When developing opportunities for community gathering spaces (new events space, home for farmers market, amphitheater, etc.) the Department should consider:

Flexible use spaces, such as open unprogrammed turf areas, can accommodate community events and be used for other activities such as youth sports practice space at other times.

These areas should be within town limits, but smaller events that cater to communities of Wilson and even Teton Village could be held at the community parks in these areas.

Walkability is important, and parking for larger events should be considered. Passive parks and gateway parks are not typically ideal for these events, because they either do not have the space to accommodate them, or they already have heavy use/traffic from visitors.

Some events such as the farmers market are better situated on paved or gravel surfaces and could benefit from covered pavilions/shelters.

Gateway Parks-

Gateway Parks should strengthen the sense of arrival into the community. Enhancing Jackson Gateways (Policy 4.4.b) is a focus in the Comprehensive Plan and parkland can play a role in this.

North Park is an obvious gateway, as it sits at the northern extent of town adjacent to the Visitor Center. Though in the center of Jackson, Town Square functions as a gateway of sorts, as it is often one of the first outdoor places in town that tourists will visit. The future park in Teton Village will play the role of Gateway Park. Phil Baux Park is a gateway in a different sense, as it is the gateway from town to the mountains and forest.

Phil Baux Park Re-development-

Because of its geographic location and Snow King resort improvement plans, Phil Baux Park figures prominently in the discussion of parkland's role in the community. There are several policies in the Comprehensive Plan that highlight the importance of this site. Phil Baux Park is the end point of the Snow King – Maple Way connector and as such is a key piece of a Complete Neighborhood (Policy 2.2.a). The site can continue to serve as an access point to Bridger-Teton NF enhancing natural features in the built environment (Policy 3.2.f) and also serve as a different type of gateway (Policy 4.4.b), a front country gateway to the mountains.

The park is a valuable community gathering site and contains a grass area that can be used for a sports practice field. These roles may not necessarily be incompatible with Snow King's future plans for the site, but the community must a) understand the importance of this site and b) if not undergo a full redesign of the western portion of the site then at least establish some requirements and compensation criteria for any resort-related development on the property.

Additionally, a re-development at Phil Baux Park should include consideration of the need for, and the design for, special events within the community, an activity identified by multiple users and one of the most requested activities on a national level. Currently, most of the special events provided or hosted by the Department occur within the Town center, but there is concern of over use and traffic in the park.

Developing a space at Phil Baux Park provides the Department with a supplemental site for events, while retaining the "Town core" concept from the Comprehensive Plan. It should be noted that events do currently occur in Phil Baux Park, but it is not specifically designed to support this type of activity.

Options for re-developing Phil Baux Park

Page 3 of 10

Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	
? Phil Baux Park should be developed to encourage its use as a front country gateway to the National Forest. Public use and access should take precedence over redevelopment by a private entity . ? As Phil Baux Park forms the end point of the Snow King – Maple Way connector (Comprehensive Plan) having a community focused node at this location is vital. ? A large flexible space can accommodate community events such as concerts, farmers markets, and youth sports practice areas. ? Building off themes of “front country” exploration and the bouldering wall in this park may also be a good location for a natural play area and interpretive signage related to forest ecology, wildlife, etc. ? Consideration could be given to an X game or extreme sports theme, and/or could include a skatepark.					

Recommendations for re-developing Phil Baux Park- Medium priority (2-5 years)-

? Creating connections to the National Forest trail system.

? Developing a special event space to accommodate outdoor concerts/amphitheater, community gatherings and festivals.

? Incorporating outdoor alternative sports/opportunities:

- o Climbing
- o Skateboarding
- o Broomball
- o Inline skating
- o Nature play areas.

Staff Comments: (Phil Baux Park)

Upon review of the proposed west portal master plan, staff believes that the intent of the applicant is in general concert with the strategic plan. The master plan supports outdoor mountain and alternative sports, provides a gateway to the National Forest, and accommodates openspace for special events.

Staff’s comments are primarily based upon April to November use. The park as generally served the winter resort operations in the winter, and the general park public in the summer. The success and public compatibility of the plan rests in maintaining safe, free and accessible use of the public’s property for the entire community for non-ski season. This includes both residents and guests. To meet the criteria of a gateway park to the National Forest, the public would need to maintain free uphill hiking and biking access to the greater Snowking trail system. Additionally, the park needs to maintain its public identity and character, and commercialization should be kept at a minimum. The location of a gondola/summit lift on the Town property supports the gateway element by providing a public/private alternative means to reach the National Forest. Siting of this amenity should meet the following conditions:

- ? Place the gondola no further north than the south half of the existing playground;
- ? Allow for safe and unencumbered user access from the east park facilities to the west park facilities;
- ? Allow minimum commercialization, advertising and vendor activity to maintain public park feel;
- ? Place gondola so to allow safe, clear and accessible biking and pedestrian movement north to south from Snow King Ave. to the National Forest trail access points;
- ? Provide consideration to the public for use of public land through partnership and use of the resort property for extended turf uphill (south). The turf access further emphasizes the gateway connection and helps draw the public up the mountain. Staff is less supportive of locating a zipline within the park. The amenity has commercial character by use, noise, and visual effect. Staff’s believes that this amenity greatly alters the public park character, and recommends that such a feature be located on privately owned property or adjacent to like features such as the coaster.

As indicated in the strategic plan, Phil Baux Park plays a key role in public alternative and mountain sports. Shared use of the property needs to support other sport/recreation opportunities. A key amenity that has been identified as ideal for Phil Baux Park is a new skatepark facility. As the X-games continues to grow, along with the introduction of skateboarding as an Olympic sport, the activity continues to increase in demand. The most successful skatepark facilities are prominatly located in parks, with good visual and amenity access. This further supports the identity and character of the park and resort, and further places an emphasis on serving our community’s youth.

The other critical element of the park as identified by the strategic plan is special events and concerts. The park continues to grow in

Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	

popularity for such activities, and site design will be critical to ensure successful use in the future. The master plan amendment supports this use by recommending large open multi-use turf. Again, for this to be successful, it is critical to maintain an open and clear east to west public connection through the entirety of the park. The plan amendment illustrates an amphitheater for further supporting concerts, theater events, etc. Staff agrees that this is an ideal amenity for the park, and a strong anchor to the Cache Street corridor. Location of the amphitheater needs to maintain the following site conditions:

? Centrally locate in the middle of the park from east to west to maximize the uphill topography for ideal viewing;

? Locate from the middle to the south of the park to allow clear, safe and unrestricted movement in the park from east to west.

The plan amendment has identified on-street parking on south Cache, and drop off access from Snow King Ave. Staff does not support either of these elements. Although the stakeholders recommended minimal parking on site, most of this conversation was based around the commercial use of the site, and the commercial operator providing alternative transportation to the park. In order for the park to maintain its public character, accessibility and functionality, reasonable parking on site is required. Staff recommends that parking be placed on-site within the park but on the north and west perimeters. Parking should be sufficient in scale to not negatively impact neighbors, accommodate standard park and recreation standards, and also serve as a programmable hardscape for community events, festivals and markets. Staff does not support large loading/offloading at the front of the park. This considerably changes the character of the park from public recreation to commercial operations. Tour buses, taxis, and shuttles should be directed to the resort district and hotel. Additionally, a current Start bus shelter and pull-out is located on the east edge of the park. Staff recommends providing increased bicycle parking, bicycle maintenance amenities, and increase Start bike opportunities.

Staff Comments- (Community Recreation outside Phil Baux Park)

The strategic plan has identified an on-going community recreation need for indoor climbing. Colocating this amenity with the Snow King Center can greatly fill this need. The facility is currently under a private/public partnership, and continuing this model could be ideal for the community. During staff's earlier discussions with a like partnership at the Recreation Center, we concluded that clear expectations of community access, affordability and transparency of the operator is imperative. In order to utilize public land and facilities for commercial operations, the public must be provided with long-term use and assurances of asset maintenance and management.

Over the past twelve years the department has conducted three community surveys to better understand the public's recreational needs and how those needs are being met. Access to our immediate public lands through walking, running and biking trails consistently remains a high priority. Opportunities to expand and improve this access would be supported by the department's community outreach. On the flip side, data does not support the expansion of additional ice facilities for public need. In 2015 33% of the community had a need for indoor ice, of which 82% of the community need was primarily met. In contrast, 38% of the community had a need for indoor climbing, of which only 14% of the community need was being met.

*** In addition to staff comments... Please see below the recommendations from the Teton County/Jackson Parks and Recreation Department Advisory Board

Teton County/Jackson Parks and Recreation Department
Advisory Board Minutes

Thursday, August 9, 2018

5:00 PM – Town Council Chambers

Board Members Present: Dave Ellerstein, Shawn Meisl, Missy Falcey, Linore Wallace, Jim Clouse, Stephanie Thomas and Frank Lane

Staff in Attendance: Steve Ashworth, Andy Erskine, Phil Moya and Christina Ramos

1. Call to Order: Meeting was called to order at 5:00pm.
 - a. Additions/Deletions to the agenda - none
2. Approval of the July 12, 2018 meeting minutes: Frank motioned to approve the July minutes, seconded by Shawn. All in favor.
3. New Staff Introductions- None

Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	
4. Public Correspondence- None					
5. Upcoming Volunteer and Participation Opportunities - Andy Fleck/Phil Moya: None at this time.					
6. Citizen Input to the Board for items not on the agenda: None at this time.					
7. Action Items					
a. George Washington Memorial Park, War Memorial Replacement- Don Perkins (30 Minutes)					
The Mayor and Vice-Mayor requested the Parks & Rec Advisory Board to review the proposal and provide recommendations prior to being presented to Town Council. There is currently not a policy regarding memorials, monuments and public art on public land/space. Steve recommends asking Town Council that the Parks & Rec Advisory Board partner with the Public Art Task Force to develop a policy for public spaces. Site illustrations were provide by Carla from Nelson Engineering.					
Cliff Poindexter and Greg McCoy presented. Cliff shared that the masonry on current monument is deteriorating so they are looking at a new material. There are currently 544 names on the monument. The proposal is to remove the masonry and plaques then build a steel frame. On the frame put polished granite that would be laser etched with pictures and names. The planters would be removable and the benches are solar which would provide the lighting at the bottom and top of the monument. The 100th anniversary of the Jackson Hole Legion is 2019; would like to unveil on Memorial Day. Greg added that there will be space, at the bottom of the monument, for the Town to add representation.					
Stephanie motioned that the Advisory Board recommends moving forward with the project's size and scope implications on the Parks Department with the recommendation that the design be reviewed by the appropriate design review committee. Frank seconded. All in favor.					
Shawn motioned that the Parks & Rec Advisory Board partners with the Public Arts Task Force to develop a memorial/monument policy for public areas. Linore seconded. All in favor.					
b. Snow King Resort Master Plan Amendment- Ryan Stanley/Jeff Golightly (45 Minutes)					
Steve referenced the staff report which included staff comments and recommendations. The Advisory Board would be providing a recommendation to the Town Council, on this project, as it affects Parks & Recreation.					
Jeff provided background on the project and recent changes of the landing location of the gondola; moving it further south, near the Cougar Lift. Jeff and Ryan answered questions from the board. Public comment was received from 13 individuals of the community. Linore motioned that the TCPR Advisory Board make a recommendation to the Town of Jackson Council not to support the amendment to the Snow King Master Plan that includes the landing of the proposed gondola and zip line on the Town of Jackson property known as Phil Baux Park and Ball Field as illustrated on the map included in the amended plan. (Map A) Missy seconded. All in favor.					
8. Information/Discussion Items – none at this time					
9. Directors Report – Steve added that the first public engagement meeting for BLM Parcel 9 & 10 is on Tuesday, Aug. 15th, at 5:00pm – 7:00pm at the Old Wilson School. The purpose of the meeting is to ask the public what they would like to see done on this land.					
Question was asked about the improvements at the Wilson Boat Ramp. Steve answered; 14 truckloads of gravel were extracted yesterday which improved conditions. A week from Monday, Aug. 27th, at 3:30pm; Steve will be in a workshop with Board of County Commissioners on visioning the goals for long term maintenance and operation level of service.					
10. Comments/Matter from the Board					
a. Board Goals					
i. Marketing and Communications (Andrew Fleck & Phil Moya)					
ii. Community Dog Off-Leash Facility (Andrew Erskine)					
iii. Future Specific Purpose Excise Tax [SPET] (Steve Ashworth)					
b. Community Communication – The Board has received public comments on our agenda and minutes not up to date on the Parks & Rec website.					
Pathways	APPROVED	6/29/2018	7/20/2018	8/30/2018	

Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	
(9/3/2018 8:05 AM STOL)					
P18-208 –Snow King Master Association Resort Master Plan Amendment					
Comments from Teton County/TOJ Pathways Department					
Status: approved					
- Comments at this phase are quite general in nature. As the applicant develops more detailed plans, comments will also be more detailed. Some of the comments below may encompass a broader reach than is specifically covered in the specific Master Plan Amendment, but the comments are nonetheless relevant to the role that Snow King plays in the Town of Jackson and reflect the fact that Snow King’s reach and impact extend well beyond the immediate boundaries of the resort itself. - An overarching goal reflected in all comments is that access to and from the resort by transit, biking, or walking should be exceptionally convenient, comfortable, and desirable—more so even than arriving by car. If this is achieved, then concerns over traffic impacts will be substantially mitigated. - Connectivity - Connectivity for bicyclists, pedestrians, and other non-motorized forms of mobility should take a high priority for a resort property. This is applicable to both internal connectivity with the resort area itself as well as external connectivity to surrounding streets, public parks, transit access, trailheads, and downtown. - Specifically, the street design on Snow King Ave. should prioritize safe and comfortable bicycle and pedestrian facilities connecting to the Town Square and further west along Snow King. Snow King provides bicycle rental services for out of town guests that often have limited riding experience and are unfamiliar with the area. Similarly, Snow King is also a frequent destination for families and children of all ages going to destinations such as the Ski Club, hockey rink, Phil Baux Park, and Snow King trail system via bicycle. Given these conditions, and the fact that Snow King is also the primary east-west corridor for bicycle traffic in town, the Town and the applicant should explore protectedbike lanes along Snow King Ave. - Pedestrian access along Snow King Ave. should be enhanced. The connection from the hotel to Cache St. (at least) should be a high-quality pedestrian experience that will entice visitors to walk from the hotel to downtown. The corridor should provide comfortable access for people with mobility issues to the event center, Phil Baux Park, and other destinations. The potential to redesign the Snow King Ave. streetscape represents an opportunity to provide an outstanding pedestrian experience and seamless connection to the resort facilities and the natural resources available on Snow King Mountain. - Provide public access to Cache Creek via the route shown in the Town of Jackson 2012 Bicycle Improvement Plan (Map 3 – Recommended Bicycle Improvement Corridors). - Continue to provide access to the Forest Service trails. - Transportation Demand Management - Snow King should explore TDM strategies to reduce car trips for the full range of visitors to the resort area. These include guests staying at the resort, visitors to Jackson who are not staying at the resort but are using services at the resort, and locals accessing services or other features at the resort. - The Town of Jackson and Teton County should assist Snow King in developing TDM strategies and goals. - Generally, transit, bicycle, and pedestrian access should be integrated so that all three modes can be used seamlessly. - Parking - Overall parking demand and the provision of on-street and off-street parking for the resort should be carefully considered. If future development is over-parked (i.e. if too much space is allocated to parking), this will undermine TDM efforts to reduce car trips to and from the resort, and people will in essence be encouraged to drive personal vehicles to the resort. Snow King and the Town of Jackson should work closely together to reduce the need for parking to the maximum extent possible. - When it comes time to design the details for vehicular access to destinations such as the base area, Phil Baux Park, gondola access, the events center, etc., extra care must be used to ensure that these areas are not degraded by making them essentially into vehicle dropoff zones where a continuous stream of idling cars makes the whole area inhospitable for all other users. These spaces should be prioritized for the people actually using them, not for the convenience of the car drivers trying to access them. (A good example of how not to do this is the existing entrance to the event center/hockey arena—it’s a junk show that forces anyone trying to enter the arena on foot to have to walk through a gauntlet of idling vehicles). - Ample bicycle parking should be provided throughout the resort area at all destinations. Additionally, simple amenities for bicyclists (fix-it stands, benches, etc.) should be incorporated. - Additional Elements - Resort features and enhancements for bicyclists, such as a pump track-style bike park available to riders of all ages and abilities, would be broadly supported. - Thank you for the opportunity to comment on the plan amendment. I would be happy to coordinate with the applicant on any of the comments provided, and I look forward to any opportunity to assist the applicant in incorporating improvements for bicyclists and pedestrians into future plans.					
Public Works	APPROVED W/COND	6/29/2018	7/20/2018	9/21/2018	

Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	

(9/21/2018 4:14 PM BTL)
Master Plan Amendment – Approved with Conditions

P18-208
Snow King Resort Master Association; c/o Ryan Stanley, Snow King Mountain Resort
10 E Snow King Ave

September 12, 2018
Brian Lenz, 307 733-3079

We have reviewed the proposed amendment to the Snow King Planned Resort District Master Plan (the “Plan”) with cover letters dated June 28, 2018.

PRIOR TO FINAL CONSIDERATION BY THE TOWN COUNCIL THE APPLICANT SHALL ADDRESS THE FOLLOWING OUTSTANDING ITEMS FOR REVIEW BY THE TOWN ENGINEER:

GENERAL

1. It appears that the Transportation Elements (VIII) and Capital Improvements (IX) sections of the Plan have not been updated to reflect the current state of development.
 - a. Applicant shall update these sections to reflect changes to this information that have been submitted with amendments to the Plan and developments developed under the plan.
 - b. Applicant shall update the maps of the existing and proposed infrastructure to reflect the current conditions and proposed improvements on and off site.
 - c. Please provide maps that are legible in digital PDF format.
2. Additional information requested includes but are not limited to:
 - a. The proposed summit restaurant and activity center. While outside the District, the demands and waste volumes from this facility will be served by the development.
 - b. The proposed gondola base station and activity center. While outside the District, the demands and waste volumes from this facility will be served by the development.
 - c. Existing and Expanded snow making demands and water sources.
 - d. New development including condos, hotels, conference centers, employee housing, etc.
3. Capital Improvements (IX.F) contains Additional Conditions (shown below in *italics*) of approval for the original Plan. Please provide documentation on how the additional conditions have been satisfied throughout the years.

At the time of approval of this Master Plan, the following conditions were included as part of the approval:

Prior to the submittal of the first Snow King Resort Final Development Plan, additional analysis and information shall be submitted for the storm water collection and discharge systems to be installed at the resort. The additional storm water analysis shall include but not be limited to: the preliminary design layout of all onsite collection and discharge systems, a preliminary grading plan, a capacity analysis of the existing Kelly Avenue storm drainage system, a review of the impacts which may be created to adjacent offsite areas and a plan layout which indicates the sub-basin areas and the impervious surfaces to be installed in each. This additional analysis shall be completed to comply with all existing Town standards.

The applicant shall be responsible to complete offsite storm drainage improvements necessary to convey storm water flows from the site to the Kelly Avenue drainage system and, if warranted based on the provided engineering analysis, complete improvements to the Kelly Avenue drainage system that are a consequence of the development within the Snow King Master Plan.

To facilitate the conveyance of storm water flows between the Kelly Avenue storm drainage system and Snow King Estates, the applicant shall provide the Town with a storm drainage easement in the easterly area of the site. The easement location and language shall be mutually agreed to by the Town and the applicant.

An additional water system analysis and information shall be provided and approved by the Town Engineer. The additional information shall be provided with and without the Town's system supplying snow making water and shall include but not be limited to a comprehensive Town water system hydraulic model which indicates the adequacy of the existing Town system at the estimated build out date of the development, a review of available fire flow capacities in the area of the resort at build out, a review of the water velocities produced in transmission pipes which are 8 inches in diameter and less, an analysis of the existing Town storage capacity, a summary of the installation of the proposed high pressure zone, calculations indicating the size of the proposed storage tank

Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	
preliminary pump sizing calculations and an implementation plan for onsite systems.					
The applicant shall be responsible to ensure that under, the additional water demands created from the developments build out, the Town's system shall remain in compliance with DEQ water system regulations and Town ordinances.					
The applicant shall insure that the Town's right to inspect onsite water systems is maintained.					
Prior to occupancy of the first Final Development Plan building, the applicant shall be required to complete the installation of an 8" inch (minimum) watermain from the development to Kelly Avenue. The new watermain shall be completed per Town standards and shall be installed in the Cache Creek Drive and Redmond Street Right-of-ways.					
A sanitary sewer system report shall be provided to and approved by the Town. The sanitary sewer plan shall include a preliminary onsite sanitary system design.					
Sanitary sewer systems completed shall be constructed, tested and maintained in accordance with DEQ and Town standards.					
The applicant shall insure that the Town's right to inspect onsite sewer systems is maintained					
The applicant shall be required to provide the Town with financial mitigation fees for the completion of the Cache and Willow Street corridors (from Snow King Avenue to Broadway Avenue) and the intersection of Snow King/Willow.					
The amount collected shall be based on the calculated increased levels of traffic and pedestrian impacts created from the development together with the estimated project completion costs for roadway, curb, pedestrian and landscaping improvements. The improvements required shall be based on the preliminary design as completed in the year 2000 charette process. The mitigation feeto be provided to the Town shall be based on the estimated project costs required to complete the corridor work at the time the fee is due. Any improvements to the Willow Street corridor that are completed by others prior to reaching the levels of new development described below are not to be included in the calculations of mitigation fees. The mitigation fees shall be provided to the Town in cash at the time the levels of development are reached and prior to issuance of building perm its.					
The total new square footage allowed under the proposed resort master plan is estimated to be approximately 700,000 SF. This new square footage does not include the existing hotel building or the Love Ridge development. As such the mitigation fees shall be forwarded to the Town as follows:					
At 200,000 SF of new development: The applicant shall be required to provide 100% of the project costs associated with the completion of improvements to the Snow King/Willow Street intersection. Improvements shall be completed to satisfy the Town standard Level of Service (LOS) requirements for the traffic anticipated at the build out of the development.					
The applicant shall also provide a mitigation fee in the amount of 15 % of the total estimated project cost required to complete the Willow and Cache Street corridors.					
At 400,000 SF of new development: The applicant shall provide an additional mitigation fee in the amount of 15% of the total estimated project cost required to complete the Willow and Cache Street corridors.					
At 600,000 SF of new development: The applicant shall provide an additional mitigation fee in the amount of 15% of the total estimated project cost required to complete the Willow and Cache Street corridors.					
4. Provide details of and a summary of any mitigation fees paid to date.					
5. Provide a documentation of the number of square feet of development to date by subarea. Specifically identify the area of development that make up the existing hotel and Love Ridge developments.					
6. Any offsite water, sewer, stormwater, grading, and pedestrian improvements required as a result of the proposed employee housing on Vine Street shall be the responsibility of the applicant. The housing shall connect to Snow King Ave. and Kelly Ave. with sidewalks and other facilities to accommodate pedestrian and bike users.					
7. The Applicant shall provide digital plans in formats acceptable to the Town Engineer for updating GIS and records resources.					
WATER					
1. Clarify which subareas and structures correspond with the proposed facilities used in the demand estimates. For example, a plan identifying the subareas and structures identified by names or codes that are reflected in the estimate calculations.					

Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	
2.					Conduct a study of estimated demands to metered use for existing facilities to confirm values used for estimates.
3.					The plan reference plans for snow making from 2000 with upgrades supplied from Flat Creek. The master plan does not provide the existing and proposed water demands for snow making. The plan calls for a significant increase in the snow making area.
4.					Confirm with the Fire Marshall that the references to the Uniform Fire Code are still compliant with the adopted International Fire Code and Wildland-Urban Interface Code.
5.					Provide the size of the water storage tank facilities that have been constructed.

SEWER

1. Clarify which subareas and structures correspond with the proposed facilities used in the wastewater volume estimates. For example, a plan identifying the subareas and structures identified by names or codes that are reflected in the estimate calculations.
2. Conduct a study to measure wastewater volumes from the existing facilities to confirm the values used for estimates that can be integrated into the Town's sewer system model.
3. At the least, the west portion, at the connection to Cache St., of the sewer main that serves the ice arena and ski lodge is old clay pipe in need of being reconstructed.
4. Currently Phil Baux park and the proposed base of gondola facility are not served by a sewer main. Any future development shall consider and provide these areas with sewer connections. Considering that the existing parking lot may be converted into a park, a new sewer main that is routed within Snow King Avenue is likely the preferred Town option, if elevations allow.

STORMWATER

1. Provide a map showing the six stormwater basins modeled and their respective pervious and impervious areas.
2. Provide maps that show areas modeled outside of the District when determining the capacity of stormwater infrastructure.
3. Conduct a study to measure stormwater volumes from the existing facilities to confirm the values used for estimates.
4. It is not clear how stormwater from Sub-Area #2 will be handled. Provide information on this runoff and information on which stormwater system is best suited to convey it, e.g. extension of the storm line at the intersection of Cache St and Snow King Ave. within Snow King Ave. to the base of the development.

TRANSPORTATION

1. The Plan should be amended to identify the traffic and parking studies that have been completed to date and their pertinent data.
2. Figure C-9 shows a detail "bubble" that calls out, "See Figure C-12 for proposed sidewalks." However, there is no figure C-12. If Figure C-12 exists please provide this detail. Please provide information on how the proposed improvements correlate or complement the existing Complete Streets Plan.
3. Provide any information regarding the winter season traffic and parking considerations or differences from the summer season.

PRIOR TO FUTURE DEVELOPMENT PLAN APPROVALS, THE FOLLOWING ITEMS SHALL BE ADDRESSED:

GENERAL

1. Prior to any additional permits being issued for the District, detailed information concerning the site grading, utility installations and sizing, stormwater system design, roadway construction and construction phasing shall be provided to the Town Public Works Department for review and approval.

WATER

1. The water system capacity analysis shall be updated to reflect the existing developments.
2. Plans and models shall be updated to reflect the existing conditions at the time of application.

SEWER

1. The sewer analysis shall be updated to reflect the existing developments.
2. Plans and models shall be updated to reflect the existing conditions at the time of application.

STORMWATER

1. The stormwater analysis shall be updated to reflect the existing developments.
2. Plans and models shall be updated to reflect the existing conditions at the time of application.

TRANSPORTATION

1. Update the square foot of development tabulation relative to the allowed 700,000 square feet. Provide any mitigation fees if triggered by condition.

ADDITIONAL COMMENTS:

Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	
Providing a date on the cover and pages of the documents to help distinguish versions of the Plan would be helpful for future submittals.					
Providing larger format maps and scans that are legible in PDF format simplifies the review.					
START	APPROVED W/COND	6/29/2018	7/20/2018	9/12/2018	see attachment
(9/12/2018 9:20 AM STOL)					
On behalf of the START Board of Directors and staff, I offer the following comments (in no particular order) to the proposed revisions to the Snow King Resort Master Plan – Transportation Elements:					
1. Should Snow King Resort pay for traffic mitigation similar to the requirements Jackson Hole Mountain Resort and Teton Village Association are bound by in their Master Plan (Area 1 and 2) with Teton County?					
2. Traffic Volume/related figures need updated					
3. Pg. 300-01: START Schedules and passenger counts need updated from 1999					
4. Pg. 306: START would suggest the following items, some as listed under the strategies for Transportation Demand, be requirements:					
A. Provide free or reduced-level bus passes to all employees					
B. Provide free or reduced-level bus/bike passes to guests					
C. Require off-site parking for employees					
D. Provide START Bikes and promote alternative modes of travel for employee and guests					
E. Promote Transit Usage in Marketing and website promotional material					
With regards to TDM strategies, Snow King will need to work with START to suggest how employees get to/from Snow King (i.e., location of park and ride lots)					
5. Pg. 306: The strategy to provide parking at the resort to be used for downtown employee parking needs to be reconsidered					
6. Transit Station: A highly visible and concentrated bus stop/transit center should be considered at/near the base mountain.					
As the local transit system, START believes it should be an integral component of any future growth management and traffic mitigation for the Snow King Resort area. Reducing traffic congestion in the resort area should be a priority. We thank you for the opportunity to voice our recommendations.					
Darren R. Brugmann					
START Director					

TC Housing Authority	APPROVED W/COND	6/29/2018	7/20/2018	8/3/2018
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(8/3/2018 1:55 PM SAS)

The Housing Department agrees with using the LDRs in existence at the time of any development to calculate the housing mitigation requirement.

Chapter 8 of the Master Plan Amendment, second paragraph says twenty percent (30%) of employee housing will be required to be built within the resort. Later it states 30%. It should be clarified which percentage it is. The Housing Department would recommend 30% to reduce traffic to and from the resort.

The Housing Department will expect SKRMA to keep records of occupants of Employee Housing for two years. The Housing Department will expect to receive annual reports and documentation on the occupants of the units. Rental units may not be owner occupied.

The restrictions recorded on the Employee Housing units shall be the Housing Department's standard Employee Housing Restriction. They will also be regulated by the Housing Department Rules and Regulations.

Employee Housing units shall be built in accordance with the Housing Department's Livability Standards, which are Chapter 2 of the Housing Rules and Regulations.

The employee housing complex that will house between 50-100 seasonal employees in dorm style units that share common kitchen and living areas shall be in compliance with the Housing Department Livability Standards.

BOARD OF COMMISSIONERS



www.tetonwyo.org

October 29, 2018

Mayor Muldoon and the Jackson Town Council

Mark Newcomb, Chair
Natalia Macker, Vice-Chair
Greg Epstein
Smokey Rhea
Paul Vogelheim

Hand Delivered

RE: Proposed Amendments to the Snow King Resort District Master Plan
(PUD2018-0003)

PO Box 3594
200 South Willow Street
Jackson, Wyoming 83001

Dear Mayor and Town Council,

ph: 307.733.8094
fax: 307.733.4451

On September 28, 2018 and again on October 22, 2018, the Board had an opportunity to review the 2018 Snow King Master Plan Amendment proposal pursuant to Section 4.3.1.E.4 of the Town LDRs where each jurisdiction shall receive and consider recommendations from the other jurisdiction when a Planned Resort application is submitted for review or amendment. The purpose of the County's review of any Planned Resort in the Town's jurisdiction is to recognize the impact of resorts on neighboring jurisdictions and to provide an opportunity for cooperation in planning and mitigation of potential impacts.

The Teton County Board of County Commissioners offer the following comments regarding the proposed Snow King Resort District Master Plan Amendments:

- The Board is generally supportive of the comments made by the Town Planning Commission regarding the recommendation to outline minimum requirements of the Snow King Resort Master Association (SKRMA) such as defining the entity structure and ensuring adequate funding.
- The Board encourages participation in a Transportation Demand Management (TDM) program.
- The Board would like to see the gondola base located so it does not impact the existing ball field, boulder park, or playground in Phil Baux Park.
- The Board concurs with the Town Planning Commission that proposed development should meet the Hillside Development Standards.
- The Board concurs with the Town Planning Commission's recommendations pertaining to phasing.

BOARD OF COMMISSIONERS



www.tetonwyo.org

Thank you for the opportunity to provide input and for considering our comments as you move forward with this application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Newcomb", written over a horizontal line.

Mark Newcomb, Chair

A handwritten signature in blue ink, appearing to read "Smokey Rhea", written over a horizontal line.

Smokey Rhea

A handwritten signature in blue ink, appearing to read "Natalia D. Macker", written over a horizontal line.

Natalia D. Macker, Vice Chair

A handwritten signature in blue ink, appearing to read "Paul Vogelheim", written over a horizontal line.

Paul Vogelheim

A handwritten signature in blue ink, appearing to read "Greg Epstein", written over a horizontal line.

Greg Epstein

cc: Tyler Sinclair, Town of Jackson Planning Director

October 18, 2018

To: Jackson Town Council and Teton County Board Of Commissioners
From: Jackson/Teton County Parks and Recreation Advisory Board
Re: Snow King Redevelopment impacts on Phil Baux Park

Over the past twelve years the Teton County Parks & Recreation Department has conducted three community surveys to better understand the public's recreational needs and how those needs are being met. Access to our immediate public lands through walking, running and biking trails consistently remains a high priority. Because of its geographic location and Snow King resort improvement plans, Phil Baux Park figures prominently in the discussion of parkland's role in the community. Phil Baux Park is the end point of the Snow King – Maple Way connector and as such is a key piece of a Complete Neighborhood (Policy 2.2.a).

The park is a valuable community gathering site and contains a grassy area that is used for special events and as a sports practice field. Any re-development at Phil Baux Park should include consideration of the need for, and the design for, special events within the community, an activity identified by multiple users and one of the most requested activities on a national level.

The park has generally served the winter resort operations in the winter, and the general park public in the summer. The success and public compatibility of any development plan rests in maintaining safe, free and accessible use of the public's property for the entire community for the non-ski season. This includes both residents and guests.

The Teton County Park & Recreation Board has concluded that the following points should be taken into consideration regarding the Snow King Master Plan as it relates to Town park property at the base of Snow King:

- As Phil Baux Park forms the end point of the Snow King – Maple Way connector (Comprehensive Plan) having a community focused node at this location is vital. Any development should be to encourage its use as a front country gateway to the National Forest. Public use and access should take precedence over redevelopment by a private entity.
- The continued use of this large flexible space that can accommodate community events such as concerts, farmers markets, and youth sports practice areas should be preserved.
- The park should not be divided. There should be good East-West flow.
- Any new lifts, including a gondola, should be located on the footprint of the current lifts and must allow safe, clear and accessible pedestrian and biking movement North to South and East to West from Snow King Ave to the National Forest trails
- The park needs to maintain its public identity and character and commercialization should be kept to a minimum.
- The Board does not support locating a zipline within the park.
- Insure ample parking for park users.

Sincerely,

Parks and Recreation Advisory Board
David J. Ellerstein, Chairman



File Code: 2720; 1950
Date: August 3, 2018

Re: Snow King Mountain Resort On-mountain Improvements Project Proposal

Dear Interested Party:

On June 5, 2018, Snow King Mountain Resort (Snow King) submitted a proposal to the Bridger-Teton National Forest (Bridger-Teton) to initiate the environmental review process for improvements proposed in Snow King's master development plan on National Forest System lands. The Bridger-Teton accepted the proposal and is initiating a review in accordance with the National Environmental Policy Act (NEPA). We anticipate preparing an environmental impact statement (EIS) using a third party consultant.

The proposal was finalized by Snow King after a multi-year public input process that culminated in a facilitated community stakeholder group organized by the Town of Jackson. This group developed four scenarios of different combinations of improvements, and ultimately Snow King selected a combination of elements that the ski area believed best fit the needs of the resort and the community's desires.

The purpose of this letter is to invite public comment on the scope of the EIS – that is, on the issues and alternatives it will address. We invite you to inform us of any concerns you may have about potential environmental impacts of this project and any design features that might reduce those impacts. This scoping letter states the purpose and need of the proposed project, describes Snow King's proposed action in detail, and provides instructions for submitting comments.

The Forest Service's predecisional objection process (36 CFR 218) provides the opportunity for you to object to the draft decision that will be released following completion of the EIS. Only those who submit timely and specific written comments regarding the proposed project during a public comment period established by the responsible official are eligible to file an objection (see *How to Submit Comments* below). This scoping period will be your first opportunity to comment. To establish eligibility to object, comments must be submitted during the 30-day period beginning when the Notice of Intent to prepare an EIS is published in the *Federal Register* or during a subsequent designated opportunity to comment.

Our acceptance of Snow King's master development plan does not pre-dispose the agency to final approval of this project. I will decide whether to authorize any or all of the proposed elements, and with what conditions, based on analysis of the environmental effects and consistency with the 1990 Bridger-Teton National Forest Land and Resource Management Plan (Forest Plan) and other relevant laws, policy, and regulations. My decision will be documented in a Record of Decision. If my decision is to authorize Snow King's proposed project, in whole or in part, I would modify their existing special use permit.



As part of the Forest Service's predecisional objection process (36 CFR 218), I will issue a draft EIS for public comment, then a final EIS with a draft of the Record of Decision prior to signing my decision. This will allow us to work to resolve any objections before my decision is finalized. I anticipate release of the draft EIS in winter of 2019, a final EIS and draft decision in late summer of 2019, and a signed decision in fall of 2019.

PURPOSE AND NEED FOR ACTION:

In addition to the foundational direction provided in the Forest Plan, two emerging developments in the mountain resort industry underlie the purpose and need for the proposed action. First, extensive customer surveys conducted by the ski industry indicate that visitors are increasingly seeking a more diverse range of recreational activities, particularly for families, that includes year-round opportunities and activities that are more adventurous. The Forest Service response to this trend includes our 2012 introduction of the *Framework for Sustainable Recreation*, which sets goals for providing a diverse array of recreational opportunities aimed at connecting people with the outdoors and promoting healthy lifestyles, in partnership with other public and private recreation providers.

Second, passage of the *Ski Area Recreational Opportunity Enhancement Act of 2011* provides direction on the types of summer activities the Forest Service should consider authorizing to round out the range of opportunities provided to the public at permitted mountain resorts.

Specific to the Bridger Teton National Forest, the Forest Plan provides direction for the Forest to contribute to community prosperity and provide high-quality developed recreation facilities to serve Forest visitors (Goal 1.1 and Goal 2.2 pp. 112–114). Forest Plan Objective 1.1(f) is to "Provide areas for alpine skiing and commercial ski and snowmobile operations." Objective 2.2(a) is to "Retain, improve and add developed sites" and Objective 2.2(b) is to "Design facilities for people of all ages and abilities."

Reflecting these considerations, the purposes of the proposed Snow King Mountain Resort On-mountain Improvements Project are to:

- Maintain and improve the winter sport infrastructure on National Forest System lands at Snow King,
- Provide new and innovative forms of year-round outdoor recreation for residents and visitors to Jackson Hole, using the existing resort infrastructure as the hub, and
- Capitalize on the partnership between the Bridger-Teton and Snow King to connect visitors with the natural environment and support the quality of life and the economy of the local community.

The needs for action include:

- Improve and increase beginner and intermediate ski terrain, lifts, and facilities to serve as the primary ski resort in Jackson Hole to introduce and recruit new skiers to the sport.
- Expand snowmaking on the mountain to enable an early November opening for ski race training, provide coverage to the upper mountain, and aid in fire prevention.
- Introduce high-quality guest service facilities to attract and retain local and destination skiers, serve as an event venue, and provide an outdoor education center for Jackson residents and visitors.

- Provide access to a wide range of year-round activities catering to a variety of visitors passing through the Town of Jackson.

PROPOSED ACTION:

Snow King's proposed action includes the following elements to address the purpose and need. Each element and its rationale are described in more detail below and shown on the attached maps. A description of the proposed action is also available at <http://www.fs.usda.gov/project/?project=54201>.

- A new ski school/teaching center on the ridgeline west of the Snow King summit.
- Development of skiing in the natural bowl on the back side, south of the Snow King summit. This southernmost portion of the current special use permit area is suitable for development of low-intermediate and intermediate level ski terrain, complementing the summit teaching center.
- A 67-acre permit boundary adjustment on the front side, east of the existing permit area, to accommodate part of a summit access road/novice skiway, intermediate-level terrain lower on the slope (including groomed runs and tree and glade skiing), and a novice route down from Rafferty lift (via the access road/novice skiway).
- An 89-acre permit boundary adjustment on the front side west of the existing permit area to accommodate a summit teaching center, another part of the summit access road/novice skiway, and expert-level tree and glade skiing.
- New ski terrain totaling about 97.5 acres (groomed runs and teaching terrain).
- Upgrading the existing Summit lift to a gondola, and installation of one new chair lift, two teaching area conveyors, and one surface lift.
- On-mountain facilities (the summit restaurant/guest services building and ski patrol facility, a temporary ski patrol building at the top of Cougar, an observatory and planetarium at the summit, a wedding venue west of the summit building, and a year-round yurt camp at the southern point of the permit area).
- 147.1 acres of added snowmaking (with few exceptions, all existing and proposed runs).
- Improved and expanded lighting for night skiing.
- Front-side mountain bike trails and a back-side mountain bike zone.
- Hiking trails between the summit and the west base, west of Exhibition run.
- A zip line from the summit to the west base area, paralleling the Summit lift.

BOUNDARY ADJUSTMENTS

Snow King proposes adjustments to both their operating boundary and their special use permit boundary. The existing boundary includes 142.5 acres south of the Snow King ridgeline. The proposed action would expand winter and summer operations, including lifts, ski runs, and a mountain bike park (see details below), into to this currently permitted area.

The permit boundary adjustments would resolve the current lack of terrain for beginner, novice, and low intermediate skiers. Snow King currently offers 17.1 acres in these three categories, and as detailed below this proposal would add 37.7 acres. Attracting, accommodating, and advancing beginning skiers is critical not only to Snow King but also to the community. Local ski school programs, the Jackson Ski and Snowboard Club, and the Doug Coombs Foundation's effort to involve underprivileged children in mountain recreation would not be feasible without Snow

King, but they remain severely limited by this lack of low-ability-level terrain. To meet Snow King's desire in sustaining these programs and the desire to meet public recreational needs, a quality teaching center and appropriate terrain to support efficient, step-wise skier progression are essential.

From a planning standpoint, topography and past development preclude development of these terrain types within the existing operational boundary. Based on thorough analysis, development of terrain along the ridgeline west of the Snow King summit and on the back side is the only feasible option. The base area is already fully developed, and other than the ridgeline and back side, appropriate, low-angle terrain does not exist within or adjacent to the current permit boundary.

Development of the summit and back-side terrain would require, at a minimum, a beginner-friendly and downloadable lift accessing the summit, a skier-service and ski patrol building on the summit, an access road to build and maintain summit facilities, and a safe, "easy way down" to the base area in the event of lift failure.

As discussed in more detail below, the proposed teaching area and associated infrastructure would require new special use permit terrain both east and west of their existing front-side operations. Those additions, in turn, set the stage for other improvements not directly associated with the teaching center that are included in the proposed action and discussed below.

The eastern permit boundary adjustment would add approximately 67 acres. In addition to accommodating a segment of the required summit access road/novice skiway, this area would provide three new short intermediate runs, intermediate-level glade skiing between these runs, and a novice route down from the top of Rafferty lift via the summit access road/skiway.

The western boundary adjustment would add approximately 89 acres to Snow King's permit area, for a total adjustment of 156 acres. In addition to allowing development of the critical teaching center on the ridge, it would accommodate another segment of the summit access road/skiway. Glading would open the forested area between the westernmost access road/skiway switchbacks to expert tree skiing.

Snow King visitors increasingly venture into this currently unpatrolled and unmaintained western area. Including this area in the permit would allow Snow King to control and patrol it, making it safer for guests of Snow King and the Bridger-Teton. Together, these proposed boundary adjustments would expand the permit area from 338 to 495 acres.

TERRAIN DEVELOPMENT

Ski run development within the expanded ski area boundary (i.e., current and adjusted permit boundary and private land) would add the following acreage by ability level:

- Beginner – 3.9 acres
- Novice – 29.7 acres
- Low Intermediate – 4.1 acres
- Intermediate – 25.2 acres

- Advanced – 16.2 acres
- Expert – 18.4 acres

These new runs would total 97.5 acres. They would be cleared of trees and tall shrubs then graded to remove terrain irregularities and allow winter grooming. These additions would bring Snow King's total terrain distribution to slightly higher than the industry standard for beginner and novice terrain (6 and 25 percent, respectively, compared to industry standards of 5 and 15 percent), less for low intermediate and intermediate terrain (14 and 29 percent, respectively, compared to 25 and 35), about even for advanced terrain (13 compared to 15 percent), and higher than the standard for expert terrain (13 percent compared to 5).

Tree removal (both stands and individual trees) for safety, recreational, and forest health purposes would open new terrain to tree and glade skiing off the groomed runs. By reducing fuels, tree removal would also help reduce the spread of catastrophic wildfires at wildland/urban interface. Proposed terrain development is described in more detail below.

Teaching Center Terrain

Snow King has a deficit in beginner and novice terrain, and dedicated teaching terrain is insufficient. Currently, lower ability level skiers are limited to a small amount of suitable terrain around the base area, mostly on private land. This restricts Snow King's capability to introduce and recruit new skiers to the sport. The inability to visit Snow King's summit also limits beginner skiers' recreational experience and their exposure to National Forest System lands visible and accessible from the summit.

Development of the summit teaching center would add 3.9 acres of beginner terrain (Figure 1, Runs Lift-B and Lift-C) on the ridge, immediately west of the gondola terminal and summit building. Once beginners had the basic ability to move on their skis, they would have ready access to 29.7 acres of novice terrain from the summit. This includes Runs 16 and 23 on the back side and Runs 14 and 6, the access road/skiway providing an easy way down from the summit to the base area.

This terrain combined with gondola access and the proposed conveyor carpets (discussed below under Lifts), and with the nearby summit building providing guest services and housing the ski school (discussed below under Summit Building), would vastly improve the experience Snow King provides to beginner and novice skiers. The proposed development would benefit the learning progression and the instructors' teaching abilities, would maximize new skiers' recreational access and exposure to National Forest System resources, and would bolster visitors' connection to their public lands. Developing teaching terrain at the summit would extend the season for beginner and novice skiers and would keep them from dealing with ski soft and variable snow conditions at lower elevations late in the ski season. The proposed teaching terrain is effectively separated from higher ability level terrain, avoiding the potential problems of mixing skiers of differing ability levels.

Ski Runs

The next step is low intermediate terrain, and Runs 4, 5, and 7 would provide 4.1 addition acres in the eastern adjustment area, accessed from the summit or the top of Rafferty lift via the access road/skiway. About 25.2 acres of intermediate terrain would be developed, primarily in the back-side bowl (Runs 18, 19, 20, and 22). This would add to the terrain progression available from the summit learning area.

New advanced terrain would total about 16.2 acres, comprising Runs 17, 21, and 24 on the back side and Runs 3 and 8–13 on the front side between the summit ridge and proposed skiways accessing the base area.

A small amount of clearing (less than 0.1 acres) would take place on the uphill margin of the existing Old Man's Flats run.

Clearing and grading of 2.7 acres in four patches in the Summit pod would improve skier circulation and allow intermediate/advanced skiers access to portions of the Bear Cat, Bear Cat Glades, and Exhibition expert runs.

Gladed Ski Terrain and Forest Health Maintenance

Two factors converge in regard to use and management of forested portions of Snow King's special use permit area. First, the northern exposure of the front side and extensive forest cover result in excellent opportunities to develop intermediate-level to expert-level tree and glade skiing. This type of off-piste skiing is growing rapidly in popularity, and the proposed permit area adjustment, upgrade of the Summit lift, and development of back-side infrastructure create the potential to respond to that demand.

Second, maintaining a desirable vegetation mix and character within the permit area, consistent with preserving or enhancing recreational opportunities and experiences, is a Bridger-Teton management objective. To pursue that objective, Snow King worked with the Bridger-Teton to develop the 2015 *Snow King Mountain Resort Vegetation Management Plan* (Vegetation Management Plan). The plan's objectives specifically include development of increased tree and glade skiing, as well as tree removal to reduce hazard to visitors, reduce disease and pathogens, and reduce fire risk by breaking up fuel continuity.

Together, these factors set the stage for creation of glades in all forested areas within the permit boundary, particularly where skier access is practical and where forest health conditions indicate that active management action is required. This proposal includes glading on the back side (18.0 acres) and the east and west expansion areas on the front side (14.4 and 3.6 acres, respectively).

Glading prescriptions would be developed in conjunction with the Bridger-Teton and included in annual summer operations plans subject to Bridger-Teton approval prior to any additional glading. Glading prescriptions are discussed in the Vegetation Management Plan, and the general goal for gladed terrain is a spacing of 15 to 18 feet between trees. In many cases, this may not require much tree removal, but it would certainly involve brushing and limbing, as well as removal of any diseased or hazard trees.

Grading Existing Trails

In addition to the grading and leveling required for the development of the new runs, some grading of existing runs is needed to enhance ski race training lanes and decrease snowmaking requirements. The grading would occur on a total of 5.5 acres in nine areas:

- The top of Flying Squirrel would be graded to remove a prominent knob that impedes skier flow. This would involve 1.0 acres.
- The area between Grizzly and Kelly's Alley, where Karen's Way is located, would be regraded to eliminate the road and improve skier flow, involving 0.9 acres.
- An area at the top of the Lower Grizzly run would be regraded to improve the transition below a service road, involving 0.7 acres.
- Two areas would be regraded on the Old Man's Flats run. Material would be cut from the lower area and used to fill the upper area. This would involve 1.1 acres.
- A 0.9-acre area between the Lower Elk and Bison runs would be regraded to fill erosional depressions.
- Three areas near the confluence the Bison and Old Man's Flats runs would be regraded to remove a high spot and smooth the transition near a summer trail. This would involve a total of 0.9 acres, including 0.6 acres on National Forest System land.

SUMMIT ACCESS ROAD/NOVICE SKIWAY

Proposed development on the summit would require an access road for construction, operations, maintenance, and emergency services. As discussed above, a novice skiway from the summit to the base is essential to get beginner skiers from the summit to the base area in the event of a lift failure. This element of the proposal would meet both needs. In addition, it would provide an easy way down from the top of Rafferty lift, which does not currently exist.

As demonstrated in the master development plan, options considered during the planning process attempted to keep the access road/skiway within the existing permit area or in either the eastern or western permit boundary adjustment areas. However, the best solution to providing appropriate grades for both construction access and a novice skiway, and to minimize the amount of ground disturbance to achieve these goals, is the current proposed alignment.

The proposed alignment follows the gentle grades down the ridge west from the summit to a point near the western boundary of the adjusted permit area. From there it turns eastward, traversing across the front side of the mountain in one continuous span to the top of the Rafferty lift (Run 14), then continues on to near the eastern boundary of the adjusted permit area (Run 6). At that point, it would turn back to the northwest to tie into the existing road and run network near the northern boundary of the current permit area. This section would be bench cut to achieve a running surface width of 16 feet. Cut and fill areas would widen the area of disturbance to an average of about 90 feet.

This alignment significantly improves on-mountain safety and circulation, and creates minimal impact in terms of disturbance area, visual effects, and impacts on existing ski terrain, since it simply crosses the face without any switchbacks within the current permit boundary.

Several existing mountain access roads would be unnecessary once this access road/skiway was complete. These would be abandoned and restored.

LIFTS

Summit Gondola

As discussed above, a beginner-friendly and downloadable lift access to the summit is a requirement for developing the new teaching area. An upgraded lift would also help serve the added front-side ski terrain and provide summit access for non-skiing winter and summer activities (e.g., dining and events at the proposed summit building and proposed summer recreation and educational activities, including mountain biking). The top terminal would be incorporated into the summit building described below.

The Summit lift would be upgraded to a 1,500 person-per-hour (pph) gondola, which would: provide two-way summit access for beginner skiers and pedestrians year-round, including evenings; improve overall ski terrain access; and reduce waiting time in the lift line. With the installation of the gondola, the bottom terminal of the existing Summit lift would be removed, as would the pumphouse adjacent to it. The new lift would extend about 200 feet farther downhill to improve access to the terminal.

Lift A

As depicted on Figure 1, Lift A would service novice, intermediate, and advanced terrain on the back side. This top-drive, fixed-grip, four-person chairlift would have a slope length of approximately 3,015 feet and a capacity of 1,800 pph. From the top terminal, skiers would have access to one novice run, four intermediate runs, three advanced runs, and six expert runs. Utilities would be provided via connections from the summit building. There is existing road access to the bottom terminal. Some maintenance work on the road may be necessary.

Teaching Center Lifts (Lifts B and C)

Two conveyor carpets (Lift B and Lift C) at the summit would serve the new beginner terrain on the ridge west of the summit building. Lift B would be 363 feet in length and Lift C would be 506 feet in length. Each would have a capacity of 600 pph. These lifts would be located in close proximity to the proposed summit building. Power would be extended from the summit building.

Surface Tow D

Lift D would be a surface tow (e.g., a platter or T-bar type) to take skiers from the Lift A pod back to the summit building. Following Run 23, it would be 679 feet long, with a capacity of 300 pph. Power would come from the summit building.

BUILDINGS

Summit Building

Guest services (e.g., food/beverage service, restrooms, and basic retail sales), ski patrol functions, and ski school functions are proposed on the summit to support development of a quality learning area, and gondola access to the site would open a range of year-round recreational possibilities. The summit building is proposed as a state-of-the-art, LEED-certified, on-mountain resort facility to meet the changing desires and expectations of Snow King, community, and regional markets.

This facility would provide multiple functions, including: gondola terminal, gondola cabin storage, ski school, food service (dining/cafeteria/bar/lounge), restrooms, planetarium, ski patrol (headquarters, patient assessment space, warming area, and limited equipment storage), employee space/storage, and ticketing for summer activities. These functions are currently not provided on-mountain, and the proposed facility would take Snow King to a new level in terms of guest services and experience. To include all of these functions, the summit building would be 20,000 – 25,000 square feet in size. It would be a single story and not on the skyline, and it would be designed and built in accordance with the Forest Service's *Built Environment Image Guide* and its stipulations for the Rocky Mountain Province.

This development would also require a septic line to the summit area, which would be collocated with the buried snowmaking line running up Exhibition run. Snow King currently has water and power connections to the summit.

Observatory

An observatory building approximately 500 square feet in size would be located south of the summit building. It would be used year round for stargazing, research, and educational purposes.

Cougar Ski Patrol Facility

Until the new ski patrol facilities in the summit building were completed, a small, temporary, pre-built, pull-on structure would be installed at the top of the Cougar lift as a base for the ski patrol operations during night skiing. This would allow the patrol to station people at the top of the lift for rapid response when only the lower portion on the mountain was open. Some leveling may be done, but no foundation would be necessary. Power would come from the top of Cougar lift. It would be designed and built consistent with the *Built Environment Image Guide* stipulations and would be removed once the summit building was complete.

Saddleback Yurt Camp

A new Americans with Disabilities Act (ADA) compliant yurt camp would be constructed at the far south end of the existing permit boundary. A 1-mile ADA compliant trail connecting to the summit of Snow King would access this facility. The yurt camp would consist of approximately six yurts for sleeping and three multi-use cooking/dining/gathering yurts. These yurts would range in size from 20 to 30 feet in diameter with additional deck space. This year-round camp would serve backcountry skiers, hikers, bikers, and a wide range of groups. In winter, guided

backcountry skiing, snow safety courses, and snowshoe hikes would be offered out of the yurt camp in conjunction with the Snow King Mountain Sports School. This offering of a wilderness-like experience only a short walk/ski from civilization would attract a wide range of visitors seeking a unique activity during their visit to Jackson. This facility would be unique in the region due to the ease of access, spectacular setting in the National Forest, and number of activities offered.

Night Skiing

At present, Snow King offers night skiing on approximately 73.8 acres of night skiing on the lower two-thirds of the mountain, in the Rafferty and Cougar pods. This is primarily intermediate ability-level terrain, with some advanced and beginner terrain. Until recently, approximately 50 lights were mounted on a variety of structures including trees, lift towers, light poles, and buildings. Coverage was limited, and the technology was obsolete. This was a particular impediment to race training, which occurs in the evening after school hours. Good lighting is an important safety factor in race training. A general system upgrade was implemented in 2015 and remains underway, replacing lighting fixtures with more efficient models designed to increase lighting of the snow surface but reduce light pollution (glare and sky glow).

Under this proposal, Snow King would expand lighting coverage using this upgraded technology (see Figure 2). Additional lighting would be provided on the racing lanes in the Cougar pod, and lighting would be extended to the top of the Rafferty pod (Flying Squirrel and Moose runs), the top of Upper Elk run, and the proposed access road/skiway. Overall, this proposal would increase system coverage by 27.3 acres across all skier ability levels to meet demand for this unique experience and provide for safe and effective race training.

SNOWMAKING

Snow King's snowmaking system covers approximately 90.4 acres of the ski area, in the Rafferty and Cougar pods, as well as to the top of Elk run. This system is served by two 1,000-gallon-per-minute (GPM) pumps in the main pump house and is fed by domestic water provided by the Town of Jackson.

To provide more consistent, season-long snow coverage over a wider area, Snow King proposes to expand coverage on both existing and proposed runs (see Figure 3). Coverage would be added on all existing front-side runs except East and West S Chutes, and all proposed front-side and back-side runs, except Run 9. This would result in approximately 147.1 acres of additional snowmaking coverage.

Water lines would be installed on the upwind side of covered runs, in excavated trenches approximately 4 feet deep. Snowmaking hydrants would be plumbed in adjacent to these main snowmaking lines. Snowmaking guns or hose lines would be attached to these hydrants. All water would continue to be supplied by the Town of Jackson.

SUMMER ACTIVITIES

The Snow King master development plan documents the “activity zone” analysis completed as part of their planning process, in compliance with the Ski Area Recreational Opportunity Enhancement Act of 2011. The following proposed summer activities would not change or compromise existing winter snow sports, nor exceed the level of development required for snow sports, but are designed to integrate with and supplement the primary purposes of the ski area. Hiking and biking trails would generally not be collocated with ski runs but may intersect them. Year-round use of the summit building, observatory, and other support facilities would complement these activities. See Figure 4.

Zip Lines

Expanding on current summer operations, Snow King proposes a zip line from the proposed summit building to the base area, paralleling the Summit lift. This project is consistent with the 2013 Jackson Town Council amendment to Snow King’s land use lease to include “additional recreational uses related to ski areas such as zip lines, mountain bike trails and other outdoor amenities.” This would be an attractive amenity, as guests would quickly descend approximately 1,555 vertical feet, over a distance 3,900 linear feet, at a 48 percent grade to the base area. Guests would ride the new Summit gondola to reach the summit station of the proposed zip line and terminate at the west base area.

Mountain Bike Trails

Lift-served downhill mountain biking is arguably the fastest growing summer activity at mountain resorts in the U.S. and abroad. Not surprisingly, demand for this activity is particularly high in the Jackson area. To meet this demand, Snow King proposes to develop a system of lift-served trails on the front side and a more consolidated mountain bike park-type “mountain bike zone” on the back side.

The front-side trails would include an advanced and an intermediate trail angling down from near the top of the Summit lift to near the top of the Rafferty lift. These would be smooth, excavated trails with a 4-to-5-foot tread. Spurs of narrower hand-built, single-track trail with constructed terrain features would depart from the excavated trails and drop more directly down the slope. At about the elevation of the top of cougar lift, these upper-mountain trails would merge into a beginner and an intermediate-level excavated trail. These two trails would subsequently merge into a single beginner-level excavated trail crossing the toe of the slope down to the west base area.

The front-side bike trail system would total about 6.5 miles, including approximately 1.9 miles of advanced trail (all on National Forest System land), 2.6 miles of intermediate trail (2.4 miles on National Forest System land), and 2.0 miles of beginner trail (0.9 miles on National Forest System land).

On the back side, a skills park and a network of trails of differing types and ability levels would be developed within a roughly 110-acre mountain bike zone. This area would be accessed via the Summit lift, and uphill transit within it would be provided by the proposed Lift A.

These trail designs are conceptual. The exact locations of trails may change when developed to achieve desired grade and location with respect to existing, site-specific, terrain features.

Hiking Trails

Due to Snow King's close proximity to a fairly populated, residential area of the Town of Jackson, Snow King has observed a developing interest by local residents for an uphill hiking trail. To accommodate this interest on National Forest System lands, Snow King proposes to improve the Stairway Trail, including portions in the western permit boundary adjustment area. A direct ascent route to the summit would be created in the trees along Exhibition run to eliminate erosion problems associated with community trails that have been created in this corridor. This 0.6-mile trail (0.4 miles on National Forest System land) would cater to the many trails users who demand the toughest or most direct workout ascending the mountain. In the winter months, this route would serve as the designated direct boot-pack ascent route.

In addition, a new 1.5-mile uphill hiking trail would be developed just west of the Stairway Trail in the Bear Cat glades area, extending into the western permit expansion area near the top. With an approximate grade of 13 percent, it would create an improved experience for hikers seeking to ascend the mountain via a less direct route. This trail would route trail users off the face of the mountain where service roads provide access to the summit and create potential safety concerns. In winter months, this trail would serve as the primary designated uphill ski route. Taking uphill skiers off the main ski runs in winter would reduce conflicts between uphill and downhill skier traffic, as well as limit the interaction between uphill skiers and grooming operations at night.

Wedding Venue

In conjunction with the summit building, a wedding venue is planned to be constructed a few hundred feet west of the new building. This would be an in-ground facility, constructed with stone benches/tiers in a semi-circle around a raised platform.

IMPLEMENTATION:

Construction would begin in the construction season following authorization, anticipated to be summer of 2020. Completion of the proposed action is projected by October 2025.

HOW TO SUBMIT COMMENTS:

While comments will be accepted any time during the process, to be most useful in the preparation of the EIS and to establish eligibility to file an objection, comments must be provided during a designated opportunity for public comment. This scoping period, starting with the date of publication of the Notice of Intent in the Federal Register and continuing for 30 days, is the first designated opportunity to comment.

Comments should clearly articulate the reviewer's concerns about potential environmental impacts of this project and any alternatives or design features that might reduce those impacts. We will consider references provided by commenters if the cited articles are submitted with the

comment letter, and if the letter identifies the relevance of the findings to specific actions and effects of this particular project.

Comments received in response to this solicitation, including names and addresses of those who comment, will be part of the public record and available for public inspection. Comments submitted anonymously will be accepted and considered; however, anonymous comments will not allow the respondent to have standing in subsequent administrative or judicial reviews.

Individuals and organizations wishing to be eligible to object must meet the information requirements of 36 CFR 218 Subparts A and B. It is the responsibility of all individuals and organizations to ensure that their comments are received in a timely manner. Only those who submit timely and specific written comments regarding the proposed action during a public comment period established by the responsible official are eligible to file an objection under 36 CFR 218. Specific written comments, as defined by 36 CFR 218.2, should be within the scope of the proposed action, have a direct relationship to the proposed action, and must include supporting reasons for the responsible official to consider.

Written, facsimile, hand-delivered, and electronic comments concerning this action will be accepted for 30 calendar days following the publication of the Notice of Intent in the *Federal Register*, per the provisions of 36 CFR 218. The publication date in the *Federal Register* is the exclusive means for calculating the comment period for this analysis. Those wishing to comment should not rely upon dates or timeframe information provided by any other source.

In cases where no identifiable name is attached to a comment, a verification of identity will be required for objection eligibility. If using an electronic message, a scanned signature is one way to provide verification. For objection eligibility each individual or representative from each entity submitting timely and specific written comments regarding the proposed project must either sign the comments or verify identity upon request.

Please address any form of comments as attention: Snow King On-mountain Improvements Project. Electronic comments must be submitted in rich text format (.rtf) or Word (.doc) to comments-intermtn-bridger-teton-jackson@fs.fed.us. Written comments must be submitted to: Bridger-Teton National Forest - Jackson Ranger District, P.O. Box 1689, Jackson, WY 83001 – attention District Ranger Mary Moore. Comments may be hand-delivered to 340 N. Cache St. between 8:00 AM and 4:30 PM, Monday through Friday, excluding holidays.

An objection period, if required, will follow regulations found in 36 CFR 218.7. For objection eligibility (36 CFR 218.5), only those who have submitted timely, specific written comments during a designated opportunity for public comment may file an objection. Issues raised in future objections must be based on previously submitted specific written comments regarding the proposed project and attributed to the objector, unless the issue is based on new information that arose after a designated opportunity to comment (36 CFR 218.8(c)).

Additional information on this project is available on the project webpage: <http://www.fs.usda.gov/project/?project=54201> . If you would like more information or have questions relating to this project, please contact Mary Moore, Jackson District Ranger, by email at marvmoore@fs.fed.us, or by phone at 307-739-5410.

Please feel free to pass this letter on to others you think may have an interest or concern with this project.

Sincerely,



PATRICIA M O'CONNOR
Forest Supervisor

Enclosure: Snow King Area Maps

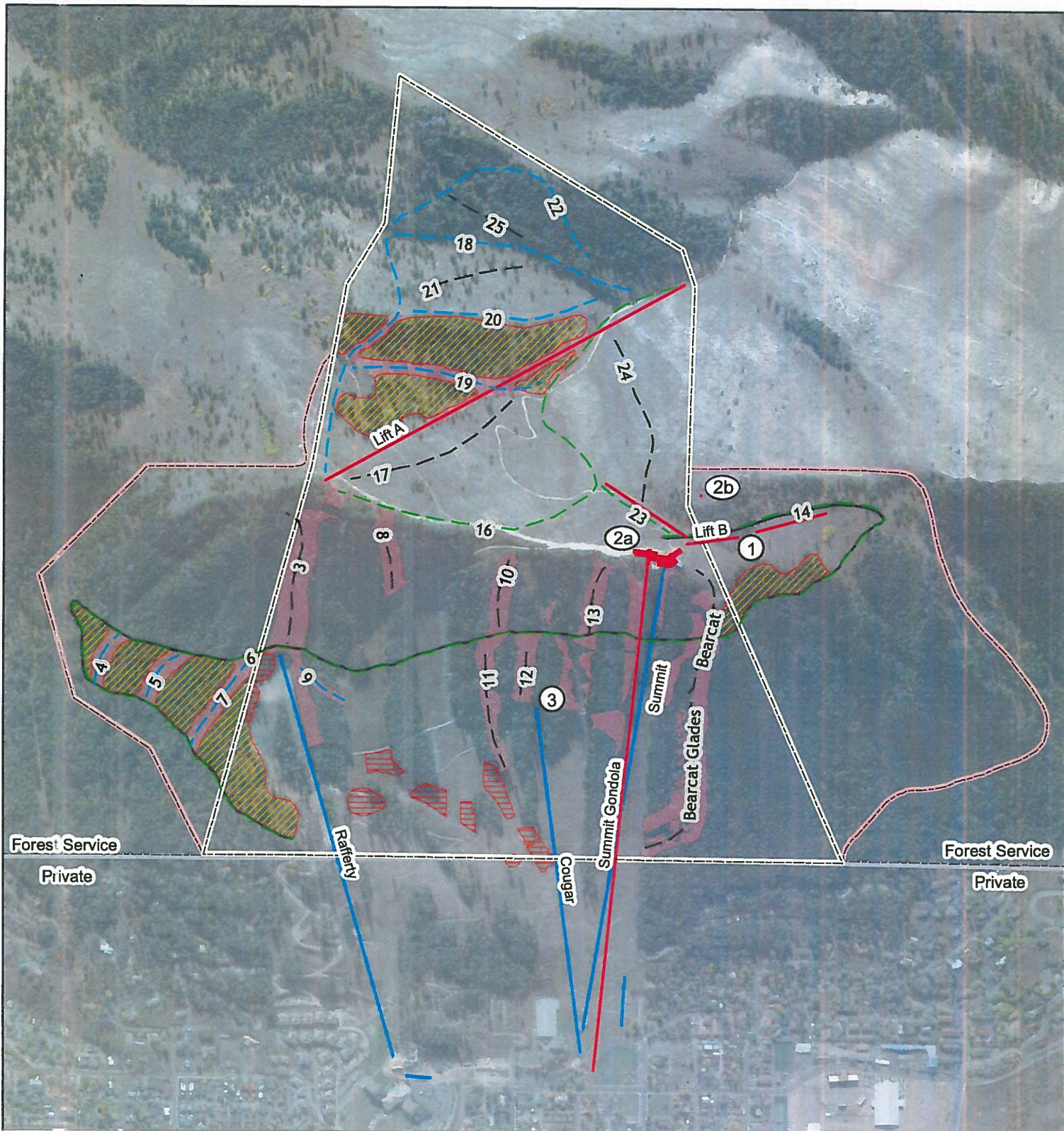
cc: Ryan Stanley, General Manager, Snow King Mountain Resort
Tyler Sinclair, Planning Director, Town of Jackson
Mark Newcomb, Chair, Teton County Board of Commissioners
Mary Moore, Jackson District Ranger
Derek Ibarguen, Deputy Forest Supervisor

In accordance with federal civil rights law and U.S. Department of Agriculture (USDA) civil rights regulations and policies, the USDA, its agencies, offices, and employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, religion, sex, gender identity (including gender expression), sexual orientation, disability, age, marital status, family/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by USDA (not all bases apply to all programs). Remedies and complaint filing deadlines vary by program or incident.

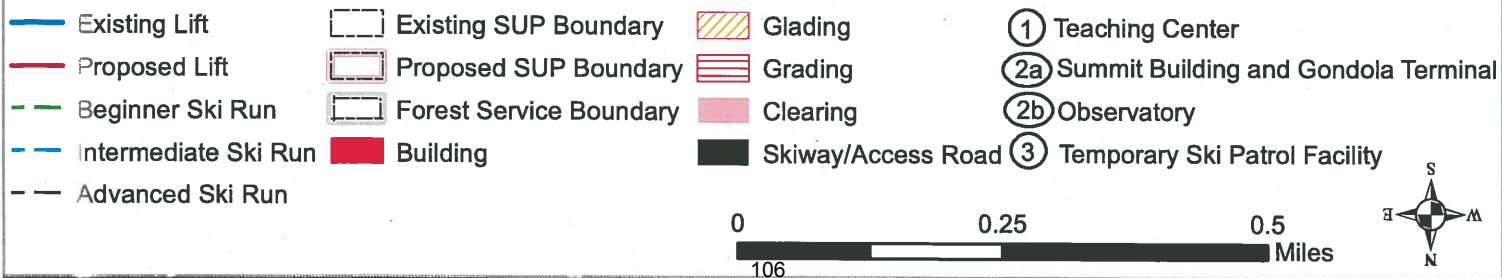
Persons with disabilities who require alternative means of communication for program information (e.g., Braille, large print, audiotape, American Sign Language, etc.) should contact the responsible Agency or USDA's TARGET Center at (202) 720-2600 (voice and TTY) or contact USDA through the Federal Relay Service at (800) 877-8339. Additionally, program information may be made available in languages other than English.

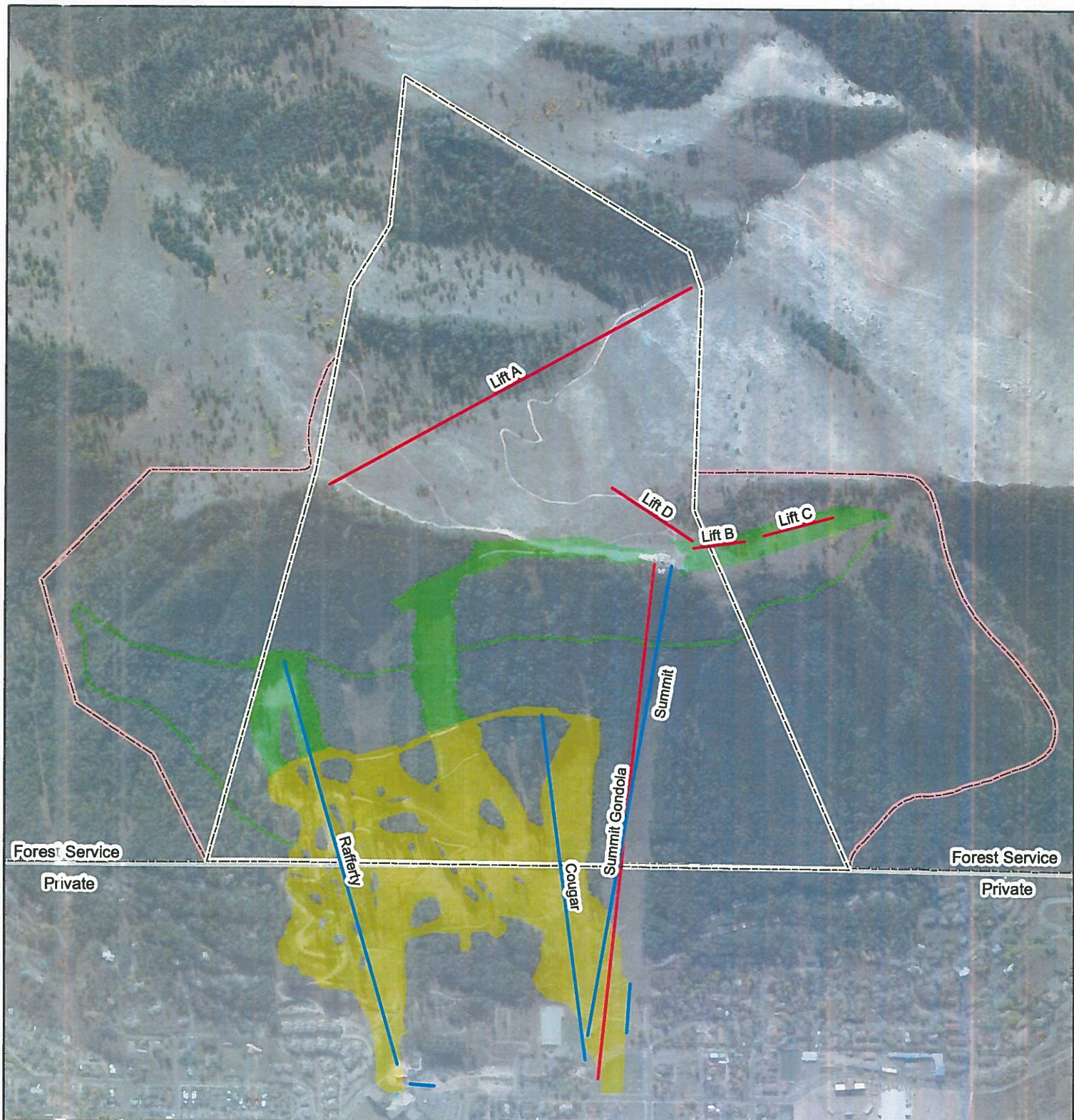
To file a program discrimination complaint, complete the USDA Program Discrimination Complaint Form, AD-3027, found online at http://www.ascr.usda.gov/complaint_filing_cust.html and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632-9992. Submit your completed form or letter to USDA by: (1) mail: U.S. Department of Agriculture, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue, SW, Washington, D.C. 20250-9410; (2) fax: (202) 690-7442; or (3) email: program.intake@usda.gov.

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Snow King Mountain Resort Improvements Project
Figure 1. Proposed Winter Projects



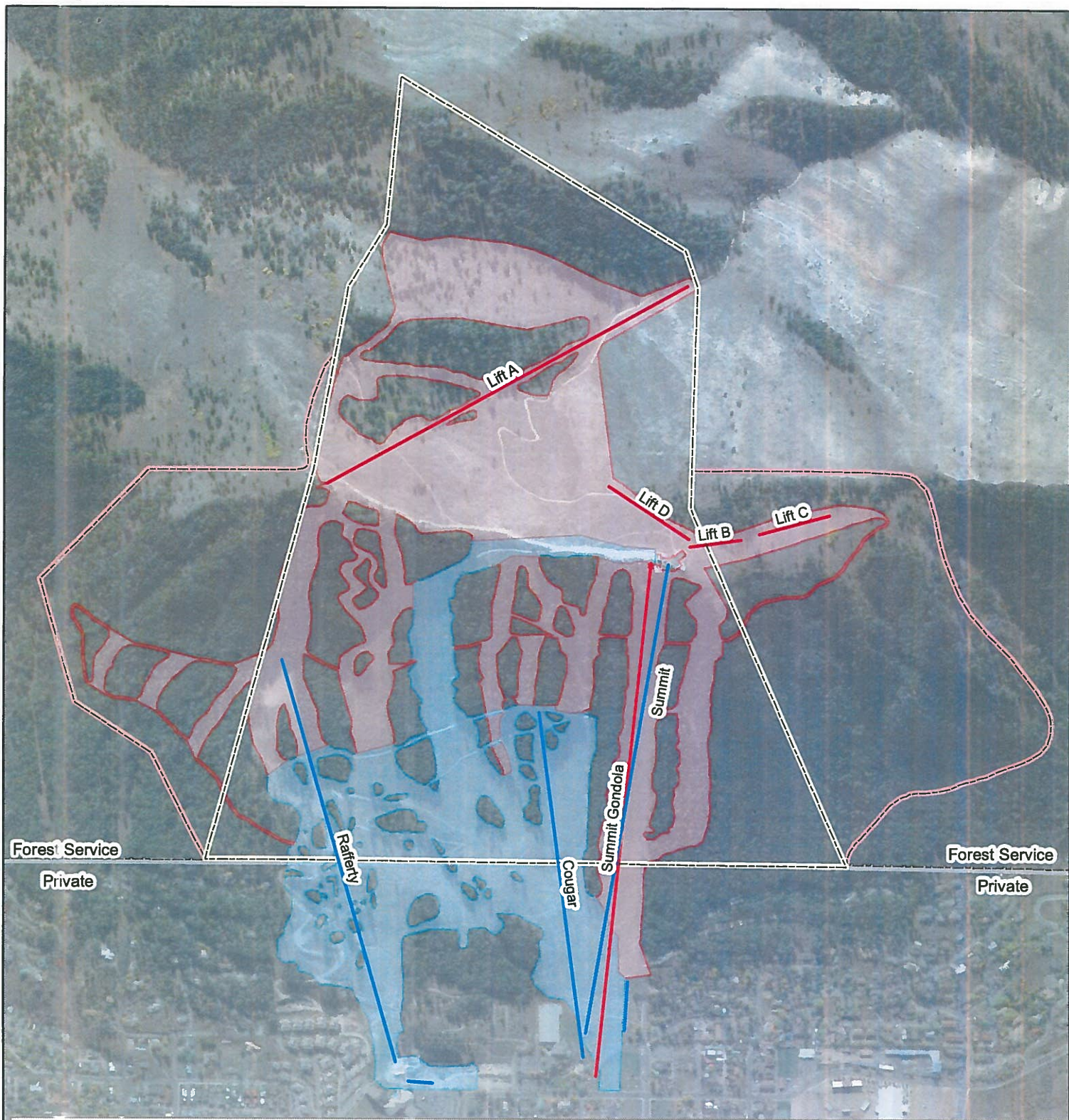


Snow King Mountain Resort Improvements Project
Figure 2. Existing and Proposed Lighting Coverage

- Existing Lift
- Proposed Lift
- Existing SUP Boundary
- Proposed SUP Boundary
- Forest Service Boundary
- Existing Lighting Coverage
- Proposed Lighting Coverage

0 0.25 0.5 Miles





Snow King Mountain Resort Improvements Project
Figure 3. Existing and Proposed Snowmaking Coverage

- | | |
|--|--|
| — Existing Lift | Existing Snowmaking Coverage |
| — Proposed Lift | Proposed Snowmaking Coverage |
| Existing SUP Boundary | |
| Proposed SUP Boundary | |
| Forest Service Boundary | |

0 0.25 0.5 Miles





Snow King Mountain Resort Improvements Project
Figure 4. Proposed Summer Projects

- | | | |
|-------------------------------------|-----------------------------------|--|
| Proposed Yurt Camp | Proposed Hiking Trail | (1a) Summit Building and Gondola Terminal |
| Proposed Lift | Proposed ADA Yurt Trail | (1b) Observatory |
| Proposed Zip Line | Proposed Mtn Bike Zone | (1c) Wedding Venue |
| Proposed Access Road | Proposed Mtn Bike Trails: | |
| Proposed Building | Advanced Excavated | |
| Existing SUP Boundary | Advanced Singletrack/Features | |
| Proposed SUP Boundary | Beginner Excavated | |
| Forest Service Boundary | Intermediate Excavated | |
| Proposed Stairway Trail Improvement | Intermediate Singletrack/Features | |



Snow King Mountain Stakeholder Group
Staff and Consultant Summary of Outcomes and the Process
May 17, 2018

GOAL OF THE STAKEHOLDER PROCESS

The goal of the Snow King Mountain Stakeholder Group process was for a group of 16 members of the community to work together to come up with multiple scenarios for the future of Snow King Mountain that balance community interests. The group included representatives from Snow King and the Town of Jackson staff sitting down with community members with diverse preferences and experiences regarding Snow King—some looking at the issue through an environmental lens, some through a business lens, some as Snow King users and user groups, and some as neighbors, but all with the needs and future of the community at heart (membership list attached).

The Stakeholder Group met six times between March and May, working to understand the community interests, identifying the issues and factors at play on the mountain and at the base, brainstorming and exploring different options and ideas, and, finally, agreeing on four different scenarios that represent a reasonable range of alternatives for the future of the Snow King Mountain Resort. These four vision scenarios are summarized in the accompanying table. The visions represent a substantial commitment of time and effort by the Stakeholder Group and a careful deliberation about how best to balance the community's interests and ideas.

PURPOSE OF THIS DOCUMENT

The four scenarios that emerged from the stakeholder dialogue are captured in a separate summary table. The purpose of this document is to provide additional information about some aspects of the scenarios and, perhaps more importantly, about the nature of the Stakeholder Group's discussions. The summary table is the outcome and output of the stakeholder process, as captured by Town staff and the facilitator. ***This report is intended to support that document and enhance shared understanding of the group's work, but it is not a group work product.*** It was prepared by staff and the facilitator, and the Stakeholder Group was invited to review it and provide edits, but given the short turnaround required and the lack of in-person discussion about the summary, it should be viewed as a staff and contractor document rather than a group report.

COMMUNITY INTERESTS

- ✓ Conservation of wildlife habitat and wildlands
- ✓ Economic viability of Snow King Mountain recreation and resort area
- ✓ Diversity of year-round recreational opportunities for diverse user groups
- ✓ Community accessibility and affordability
- ✓ Preservation of the cultural, environmental, and historical character of Jackson
- ✓ Prioritization of community safety
- ✓ Availability of high-quality facilities
- ✓ Minimized impacts to the surrounding areas.
- ✓ Consideration of impacts to infrastructure and services, both positive and negative
- ✓ Balanced impacts of development and tourism on the community, both positive and negative, that can serve as a model for others
- ✓ Consideration of community-wide educational opportunities
- ✓ Consideration for holding events
- ✓ Broadened appeal of the offerings and amenities at Snow King Mountain
- ✓ Clear and concise guiding documents to clarify rights, responsibilities, and accountability for all parties involved in the future of Snow King Mountain
- ✓ Maintained and enhanced world-class training and facilities
- ✓ Prioritization of environmental sustainability

Snow King Mountain Stakeholder Group
Staff and Consultant Summary of Outcomes and the Process
May 17, 2018

ROLE OF THE COMMUNITY IN THE PROCESS

The process included two community meetings to allow the Stakeholder Group to learn about the broader community's interests and visions. At the first community meeting, participants were invited to share their interests on the future of Snow King—these are the underlying motivations and “why’s” they have for the preferences they have. The Stakeholder Group refined the list of 88 interests from the community meeting down to a list of 16 interests that then served as a touchstone for the remainder of the process. At the second community meeting, the Stakeholder Group summarized the options they had identified for all the issues at play in Snow King’s future, and then invited community members to build their own scenarios. The Stakeholder Group received 288 completed community vision packages, and then used those to inform their final discussion on which and how many scenarios to share with Town Council and Snow King.

PRIMARY STEPS IN THE PROCESS

The first Stakeholder Group meeting occurred the day after the first community meeting. At this meeting, the group developed their operating protocols (attached) and discussed the community interests (see above). The remaining meetings involved the follow steps and actions:

- Development of a preliminary vision for the base
- Discussion of options for the primary elements of the area (front of the mountain trails, zip line, summit, back of the mountain, boundary expansion and road, east portal and other SRKMA properties, etc.)
- Delineation of future responsibilities and commitments for Snow King, the Snow King Resort Management Association (SKRMA), and the Town
- Clarification of the options to share with the community to learn how they would package the options to meet the identified interests
- Development of four final scenarios to submit to Town Council and Snow King for consideration

KEY ISSUES IN THE DISCUSSION

The Stakeholder Group worked hard to be creative and find new paths forward, while also staying anchored in the best interests of the community. There were several key issues that the group discussed at great length, working to understand one another’s perspective and to find options for the future that accommodated as many of the community interests as possible.

KEY ISSUES DISCUSSED

- ✓ Balancing allowing the gondola to land on Town property with developing new community benefits at the base
- ✓ Ensuring additional community benefits, such as increased housing, improvements to parking and traffic, and community access to summit amenities in exchange for development opportunities for Snow King
- ✓ Improving traffic flows and parking for all uses, without pushing problems off of main roads and arterials and into adjacent neighborhoods
- ✓ Balancing the environmental impacts of putting in a new road with the potential gains in safety for staff and visitors to the summit
- ✓ Maintaining the character of the Town while providing growth and development opportunities for Snow King
- ✓ Ensuring that the roles and responsibilities are clear for Snow King, SKRMA, and the Town into the future

**Snow King Mountain Stakeholder Group
Staff and Consultant Summary of Outcomes and the Process
May 17, 2018**

Gondola Landing and a Vision for the Base

The Stakeholder Group discussed Snow King's proposal to install a new gondola in place of the existing Summit Lift and to land the new gondola on Town of Jackson property. The group acknowledged that landing a new gondola on Town property would represent a substantial contribution from the community to Snow King, particularly since the land that would be used is currently a parking lot used to access the community park. However, the group also noted that this potential contribution from the community represents a substantial opportunity for the Town to negotiate some exciting amenities for the residents of Jackson in exchange for use of Town property.

While not all members of the group agreed on what the best package of "gives" and "gets" should be to ensure that the Town and residents receive an appropriate amount of community benefit for landing the gondola on Town property, there was convergence in the group around a vision to maximize gains for all by thinking creatively about the base. Toward this end, several members of the Stakeholder Group met between meetings to develop ***a vision for the base of Snow King that could substantially improve the flow of activities on the mountain and facilitate Snow King's delivery of mountain recreation, while also bringing exciting new recreational opportunities to the area for residents.*** The underlying idea behind the vision is that Snow King, the Town, and the residents would all gain from the vision, adding value for everyone through creative thinking and thoughtful development.

The new vision for the base included the following elements:

- Mutual planning, development, and creation of a world-class west base area, which would be ***the largest, most accessible and contiguous (green/grass and white/snow) public/recreational space possible***, designed for optimal functionality for multiple uses (both public and resort) in all seasons.
- ***Removal and replacement of the Summit Lift with a gondola.***
- Careful siting of the gondola landing on Town property ***to maximize contiguous green and white space on the property.***
- Development of ***a world-class park, event center, and youth sports facility*** accommodating public and private events and competitions, a community center, spectator hospitality, resort amenities, and headquarters for the Jackson Hole Ski and Snowboard Club, Doug Coombs Foundation, Jackson Hole Youth Hockey, Jackson Hole Moose Hockey, Jackson Hole Skating Club, the Jackson Hole High School Ski Team, the Jackson Hole Chapter of the Girls Scouts, and/or a year-round youth/teen center.
- ***Consideration of a variety of community, athletic, and recreational uses at the new sports facility***, including an additional ice rink, a climbing gym, meeting rooms, office space, study space or a branch library, among other things.
- ***Creation of an expanded and enhanced outdoor park space*** designed to accommodate multiple uses including but not limited to: baseball/kickball, markets and fairs, concerts, general public use, youth sports and winter sports dryland, and community events.
- ***Establishment of shared funding / expense and operating agreements***, association, or similar organizational structure to help create this vision and cover ongoing

**Snow King Mountain Stakeholder Group
Staff and Consultant Summary of Outcomes and the Process
May 17, 2018**

operations and maintenance of base area facilities (e.g., plowing, parking, janitorial services for shared buildings) and community benefits.

The idea behind this vision for the base is that it would substantially improve the recreational opportunities for the community by increasing the contiguous community space at the base to allow for more outdoor uses and by developing a community mountain and event center for new and expanded indoor uses. There was strong support among stakeholders about the need for a clear delineation of responsibilities between the Town, Snow King Mountain Resort, and Snow King Resort Management Association (SKRMA), in order to improve maintenance of roads and facilities to improve the user experience and increase safety.

It is important to note that the Stakeholder Group talked at length about the many members of the community who indicated a preference for *not* landing the gondola on Town property in their vision packages at the community meeting. The group members acknowledged and carefully considered this preference. Upon further deliberation, many in the group ultimately agreed the vision at the base that included landing the gondola on Town property held the greatest promise for delivering substantial community benefit to Town residents while also facilitating operational efficiencies for Snow King.

Community Benefits Now and for the Future

Members of the Stakeholder Group stressed the importance of developing vision packages for Snow King that promised a strong return to the local community for their continued and increased support of Snow King.

Community benefits included more recreational opportunities at the base (see above), as well as a new building at the summit of Snow King that would be open and welcoming to visitors and the community alike. The new summit building would include a restaurant open to the community, community space, a telescope and planetarium, and other amenities. The summit area would include picnic tables, a weather station, and easy access to the glorious views that make Jackson special. The summit would be served by a new gondola, and there would be improvements to existing ski terrain for the benefit of visitors and residents alike. These would be available year-round—free for hikers in the summer and for a lift-ticket fee in the winter (with advance purchase, season pass, and daily pass options).

COMMUNITY BENEFITS INCLUDED IN STAKEHOLDER VISION SCENARIOS

- ✓ Reconfiguration and expansion of contiguous green/snow space at Phil Baux Park
- ✓ New event space at Phil Baux Park
- ✓ A new summit building with access for the community, including a restaurant, a telescope/planetarium, and community space
- ✓ New picnic areas at the summit and yurts on the backside of the mountain
- ✓ Improved and in some cases expanded ski terrain on the mountain
- ✓ Expansion and improvement of the existing ice rink
- ✓ Creation of a new community mountain sports center
- ✓ Improved flow for drop-offs and through traffic at the base
- ✓ Increased and improved parking at the existing ice rink
- ✓ New housing for Snow King employees provided on Snow King property to alleviate housing pressures elsewhere in the community
- ✓ Clear commitments from Snow King and SKRMA for future management, financial investment, and maintenance of amenities and infrastructure

**Snow King Mountain Stakeholder Group
Staff and Consultant Summary of Outcomes and the Process
May 17, 2018**

Other recreational benefits that this vision included for the community include expansion of the existing ice rink and the creation of a new world-class community mountain sports center (described above). These developments would expand the indoor sports recreation opportunities available in Jackson, providing more ice for hockey and figure skating, a climbing wall, and other fitness and sports opportunity. There would also be improved space to support management and growth of community sports and community groups like Jackson Hole Ski and Snowboard Club, Doug Coombs Foundation, Jackson Hole Youth Hockey, Jackson Hole Moose Hockey, Jackson Hole Skating Club, the Jackson Hole High School Ski Team, the Jackson Hole Chapter of the Girls Scouts.

The Stakeholder Group also sought benefits to the community outside of the sports and recreation spheres. They saw a lot of room for improvement in parking, traffic, and transportation at the base of Snow King. ***The group agreed on the need for a new parking, traffic, and use study for the area to assess the problems, identify the sources and patterns behind the problems, and recommend creative solutions. The group further agreed that the study should be jointly funded and implemented by Snow King, SKRMA, and the Town.*** The group acknowledged that they are not traffic engineers or otherwise experts in the field, but they also had strong preferences for alleviating parking challenges in the area and ensuring that Snow King and SKRMA invest in solutions along with the Town. Some members of the group felt strongly that the parking improvements on main streets and arterials should not have the effect of pushing parking and traffic onto side streets and into neighborhoods adjacent to Snow King and SKRMA properties. The Stakeholder Group discussed a variety of options for ways to address parking and improve the flow of traffic, but did not agree on the best strategies. The parking and traffic improvements options that gained the most traction in the group are captured in the accompanying scenario summary table.

A Discussion of Finances

Most members of the stakeholder group expressed support for maintaining the viability of Snow King into the future, although they expressed different understandings and visions for what that meant, what would be needed to accomplish it, and what the Town's role in it should be. Early on, Snow King requested that the group not delve into the financial details of the resort, suggesting that it would not be the best use of the group's limited meeting time to try to understand, debate, or seek agreement on the financial status or revenue needs for Snow King. Some members continued to believe that knowing the needs of Snow King and the relative cost and revenue projections for different elements being considered for future development would help the group make informed choices for a vision. Others stated that this line of discussion held more opportunity for disagreement and debate than it did for visioning and creative thinking. In the end, the group invested their time in visions rather than finances. However, they did discuss more broadly the need for SKRMA to contribute financially to the community benefit and recreational operations at Snow King. This was very important to some stakeholders and is reflected in the scenario table under "SKRMA commitments."

**Snow King Mountain Stakeholder Group
Staff and Consultant Summary of Outcomes and the Process
May 17, 2018**

Balancing Hard Issues

Among the more challenging issues that the group addressed were boundary expansion, road development, and zipline. Snow King representatives had previously and in stakeholder meetings expressed the importance of these topics to the future financial viability of the ski mountain. Community members expressed a variety of perspectives on these issues in their identification of interests and in their vision packages. Members of the Stakeholder Group also expressed different opinions on each, often with different understandings or calculations of the tradeoffs and gains for the community.

The group explored several ideas and options related to gains for Snow King and for the community but did not agree on or converge on a particular outcome. Some of the options considered are listed below. These are ideas discussed and considered by the whole group, but not necessarily supported by individual members of the group. The summary scenario table demonstrates different ways that these elements could be combined with other ideas to create unique packages of benefits for Snow King and the community.

HARD ISSUES TO BALANCE

✓ ***Boundary expansion:***

- Whether to do it, how much to do it, where to do it (face of the mountain, summit)
- Concerns about environmental impacts
- Benefits for the community in terms of expanded ski terrain
- Other benefits for the community?

✓ ***Road development:***

- Potential improvements in safety, operations, and summit access
- Concerns about grade of new road, visual impacts, and environmental impacts
- Benefits for the community in terms of potential new ski terrain between switchbacks
- Other benefits for the community?

✓ ***Zipline:***

- Whether to have one
- Where to put one if there is one
- Concerns about visual impacts and impacts to the experience on the mountain and to surrounding neighbors and the cemetery
- Benefits to the community?

- Boundary expansion at the summit *could* make sense if it included an expansion of the ski terrain to create new beginner skiing opportunities in a sunnier, warmer area
- Minimal boundary expansion on the face of the mountain *could* make sense if it allowed for development of a new road to improve safety and summit access
- A new road to improve safety and access *could* make sense if skiing is allowed between the switchbacks
- *If* a zipline is going to be built, it *could* fit better with the surrounding community *if* it was located next to the Rafferty Lift and *if* use was managed to respect visitors to the cemetery. Alternatively, *if* a zipline is going to be built, it *could* fit better with the surrounding community *if* it was located adjacent to the gondola, which *could* reduce visual impacts and alleviate concerns about the cemetery.

However, there were several concerns that consistently emerged that the Stakeholder Group was unable to resolve with regard to these options. These issues are listed below. Some of the issues could be informed and/or resolved through the National Environmental Policy Act (NEPA) analysis that the US Forest Service will conduct as part of a Snow King application process. Others are matters of preference or perspective and are therefore more difficult to resolve.

**Snow King Mountain Stakeholder Group
Staff and Consultant Summary of Outcomes and the Process
May 17, 2018**

- The potential impacts of expanding the ski area boundary and/or building a new road on elk habitat, migration corridors, and other natural resource values on the mountain
- The engineering challenge of constructing a new road on the front of the mountain on one hand, and addressing safety and operational concerns related to accessing resort infrastructure and the summit on the other hand
- The change in the experience on the mountain and in the surrounding neighborhoods with the addition of a zipline, particularly related to noise and potential loss of a low-key atmosphere
- The potential visual impacts from a new road and/or a zipline
- The ability or lack of ability to minimize or mitigate these potential impacts
- What the appropriate package of community benefits should be in exchange for boundary expansion and/or new road development and/or a zipline

Scenario Packages and Areas of Divergence

The Stakeholder Group talked at great length about how best to balance gains and opportunities for Snow King with gains and opportunities for the community. Maintaining community character and protecting environmental and natural resource values were important variables in the equation. While there are many areas of agreement among the stakeholders that are reflected in the pages above and in common language in different boxes in the scenario summary table, different members of the group weighed those elements differently against other gains and opportunities for the community. For this reason, the Stakeholder Group encourages Town Council and Snow King to look at each scenario as a complete package without “cherry picking” the common elements and removing them from the context of the scenario packages. ***While there is general stakeholder convergence around many scenario elements, there remains divergence among the stakeholders about important aspects of the future of Snow King, including whether to have a zipline and where to put it if there is one, whether to develop a new road and where to put it if there is one, and whether, where, how much to expand the Snow King boundary. The convergence in many cases is based on compromises made in other topic areas, some of which may not be obvious to those who were not a part of the discussion. The group hopes that future negotiations, analyses, and permitting processes among and between Snow King, SRKMA, the Town, and the US Forest Service yield a balance of outcomes that allow for the continued viability of Snow King while providing community benefits and maintaining the feel of the community that makes Jackson such a desirable place to call home.***

Snow King Vision Stakeholder Group Final Vision Scenarios - May 17, 2018

WHAT'S IN THE TABLE

The following table summarizes four scenarios that the Stakeholder Group agreed represent a reasonable range of alternative visions for the future of Snow King. Each scenario should be viewed as a complete package, as each balances the interests in a unique and carefully thought-out way. Some elements discussed in the table are marked with an asterisk (*). The asterisk indicates that the same language for that element occurs in each of the four scenarios. However, this does not necessarily mean that members of the Stakeholder Group support that language or that element no matter what; each scenario includes other components to balance these elements differently. The Stakeholder Group encourages Council and the community not to infer that there is universal agreement about the elements with the asterisks and to review those elements in the broader context of each scenario as a stand-alone package of carefully considered trade-offs.

Note: The Stakeholder Group seriously and carefully considered the interests and vision packages that emerged from the two community meetings. The Stakeholder Group integrated the community's perspectives into their own deeper dive into potential futures that address all the identified interests and considerations. Early in their work together, the Stakeholder Group converged around a vision for the base of the mountain that fundamentally rethinks the base in a way that maximizes the community benefits and meets the greatest number of interests to the largest degree. The Stakeholder Group encourages Council and the community to view the vision for the base and the accompanying scenarios not through a lens of a particular interest, but through a lens of what will be best for the whole community in the long-term. Please read the accompanying summary report to learn about the Stakeholder Group's vision for the base and other elements and ideas that the group considered.

This summary document was prepared by Heather Bergman of Peak Facilitation Group and Tyler Sinclair, Director of Planning for the Town of Jackson. Due to the urgency of getting information to Council, the Stakeholder Group did not have time for a thorough, in-person review of this table as a group. Individuals suggested clarifications and edits in response to an emailed draft document; Heather and Tyler incorporated those to the best of their ability, working to remain consistent with the notes from the meeting. Any errors in this document should be attributed to the writing team, not to the stakeholders.

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
Gondola Landing	Gondola landing on Town of Jackson property	Gondola landing on Town of Jackson property	Gondola landing on Town of Jackson property	Gondola landing on Town of Jackson property <i>Note: The group briefly discussed the concept of a land exchange or purchase such that Town owns all or a portion of KM6 for community purposes and Snow King owns a portion of current ball field to land gondola and other amenities. Some members of the group indicated that they do not believe the idea is viable;</i>

* Indicates that the exact same language is present in each scenario. However, this does not necessarily mean that members of the Stakeholder Group support that language or that element no matter what; each scenario includes other components to balance these elements differently.

**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
				<i>others indicated that they would need more information and/or discussion before forming an opinion.</i>
Ice Rink*	Expand ice rink to the east to allow an additional sheet of ice and other options in the current area	Expand ice rink to the east to allow an additional sheet of ice and other options in the current area	Expand ice rink to the east to allow an additional sheet of ice and other options in the current area	Expand ice rink to the east to allow an additional sheet of ice and other options in the current area
Community Mountain Sports Center*	Community mountain sports center included as part of the Snow King Center ice rink, dependent upon ice rink expansion options	Community mountain sports center included as part of the Snow King Center ice rink, dependent upon ice rink expansion options	Community mountain sports center included as part of the Snow King Center ice rink, dependent upon ice rink expansion options	Community mountain sports center included as part of the Snow King Center ice rink, dependent upon ice rink expansion options

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
Parking	• Phil Baux Park should not to be used for surface parking • Move parking from Phil Baux Park to other Snow King property • Reconfigure and expand current Town-owned upper and lower parking lots at ice rink to increase number of spaces and build additional cantilevered parking at ice rink to create additional parking spaces • Consider parking at KM6—surface or underground, depending on development • Town of Jackson property to be used for drop-offs and turnaround with minimal parking for events • Bike lanes on Snow King Avenue • A parking and traffic study should be undertaken collaboratively by Snow King Resort Management Association (SKRMA) and the Town of Jackson to support a new Transportation Demand Management Plan.	• Phil Baux Park should not to be used for surface parking • Recoup lost parking at Phil Baux Park through: ○ Develop easiest surface parking options in the near term ○ Reconfigure and expand current Town-owned upper and lower parking lots at ice rink to increase number of spaces ○ Create more on-street parking on South Cache and Snow King Ave. ○ Consider angled parking on Snow King Ave. on north side with road widening to accommodate bike lanes • Town of Jackson property to be used for drop-offs and turnaround with minimal parking for events • Bike lanes on Snow King Avenue • A parking and traffic study should be undertaken collaboratively by Snow King Resort Management Association (SKRMA) and the Town of Jackson to support a new Transportation Demand Management Plan.	• Phil Baux Park should not to be used for surface parking • Recoup lost parking at Phil Baux Park through: ○ Develop easiest surface parking options in the near term ○ Reconfigure and expand current Town-owned upper and lower parking lots at ice rink to increase number of spaces ○ Create more on-street parking on South Cache and Snow King Ave. ○ Consider angled parking on Snow King Ave. on north side with road widening to accommodate bike lanes • Consider surface or underground, depending on development • Town of Jackson property to be used for drop-offs and turnaround with minimal parking for events • Bike lanes on Snow King Avenue • A parking and traffic study should be undertaken collaboratively by Snow King Resort Management Association (SKRMA) and the Town of Jackson to support a new Transportation Demand Management Plan.	• Phil Baux Park should not to be used for surface parking • Recoup lost parking at Phil Baux Park through: ○ Develop easiest surface parking options in the near term ○ Reconfigure and expand current Town-owned upper and lower parking lots at ice rink to increase number of spaces ○ Create more on-street parking on South Cache and Snow King Ave. ○ Consider angled parking on Snow King Ave. on north side with road widening to accommodate bike lanes • Consider surface or underground, depending on development • Town of Jackson property to be used for drop-offs and turnaround with minimal parking for events • Bike lanes on Snow King Avenue • A parking and traffic study should be undertaken collaboratively by Snow King Resort Management Association (SKRMA) and the Town of Jackson to support a new Transportation Demand Management Plan.

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
Zip Line	No zip line <i>Note: A zip line could be incorporated into this scenario: a) if it was accompanied by additional community benefit provided by Snow King, and b) only if the zip line was put adjacent to the Rafferty lift.</i>	No zip line	Zip line on west side of mountain (West Portal), activity recommended to be built adjacent (on east side) of Gondola.	Zip line on east side of the mountain adjacent to the Rafferty Lift.
Boundary Expansion/Road	Expand boundary to encompass new road as proposed by Snow King Mountain but without the additional terrain proposed on the front side; this <u>does</u> allow for skiing between switchbacks.	Expand boundary to encompass new road as proposed by Snow King Mountain but without the additional terrain proposed on the front side; <u>do not</u> allow for skiing between switchbacks.	Expand boundary to encompass new road as proposed by Snow King Mountain but without the additional terrain proposed on the front side; this <u>does</u> allow for skiing between switchbacks.	No boundary expansion; new road within existing boundary, for summer operations and safety purposes, could still be used for downhill skiing in the winter. <i>Note: Consider which needs could be met by a road on the backside to inform and potentially limit size and impact of road on front side of mountain.</i>
Summit Multi-use Building*	Multi-use building that is welcoming to both visitors and locals • Green development • Space for community activities • Allow for community use even when events are going on • Appropriate size to accommodate needs without being too big; maximize flexibility of space while minimizing footprint • No mid-mountain lodge as previously considered in the	Multi-use building that is welcoming to both visitors and locals • Green development • Space for community activities • Allow for community use even when events are going on • Appropriate size to accommodate needs without being too big; maximize flexibility of space while minimizing footprint • No mid-mountain lodge as previously considered in the	Multi-use building that is welcoming to both visitors and locals • Green development • Space for community activities • Allow for community use even when events are going on • Appropriate size to accommodate needs without being too big; maximize flexibility of space while minimizing footprint • No mid-mountain lodge as previously considered in the	Multi-use building that is welcoming to both visitors and locals • Green development • Space for community activities • Allow for community use even when events are going on • Appropriate size to accommodate needs without being too big; maximize flexibility of space while minimizing footprint • No mid-mountain lodge as previously considered in the

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
	MDP if there is a building at the summit • Restaurant should be welcoming for all patrons • Picnic tables • Summit Park • Weather forecasting station • Telescope and planetarium	MDP if there is a building at the summit • Restaurant should be welcoming for all patrons • Picnic tables • Summit Park • Weather forecasting station • Telescope and planetarium	MDP if there is a building at the summit • Restaurant should be welcoming for all patrons • Picnic tables • Summit Park • Weather forecasting station • Telescope and planetarium	MDP if there is a building at the summit • Restaurant should be welcoming for all patrons • Picnic tables • Summit Park • Weather forecasting station • Telescope and planetarium
Summit	West Summit minimal expansion to allow beginner skiing (magic carpet, facilities)	No expansion allowed	West Summit minimal expansion to allow beginner skiing (magic carpet, facilities)	No expansion allowed
Back Side of the Mountain	No change in boundary, as proposed by Snow King Mountain including a new lift and bike and ski terrain within existing permit boundary, with consideration for wildlife migration and habitat; includes bike park as proposed by Snow King Mountain; plus yurts (to be accessible to community as a community benefit)	No change in boundary with limited development for human-powered activities and yurts (to be accessible to community as a community benefit)	No change in boundary, as proposed by Snow King Mountain including a new lift and bike and ski terrain within existing permit boundary, with consideration for wildlife migration and habitat; includes bike park as proposed by Snow King Mountain; plus yurts (to be accessible to community as a community benefit)	No change in boundary, as proposed by Snow King Mountain including a new lift and bike and ski terrain within existing permit boundary, with consideration for wildlife migration and habitat; includes bike park as proposed by Snow King Mountain; plus yurts (to be accessible to community as a community benefit) Maintain option for road on the back side of the mountain
Front of Mountain Trails*	• Staircase Trail to be realigned/reinforced • Hiking Trail to be realigned to get pedestrians away from the road and construction traffic; allow for summer and winter use • Summit Trail needs to be more obvious and have better wayfinding • Two biking zones from the Snow King Mountain	• Staircase Trail to be realigned/reinforced • Hiking Trail to be realigned to get pedestrians away from the road and construction traffic; allow for summer and winter use • Summit Trail needs to be more obvious and have better wayfinding • Two biking zones from the Snow King Mountain	• Staircase Trail to be realigned/reinforced • Hiking Trail to be realigned to get pedestrians away from the road and construction traffic; allow for summer and winter use • Summit Trail needs to be more obvious and have better wayfinding • Two biking zones from the Snow King Mountain	• Staircase Trail to be realigned/reinforced • Hiking Trail to be realigned to get pedestrians away from the road and construction traffic; allow for summer and winter use • Summit Trail needs to be more obvious and have better wayfinding • Two biking zones from the Snow King Mountain

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
	proposal to be included; start at mid-station of Rafferty lift, have one crossing point only • If the road is shared with the Sink or Swim trail, then reroute trail to maintain single-track experience • Maintain and enhance connections to surrounding neighborhoods and area trails • Add bike lane on Snow King Avenue to the resort • Collaborate with Town, County, community groups, and others for trail building	proposal to be included; start at mid-station of Rafferty lift, have one crossing point only • If the road is shared with the Sink or Swim trail, then reroute trail to maintain single-track experience • Maintain and enhance connections to surrounding neighborhoods and area trails • Add bike lane on Snow King Avenue to the resort • Collaborate with Town, County, community groups, and others for trail building	proposal to be included; start at mid-station of Rafferty lift, have one crossing point only • If the road is shared with the Sink or Swim trail, then reroute trail to maintain single-track experience • Maintain and enhance connections to surrounding neighborhoods and area trails • Add bike lane on Snow King Avenue to the resort • Collaborate with Town, County, community groups, and others for trail building	proposal to be included; start at mid-station of Rafferty lift, have one crossing point only • If the road is shared with the Sink or Swim trail, then reroute trail to maintain single-track experience • Maintain and enhance connections to surrounding neighborhoods and area trails • Add bike lane on Snow King Avenue to the resort • Collaborate with Town, County, community groups, and others for trail building
Uphill Access/Travel in Winter	Charge for uphill access/travel in winter • Advance purchase discount option • Season pass option • Daily pass option	Charge for uphill access/travel in winter • Advance purchase discount option • Season pass option • Daily pass option	Charge for uphill access/travel in winter • Advance purchase discount option • Season pass option • Daily pass option	Charge for uphill access/travel in winter • Advance purchase discount option • Season pass option • Daily pass option Enhance beginner terrain within the existing boundary, including from the mid-station of the Rafferty Lift, above the cemetery and on the back side of the summit within the current boundary.
East Portal	East Portal to serve primarily as commercial, lodging, and retail • Resort entry, gateway to “resort activities,” summer focus	East Portal to serve primarily as commercial, lodging, and retail • Resort entry, gateway to “resort activities,” summer focus	East Portal to serve primarily as commercial, lodging, and retail • Resort entry, gateway to “resort activities,” summer focus	East Portal to serve primarily as commercial, lodging, and retail • Resort entry, gateway to “resort activities,” summer focus

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
	- Welcoming, accessible area - More intense use expected in this area - Important for winter/skiing aspect as well as summer activities	- Welcoming, accessible area - More intense use expected in this area - Important for winter/skiing aspect as well as summer activities	- Welcoming, accessible area - More intense use expected in this area - Important for winter/skiing aspect as well as summer activities	- Welcoming, accessible area - More intense use expected in this area - Important for winter/skiing aspect as well as summer activities - Emphasize portal for beginner skiers and ski school.
Lots 53, 57, and 58	All three lots to be used for employee housing and lodging - Place building envelope locations to maintain experience on ski hill - Maintain/create welcoming feel - Locate building envelopes to minimize impacts on adjacent property owners - Apply housing requirements (see housing section below)	All three lots to be used for employee housing and lodging - Place building envelope locations to maintain experience on ski hill - Maintain/create welcoming feel - Locate building envelopes to minimize impacts on adjacent property owners - Apply housing requirements (see housing section below); housing requirement to be met on-site	All three lots to be used for employee housing and lodging - Place building envelope locations to maintain experience on ski hill - Maintain/create welcoming feel - Locate building envelopes to minimize impacts on adjacent property owners - Apply housing requirements (see housing section below)	All three lots to be used for employee housing and lodging - Place building envelope locations to maintain experience on ski hill - Maintain/create welcoming feel - Locate building envelopes to minimize impacts on adjacent property owners - Apply housing requirements (see housing section below)
Housing	Town of Jackson and SKRMA negotiate new requirements; new agreement should provide parity with requirements in Land Development Regulations (LDRs) as much as possible address seasonal and full employees Ensure that housing requirements are based on usage and number of employees, not only square	Town of Jackson and SKRMA negotiate new requirements; new agreement should provide parity with requirements in Land Development Regulations (LDRs) as much as possible address seasonal and full employees	Town of Jackson and SKRMA negotiate new requirements; new agreement should provide parity with requirements in Land Development Regulations (LDRs) as much as possible address seasonal and full employees	Town of Jackson and SKRMA negotiate new requirements; new agreement should provide parity with requirements in Land Development Regulations (LDRs) as much as possible address seasonal and full employees

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
	footage			
Snow King Mountain Commitments*	• Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future) • Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill) • Ensure / negotiate affordable rates for locals with Town of Jackson (Details TBD; different definitions of “affordable” and “local” make it tricky.) • Maintain access for current user groups	• Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future) • Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill) • Ensure / negotiate affordable rates for locals with Town of Jackson (Details TBD; different definitions of “affordable” and “local” make it tricky.) • Maintain access for current user groups	• Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future) • Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill) • Ensure / negotiate affordable rates for locals with Town of Jackson (Details TBD; different definitions of “affordable” and “local” make it tricky.) • Maintain access for current user groups	• Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future) • Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill) • Ensure / negotiate affordable rates for locals with Town of Jackson (Details TBD; different definitions of “affordable” and “local” make it tricky.) • Maintain access for current user groups
SKRMA Commitments*	• Ensure SKRMA is a functioning entity as described in the year 2000 Resort Master Plan agreement, which is the current agreement with TOJ. • Present the SKRMA “entity structure” to the TOJ council to agree on “mutual” compliance. • Clearly define SKRMA’s responsibilities and members to avoid future “open to interpretation” issues • Develop an agreement on commitments that functions	• Ensure SKRMA is a functioning entity as described in the year 2000 Resort Master Plan agreement, which is the current agreement with TOJ. • Present the SKRMA “entity structure” to the TOJ council to agree on “mutual” compliance. • Clearly define SKRMA’s responsibilities and members to avoid future “open to interpretation” issues • Develop an agreement on commitments that functions	• Ensure SKRMA is a functioning entity as described in the year 2000 Resort Master Plan agreement, which is the current agreement with TOJ. • Present the SKRMA “entity structure” to the TOJ council to agree on “mutual” compliance. • Clearly define SKRMA’s responsibilities and members to avoid future “open to interpretation” issues • Develop an agreement on commitments that functions	• Ensure SKRMA is a functioning entity as described in the year 2000 Resort Master Plan agreement, which is the current agreement with TOJ. • Present the SKRMA “entity structure” to the TOJ council to agree on “mutual” compliance. • Clearly define SKRMA’s responsibilities and members to avoid future “open to interpretation” issues • Develop an agreement on commitments that functions

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
	in perpetuity that is transferable to any/all new owners - Clarify and separate where appropriate SKRMA commitments from Snow King Mountain commitments - Clarify where the SKRMA and Snow King Mountain commitments overlap and are connected. - Require a financial commitment from all SKRMA members consistent with the current SKRMA/TOJ agreement. - Ensure adequate parking; develop transportation demand management (TDM) plan - Clarify maintenance expectations and requirements, including snow removal - Contribute some percentage of fees/dues to support recreation (community center, ice rink, grant funding, etc.) - Re-visit and confirm funding requirements per the 2000 Resort Master Plan with TOJ. (Or propose a new mechanism to TOJ.)	in perpetuity that is transferable to any/all new owners - Clarify and separate where appropriate SKRMA commitments from Snow King Mountain commitments - Clarify where the SKRMA and Snow King Mountain commitments overlap and are connected. - Require a financial commitment from all SKRMA members consistent with the current SKRMA/TOJ agreement. - Ensure adequate parking; develop transportation demand management (TDM) plan - Clarify maintenance expectations and requirements, including snow removal - Contribute some percentage of fees/dues to support recreation (community center, ice rink, grant funding, etc.) - Re-visit and confirm funding requirements per the 2000 Resort Master Plan with TOJ. (Or propose a new mechanism to TOJ.)	in perpetuity that is transferable to any/all new owners - Clarify and separate where appropriate SKRMA commitments from Snow King Mountain commitments - Clarify where the SKRMA and Snow King Mountain commitments overlap and are connected. - Require a financial commitment from all SKRMA members consistent with the current SKRMA/TOJ agreement. - Ensure adequate parking; develop transportation demand management (TDM) plan - Clarify maintenance expectations and requirements, including snow removal - Contribute some percentage of fees/dues to support recreation (community center, ice rink, grant funding, etc.) - Re-visit and confirm funding requirements per the 2000 Resort Master Plan with TOJ. (Or propose a new mechanism to TOJ.)	in perpetuity that is transferable to any/all new owners - Clarify and separate where appropriate SKRMA commitments from Snow King Mountain commitments - Clarify where the SKRMA and Snow King Mountain commitments overlap and are connected. - Require a financial commitment from all SKRMA members consistent with the current SKRMA/TOJ agreement. - Ensure adequate parking; develop transportation demand management (TDM) plan - Clarify maintenance expectations and requirements, including snow removal - Contribute some percentage of fees/dues to support recreation (community center, ice rink, grant funding, etc.) - Re-visit and confirm funding requirements per the 2000 Resort Master Plan with TOJ. (Or propose a new mechanism to TOJ.)
Town of Jackson Commitments*	Leases Clean up/reneegotiate/consolidate	Leases Clean up/reneegotiate/consolidate	Leases Clean up/reneegotiate/consolidate	Leases Clean up/reneegotiate/consolidate

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
	existing leases to reflect new uses and improvements that emerge from this process • Write new lease for Gondola landing and SKM 1 land usage with Town of Jackson • Includes ice center, ski lodge, and any new things that emerge from this process Parking • Update the current travel demand management (TDM) plan and parking strategy in collaboration with SKRMA for private and public land Parks • Maintain parks and other Town-owned amenities in the area. • Collaborate with SKRMA to ensure maintenance and integrated access to park, ice rink, and associated amenities • Coordinate with SKRMA on programming and events Housing • Explore options for investing public funding in employee housing for Town of Jackson staff in conjunction/ partnership with requirements for employee housing for SKRMA Review • Ensure timely and efficient review of all plans, proposals,	existing leases to reflect new uses and improvements that emerge from this process • Write new lease for Gondola landing and SKM 1 land usage with Town of Jackson • Includes ice center, ski lodge, and any new things that emerge from this process Parking • Update the current travel demand management (TDM) plan and parking strategy in collaboration with SKRMA for private and public land Parks • Maintain parks and other Town-owned amenities in the area. • Collaborate with SKRMA to ensure maintenance and integrated access to park, ice rink, and associated amenities • Coordinate with SKRMA on programming and events Housing • Explore options for investing public funding in employee housing for Town of Jackson staff in conjunction/ partnership with requirements for employee housing for SKRMA Review • Ensure timely and efficient review of all plans, proposals,	existing leases to reflect new uses and improvements that emerge from this process • Write new lease for Gondola landing and SKM 1 land usage with Town of Jackson • Includes ice center, ski lodge, and any new things that emerge from this process Parking • Update the current travel demand management (TDM) plan and parking strategy in collaboration with SKRMA for private and public land Parks • Maintain parks and other Town-owned amenities in the area. • Collaborate with SKRMA to ensure maintenance and integrated access to park, ice rink, and associated amenities • Coordinate with SKRMA on programming and events Housing • Explore options for investing public funding in employee housing for Town of Jackson staff in conjunction/ partnership with requirements for employee housing for SKRMA Review • Ensure timely and efficient review of all plans,	existing leases to reflect new uses and improvements that emerge from this process • Write new lease for Gondola landing and SKM 1 land usage with Town of Jackson • Includes ice center, ski lodge, and any new things that emerge from this process Parking • Update the current travel demand management (TDM) plan and parking strategy in collaboration with SKRMA for private and public land Parks • Maintain parks and other Town-owned amenities in the area. • Collaborate with SKRMA to ensure maintenance and integrated access to park, ice rink, and associated amenities • Coordinate with SKRMA on programming and events Housing • Explore options for investing public funding in employee housing for Town of Jackson staff in conjunction/ partnership with requirements for employee housing for SKRMA Review • Ensure timely and efficient review of all plans, proposals,

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
	and permits related to SKRMA and Snow King	and permits related to SKRMA and Snow King	proposals, and permits related to SKRMA and Snow King	and permits related to SKRMA and Snow King

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TOWN OF JACKSON

TOWN COUNCIL

AGENDA DOCUMENTATION

PREPARATION DATE: NOVEMBER 5, 2018
MEETING DATE: NOVEMBER 13, 2018

SUBMITTING DEPARTMENT: PLANNING
DEPARTMENT DIRECTOR: TYLER SINCLAIR
PRESENTER: TYLER SINCLAIR

SUBJECT: **ITEM P18-208:** A REQUEST FOR AN AMENDMENT TO THE SNOW KING
PLANNED RESORT DISTRICT MASTER PLAN

APPLICANT: SNOW KING RESORT MASTER ASSOCIATION - SKRMA
RYAN STANLEY

REQUESTED ACTION

Snow King Resort Master Association has applied to the Town of Jackson to amend its Resort Master Plan pursuant to Section 8.7.3 Planned Unit Development of the Town Land Development Regulations. Specifically including the following actions:

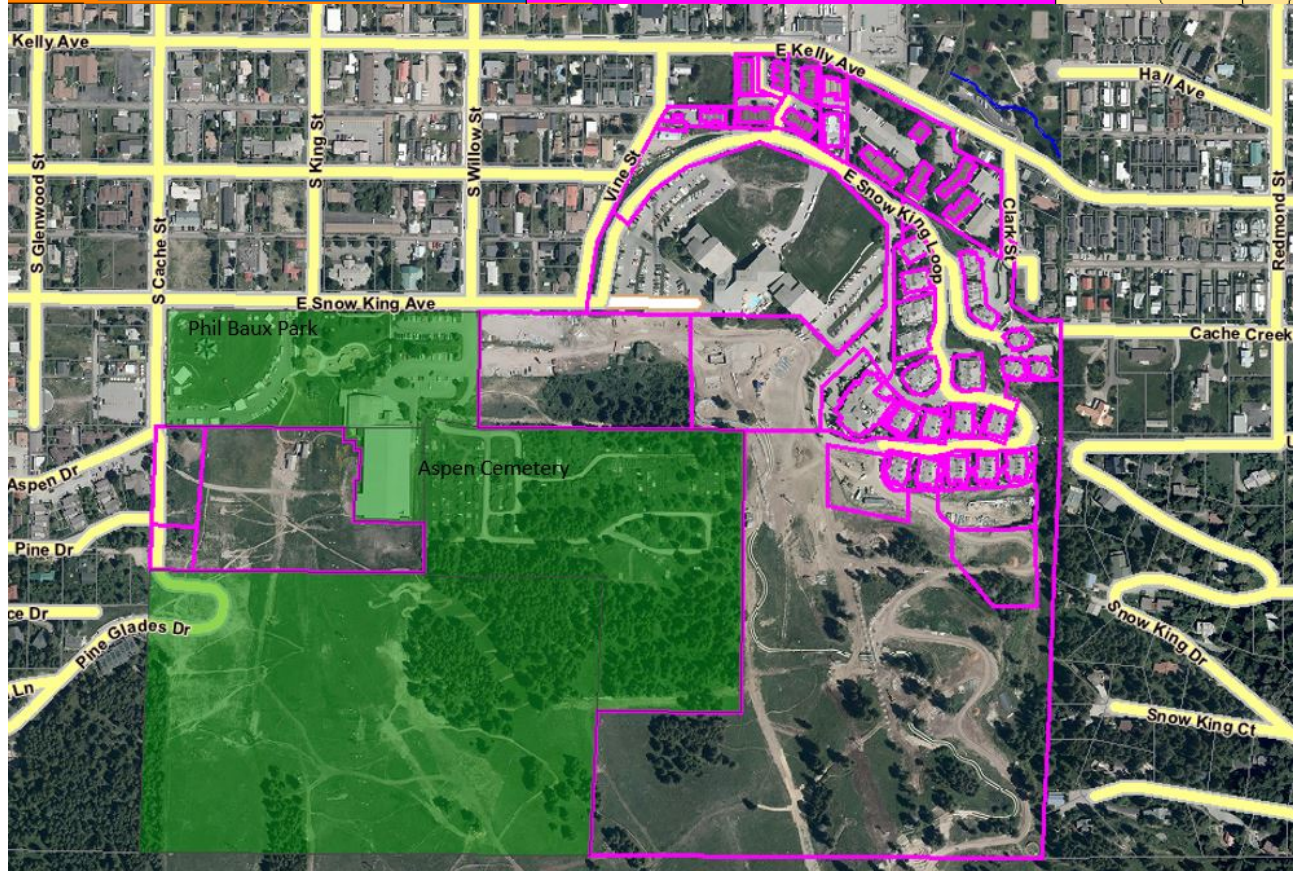
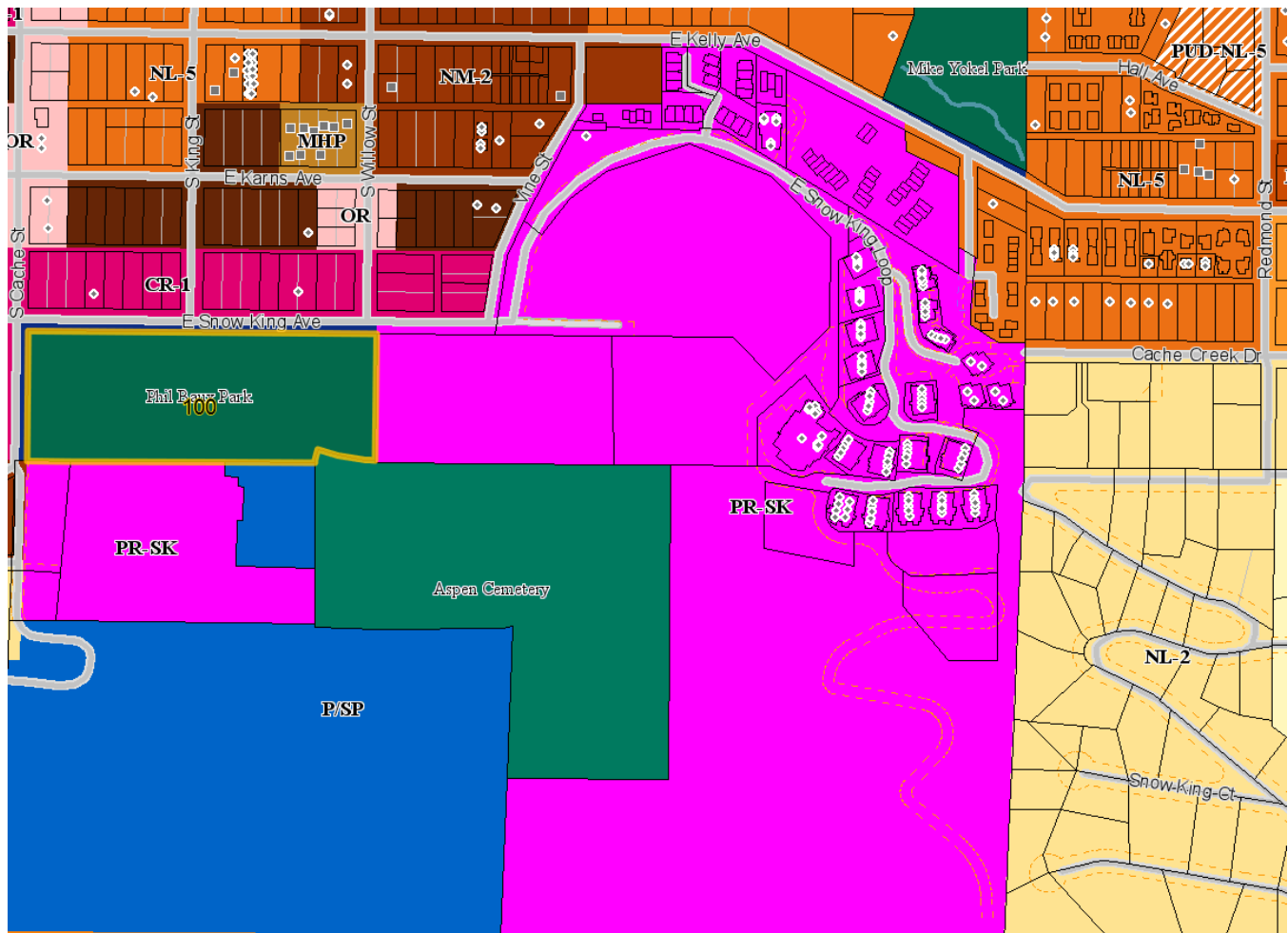
- A. Amendment to a Resort Master Plan pursuant to Section 8.7.3 Planned Unit Development
- B. Amendment to an associated Sketch Plan pursuant to Section 8.7.3 Planned Unit Development and Section 8.3.1 Sketch Plan.

APPLICABLE REGULATIONS

Section 8.7.3 Planned Unit Development
Section 4.3.1 All Planned Resort Zones
Section 4.3.2 Snow King
Section 8.7.1 LDR Text Amendment
Section 8.7.2 Zoning Map Amendment

LOCATION

Character District: 2: Town Commercial Core
Subarea: 2.1 - Snow King Resort
Zone: Planned Resort - Snow King (PR-SK) pink on below map
Overlay: N/A



BACKGROUND

The original Snow King Planned Resort District Master Plan was approved by the Town in December of 2000. During the months leading up to adoption the Town Planning Commission and Town Council had approximately 15 meetings to review and make changes to the plan prior to adoption. Subsequently the Town has approved two amendments to the Master Plan. The first included the removal of a ski lift that was to be located in the Clarke Knoll area, a decrease in the building setback along the eastern boundary from 100 to 70 feet and the relocation of some of the Love Ridge condominium buildings. The second amendment focused on changes to the Housing Chapter allowing individual projects to satisfy their housing requirements instead of housing being the overall responsibility of SKRMA. In addition, there have been numerous Development Plans approved at all levels (minor, intermediate and major) to allow development of the buildings and recreational improvements allowed under the plan including but not limited to:

- the Grandview and Love Ridge Condominiums (short term rentals),
- the Grandview Lodge (conference space, condominiums, office and unfinished second floor),
- One Town Hill Condominium project,
- the Rafferty Center Complex (two resort support buildings including ticketing, restaurant, and associated space)
- Mini golf course
- Mountain Coaster
- etc.

The original Master Plan allowed for a total of 915,000 square foot of total development and 2,208 guests measured by APO (average person occupancy) for lodging uses. In total approximately 351,662 square feet has been constructed to date and 1,113 guest APOs. Following is a more detailed breakdown:

Building Floor Areas (Above Ground) and APO's					
Used, Allocated and Available for Future Development					
		Building Floor Area		Lodging Capacity (APO)	
Existing Hotel		136,000	sf	408	Guests
Love Ridge Buildings 27 thru 36		81,354	sf	160	Guests
Grand View Buildings 48 thru 52		41,131	sf	80	Guests
Grand View Lodge and Spa (lot 55)		32,097	sf	32	Guests
One Town Hill - 680 S. Cache Street		61,080	sf	433	Guests
Total Used		351,662	sf	1113	Guests
Total allowed in the Snow King Resort Development		915,000	sf	2,208	Guests
Total Remaining		563,338	sf	1,095	Guests

Pursuant to the Master Plan and Land Development Regulations all projects within the Master Plan must first be reviewed and approved by the Snow King Resort Master Association prior to being submitted for review by the Town.

PROJECT DESCRIPTION

The following is a summary of the primary proposed amendments to the Snow King Planned Resort District Master Plan:

- Maps and associated text have been updated to reflect development that has occurred since the original Master Plan was created in 2000.
- Additional employee housing complex, mountain sports training facility, and maintenance shop proposed.
- Platted condominium/housing indicated for lots 53, 57, and 58.
- A second sheet of ice within the new/expanded ice rink.
- Expansion of the existing Lodge Room included for visual presentation only, recognizing that they fall outside the area governed by the Master Plan.
- A gondola, zip-line landing, and changes to parking proposed in the Phil Baux Park area. While, increased green space, a concert pavilion, public art, and landscaping improvements are also shown, these proposals fall outside the area governed by the Master Plan.
- Sub-Areas 6 & 7 are removed from Master Plan maps. Sub-areas were updated to be consistent with use within the sub area i.e. condo, hotel, recreation. Sub area 7 was removed from maps due to the limited part it plays in the Master Plan but remains referenced in text.
- Limited text updates were made to reflect general community developments and changes since 2000.
- References to a Mid-Mountain Lodge which was approved in the Master Plan have been deleted. This 25,000 square foot Lodge is proposed to be removed in exchange for support of a gondola and zip-line landing in the leased parking lot area of Phil Baux Park.

In addition, changes by Chapter are summarized below:

- I. Statement of Purpose and Existing Conditions
 - o Updated references to importance of conference business.
 - o Updated reference to Pine Lodge (now One Town Hill Condominiums).
 - o Updated references to Sub-Area 7.
 - o Updated maps to include satellite imagery of existing conditions and ownership changes since 2000.
 - o Updated ski area map and added map of accepted USFS Master Plan for the ski area.
- IV. Master Site Plans
 - o Updated Proposed Master Plan Map & Sub-Area Maps.
- V. Land Use Plan
 - o Updated references to a large daycare operation.
 - o Updated uses permitted within the recreation land use zone.
 - o Added a paragraph on uses not governed by this Master Plan.
- VI. Design Guidelines
 - o Changes to section on roof materials and design.
 - o Changes to reflect removal of sub-area 6 & 7 from maps.
- VII. Dimensional Limitations
 - o Added specific considerations for sub-areas 3, 4, and 5 with respect to dimensional limitations.
 - o Clarified FAR definition to reflect usage within the Master Plan.

- o Updated Sub-Area Maps.

VIII. Housing Element

- o Updated housing mitigation plan to change from a static mitigation rate to one that mirrors current Land Development Regulations.
- o Added reference to proposed employee housing complex on Vine St.
- o Updated housing requirements to be in-line with other ski resort housing requirements in Teton County.

IX. Transportation Elements

- o Updated section on street improvements to include reference to proposed improvements in the area of Phil Baux Park.
- o Added requirement for parking analysis associated with transportation demand monitoring requirement.

XI. Phasing and the Snow King Resort Master Association

- o Updated SKRMA requirements and role within the Resort District.

XII. Community Services Element

- o Added proposals for mountain sports training complex, support for a second sheet of ice, and Lodge Room enhancements.
- o Updated references to the community service elements that Snow King currently provides that were not noted on the prior Master Plan.
- o Added information on winter/summer uphill travel policies.
- o Updated trail system access support references.
- o Updated references to how Snow King directly supports and caters to community non-profits.

Staff notes that the applicant has also submitted amendments to their United States Forest Service Master Plan permit. Although those amendments are not directly part of this application they are interrelated. In addition, it should be noted that in order to implement portions of both the Town and Forest Service Master Plans, revised lease agreements with the Town for Town-owned property may be required (i.e. proposed plans for Phil Baux Park). Staff raises this issue of interrelated amendments only to inform the Council of the concurrent review/approval processes going on related to Snow King Mountain. Staff recommends that Council focus their comments primarily to the Town Master Plan amendment but not to be overly concerned about comments related to the Forest Service Master Plan or lease agreements. Staff will assist Council if it finds it important to consider improvements or commitments made outside the Town Master Plan that impact the amendments proposed.

STAFF ANALYSIS

Overview of New PUD Process

Pursuant the Section 4.3.1.C Legislative Act of the LDRs Planned Resorts shall be reviewed as follows:

Each Planned Resort Zone is subject to the legislative authority of the Town Council and to the findings and procedural standards outlined in Sec. 8.7.3. An approved Planned Resort Master Plan shall establish the development standards for that Planned Resort Zone.

While the Master Plan was previously reviewed as a development option approved as part of or “on top of” the property’s existing zoning, a PUD under the new LDRs is processed as a zone change (both map and text)

which is approved by ordinance, thus three (3) ordinance readings are required to officially adopt. It also has a requirement for a Master Plan that summarizes the primary development standards and uses required or allowed in the PUD for that particular property, creating individual development standards for each subarea. Under the LDRs a Sketch Plan review is also incorporated at this time. The Sketch Plan is a written and graphic representation of a development concept. The purpose of the Sketch Plan is to represent a proposed development at a preliminary, conceptual level of detail. Furthermore, it is the purpose of the Sketch Plan, through its preparation by the applicant and subsequent review by the Town, to identify development-related issues, which must be addressed in greater detail prior to or concurrently with the Development Plan to be submitted at a later date.

This site is located in a transitional area of Town slated for significant redevelopment by the Comprehensive Plan. As a Master Plan, many of the dimensional standards are project-specific and only can be determined by reference to the approved Master Plan. Future review of Development Plans is thus based primarily on determining consistency with the requirements of the approved Master Plan (not the LDRs, as is typical), which provides conceptual approval and direction for all future development of the site.

The applicant has submitted a track-change version, clean version and summary of changes to the Master Plan to show all proposed amendments to the Master Plan. Below staff will provide a summary of the changes and corresponding staff analysis by Chapter. In addition, certain issues identified by the Snow King Stakeholders Group that relate and/or affect the proposed amendment are also included.

Chapter 1: Statement of Purpose and Existing Conditions

Staff finds that the most significant change to the statement of purpose section relates to changes to the language regarding the convention center. The application proposes to remove the following statements:

The heart of our lodging business is meetings and conferences, and as such the proposed new Conference Center, is located in the center of our complex.

Jackson has long wanted a full service, year round convention center to complete its array of visitor services. This proposed Master Plan provides just such a convention center in a manner that will benefit the entire downtown area.

The deleted language would remove some of the current emphasis of the convention center as a key component to the overall purpose and vision of the Master Plan and role it was to play in the community. Staff notes that there is no proposed change to the location of the large convention facility located in Sub-area #2 at this time. However, the removal of this language may influence future discussion and direction as to the location and prominence of the convention center function in the Master Plan in the future. Staff has not proposed any specific changes to this section at this time but finds the Council should discuss the proposed changes and determine what level of importance the convention center should play in the Master Plan going forward. Discussion and clarification of this important theme of the Master Plan at this time will assist in any future changes to Sub-area #2 and the overall phasing plan.

In addition, staff finds that the proposed updates to the existing conditions, information, and maps are a significant benefit to the revised plan allowing the community to better understand what development has occurred and how it fits into future development. The revised maps also assist in considering amendments to building envelopes proposed in this amendment and in the future. The Existing Conditions Plus Approved Plan map on page 18, helps to illustrate the current location of proposed buildings primarily on the eastern edge of the Master Plan that are proposed to be amended in later Chapters. In addition, staff notes that the inclusion of the proposed 2014 Forest Service Master Development Plan - Upgrade Plan is appropriate for context and to

help consider its impacts on the private land at the base, however inclusion of the Plan should in no way imply approval of said plan by the Town. Comments on the Forest Service Master Plan will be provided by the Town separately, but review and discussion may occur during this review as the two are interrelated.

Chapter 2: Consistent with the Comprehensive Plan

The applicant has not proposed any changes to this Chapter. Staff notes that review of the Comprehensive Plan incorporated in the Chapter is against the 1994 Comprehensive Plan not the 2012 Plan. Although staff finds this acceptable as the Master Plan was based upon and remains rooted in the 1994 Comprehensive Plan, staff will be reviewing the proposed amendments for consistency with the 1994 and 2012 Comprehensive Plans in determining whether the required findings of approval can be made.

To provide context to the direction and vision for the Master Plan staff has added the following sections for Council consideration as you consider the proposed amendments.

The Snow King Resort is indicated on the Community Issues Map as having a unique role serving both the residents of the community and the visitor-based economy of the valley. The Resort is intended to be a "Community Resort" with unique access to residents. This access is exemplified by the public-private pathway and trail system, which is the integral fabric of the Resort.

Three important community character goals specially relate to Snow King: maintaining social and economic diversity, maintaining a balance between visitation and the community and to enhance this economic center through redevelopment. The proposed plan will maintain and enhance the social and economic diversity by offering a variety of potential uses internally within the resort. New commercial, office and retail space in facilities such as rooms, condominiums and conference areas will provide a balance of services for both guests and residents.

Chapter 3: Compliance with the Land Development Regulations

The applicant has proposed no changes to this Chapter. Staff notes that the Master Plan and associated LDRs set the maximum amount of development at 915,000 square feet and the maximum lodging capacity of 2,460 guests. This Chapter also outlines the required findings of approval required of the original Master Plan. One item that staff has identified to address not only in this Chapter but throughout the Master Plan is updating referenced LDR sections to the applicable current LDRs when appropriate and retaining the previous LDRs and associated standards when appropriate. Staff does not find that this will have any effect on the content of the Master Plan or on the appropriate review standards and findings.

Chapter 4: Master Site Plans

The applicant has revised the master site plans to reflect buildings and improvements that have been completed to date, new Sub-area locations and amenities and the relocation of some buildings within proposed Sub-area #3. The applicant has proposed to reduce the total number of Sub-areas from 7 to 5. Specifically, the applicant has removed previous Sub-area #7 which contained development that had occurred prior to the adoption of this Master Plan and consolidated two other Sub-areas into a new Sub-area #3 which includes similar condominium style of development. Staff is recommending one change that Sub-area #1 be amended to include all of the Grandview Lodge building. The included trails and sidewalk plans have remained unchanged.

Chapter 5: Land Use Plan

The purpose of the Land Use Plan Chapter is to primarily establish the allowed uses within the Master Plan. The Chapter divides this topic into two specific areas: 1) Uses Permitted within Building Envelopes and 2) Uses Permitted within the Recreation Land Use Zone. Within the Building Envelope areas staff notes the only significant change is the removal of discussion regarding a planned Day Care facility. The applicant has proposed changes/clarification to the allowed uses in the Recreation Land Use zone primarily to incorporate uses such as ziplines, yurts, splash pads and water features, mountain coasters, mazes, ropes courses, outdoor food and beverage facilities, and pathways not specifically called out before (see page 46). In addition, the applicant has proposed these uses by right, which is a change from the Limited Use status they currently hold in the Master Plan. Staff is recommending that all Outdoor Amusement/recreation and Commercial Amusement uses be allowed only through application for a Conditional Use Permit. Staff finds that the level of interest from the public on these types of amenities in the past has been significant and the ability of the public and Town to review specific proposals for neighborhood compatibility will be important moving forward. Staff also notes that the Council may want to consider if any of the proposed amenities should not be allowed to be proposed. The final page of this Chapter provides an Example Development chart. Although the purpose of this chart was not to bind the applicant to the square footages and uses indicated in it, it was helpful to illustrate a possible development example of how the total amount of square footage could generally be allocated throughout the Master Plan. Staff is recommending that the applicant revise the Example Development chart to reflect the new proposed Sub-areas and associated uses and square footages to reflect what has been built to date and what is anticipated in the future. Staff notes that square footage allotments are not prescribed in the Master Plan by Sub-area or building envelopes although private transactions serving this purpose may have taken place. The actual amount of square footage and allowed uses are only determined at time of Development Plan approval. This Chapter refers to improvements on Town property and Forest Service Property, discussion of this topic is provided below.

Chapter 6: Design Guidelines

The only significant change to this Chapter is related to the type of roof materials that may be used. Staff has no concerns with the proposal. Staff is recommending that all buildings be reviewed by the Town Design Review Committee (DRC). The DRC review would be limited to review against the Master Plan Design Guidelines only. Staff is recommending this amendment to better assist staff and the community to ensure the design vision and guidelines outlined in the Master Plan are upheld by trained professionals. Staff notes at the time of adoption of the original Master Plan the Town did not have a DRC to assist in this type of review.

Chapter 7: Dimensional Limitations Plan

The Master Plan amendments proposed call for amendments to the Building Envelopes and allowed uses within Sub-areas 3, 4 and 5.

Sub-Area 3

Sub-area #3 proposes revised or new building envelopes related to 3 platted lots created in this area after adoption of the Master Plan in 2000. The 3 lots do not neatly correspond to any of the existing building envelopes in the current Master Plan. The proposed amendments would relocate and/or create new building envelopes associated with the existing platted lots. See below an illustration of the current building envelopes in this area and the proposed revised locations.



Current



Proposed

The proposed amendments including the two building envelopes (Lots 53 & 58) on the eastern edge of the Sub-area continue the style, and bulk and scale of the existing Love Ridge and Grandview developments further up the hillside. The third building envelope (Lot 57) located to the west of the previous two is located in an area where development was not previously contemplated. All proposed building envelopes would allow three (3) story structures in a single or multiple building. Currently structures in this area are allowed to be two (2) stories in height and are broken into multiple smaller buildings. Staff is generally comfortable with the proposal for Lots 53 and 58 with the exception that additional language should be added to ensure compatibility with the neighborhood to the east including but not limited to stepping down the building height, additional landscape screening, etc. Staff does have some concern over the possible location and size of the proposed building on Lot 57 specifically its impact on the adjacent ski area. Staff is recommending language be added to the plan to specifically address this issue at time of Development Plan review, including but not limited to shifting the building to the east, reducing the footprint of the building, breaking it up into multiple buildings, etc.

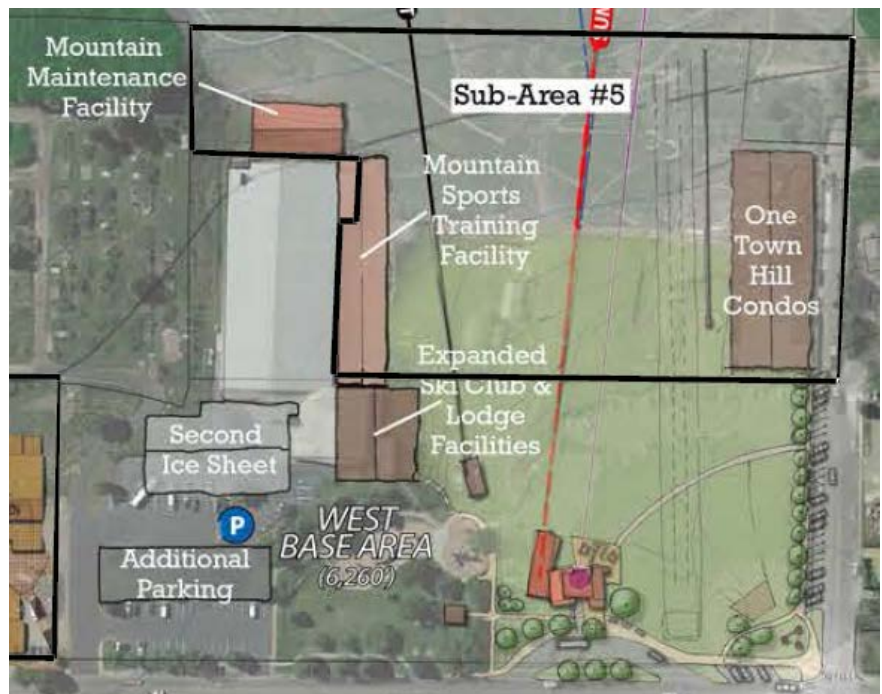
Sub-area #4

The most significant changes in Sub-area #4 are the removal of the Mid-Mountain Lodge and replacement of the maintenance facility along Vine Street with a mountain maintenance storage and employee housing building.

Staff has some concern over the compatibility of the mix of uses proposed on the Vine Street site. Combining employee housing with primarily a light industrial use may be difficult to ensure the safety and enjoyment for all. Staff is recommending further detail be provided on the storage proposed and the possible removal of this use from the location. As an alternative the applicant may consider separating the two proposed uses into multiple building on the site. Staff also has some concern regarding the bulk and scale of the proposed building due to the size of the proposed building envelope, and proposed height of 42-46 feet. In considering height the applicant shall provide information regarding the elevation to the rear of the property and consider the height of the surrounding zoning districts. Staff is also not supportive of approving at this time no parking on site, especially for the employee housing. Staff has recommended an amendment to reduce the proposed building envelope, reduce the proposed height, to remove the discussion of parking from the Master Plan, and thorough review and consideration of the proposed uses through a Conditional Use Permit.

Sub-area #5

The applicant has proposed to add two additional building envelopes in this Sub-area, one for a maintenance facility and one for a mountain sports training facility. Staff is generally supportive of the location, bulk and scale and uses proposed being compatible with those existing. Additional facilities included in this area on Town-owned property will be discussed below. Staff has added an amendment to ensure that all development in this area but especially the proposed mountain maintenance facility meet all LDR hillside development requirements in place at the time of Development Plan.



Chapter 8: Housing Element

Staff is very supportive of the applicant's proposal to amend the Master Plan to require all future development to meet the requirements of the then-current Town Land Development Regulations. This change places development within the resort at the same mitigation rate of all other property owners in Town. In addition, staff is very supportive of the inclusion of the proposed seasonal employee housing along Vine Street. Staff notes that these units under the new regulations would not be able to be utilized to meet future housing requirements as housing for seasonal employees no longer qualifies as mitigation and so housing seasonal workers is now the responsibility of each property owner. By taking the proactive approach to provide needed seasonal housing, (even though it is not required), while still meeting the need for housing full time year around employees generated by future development, the amendments are perfectly in line with the recent amendments to the Town's housing requirements. Staff has suggested an amendment to remove the proposed language regarding banking of credits as this is taken care of in the new housing regulations and is not needed in the Master Plan.

Chapter 9: Transportation Element

The Transportation Chapter of the Master Plan is divided primarily into two sections: 1) Transportation Demand Management and 2) Shared Parking. The most significant comment related to this Chapter from staff, including Planning, Pathways, START and Engineering, is the need to update it to incorporate the most current data and transportation improvements that have been made. All Town departments listed above have provided substantial comment on this application that should be reviewed and considered by the Council (see attached). Below staff has provided more general comments and proposed amendments based upon Planning review and review of comments by other Departments. All of the proposed departmental conditions are attached. The Council may want to recommend additional amendments to this Chapter.

Transportation Demand Management

Based upon required traffic monitoring every three years since adoption of the Master Plan, the applicant has largely been successful in meeting the transportation and mode shift goals outlined in the Master Plan. With

that being said staff finds that much more focused consideration related to the Transportation Demand Management (TDM) plan could be incorporated into the plan at this time to ensure the identified goals continue to be met into the future. Specifically, START has recommended that the applicant be required to better integrate and utilize the START system as an alternative means of accessing the resort by employees, guests and visitors. Specifically, START would have the following be requirements of the TDM program moving forward:

- o Provide free or reduced-level bus passes to all employees
- o Provide free or reduced-level bus/bike passes to guests
- o Require off-site parking for employees
- o Provide START Bikes and promote alternative modes of travel for employee and guests
- o Promote transit usage in marketing and website promotional material

Parking

Much time and energy was put into the overall shared parking approach incorporated into the existing Master Plan. With a few exceptions (special events, holiday weekends) staff finds that the shared parking approach adopted in the plan has largely been successful in balancing the need to provide new surface parking concurrent with new development and the ability to share largely existing and some new parking with new amenities without a significant increase in parking. Staff also notes that parking in this area certainly must be viewed not only from the demand created by the resort but also from the public uses surrounding it including: Ice Rink, Phil Baux Park, etc. Staff also finds that both on-street and off-street parking must be considered when discussing parking in the area. Staff notes that the specific pick up and drop areas and parking shown on Town right of way and property are not being considered or approved as part of this plan. Staff finds that this specific area will need to be cooperatively addressed moving forward to develop the best approach to accommodating the diversity of needs in the area. The pathway coordinator also notes that over parking in the area will be counterproductive to meeting the alternative transportation goals of the plan. The proposed amendments to the Forest Service Master Plan including significant increases in skier days and overall recreational amenities of the resort will need to be considered. At this time staff is recommending that the applicant be required to pave and maintain the availability of the surface parking lots in Sub-area #2 for use by all patrons to the area to address the current demand and future demand of the resort within the Forest Service Master Plan and surrounding land uses. As specific uses and developments are added to the area the resort and surrounding land owners will need to work cooperatively to address future parking and TDM needs going forward.

Chapter 10: Capital Improvement Plan

The Town Engineering Department have provided substantial comments based upon review of the Capital Improvement Plan (see attached). The primary comments and conditions are that the applicant revise the infrastructure information provided in the current plan to include improvements that have been done since that time and include new proposed amenities and buildings in the analysis. In addition, Engineering has asked that the applicant verify that previous conditions of approval have been satisfied and if so to delete those conditions from the Master Plan.

Chapter 11: Phasing and the Snow King Resort Master Association

The applicant has proposed amendments to this Chapter to clarify to role and responsibilities of the Snow King Resort Master Association (SKRMA) going forward. The proposed amendments do not include significant updates to the limited phasing plan in the current Master Plan. Staff finds that significant additional detail must be provided regarding the SKRMA responsibilities going forward and to identify the related action that will be

taken if the defined responsibilities are not met. Specially, the Chapter could include areas identified during the Snow King Stakeholder engagement process which are as follows:

- Ensure SKRMA is a functioning entity as described in the year 2000 Resort Master Plan agreement, which is the current agreement with TOJ.
- Present the SKRMA “entity structure” to the TOJ council to agree on “mutual” compliance.
- Clearly define SKRMA’s responsibilities and members to avoid future “open to interpretation” issues
- Develop an agreement on commitments that functions in perpetuity that is transferable to any/all new owners
- Clarify and separate where appropriate SKRMA commitments from Snow King Mountain commitments
- Clarify where the SKRMA and Snow King Mountain commitments overlap and are connected.
- Require a financial commitment from all SKRMA members consistent with the current SKRMA/TOJ agreement.
- Ensure adequate parking; develop transportation demand management (TDM) plan
- Clarify maintenance expectations and requirements, including snow removal
- Contribute some percentage of fees/dues to support recreation (community center, ice rink, grant funding, etc.)
- Re-visit and confirm funding requirements per the 2000 Resort Master Plan with TOJ. (Or propose a new mechanism to TOJ.)

In addition, it is important to clearly define the role of SKRMA separate from the role and responsibilities of Snow King Mountain. Specially, the Chapter should include areas identified during the Snow King Stakeholder engagement process which are as follows:

- Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)
- Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill)
- Ensure / negotiate affordable rates for locals with Town of Jackson (Details TBD; different definitions of “affordable” and “local” make it tricky.)
- Maintain access for current user groups

In addition, staff finds that significant additional detail must be provided on a proposed phasing plan. Staff finds that specific information related to public benefit and improvements as required by the Master Plan need to be clearly laid out and understood. Staff finds that much of the confusion and frustration with the current Master Plan shared by the public, applicant and staff is that items such as SKRMA and Snow King Mountain responsibilities and a detailed phasing plan establishing when and how the public portions of this plan are integrated into the private development aspects are not clear.

Chapter 12: Community Services Element

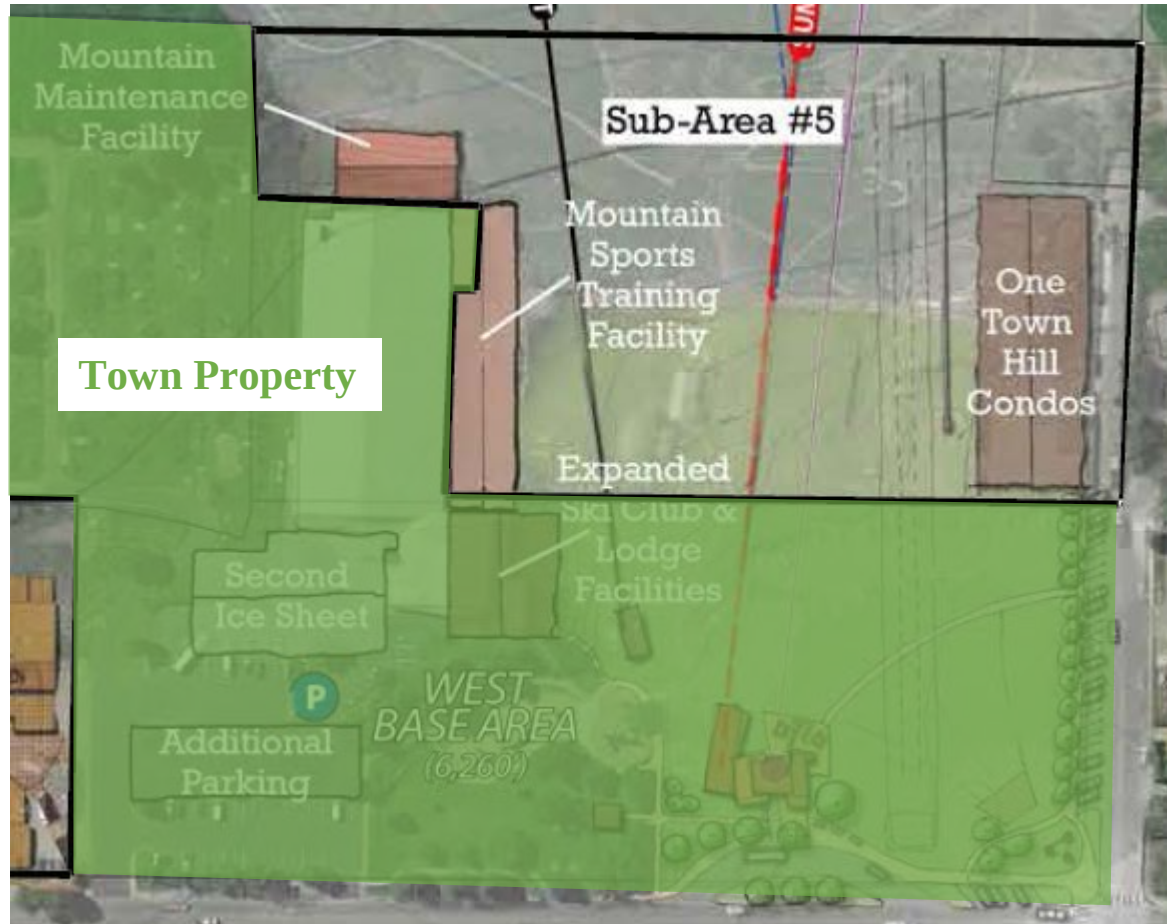
The applicant has provided amendments and updated this Chapter to better reflect the Community Services/Benefit that has been provided to the community since the adoption of the Master Plan and ideas and proposals on how this will work moving forward. Most significantly the applicant mentions inclusion of a Mountain Sports Center, support for the Ski and Snowboard Club with an expansion and improvements to their

existing facilities, many on mountain improvements, including a new gondola, summit facility and observatory, and other community benefits.

Staff's comment similar to the last Chapter is that significantly more detail and an associated phasing plan/timeline must be developed to support the many good ideas and benefits described herein. Again as stated above much of the confusion and frustration with the current plan is the lack of clarity around what is to be expected from SKRMA as it relates to this Chapter and what happens if it is not provided. Staff acknowledges that the specifics of this Chapter are in some ways directly related to proposals by the applicant on adjacent Town property and to the United States Forest Service related to activities on the mountain. Staff would have the Town Council consider what specific details and timelines should be associated with the Master Plan and other developments on adjacent property in order to approve this amendment.

Town Property

Staff finds it appropriate to provide the Town Council comment on the proposed gondola and zip line proposed on Town Property as it is interrelated to the Master Plan being considered. Staff will not provide additional comment at this time regarding the remainder of the applicant's proposal to the United States Forest Service, but has provided a summary of this proposal as an attachment to this report.



Staff is generally supportive of the proposed gondola on Town property if it is able to be located in such a way to maximize its continued use as a multi-use outdoor area, allow continued connectivity for all modes between all portions of Phil Baux Park and not interfere with the historic and ongoing public use of this area for special events, recreation and unorganized play. Staff does not support the location of a proposed zip line in this area. Staff finds that a key component of the Master Plan is to concentrate private/commercial use of the mountain

to the eastern portion of the resort (east portal) currently the location of the alpine slide, mountain coaster, mini-golf, ropes course and maze. Staff finds that if a zip line is incorporated into the Master Plan this would be a preferred location. Staff finds that by grouping all these similar amenities in one location that the associated parking, restrooms, food and beverage, ticketing, etc., can be provided in one convenient spot. As a result the western portion of the resort (west portal) can be the more public/noncommercial side focused on outdoor pursuits including the park, biking and hiking in the summer and skiing/tubing in the winter. Please see detailed comments from the Parks and Recreation Director attached, along with minutes and a letter from the Parks and Recreation Board on this topic.

PLANNING COMMISSION SUMMARY AND RECOMMENDED AMENDMENTS

On September 19 and 20, 2018 the Town Planning Commission heard Item P18-208 an amendment to a Resort Master Plan pursuant to Section 8.7.3 Planned Unit Development and an amendment to an associated Sketch Plan pursuant to Section 8.3.1 Sketch Plan. The Commission received a presentation from staff and the applicant regarding the application, engaged in a question and answer session with the applicant and staff and received public comment. Upon the conclusion of the item on September 20, the Commission continued the item to the Regular Planning Commission meeting on October 3, 2018. The Commission directed staff to provide a summary of the discussion held by the Commission to date and revised amendments based upon the Commission's chapter by chapter review. At the October 3 meeting the Commission recommended approval of the application to Town Council with 27 suggested amendments. Below staff has summarized the Commission discussion and analysis of the application and provided their recommended amendments. Staff recommended amendments are the same as those of the Planning Commission at this time.

Chapter 1: Statement of Purpose and Existing Conditions

The Commission discussion focused on whether the proposed deletion of wording related to a convention center was appropriate at this time. The Commission discussed that it may be appropriate to remove this language if the desire of the community and intent of the applicant was to no longer provide this amenity as a key focus of the plan. In addition, the Commission discussed whether the community still desired such a focus with the associated job generation and shoulder season promotion as was approved in 2000. The Commission discussed that it would benefit the community to have the applicant identify what the new focus of the plan would be if no longer a convention center. The Commission wondered if the new vision should be more focused on the "Town Hill" recreational amenities and associated lodging with clarification that the existing conference space would meet future needs. The benefits of this would be to allow future Commissions and the community to have a clear understanding of the future vision for the Master Plan replacing the convention center focus. The Commission discussed that if the applicant was not prepared to do that at this time that the purpose statement could be revised to include language related to consistency with the vision in the Comprehensive Plan for this area. Specifically, the Commission stated that clarifying the future intent would assist in reviewing future amendments to Sub-area #2 if a convention center may no longer be desired as currently in the Plan. The Commission discussed but did not conclude whether they preferred to review revised language related to this topic or whether the final review and consideration could be by Town Council based upon the Commission discussion and direction.

At the October 3 meeting, the Commission discussed that the applicant's letter submitted since the previous meeting further addressed the issue and the Commission was comfortable with the recommended amendment to this chapter.

Planning Commission Recommended Amendments:

1. **Chapter 1:** The applicant shall revise the Master Plan to clearly define a modern vision for the Master Plan moving forward including what the role, function and location of the convention center will play

or not. If this is not possible the Plan should be amended to include a vision moving forward to better align with the 2012 Comprehensive Plan and community's goals today. The defined new vision would be used to review future land use changes in the Plan specifically but not limited to Sub-area #2.

Chapter 2: Consistent with the Comprehensive Plan

The Commission had a brief discussion regarding the applicability of both the 1994 and 2012 Comprehensive Plans and discussed that both Plans should be utilized in making the required findings for the application.

Planning Commission Recommended Amendments:

2. **Chapter 2:** Applicant shall revise Chapter II to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.

Chapter 3: Compliance with the Land Development Regulations

Staff clarified for the Commission that there were no content amendments proposed and that it was staff's intent with the recommended amendment to update the 2000 Master Plan to include 2018 LDR references only.

Planning Commission Recommended Amendments:

3. **Chapter 3:** Applicant shall work with staff to update references to the Land Development Regulations to incorporate the current Land Development Regulations as required.

Chapter 4: Master Site Plans

The Commission discussed that the building currently located in two sub-areas should be placed in which ever sub-area (1 or 3) that best matched the desired future character. In addition, it was clarified for the Commission that this item did not affect the total amount of floor area allowed in the Master Plan as that was capped at 915,000 square feet. The Commission recommended that the applicant may want to revise the sub-area map to provide better contrast between existing and proposed buildings prior to Town Council.

Planning Commission Recommended Amendments:

4. **Chapter 4:** Applicant shall revise Sub-area #1 or #3 to include all of the proposed building currently split between two sub-areas into one.

Chapter 5: Land Use Plan

The Commission discussed that adding new recreational uses was appropriate based upon new types of uses including splash pads and zip lines that were not known in 2000 when the Plan was originally approved. The Commission discussed at length whether a CUP should be required for all Outdoor Amusement/recreation and Commercial Amusement uses or whether there should be a threshold that would allow for staff level review. The Commission discussed that a CUP process provided transparency to the public and an opportunity for public comment on these types of uses in order to determine such characteristics as hours of operation, lighting, smell, noise, etc., on a case by case basis. The Commission had discussion on whether temporary uses should be allowed without a CUP and directed staff to come back with some ideas for the Commission to consider related to thresholds for temporary uses and how temporary uses would be defined.

At the October 3, 2017 meeting there was additional discussion regarding temporary uses. The Commission revised the amendment to address concerns about multiple temporary uses occurring over many years operating like a permanent use. In addition, the Commission added language to ensure that all improvements associated with the temporary use would have to be permanently removed upon expiration of the temporary use. The

Commission discussed examples, such as a horse riding stable or construction staging area, which should not be allowed for approval as temporary uses year after year as only a basic use permit.

Planning Commission Recommended Amendments:

5. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a Conditional Use Permit for all permanent Outdoor Amusement/recreation and Commercial Amusement uses.
6. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a basic use permit for a temporary Outdoor Amusement/recreation and Commercial Amusement uses. Temporary shall be defined as a use occurring for a period of less than 180 days per year. Upon expiration of the temporary use the operation of and all associated improvements shall be completely removed from the property. There shall be a limit of two basic use permits allowed per use thereafter the use shall be considered a permanent use and require a Conditional Use Permit.
7. **Chapter 5:** Applicant shall revise the Example Development chart (in all locations) to reflect the new proposed Sub-areas and associated uses and square footages to reflect what has been built to date and what is anticipated in the future.

Chapter 6: Design Guidelines

The Commission discussed the example of the One Town Hill not being required to present to the Town Design Review Committee and should it have? The Commission was supportive of staff's recommended amendment to require Design Review Committee review of Master Plan buildings going forward.

Planning Commission Recommended Amendments:

8. **Chapter 6:** Applicant shall revise the Chapter to include a requirement that all buildings be reviewed for compliance with the Master Plan Design Guidelines by the Town Design Review Committee.

Chapter 7: Dimensional Limitations Plan

Sub-Area 3

The Commission discussed that the use on these Lots (53, 57 & 58) was likely to be condominiums similar to what has been built already in the area and that the Commission was comfortable with that. The Commission discussed that at one time Lot 57 was intended to house the ski school and other mountain facilities. The Commission asked who owned the Lots and it was stated that there is a common owner for Lots 53 and 58 and a separate owner for lot 57. The Commission asked what the setback was on the eastern property boundary, staff responded that it was 70' and that the land included in the 70' setback is owned by a separate owner than the owner for Lots 53 and 58. The Commission discussed the bulk and scale of the buildings and how that would be controlled. Specifically, the Commission had concern with the height and associated bulk and scale of Lot 57 might be too large in comparison to that of Lots 53 and 58, especially if Lot 57 is developed with one large building instead of multiple buildings, and recommended additional language be included in the proposed amendment to address this concern. Staff clarified that the required employee housing would be included in the 3 story height limit. Staff reviewed for the Commission that there was previously a building approved and issued a building permit on Lot 53 although never built. The proposed building was outside the allowed building envelope.

Sub-area #4

The Commission was comfortable with the removal of the mid-mountain lodge and development of a similar facility at the summit. The Commission noted that the Town was proposing a very similar mixed-used building as proposed on Vine Street at the Parks and Recreation facility on Snow King Drive. The Commission discussed

what the proposed uses for the first floor of the proposed mixed use building were. The Commission discussed the worst case scenario of having light industrial uses like welding and automotive repair on the first floor with residential units above and across the street. A Commissioner noted that currently there is a lack of storage on the site with noise and uses not compatible with the adjacent neighborhood including ATVs and trash hauling. The applicant stated they were intending to use the facility primarily for storage to address neighborhood concerns. The current use of the facility for on mountain machines and repair would be relocated to behind the ice rink. The Commission was not comfortable addressing the parking now and found that should be addressed at time of Development Plan. The Commission found the CUP would allow the neighbors to weigh in on the specifics of the application at a later date. The Commission discussed the size of the existing building envelope and staff concerns with its size, and lack of setbacks. The Commission discussed the need for and lack of a sidewalk on Vine Street and noted that it was a START bus route. The Commission discussed the proposed height of the structure being 3 stories and 42-46 feet and whether it should be limited to 39'. Upon discussion of the need for employee housing and height of the hill behind the Commission was comfortable with the height as proposed. The Commission discussed not allowing light industrial uses in this Sub-area but concluded that it could be allowed through a CUP.

Sub-area #5 and Town Property

The Commission stated that they preferred to discuss Sub-area #5 and the adjacent Town owned property and proposed uses at one time. The Commission asked what the current lease arrangement of the Snow King Center was. The applicant stated that the ice rink is leased to Center Management Inc. and the Lodge Room, Ski Club Office, kitchen, etc., are leased to Snow King Mountain. The Commission discussed the location of the zip line and the impact of the noise associated with it. The Commission noted there was concern from the public regarding a zip line in general, and whether one should be allowed at all in the Master Plan. Commissioners spoke in favor of locating the zip line as proposed adjacent to the gondola on the west side of the resort and/or as recommended by staff on the eastern side of the resort. In conclusion the Commission was open to locating a zip line in the Master Plan, with some preference to locating it on the west opposed to the east side as proposed by the applicant.

A Commissioner asked, "what was the benefit to the Town to a private gondola being located on Town owned property". In response Commissioners stated that the proposed improvements to Phil Baux Park, opening up of the base area to reduce congestion and more contiguous and functional green/white space in the area were benefits to the community. The Commission discussed it was a fine line between using private funds to improve the area with maintaining or improving the public use of the area but agreed that Snow King should provide money to improve Phil Baux Park if public land was being used for private purposes. It was discussed that if the gondola was located on Town property it should be located as far south as possible but generally at the same elevation as the street for accessibility. The location of the gondola should be visible from the street to attract people to it. In addition, it was stated that the investment of private funds now might allow for private operation of the Mountain into the future without public funds being required. The Commission noted that much more detail and discussion would be needed to ensure circulation for vehicles and pedestrians was successfully incorporated into a redesign. Staff clarified that the Town is not recommending a specific location of the gondola now, just the parameters to which the Commission would consider a redesigned Phil Baux Park at a later date.

The Commission discussed that the current shared parking approach was working and that the Commission did not generally support the building of more parking, but areas could be reserved for parking if needed in the future (South Cache). Discussion was had between the different parking needs in the summer versus winter. The Commission also discussed the vision of the Comprehensive Plan to utilize alternative modes of transportation, balanced with the practical need for parking. The Commission discussed that pick up and drop off in the winter was more important than in the summer as guests have more gear. The Commission discussed

that parking needs in the area should be looked at as a whole (shared parking) between public and private uses (park and mountain) and locating parking on the periphery of the area was preferred compared to locating it within the site so as to not divide the proposed open space and allow circulation without interruption by surface parking Lots.

At the October 3 meeting there has additional discussion regarding the location of the proposed gondola in Phil Baux Park. The Commission clarified that their desire was not to have the gondola located next to the Snow King Avenue curb, but to the south clustered near the existing lift and other improvements. The Commission reiterated that it was their intent to accommodate as much open space as possible and not bifurcate the park. The Commission discussed that there may be other alternatives to accessing the proposed gondola then from the street for example from the parking lot adjacent to the ice rink. In addition, the Commission stated that the CUP will be the opportunity to determine the exact location of the gondola and that the proposed amendments were intended to provide the applicant direction prior to review of the CUP.

Planning Commission Recommended Amendments:

9. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lots 53 and 58 to ensure compatibility with the neighborhood to the east including but not limited to consideration at time of Development Plan of stepping down the building height, additional landscape screening, etc.
10. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lot 57 to ensure compatibility with the recreational area to the west including but not limited to consideration at time of Development Plan to shifting the building to the east, reducing the footprint of the building, breaking it up into multiple buildings, etc. In addition, the applicant shall include language to address bulk and scale concerns with the proposed structure including stepping down the building height, reducing the building height to 2 stories, etc.
11. **Chapter 7:** Applicant shall revise the plan to include a requirement for alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive including paving, bollards, signage, and other best practices.
12. **Chapter 7:** Applicant shall revise Sub-area #4 to reduce the proposed building envelope, to remove discussion of parking and to require a thorough review and consideration of the proposed uses through a Conditional Use Permit both onsite and with the surrounding neighborhood. The applicant shall revise the proposed building envelope on Vine Street to allow for a sidewalk and Complete Street cross section connecting the facility to the resort.
13. **Chapter 7:** The applicant shall revise the use table to allow light industrial uses in Sub-area #4 and #5.
14. **Chapter 7:** Applicant shall provide language in this Chapter to ensure that all development within the Master Plan shall meet the LDR hillside development requirements in place at the time of Development Plan.
15. **Chapter 7:** The applicant shall revise the language in the plan to require a CUP process to determine a final design of Phil Baux Park. The revised plans would allow the landing of the gondola on Town property in a location that does not divide the park. In addition, site circulation for all modes of transportation should be addressed including the location of parking, pick up and drop off, locker areas, START bus stops, etc. Buildings and improvements should be clustered together near existing improvements to obtain as much open space as possible. The detailed plan should locate improvements generally at the street level to address accessibility and ease of access during all seasons.

Chapter 8: Housing Element

The Commission asked about where the location of the required housing would be. Staff responded that the new Town regulations would require the applicant to provide the housing on site first and that it is anticipated that more than the currently required 30% on site would be provided.

Planning Commission Recommended Amendments:

16. **Chapter 8:** Applicant shall revise the Chapter to remove language regarding banking/credits for units.

Chapter 9: Transportation Element

The Commission asked questions regarding the current Transportation Demand Management plan. The Commission found that the current TDM covered this topic well and that additional changes in addition to those provided by staff were not required. There was discussion of when additional parking would be needed. The Commission agreed that the applicant should be required to include parking counts as part of its transportation monitoring requirement and that these counts would help determine when additional parking would be needed in the future. The Commission also found that the timing of paving the parking areas required in Sub-area #2 could be addressed in the applicant's phasing plan.

Planning Commission Recommended Amendments:

17. **Chapter 9:** Applicant shall revise the current TDM requirements to include the following additional measures:
- o Provide free or reduced-level bus passes to all employees
 - o Provide free or reduced-level bus/bike passes to guests
 - o Require off-site parking for employees
 - o Provide START Bikes and promote alternative modes of travel for employee and guests
 - o Promote transit usage in marketing and website promotional material
18. **Chapter 9:** Applicant shall revise the Chapter to incorporate the most current data and transportation improvements that have been made.
19. **Chapter 9:** Applicant shall be required to pave and maintain the availability of the surface parking lots in Sub-area #2 for use by all patrons to the area.
20. **Chapter 9:** Applicant agrees to participate in a TDM program development for the entire Snow King Base area with other surrounding property owners and users.
21. **Chapter 9:** Applicant shall provide parking counts for all surface parking lots over 10 spaces as part of the required transportation monitoring requirement.

Chapter 10: Capital Improvement Plan

The Commission concurred with the recommended amendments by staff. Staff confirmed that the Town was not committing to what the Snow King streetscape would be with this plan.

Planning Commission Recommended Amendments:

22. **Chapter 10:** Applicant shall address all conditions in the Town Engineer memorandum dated September 12, 2018.

Chapter 11: Phasing and the Snow King Resort Master Association

Staff reviewed the minimum commitments under the proposed Master Plan for the Snow King Resort Master Association (SKRMA), and Snow King Mountain that were provided by the applicant. The Commission asked questions regarding the makeup and funding ability of SKRMA. The applicant responded that SKRMA is essentially made up of three entities, Snow King Mountain, the Hotel (JMI) and the Condominium Associations. Essentially each of the three entities has one vote on items related to the Master Association. As this relates to funding of SKRMA expenses are split evenly 1/3 each for each entity, and that individual entities were then responsible for further dividing expenses however they would like within their individual entity. The applicant gave an example that the condominiums spread their expense responsibilities equally amongst the individual owners through annual fees or special assessments. The Commission discussed the ability of

SKRMA to use special assessments in addition to annual dues to meet the obligations under the Master Plan. The Commission discussed that the money-making portions of the Master Plan should be responsible at some level to ensure that the recreational amenities, primarily the Town Hill, be maintained. The Commission discussed that a minimum level of recreational amenity should be defined recognizing that it is hard to define what will be the right level of amenity and use in the future. The Commission discussed whether there should/could be some type of special service district required to tax the members of SKRMA to provide funding for recreational amenities. The Commission discussed that the benefit of having a viable recreational amenity is of greater benefit to the owners in the resort than the general public thus they should have a greater responsibility to maintain them. The Commission discussed free and open uphill access to the Mountain. There was acknowledgement of the expense and liability associated with uphill winter and summer access. Comparison was made to Jackson Hole Mountain Resort and controlled access to the public land in that area. The Commission made a decision not to include any requirements for uphill access in the Master Plan.

At the October 3, meeting the applicant provided clarification and comment on the proposed conditions related to SKRMA and Snow King Mountain commitments. The applicant discussed and gave examples of how the compliance measures currently proposed would not work for SKRMA. The applicant made it clear that they are committed to providing a phasing plan as part of this application, but not the timing of specific community improvements (gondola, mountain sports facility, Phil Baux Park improvements). They stated that SKRMA may be ok with setting such things as the order of improvements but not the specific timing and the issue of being out of compliance is critical to the SKRMA members and must be worked out. The applicant stated that it would be acceptable to come up with a list of requirements that all SKRMA members are responsible for and what requirements only individual members would be responsible for and what would happen should compliance not be maintained.

The applicant did not find it appropriate to have all members responsible for the responsibilities of individual members as it relates to required improvements/phasing and compliance. The applicant stated that this was not realistic for members to have no control of compliance of the Master Plan which could directly affect their development rights or ability to complete projects. The applicant also clarified that they have approval of SKRMA for what has been proposed but they would need to go back and discuss addition requirements placed on SKRMA as a result of this amendment process.

The applicant also discussed the Snow King Mountain commitments and found that closing procedures could be problematic with emergency situations and the need to be able to operate the mountain successfully. The applicant also stated that affordable ticket prices and hours of operation would be hard to define as this may vary dependent on future economic conditions and the ski industry in general.

Staff explained that where it gets difficult is that SKRMA started as essentially one entity and now is made up of multiple entities. What we are trying to determine is who is responsible for what in the phasing plan and what happens if the phasing plan does not proceed as planned.

The Commission reviewed what the applicant included in their application for SKRMA and Snow King Mountain commitments as a starting ground.

The applicant further addressed the SKRMA entity structure and what each entity was responsible for paying for and what they were not. The applicant stated that all SKRMA members are responsible for common area maintenance and infrastructure but that SKRMA dues do not go towards things such as recreation.

A commissioner asked if the Town Attorney had reviewed the Town's ability to impose financial commitments on SKRMA, Snow King Mountain and/or all property owners within the District. Staff responded that "no," that question has not been addressed up until now and that both parties have been

working in good faith over the past two years to work out the commitments of all parties moving forward. A commissioner discussed that lenders/banks may have a problem with entities being held responsible for items they have no control of.

The applicant confirmed that all the community services facilities would be the responsibility of Snow King Mountain and not SKRMA. The Commission discussed that there was no obligation of the owners other than Snow King Mountain to complete the community services. The Commission agreed that no financial obligation should be required of SKRMA for the commitments of Snow King Mountain, but that overall compliance of the Master Plan would tie all entities together and that should any portion of the Master Plan become noncompliant that the Master Plan would be suspended and SKRMA and the Town would need to decide how to proceed. The Commission recognized that the phasing plan was key to moving forward knowing when the community services elements would happen in relation to the development portions of the plan. The Commission acknowledged that the phasing plan would be centered around sequencing/order of entitlements rather than an actual timeline. The applicant stated that was consistent with their application in that they are most interested in defining how to move forward with development of lots 53, 57 and 58 and mountain improvements and that the Sub-areas 1 and 2 were not identified for development at this time.

Planning Commission Recommended Amendments:

23. **Chapter 11:** The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Resort Master Association (SKRMA):

- o Define the SKRMA “entity structure” as generally made up of three entities, Snow King Mountain, the Hotel (JMI) and the Condominium Associations with the associated voting structure to be clarified by the applicant prior to final approval.
- o SKRMA shall provide to the Town by January 1 of each year an annual report including how each requirement and obligation under the Master Plan is being satisfied and current financial information for SKRMA to ensure there is adequate ongoing funding. SKRMA will include in the annual report the composition of the board and status of the organization.
- o Prior to final approval of the Master Plan the Town and SKRMA shall develop an agreement including all the requirements and obligations under the Master Plan that functions in perpetuity that is transferable to any/all new owners.
- o SKRMA agrees that all future development shall meet current housing requirements.
- o Ensure SKRMA is responsible for all requirements of the agreed upon parking and transportation demand management (TDM) plan. Clarify maintenance expectations and requirements, including snow removal for private roads, private infrastructure including but not limited to private sewer, water, storm sewer and all other infrastructure.
- o Define in the Master Plan that should compliance with any of the Master Plan commitments (including the approved phasing plan) cease, all ~~future-further~~ development that has not received a building permit under the Master Plan shall be suspended until ~~consideration-resolution~~ by the applicant and the Town.

24. **Chapter 11:** The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Mountain (SKMR):

- o Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)
- o Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill)
- o Ensure / negotiate affordable rates for locals with Town of Jackson
- o Maintain access for current user groups, to be defined prior to finalization of the Master Plan

- o The provision of the following improvements pursuant to the phasing plan for the entire Master Plan:
 - Mountain Sports Facility
 - Gondola
 - Phil Baux Park improvements as defined by a future CUP process
- 25. **Chapter 11:** Applicant shall revise this Chapter to provide specific details on the roles and responsibilities of SKRMA and Snow King Mountain and penalties for non-compliance and a detailed phasing plan articulating when and how the public benefit and private development portions of the plan shall be sequenced.

Chapter 12: Community Services Element

The Commission and staff discussed the need to clearly define what is required to meet the minimum requirements of this Chapter. Those items recommended as requirements moving forward are provided in the recommended amendment below. The following items were discussed but not included as a requirement of this Chapter because they are on public land:

- Ski and Snowboard Club expansion
- Summit improvements
- Second Sheet of Ice

Staff and the Commission confirmed that based upon the discussion and recommended changes the community services element would be the financial obligation of Snow King Mountain and not SKRMA or any other entity within the Master Plan. However, should Snow King Mountain become noncompliant with the community service element phasing plan that all development within the Master Plan would be suspended until such time that the Town and applicant determined how best to proceed. In addition, it was acknowledged that commitments in Chapters 11 and 12 will be combined into one phasing plan and that compliance with the phasing plan shall be required otherwise the Master Plan shall be suspended and the Town and applicant will determine how best to proceed. The Commission was comfortable that the detailed phasing plan would need to be provided prior to Council consideration of the item.

Planning Commission Recommended Amendments:

- 26. **Chapter 12:** Applicant shall revise this Chapter to ensure that the following improvements be provided consistent with the approved phasing plan:
 - o Mountain Sports Facility
 - o Gondola
 - o Phil Baux Park improvements as defined by a future CUP process
 - o Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)
- 27. **Chapter 12:** Applicant shall provide a specific phasing plan associated with providing the community services element of this Plan prior to final approval. The phasing plan shall articulate when and how the public benefit and private development portions of the plan shall be sequenced.

Applicant Response to Planning Commission Recommendation

The applicant has provided a letter dated November 8, 2018, responding to the amendments of the Town Planning Commission for consideration by Council (see attached).

Public Comment

There has been extensive public comment related to the future of Snow King over the past many years. Staff has attached all public comment received since the submission of this application. In addition, staff has provided the summary documents developed as part of the Snow King Stakeholders public engagement process. Furthermore, staff has provided a link to where all documents and comment received during the Snow King Stakeholders public engagement process can be found.

Teton County Review

The Teton County Planning Commissioners discussed this item at their September 10, 2018 meeting. Commissioner Esnard questioned the applicant on the long-term strategy for the resort. The applicant responded that it was to have a self-sustaining business that includes zip line, gondola, etc. and that the resort hopes to capture people who are already here for a day or more at Snow King. In addition, Commissioner Esnard questioned what elements will drive the greatest revenue. The applicant responded that additional ski runs, food and beverage, zip lines and mountain bike trails will, and that diversification is key to sustaining the business.

Commissioner Gill thanked the applicant for investing in keeping the hill alive and for listening to the public. Commissioner Fodor question why is there a need for another road up the mountain. The applicant responded to serve beginner terrain on top of mountain in the sun. In addition, Commissioner Fodor, questioned whether the gondola landing area was defined yet. The applicant responded that they had listened to public, and town officials and they had shifted the gondola closer to Cougar lift in the park.

Public comment was provided by Jeff Golightly with Snow King Mountain who stated that they understand Snow King is not going to be a big draw for tourism that they are striving to be a better option for teaching kids, for locals, and to provide better terrain for racing. Shane Rothman, a neighbor and town resident, stated he agrees with preserving green space, and disagrees with the proposed zip line.

During Commission discussion Commissioner Gill stated that it was important to keep Phil Baux Park accessible to the community and that the zip line is not her favorite part of plan but that she can be somewhat supportive if it makes Snow King financially viable. She was supportive of the second sheet of ice and the hockey program. Commissioner Esnard stated that it was important to keep the park and parking available for the community in the proposed gondola design. Commissioner Fodor stated in summary, that the Commission agreed that keeping the park and parking accessible to the community was important.

The Teton Board of County Commissioners reviewed this item on two occasions and submitted a letter dated October 29, 2018 providing their input (see attached). In summary the Board provided the following comments related to the application:

- The Board is generally supportive of the comments made by the Town Planning Commission regarding the recommendation to outline minimum requirements of the Snow King Resort Master Association (SKRMA) such as defining the entity structure and ensuring adequate funding.
- The Board encourages participation in a Transportation Demand Management (TDM) program.
- The Board would like to see the gondola base located so it does not impact existing improvements in Phil Baux Park.
- The Board concurs with the Town Planning Commission that proposed development should meet the Hillside Development Standards.
- The Board concurs with the Town Planning Commission's recommendations pertaining to phasing.

Jackson/Teton County Parks and Recreation Review

The Jackson/Teton County Parks and Recreation Board reviewed this item submitted a letter dated October 18, 2018 providing their input (see attached). In summary the Board provided the following comments related to the application:

Teton County Park & Recreation Board has concluded that the following points should be taken into consideration regarding the Snow King Master Plan as it relates to Town park property at the base of Snow King:

- As Phil Baux Park forms the end point of the Snow King – Maple Way connector (Comprehensive Plan) having a community focused node at this location is vital. Any development should be to encourage its use as a front country gateway to the National Forest. Public use and access should take precedence over redevelopment by a private entity.
- The continued use of this large flexible space that can accommodate community events such as concerts, farmers markets, and youth sports practice areas should be preserved.
- The park should not be divided. There should be good East-West flow.
- Any new lifts, including a gondola, should be located on the footprint of the current lifts and must allow safe, clear and accessible pedestrian and biking movement North to South and East to West from Snow King Ave to the National Forest trails
- The park needs to maintain its public identity and character and commercialization should be kept to a minimum.
- The Board does not support locating a zipline within the park.

LEGAL REVIEW

Complete, as to procedure and initial review of the application, see Legal Department Review Comments. The Legal Department review is ongoing dependent on direction by Town Council.

STAFF FINDINGS

Item A: Pursuant to Section 8.7.3.D Planned Unit Development (PUD) of the Land Development Regulations, the following findings shall be made for the approval of a Planned Unit Development:

1. ***The proposed PUD enhances the implementation of the desired future character for the land of the proposal beyond what could be achieved by base zoning.***

Complies. Staff finds that the proposed PUD is able to achieve the desired future character for this area as well as, if not better than, the base zoning. The desired future character envisions a vibrant mixed use resort complex, including a multi-faceted conference/convention center and community facility that contributes to the economy of Downtown and also serves as a permeable border between the Town and Snow King Mountain. The PUD tool allows for flexibility in development such as setbacks and allowed stories, in addition to allowing a higher Floor Area Ratio compared to the base zoning. A development of this type can only be achieved through the use of the PUD tool due to the interrelatedness and mixed use nature of the Master Plan.

The proposed Master Plan is located within District 2 Town Commercial Core and within Subarea 2.3 Downtown of the 2012 Comprehensive Plan. Policy objectives for Subarea 2.1 Snow King Resort follow:

This TRANSITIONAL Subarea is currently subject to the Snow King Resort Master Plan. The plan seeks to create a vibrant mixed use resort complex, including a multi-faceted conference/convention center and community facility that contributes to the economy of Downtown and also serves as a permeable border between the Town and Snow King Mountain. The resort has long been an integral part of the community, playing the role of the "Town Hill", providing a host of winter and summer recreational amenities. In the future, the subarea will complement Downtown (Subarea 2.3) lodging and tourist amenities. Lodging will be provided in a variety of types and forms from hotel rooms to condominiums, in order to support the local tourism-based economy. The size and scale of structures will often be larger than those typically allowed in other subareas of Town, as resorts typically require a larger critical mass necessary to support visitor functions. Though buildings will tend to be larger than in other districts, the subarea will maintain an abundance of open space in relation to the built environment as a key to a successful resort experience. Consistent with the Master Plan, Snow King Avenue will be developed into a mixed use corridor that includes a variety of commercial uses while still serving as a major transportation corridor in the community. Along with this it will be important to create a more visible and attractive base to attract residents and visitors to the many amenities and recreational opportunities found there.

Complies. Staff finds that the proposed amendments comply with the 2012 Teton/Jackson Comprehensive Plan.

2. The findings for a PUD option found in Article 4 must be made.

Section 4.3.1. D. Findings for Approval

All Planned Resort Zones shall be approved only if all of the following findings are made.

1. Consistency with Comprehensive Plan.

The Planned Resort Master Plan is consistent with the goals and objectives of the Jackson/Teton County Comprehensive Plan.

Complies. See PUD finding #1.

2. Consistency with Purpose and Intent.

The Planned Resort Master Plan is substantially consistent with the purpose and intent of this Section, as set forth in 4.3.1.A.

Complies as conditioned.

3. Affordable Workforce Housing.

The Planned Resort Master Plan ensures a supply of affordable workforce housing that is in accordance with the requirements for housing created by development within the Planned Resort.

Complies as conditioned.

4. Design Guidelines.

The Planned Resort Master Plan contains design guidelines that

- a. establish standards for buildings, spaces, signs, and lighting within the Planned Resort;*
- b. promote the design concepts set forth in F.7.; and*

c. establish a method for consistent implementation of the guidelines.

Complies as conditioned.

5. Transportation Element.

The Planned Resort Master Plan contains a traffic impact analysis and transportation demand management plan that:

- a. promote multimodal forms of transportation that are consistent with the transportation goals of the Jackson/Teton County Comprehensive Plan;*
- b. manage the generation of resort related traffic to avoid undermining community character and endangering the public health, safety, and welfare; and*
- c. identify an equitable cost sharing plan for transportation facilities and services.*

Complies as conditioned.

6. Capital Improvements Plan.

The Planned Resort Master Plan contains a capital improvements plan that ensures infrastructure and essential services will be provided in an efficient and timely manner to accommodate projected resort demands.

Complies as conditioned.

7. Land Use Element.

The Planned Resort Master Plan promotes land uses that support and maintain the character of the resort as specified in Sec. 4.3.2.

Complies as conditioned.

8. Phasing Plan.

The Planned Resort Master Plan contains a phasing plan that ensures:

- a. development of the resort, its amenities, and public facilities necessary to serve the resort, occur in logical sequence, and*
- b. an adequate monitoring program is established for determining accomplishment of proposed remedies and mitigation measures for projected impacts on the community.*

Complies as conditioned.

9. Character Element.

The Planned Resort Master Plan ensures the resort's development will be in keeping with the community's character and the planned character for the vicinity of the resort.

Complies as conditioned.

3. *The findings for the amendment of an existing PUD or other special project found in Section 8.2.13.D must be made.*

Complies as conditioned.

4. *The findings for Section 8.7.1.C LDR Text Amendment must be made.*

Pursuant to Section 8.7.3.D Planned Unit Development (PUD) of the Land Development Regulations, the findings for a LDR Text Amendment found in Section 8.7.1.C must be made:

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

Complies, as conditioned, staff finds the proposed project to be consistent with the purpose and intent of the LDRs.

2. *The proposed project improves the consistency of the LDRs with other provisions of the LDRs.*

Complies, as conditioned, staff finds the proposed project improves consistency with the LDRs as it meets all applicable provisions laid out in the LDRs for a Planned Unit Development.

3. *The proposed project provides flexibility for landowners within standards that clearly define desired character.*

Complies. Staff finds that the proposed project provides flexibility that does not undermine the defined future character of this area.

4. *The proposed project is necessary to address changing conditions, public necessity, and/or state or federal legislation.*

Complies. Staff finds that the proposed project is necessary to address changing conditions since adoption of the original Master Plan in 2000.

5. *The proposed project improves implementation of the Comprehensive Plan.*

Complies. Staff finds the proposed project improves implementation of the Comprehensive Plan by providing a development that is consistent with the purpose and intent for Subarea 2.1.Snow King Resort. See the above PUD, finding #1.

6. *The proposed project is consistent with other adopted Town Ordinances.*

Complies. Staff finds that the proposed project is consistent with all other Town Ordinances.

5. *The findings for Section 8.7.2.C Zoning Map Amendment must be made.*

Pursuant to Section 8.7.3.D Planned Unit Development (PUD) of the Land Development Regulations, the findings for a Zoning Map Amendment found in Section 8.7.2.C must be made:

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

Complies as conditioned, staff finds the proposed project to be consistent with the purpose and intent of the LDRs.

2. *The proposed project improves implementation of the desired future character defined in the Illustration of Our Vision chapter of the Comprehensive Plan.*

Complies, as conditioned, staff finds the proposed project improves consistency with the LDRs as it meets all applicable provisions laid out in the LDRs for a Planned Unit Development.

3. *The proposed project is necessary to address changing conditions or a public necessity.*

Complies. Staff finds that the proposed project is necessary to address changing conditions since adoption of the original Master Plan in 2000.

4. *The proposed project is consistent with other adopted Town Ordinances.*

Complies. Staff finds that the proposed project is consistent with all other Town Ordinances.

Item B: Sketch Plan. All Sketch Plan proposals may be approved only if all of the following findings are made:

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

The proposed Master Plan is located within District 2 Town Commercial Core and within Subarea 2.3 Downtown of the 2012 Comprehensive Plan. Policy objectives for Subarea 2.1 Snow King Resort follow:

This TRANSITIONAL Subarea is currently subject to the Snow King Resort Master Plan. The plan seeks to create a vibrant mixed use resort complex, including a multi-faceted conference/convention center and community facility that contributes to the economy of Downtown and also serves as a permeable border between the Town and Snow King Mountain. The resort has long been an integral part of the community, playing the role of the "Town Hill", providing a host of winter and summer recreational amenities. In the future, the subarea will complement Downtown (Subarea 2.3) lodging and tourist amenities. Lodging will be provided in a variety of types and forms from hotel rooms to condominiums, in order to support the local tourism-based economy. The size and scale of structures will often be larger than those typically allowed in other subareas of Town, as resorts typically require a larger critical mass necessary to support visitor functions. Though buildings will tend to be larger than in other districts, the subarea will maintain an abundance of open space in relation to the built environment as a key to a successful resort experience. Consistent with the Master Plan, Snow King Avenue will be developed into a mixed use corridor that includes a variety of commercial uses while still serving as a major transportation corridor in the community. Along with this it will be important to create a more visible and attractive base to attract residents and visitors to the many amenities and recreational opportunities found there.

Complies. Staff finds that the proposed amendments comply with the 2012 Teton/Jackson Comprehensive Plan.

Common Value 1: Ecosystem Stewardship

N/A

Common Value 2: Growth Management

4.1.b: *Emphasize a variety of housing types, including deed-restricted housing.* The Master Plan allows a variety of housing types including deed restricted housing.

4.1.d: Maintain Jackson as the economic center of the region. One of the key goals of the Master Plan is to compliment Downtown and play a significant role of maintaining Jackson as the economic center of the region.

4.2.c: Create vibrant walkable mixed use subareas. The Master Plan is centered on creating a walkable mixed use resort district.

4.2.d: Create a Downtown Retail Shopping District. Not applicable.

4.2.f: Maintain lodging as a key component in the downtown. The Master Plan's primary use is lodging in a variety of forms.

4.4.b: Enhance Jackson gateways. Not applicable.

4.4.d: Enhance natural features in the built environment. The Master Plan's goal is to create balance between the built environment and the natural surrounding landscape.

Common Value 3: Quality of Life

5.2.d: Encourage deed-restricted rental units. The Master Plan will allow and encourage restricted housing through flexible dimensional limitations.

6.2.b: Support businesses located in the community because of our lifestyle. The Master Plan will provide the uses and amenities to support this goal.

6.2.c: Encourage local entrepreneurial opportunities. The Master Plan will provide the uses and amenities to support this goal.

6.3.a: Ensure year-round economic viability. The Master Plan will provide the uses and amenities to support this goal. One basis of the Plan is to provide an economic engine for our shoulder seasons.

7.1.c: Increase the capacity for use of alternative transportation modes. The Master Plan's Transportation Chapter outlines the strategies and requirements for an integrated Transportation Demand Management program developed to meet the mode shift goals of the Plan.

In conclusion, Staff finds that the proposed Master Plan amendment is consistent with the 2012 Comprehensive Plan and continues to be consistent with the 1994 Comprehensive Plan, subject to Staff's recommended conditions of approval provided below.

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

N/A

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

Complies. As conditioned, staff finds that the proposed project will not have significant impacts on public facilities and infrastructure.

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

Complies. Staff finds that the application meets the base standards of the PUD section as well as all required standards of the LDRs.

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

Complies. Staff finds that the application is in conformance with all standards and conditions subject to the recommended conditions of approval.

ATTACHMENTS

Applicant response to Town Planning Commission conditions, November 8, 2018

Departmental Reviews

Teton County Commissioners letter dated October 29, 2018

Jackson/Teton County Parks and Recreation Board letter dated October 18, 2018

United States Forest Service, letter dated August 3, 2018

Snow King Mountain Stakeholder Group, Staff and Consultant Summary of Outcomes and the Process, May 17, 2018

Snow King Vision Stakeholder Group Final Vision Scenarios - May 17, 2018

Public Comment

Applicant Submittal (separate attachment)

RECOMMENDATIONS/ CONDITIONS OF APPROVAL

The following recommendations and associated amendments combine those of the Planning Director and Planning Commission. Staff notes that one change shown in tracked changes has been made since formal recommendation by the Planning Commission for clarity.

Item A: The Planning Director and Planning Commission recommend **approval** of a Planned Unit Development to allow amendments to the Snow King Planned Resort District Master Plan subject to the department reviews with the following amendments being made to the Master Plan:

1. **Chapter 1:** The applicant shall revise the Master Plan to clearly define a modern vision for the Master Plan moving forward including what the role, function and location of the convention center will play or not. If this is not possible the Plan should be amended to include a vision moving forward to better align with the 2012 Comprehensive Plan and community's goals today. The defined new vision would be used to review future land use changes in the Plan specifically but not limited to Sub-area #2.
2. **Chapter 2:** Applicant shall revise Chapter II to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.
3. **Chapter 3:** Applicant shall work with staff to update references to the Land Development Regulations to incorporate the current Land Development Regulations as required.
4. **Chapter 4:** Applicant shall revise Sub-area #1 or #3 to include all of the proposed building currently split between two sub-areas into one.
5. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a Conditional Use Permit for all permanent Outdoor Amusement/recreation and Commercial Amusement uses.

6. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a basic use permit for a temporary Outdoor Amusement/recreation and Commercial Amusement uses. Temporary shall be defined as a use occurring for a period of less than 180 days per year. Upon expiration of the temporary use the operation of and all associated improvements shall be completely removed from the property. There shall be a limit of two basic use permits allowed per use thereafter the use shall be considered a permanent use and require a Conditional Use Permit.
7. **Chapter 5:** Applicant shall revise the Example Development chart (in all locations) to reflect the new proposed Sub-areas and associated uses and square footages to reflect what has been built to date and what is anticipated in the future.
8. **Chapter 6:** Applicant shall revise the Chapter to include a requirement that all buildings be reviewed for compliance with the Master Plan Design Guidelines by the Town Design Review Committee.
9. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lots 53 and 58 to ensure compatibility with the neighborhood to the east including but not limited to consideration at time of Development Plan of stepping down the building height, additional landscape screening, etc.
10. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lot 57 to ensure compatibility with the recreational area to the west including but not limited to consideration at time of Development Plan to shifting the building to the east, reducing the footprint of the building, breaking it up into multiple buildings, etc. In addition, the applicant shall include language to address bulk and scale concerns with the proposed structure including stepping down the building height, reducing the building height to 2 stories, etc.
11. **Chapter 7:** Applicant shall revise the plan to include a requirement for alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive including paving, bollards, signage, and other best practices.
12. **Chapter 7:** Applicant shall revise Sub-area #4 to reduce the proposed building envelope, to remove discussion of parking and to require a thorough review and consideration of the proposed uses through a Conditional Use Permit both onsite and with the surrounding neighborhood. The applicant shall revise the proposed building envelope on Vine Street to allow for a sidewalk and Complete Street cross section connecting the facility to the resort.
13. **Chapter 7:** The applicant shall revise the use table to allow light industrial uses in Sub-area #4 and #5.
14. **Chapter 7:** Applicant shall provide language in this Chapter to ensure that all development within the Master Plan shall meet the LDR hillside development requirements in place at the time of Development Plan.
15. **Chapter 7:** The applicant shall revise the language in the plan to require a CUP process to determine a final design of Phil Baux Park. The revised plans would allow the landing of the gondola on Town property in a location that does not divide the park. In addition, site circulation for all modes of transportation should be addressed including the location of parking, pick up and drop off, locker areas, START bus stops, etc. Buildings and improvements should be clustered together near existing improvements to obtain as much open space as possible. The detailed plan should locate improvements generally at the street level to address accessibility and ease of access during all seasons.
16. **Chapter 8:** Applicant shall revise the Chapter to remove language regarding banking/credits for units.
17. **Chapter 9:** Applicant shall revise the current TDM requirements to include the following additional measures:
 - o Provide free or reduced-level bus passes to all employees
 - o Provide free or reduced-level bus/bike passes to guests
 - o Require off-site parking for employees
 - o Provide START Bikes and promote alternative modes of travel for employee and guests
 - o Promote transit usage in marketing and website promotional material
18. **Chapter 9:** Applicant shall revise the Chapter to incorporate the most current data and transportation improvements that have been made.

19. **Chapter 9:** Applicant shall be required to pave and maintain the availability of the surface parking lots in Sub-area #2 for use by all patrons to the area.
20. **Chapter 9:** Applicant agrees to participate in a TDM program development for the entire Snow King Base area with other surrounding property owners and users.
21. **Chapter 9:** Applicant shall provide parking counts for all surface parking lots over 10 spaces as part of the required transportation monitoring requirement.
22. **Chapter 10:** Applicant shall address all conditions in the Town Engineer memorandum dated September 12, 2018.
23. **Chapter 11:** The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Resort Master Association (SKRMA):
 - o Define the SKRMA “entity structure” as generally made up of three entities, Snow King Mountain, the Hotel (JMI) and the Condominium Associations with the associated voting structure to be clarified by the applicant prior to final approval.
 - o SKRMA shall provide to the Town by January 1 of each year an annual report including how each requirement and obligation under the Master Plan is being satisfied and current financial information for SKRMA to ensure there is adequate ongoing funding. SKRMA will include in the annual report the composition of the board and status of the organization.
 - o Prior to final approval of the Master Plan the Town and SKRMA shall develop an agreement including all the requirements and obligations under the Master Plan that functions in perpetuity that is transferable to any/all new owners.
 - o SKRMA agrees that all future development shall meet current housing requirements.
 - o Ensure SKRMA is responsible for all requirements of the agreed upon parking and transportation demand management (TDM) plan. Clarify maintenance expectations and requirements, including snow removal for private roads, private infrastructure including but not limited to private sewer, water, storm sewer and all other infrastructure.
 - o Define in the Master Plan that should compliance with any of the Master Plan commitments (including the approved phasing plan) cease, all ~~future-further~~ development that has not received a building permit under the Master Plan shall be suspended until ~~consideration-resolution~~ by the applicant and the Town.
24. **Chapter 11:** The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Mountain (SKMR):
 - o Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)
 - o Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill)
 - o Ensure / negotiate affordable rates for locals with Town of Jackson
 - o Maintain access for current user groups, to be defined prior to finalization of the Master Plan
 - o The provision of the following improvements pursuant to the phasing plan for the entire Master Plan:
 - Mountain Sports Facility
 - Gondola
 - Phil Baux Park improvements as defined by a future CUP process
25. **Chapter 11:** Applicant shall revise this Chapter to provide specific details on the roles and responsibilities of SKRMA and Snow King Mountain and penalties for non-compliance and a detailed phasing plan articulating when and how the public benefit and private development portions of the plan shall be sequenced.
26. **Chapter 12:** Applicant shall revise this Chapter to ensure that the following improvements be provided consistent with the approved phasing plan:

- o Mountain Sports Facility
 - o Gondola
 - o Phil Baux Park improvements as defined by a future CUP process
 - o Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)
27. **Chapter 12:** Applicant shall provide a specific phasing plan associated with providing the community services element of this Plan prior to final approval. The phasing plan shall articulate when and how the public benefit and private development portions of the plan shall be sequenced.
28. The applicant shall work with staff to make all the approved amendments and other necessary edits to the satisfaction of the Planning Director and Town Attorney prior to final approval by Town Council.

Item B: The Planning Director and Planning Commission recommend **approval** of a Sketch Plan for the Snow King Planned Resort District Master Plan subject to the department reviews and any conditions deemed necessary by staff to conform with the language approved in the Planned Unit Development amendment in Item A.

SUGGESTED MOTIONS

Item A: Based upon the findings for a Planned Unit Development as presented in the staff report and by the applicant for Item P18-208 I move to make findings 1-5 set forth in Section 8.7.3 related to 1) Enhances future desire character; 2) PUD Option findings in Article 4; 3) Amendment to PUD findings in Section 8.2.12.D; 4) LDR Text Amendment finding in Section 8.7.1.C; 5) Zoning Map Amendment findings in Section 8.7.2.C to **approve** a Planned Unit Development to allow amendments to the Snow King Planned Resort District Master Plan subject to the department reviews with the following amendments:

1. **Chapter 1:** The applicant shall revise the Master Plan to clearly define a modern vision for the Master Plan moving forward including what the role, function and location of the convention center will play or not. If this is not possible the Plan should be amended to include a vision moving forward to better align with the 2012 Comprehensive Plan and community's goals today. The defined new vision would be used to review future land use changes in the Plan specifically but not limited to Sub-area #2.
2. **Chapter 2:** Applicant shall revise Chapter II to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.
3. **Chapter 3:** Applicant shall work with staff to update references to the Land Development Regulations to incorporate the current Land Development Regulations as required.
4. **Chapter 4:** Applicant shall revise Sub-area #1 or #3 to include all of the proposed building currently split between two sub-areas into one.
5. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a Conditional Use Permit for all permanent Outdoor Amusement/recreation and Commercial Amusement uses.
6. **Chapter 5:** Applicant shall revise the proposed land use schedule to require a basic use permit for a temporary Outdoor Amusement/recreation and Commercial Amusement uses. Temporary shall be defined as a use occurring for a period of less than 180 days per year. Upon expiration of the temporary use the operation of and all associated improvements shall be completely removed from the property. There shall be a limit of two basic use permits allowed per use thereafter the use shall be considered a permanent use and require a Conditional Use Permit.
7. **Chapter 5:** Applicant shall revise the Example Development chart (in all locations) to reflect the new proposed Sub-areas and associated uses and square footages to reflect what has been built to date and what is anticipated in the future.
8. **Chapter 6:** Applicant shall revise the Chapter to include a requirement that all buildings be reviewed for compliance with the Master Plan Design Guidelines by the Town Design Review Committee.

9. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lots 53 and 58 to ensure compatibility with the neighborhood to the east including but not limited to consideration at time of Development Plan of stepping down the building height, additional landscape screening, etc.
10. **Chapter 7:** Applicant shall include language in Sub-area #3 for Lot 57 to ensure compatibility with the recreational area to the west including but not limited to consideration at time of Development Plan to shifting the building to the east, reducing the footprint of the building, breaking it up into multiple buildings, etc. In addition, the applicant shall include language to address bulk and scale concerns with the proposed structure including stepping down the building height, reducing the building height to 2 stories, etc.
11. **Chapter 7:** Applicant shall revise the plan to include a requirement for alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive including paving, bollards, signage, and other best practices.
12. **Chapter 7:** Applicant shall revise Sub-area #4 to reduce the proposed building envelope, to remove discussion of parking and to require a thorough review and consideration of the proposed uses through a Conditional Use Permit both onsite and with the surrounding neighborhood. The applicant shall revise the proposed building envelope on Vine Street to allow for a sidewalk and Complete Street cross section connecting the facility to the resort.
13. **Chapter 7:** The applicant shall revise the use table to allow light industrial uses in Sub-area #4 and #5.
14. **Chapter 7:** Applicant shall provide language in this Chapter to ensure that all development within the Master Plan shall meet the LDR hillside development requirements in place at the time of Development Plan.
15. **Chapter 7:** The applicant shall revise the language in the plan to require a CUP process to determine a final design of Phil Baux Park. The revised plans would allow the landing of the gondola on Town property in a location that does not divide the park. In addition, site circulation for all modes of transportation should be addressed including the location of parking, pick up and drop off, locker areas, START bus stops, etc. Buildings and improvements should be clustered together near existing improvements to obtain as much open space as possible. The detailed plan should locate improvements generally at the street level to address accessibility and ease of access during all seasons.
16. **Chapter 8:** Applicant shall revise the Chapter to remove language regarding banking/credits for units.
17. **Chapter 9:** Applicant shall revise the current TDM requirements to include the following additional measures:
 - o Provide free or reduced-level bus passes to all employees
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 - o Require off-site parking for employees
 - o Provide START Bikes and promote alternative modes of travel for employee and guests
 - o Promote transit usage in marketing and website promotional material
18. **Chapter 9:** Applicant shall revise the Chapter to incorporate the most current data and transportation improvements that have been made.
19. **Chapter 9:** Applicant shall be required to pave and maintain the availability of the surface parking lots in Sub-area #2 for use by all patrons to the area.
20. **Chapter 9:** Applicant agrees to participate in a TDM program development for the entire Snow King Base area with other surrounding property owners and users.
21. **Chapter 9:** Applicant shall provide parking counts for all surface parking lots over 10 spaces as part of the required transportation monitoring requirement.
22. **Chapter 10:** Applicant shall address all conditions in the Town Engineer memorandum dated September 12, 2018.
23. **Chapter 11:** The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Resort Master Association (SKRMA):

- o Define the SKRMA “entity structure” as generally made up of three entities, Snow King Mountain, the Hotel (JMI) and the Condominium Associations with the associated voting structure to be clarified by the applicant prior to final approval.
 - o SKRMA shall provide to the Town by January 1 of each year an annual report including how each requirement and obligation under the Master Plan is being satisfied and current financial information for SKRMA to ensure there is adequate ongoing funding. SKRMA will include in the annual report the composition of the board and status of the organization.
 - o Prior to final approval of the Master Plan the Town and SKRMA shall develop an agreement including all the requirements and obligations under the Master Plan that functions in perpetuity that is transferable to any/all new owners.
 - o SKRMA agrees that all future development shall meet current housing requirements.
 - o Ensure SKRMA is responsible for all requirements of the agreed upon parking and transportation demand management (TDM) plan. Clarify maintenance expectations and requirements, including snow removal for private roads, private infrastructure including but not limited to private sewer, water, storm sewer and all other infrastructure.
 - o Define in the Master Plan that should compliance with any of the Master Plan commitments (including the approved phasing plan) cease, all ~~future-further~~ development that has not received a building permit under the Master Plan shall be suspended until ~~consideration-resolution~~ by the applicant and the Town.
24. **Chapter 11:** The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Mountain (SKMR):
- o Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)
 - o Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill)
 - o Ensure / negotiate affordable rates for locals with Town of Jackson
 - o Maintain access for current user groups, to be defined prior to finalization of the Master Plan
 - o The provision of the following improvements pursuant to the phasing plan for the entire Master Plan:
 - Mountain Sports Facility
 - Gondola
 - Phil Baux Park improvements as defined by a future CUP process
25. **Chapter 11:** Applicant shall revise this Chapter to provide specific details on the roles and responsibilities of SKRMA and Snow King Mountain and penalties for non-compliance and a detailed phasing plan articulating when and how the public benefit and private development portions of the plan shall be sequenced.
26. **Chapter 12:** Applicant shall revise this Chapter to ensure that the following improvements be provided consistent with the approved phasing plan:
- o Mountain Sports Facility
 - o Gondola
 - o Phil Baux Park improvements as defined by a future CUP process
 - o Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)
27. **Chapter 12:** Applicant shall provide a specific phasing plan associated with providing the community services element of this Plan prior to final approval. The phasing plan shall articulate when and how the public benefit and private development portions of the plan shall be sequenced.
28. The applicant shall work with staff to make all the approved amendments and other necessary edits to the satisfaction of the Planning Director and Town Attorney prior to final approval by Town Council.

Item B: Based upon the findings as presented in the staff report and by the applicant related to Item P18-208, I move to make findings in Section 8.3.1 Sketch Plan related to 1) Consistency with the Comprehensive Plan; 2) Achieves purpose of NRO & SRO overlays; 3) Impact of public facilities & services; 4) Compliance with LDRs & Town Ordinances; 5) Conformance with past permits & approvals of a Sketch Plan for the Snow King Planned Resort District Master Plan subject to the department reviews and any conditions deemed necessary by staff to conform with the language approved in the Planned Unit Development amendment in Item A.



November 8, 2018

Ryan Stanley
Vice President & General Manager
Snow King Mountain Resort

Tyler Sinclair
Town of Jackson Planning Director
PO Box 1687
Jackson, WY 83001

Dear Tyler,

In anticipation of the forthcoming Town Council meetings regarding the Snow King Resort Master Plan Amendment we would like to provide some additional information as requested by Town staff and the Town Planning Commission. The primary topics we would like to address are requested changes by the Planning Commission, the proposed locations of a gondola and zip-line, and the connection between the United States Forest Service Plan and the proposed Master Plan.

The proposed Town of Jackson Resort District master plan amendment and the associated USFS proposals have now been subject to nearly four years of public review, commentary, and multiple rounds of substantial changes. During this period, we have amended the proposed USFS master plan twice in response to public input, and are discussing below substantial revisions to the Resort District Master Plan based upon planning staff and commission review. Ultimately, we must consider these changes in context of both the short and long-term viability of the resort district and its members interests. Therefore, any and all substantial changes to the proposed amendment must be looked at holistically and in conjunction with proposed projects on USFS lands. If certain concessions are made below and ultimately others are requested it may be necessary to evaluate the changes that have been accepted to date.

Planning Commission Recommendations

Many of the planning commission recommendations are entirely acceptable and we could be willing to incorporate them into the master plan amendment as it is currently proposed. The changes we could be willing to directly incorporate into the amendment are listed below by chapter. In the case of suggested changes to discuss further, our comments follow the suggested change in bold italics.

1. Chapter 1

The applicant shall revise the Master Plan to clearly define a modern vision for the Master Plan moving forward including what the role, function and location of the convention center will play or not. If this is not possible the Plan should be amended to include a vision moving forward to better align with the 2012 Comprehensive Plan and

community's goals today. The defined new vision would be used to review future land use changes in the Plan specifically but not limited to Sub-area #2.

The applicant engaged in a memorandum of understanding with the Town of Jackson to not make changes to sub areas #1 & #2 as part of this proposed master plan amendment. As such, we believe that changing this section is outside the scope of this amendment as it has yet to be determined if a focus on conference space is still desired by Snow King and the community or not. However, if the desire of the Council is to change this vision we would be willing to change this section to align the vision with that of the Teton County Comprehensive Plan, which calls for targeting commercial development in district 2, if it was desired, in conjunction with an increased focus on recreation.

2. Chapter 2

Applicant shall revise Chapter II to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.

Snow King will adopt this recommendation.

3. Chapter 3

Applicant shall work with staff to update references to the Land Development Regulations to incorporate the current Land Development Regulations as required.

Snow King will adopt this recommendation.

4. Chapter 4

Applicant shall revise Sub-area #1 or #3 to include all of the proposed building currently split between two sub-areas into one.

Snow King will adopt this recommendation.

5. Chapter 5

Applicant shall revise the proposed land use schedule to require a Conditional Use Permit for all permanent Outdoor Amusement/recreation and Commercial Amusement uses.

Snow King would be willing to accept this change under the current holistic proposal for any permanent structures apart from those outdoor activities which are part of the current USFS proposal.

6. Chapter 5

Applicant shall revise the proposed land use schedule to require a basic use permit for a temporary Outdoor Amusement/recreation and Commercial Amusement uses. Temporary shall be defined as a use occurring for a period of less than 180 days per year. Upon expiration of the temporary use the operation of and all associated improvements shall be completely removed from the property. There shall be a limit of two basic use



permits allowed per use thereafter the use shall be considered a permanent use and require a Conditional Use Permit.

For seamless operation of a ski resort, hotel and conference center, the ability to host a variety of events within the district is an important function. Many of these events may necessitate a variety of tents, structures, or other temporary constructions. As such, the applicant would like to propose that for temporary uses that occur for less than 6 months and have a size of under 2000 square feet is approved within the resort district. Anything over this size or remaining for longer than 6 months will require a conditional use permit.

7. Chapter 5

Applicant shall revise the Example Development chart (in all locations) to reflect the new proposed Sub-areas and associated uses and square footages to reflect what has been built to date and what is anticipated in the future.

Snow King is willing to make this update.

8. Chapter 6

Applicant shall revise the Chapter to include a requirement that all buildings be reviewed for compliance with the Master Plan Design Guidelines by the Town Design Review Committee.

Snow King would be willing to accept this change under the current holistic proposal.

9. Chapter 7

Applicant shall include language in Sub-area #3 for Lots 53 and 58 to ensure compatibility with the neighborhood to the east including but not limited to consideration at time of Development Plan of stepping down the building height, additional landscape screening, etc.

Snow King Mountain wants to clarify that additional landscape screening for lots 53 and 58 can occur within the buffer zone between neighbors to the east of proposed developments on lot 59 and that any development on the lot could be configured in one or multiple buildings based on the best design for the location.

10. Chapter 7

Applicant shall include language in Sub-area #3 for Lot 57 to ensure compatibility with the recreational area to the west including but not limited to consideration at time of Development Plan to shifting the building to the east, reducing the footprint of the building, breaking it up into multiple buildings, etc. In addition, the applicant shall include language to address bulk and scale concerns with the proposed structure including stepping down the building height, reducing the building height to 2 stories, etc.

Snow King Mountain would like to clarify that any development on the lot will not impact the recreational area to the west.

11. Chapter 7

Applicant shall revise the plan to include a requirement for alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive including paving, bollards, signage, and other best practices.

Snow King would propose that this improvement is conditioned upon the development of any future projects on lots 53, 57, or 58 and is willing to accept the change under the current holistic proposal.

12. Chapter 7

Applicant shall revise Sub-area #4 to reduce the proposed building envelope, to remove discussion of parking and to require a thorough review and consideration of the proposed uses through a Conditional Use Permit both onsite and with the surrounding neighborhood. The applicant shall revise the proposed building envelope on Vine Street to allow for a sidewalk and Complete Street cross section connecting the facility to the resort.

The applicant would like to propose a maximum height of 42 feet for the building proposed in Sub-area 4 to better blend in with zoning across the street, where part of the zoning is 46 feet maximum height and the other zoning is 39 feet. Snow King will revise the building envelope to incorporate a sidewalk and complete street cross section connecting the facility to the resort.

13. Chapter 7

The applicant shall revise the use table to allow light industrial uses in Sub-area #4 and #5.

Snow King is willing to accept this change.

14. Chapter 7

Applicant shall provide language in this Chapter to ensure that all development within the Master Plan shall meet the LDR hillside development requirements in place at the time of Development Plan.

Snow King is willing to accept this change.

15. Chapter 7

The applicant shall revise the language in the plan to require a CUP process to determine a final design of Phil Baux Park. The revised plans would allow the landing of the gondola on Town property in a location that does not divide the park. In addition, site circulation for all modes of transportation should be addressed including the location of parking, pick up and drop off, locker areas, START bus stops, etc. Buildings and improvements should be clustered together near existing improvements to obtain as much open space as possible. The detailed plan should locate improvements generally at the street level to address accessibility and ease of access during all seasons.

Snow King is willing to accept this change, see below for discussion of Phil Baux Park.

16. Chapter 8

Applicant shall revise the Chapter to remove language regarding banking/credits for units.

The applicant believes maintaining the proposed language within the amendment provides clarity regardless of the fact that it is duplicative language within the existing LDRs.

17. Chapter 9

Applicant shall revise the current TDM requirements to include the following additional measures:

- a. Provide free or reduced-level bus passes to all employees
- b. Provide free or reduced-level bus/bike passes to guests
- c. Require off-site parking for employees
- d. Provide START Bikes and promote alternative modes of travel for employee and guests
- e. Promote transit usage in marketing and website promotional material

Applicant is willing to add all additional measures listed above to the existing list of transportation demand management strategies within the master plan and increase the number of strategies required to be implemented from 2 to 5.

18. Chapter 9

Applicant shall revise the Chapter to incorporate the most current data and transportation improvements that have been made.

Snow King is willing to make this update.

19. Chapter 9

Applicant shall be required to pave and maintain the availability of the surface parking lots in Sub-area #2 for use by all patrons to the area.

Snow King Mountain could be willing to pave surface parking lots in sub-area 2 as a temporary use of the sub-area prior to additional development and would request that the Town contribute to snow plowing of these lots as they are heavily used by patrons of the Snow King ice rink in winter. Snow King would request that the ice rink lessee contribute to this paving effort as their users are the direct beneficiaries.

20. Chapter 9

Applicant agrees to participate in a TDM program development for the entire Snow King Base area with other surrounding property owners and users.

Snow King would be willing to accept this change under the current holistic proposal.

21. Chapter 9

Applicant shall provide parking counts for all surface parking lots over 10 spaces as part of the required transportation monitoring requirement.

Snow King would be willing to accept this change under the current holistic proposal.

22. Chapter 10

Applicant shall address all conditions in the Town Engineer memorandum dated September 12, 2018.

Snow King Mountain will address any conditions in the Town Engineer memorandum related to on mountain development prior to any further development within the district.

23. Chapter 11

The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Resort Master Association (SKRMA):

- a. Define the SKRMA “entity structure” as generally made up of three entities, Snow King Mountain, the Hotel and the Condominium Associations with the associated voting structure to be clarified by the applicant prior to final approval.
- b. Prior to final approval of the Master Plan the Town and SKRMA shall develop an agreement including all the requirements and obligations under the Master Plan that functions in perpetuity that is transferable to any/all new owners.
- c. SKRMA agrees that all future development shall meet current housing requirements.
- d. Ensure SKRMA is responsible for all requirements of the agreed upon parking and transportation demand management (TDM) plan. Clarify maintenance expectations and requirements, including snow removal for private roads, private infrastructure including but not limited to private sewer, water, storm sewer and all other infrastructure.
- e. Define in the Master Plan that should compliance with any of the Master Plan commitments (including the approved phasing plan) cease, all future development under the Master Plan shall be suspended until consideration by the applicant and the Town.
- f. SKRMA shall provide to the Town by January 1 of each year an annual report including how each requirement and obligation under the Master Plan is being satisfied and current financial information for SKRMA to ensure there is adequate ongoing funding. SKRMA will include in the annual report the composition of the board and status of the organization.

SKRMA shall provide upon request to the Town of Jackson proof of compliance with all obligations of the resort district, no more than every two years, along with the TDM report, or prior to any development approvals within the district.

24. Chapter 11

The applicant shall revise language in the Master Plan to outline the following minimum requirements of Snow King Mountain (SKMR):

- a. Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)

Snow King Mountain would guarantee a minimum of 49 hours of operation per week (equal to JHMR currently) if amendment is accepted as proposed with full support for USFS proposals. Changes to proposal will necessitate a business re-evaluation of the minimum hours of operation.

- b. Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill)

Snow King Mountain is willing to abide by the minimum number of hours of operation per week above in winter with the exception of closures for safety concerns or repairs and maintenance.

- c. Ensure / negotiate affordable rates for locals with Town of Jackson

Snow King mountain will endeavor to be the most affordable ski area in the region and market forces will generally ensure this is the case.

- d. Maintain access for current user groups, to be defined prior to finalization of the Master Plan

Snow King will guaranty access for current user groups under the current holistic proposal.

- e. The provision of the following improvements pursuant to the phasing plan for the entire Master Plan:
 - i) Mountain Sports Facility
 - ii) Gondola
 - iii) Phil Baux Park improvements as defined by a future CUP process

See proposed Phasing Plan below.

25. Chapter 11

Applicant shall revise this Chapter to provide specific details on the roles and responsibilities of SKRMA and Snow King Mountain and penalties for non-compliance and a detailed phasing plan articulating when and how the public benefit and private development portions of the plan shall be sequenced.

The applicant is willing to accept the provision requested above that should compliance with any of the Master Plan commitments cease, all future development under the Master Plan shall be suspended until consideration by the applicant and the Town. See below for Phasing Plan.

26. Chapter 12

1. Applicant shall revise this Chapter to ensure that the following improvements be provided consistent with the approved phasing plan:
 - a. Mountain Sports Facility
 - b. Gondola
 - c. Phil Baux Park improvements as defined by a future CUP process
 - d. Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future)

See above for discussion of minimum hours of operation and below for phasing plan.

27. Chapter 12

Applicant shall provide a specific phasing plan associated with providing the community services element of this Plan prior to final approval. The phasing plan shall articulate when and how the public benefit and private development portions of the plan shall be sequenced.

Phasing Plan

In order to provide a clear understanding of the sequence of proposed improvements associated with the master plan amendment, and their relation to the USFS proposed projects, the following phasing plan is proposed for consideration. This phasing plan will allow for the provision of community benefits associated with proposed projects in conjunction with development within the resort district.

Upon Final Approval of 2018 Master Plan Amendment:

- ***Snow King adopts current employee housing mitigation standards***
- ***Snow King Mountain guarantees minimum of 49 hours of operation per week (equal to JHMR) if amendment is accepted as proposed with full support for USFS proposals. Changes to proposal will necessitate a business re-evaluation of the minimum hours of operation.***
- ***Snow King will clarify and provide requested information on SKRMA board***
- ***Lots 53, 57, and 58 are clearly defined***

- *Town of Jackson provides letter of support for all USFS proposals contingent upon environmental review*
- *Town of Jackson agrees to new lease terms contingent upon USFS NEPA review and location of gondola and zip-line*

Upon completion of USFS NEPA Review:

- *Snow King Mountain adopts new lease terms for use of Town land*
- *Snow King makes required capital contribution or provides letter of credit for redesign of Phil Baux Park*
- *Snow King is approved for construction of Gondola in Park & zip-line construction*
- *Snow King begins with approved projects on USFS lands including lodge at summit, observatory, planetarium and other improvements.*
- *Prior to the construction of a new development within the district all engineering requirements for the specific development will be met.*

Gondola and Zip-line Discussion

The proposed amendment to the master plan contains a map showing a gondola terminating in Phil Baux park adjacent to Snow King Avenue with a small ticket sales building and zip-line terminating on top of the building. Based upon feedback from the Parks and Recreation staff and board, as well as Planning staff and commission, we believe that the best location for this complex is around the area of the Cougar lift. This location will allow for better circulation in Phil Baux park, eliminate any impacts on the baseball field area, and potentially leave the existing parking lot area undisturbed. By locating the gondola in this location, it will help to open up the base of the ski area for summer/winter uphill and downhill circulation and better encourage the parks use as a front country gateway to the national forest. In addition, the location will allow for easy ADA access to the gondola from street level.

We believe locating a new gondola in the vicinity of the Cougar lift will be the best long-term location for a new aerial tramway that can serve Snow King Mountain and the community for decades to come. In exchange for locating the gondola in this location we would be willing to contribute financially to the redevelopment of Phil Baux park should the Town seek to do so. However, should the Town conclude this location is undesirable, or if the cost for ongoing rent under new leases associated with locating the gondola on Town land is unsustainable for the business, we are comfortable replacing the lift further South on private property. This location on private property will make the construction of an additional building on the West side of the ice rink for the conceptualized mountain sports training facility less desirable due to the increased constriction at the base of the mountain. In addition, by changing the proposal to this location, some of the other concessions that have been generally agreed to above must be reconsidered.

The zip-line proposed adjacent to the gondola in the master plan amendment map submitted is an integral piece of the business plan associated with the construction of a new gondola and other improvements on the mountain. Town staff, the Snow King stakeholder group, the general public, and the Town Planning Commission have all had a variety of opinions on this



component of the proposal. Town staff has recommended terminating the proposed zip-line at the East Portal adjacent to the Coaster, the stakeholder group and general public had mixed opinions, and the Town Planning commission was more supportive of terminating it on the West Portal adjacent to the gondola. From the business and operational perspective, we sincerely believe that locating a zip-line adjacent to the gondola will be by far the most successful in the long-term creating additional cash flow that can ultimately sustain the ski area operations long into the future and justify more substantial investment into mountain improvements, particularly things such as a mountain sports center or other community-oriented benefits. For these reasons we proposed the zip-line terminating at the West Portal in the master plan amendment submittal. While we do believe that it is feasible to terminate a zip-line experience on the East Portal, it may necessitate the need to modify other components of the amendment as proposed if we make this change to our plans.

United States Forest Service Proposed Projects

The Town of Jackson has encouraged a comprehensive review of development on USFS land as well as within the Snow King Resort District as part of the public review and stakeholder process for evaluating proposed improvements. As such, we believe the review and approval of the resort district master plan amendment must be tied to proposed projects on USFS land, contingent upon environmental review. This can be achieved as part of the resort district master plan review at the conclusion through a letter of support for proposed projects as they have been presented on USFS land and through continued support as a cooperating agency as part of the review process. This is a critical piece of the review process due to the interconnected nature of the proposed improvements to the mountain.

We greatly appreciate your support and efforts helping to build a successful, sustainable, Snow King Mountain and thriving Snow King Resort that can continue to serve the community for decades to come.

Sincerely,

Ryan Stanley

Town of Jackson Project Reviews

Project Number	P18-208	Applied	6/29/2018	STOL
Project Name	Master Plan Amend. - SKRMA	Approved		
Type	MASTER PLAN	Closed		
Subtype	AMENDMENT	Expired		
Status	STAFF REVIEW	Status		
Applicant		Owner	SNOW KING MOUNTIAN RESORT, LLC	
Site Address		City	State	Zip
10 E SNOW KING AVENUE	JACKSON	WY	83001	
Subdivision	Parcel No			
	22411634300003			

Type of Review	Dates				Page 1 of 10
Notes	Status	Sent	Due	Received	Remarks

Legal	APPROVED W/COND	6/29/2018	7/20/2018	8/8/2018	see notes
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(8/8/2018 6:00 PM AC)

The current Snow King Planned Resort District Master Plan was approved under the commonly referred to 1994 Land Development Regulations (LDRs), specifically Division 2500 Planned Resort (PR) District. Section 2540.B Amendment of Master Plan which states as follows:

B. Amendment of master plan. Any amendment to the Planned Resort master plan shall be reviewed and acted upon pursuant to the procedures set forth in this Division for review and action on the original master plan. The amendment shall be subject to all applicable standards of this Division and these Land Development Regulations that are in effect at the time of review of the amendment. Notwithstanding, minor deviations from a Planned Resort master plan may be approved by the Planning Director, pursuant to Section 51200.J, Minor deviations.

Based upon the above, the current Master Plan amendment shall be reviewed pursuant to the Land Development Regulations that are in effect at the time of review of the amendment, or the current LDRs now in effect.

Pursuant the Section 4.3.1.C Legislative Act of the current LDRs Planned Resorts shall be reviewed as follows:

Each Planned Resort Zone is subject to the legislative authority of the Town Council and to the findings and procedural standards outlined in Sec. 8.7.3. An approved Planned Resort master plan shall establish the development standards for that Planned Resort Zone.

In addition pursuant to Section 4.3.1.E Procedure:

A Planned Resort master plan shall be reviewed pursuant to the standard procedures set forth for review of a PUD in Sec. 8.7.3.

Furthermore, Section 4.3.1.8.a Amendment of Master Plan states:

Any landowner within a Planned Resort District may apply for amendment to the Planned Resort master plan. The amendment shall be reviewed and acted upon pursuant to the procedures set forth in Sec. 8.2.13. Minor deviations from a Planned Resort master plan may be approved by the Planning Director, pursuant to Sec. 8.2.13.

Based upon the above requirements, the proposed amendment shall be reviewed and approved pursuant to Section 8.7.3 Planned Unit Development. Specifically Section 8.7.3.D Findings for Approval shall be considered. As the findings include a LDR Text Amendment and Zoning Map Amendment, the approval shall require three (3) ordinance readings and publishing in a newspaper of general circulation before taking effect.

Parks and Rec	APPROVED W/COND	6/29/2018	7/20/2018	7/26/2018	
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Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	

(7/26/2018 4:37 PM STOL)

Snowking Master Plan Amendment Review

July 24, 2018

Consistency with Strategic Plan:

Special Event/Community Gathering Parks-

Special Consideration for Community Events Infrastructure

The Department currently offers multiple special events throughout the system ranging from racing series to farmer's markets, and as well, supports numerous community events hosted by organizations such as the Chamber of Commerce. As part of creating a community hub within the Town, many special events and festivals happen at Town Square Park, creating large maintenance impacts and traffic congestion in town.

These opportunities are a growing trend because festivals and other special events are popular activities that provide family-oriented entertainment, generate economic activity, and serve to celebrate community identity. They are also viewed as a means of introducing people to the community's public parks and recreation system. When developing opportunities for community gathering spaces (new events space, home for farmers market, amphitheater, etc.) the Department should consider:

Flexible use spaces, such as open unprogrammed turf areas, can accommodate community events and be used for other activities such as youth sports practice space at other times.

These areas should be within town limits, but smaller events that cater to communities of Wilson and even Teton Village could be held at the community parks in these areas.

Walkability is important, and parking for larger events should be considered. Passive parks and gateway parks are not typically ideal for these events, because they either do not have the space to accommodate them, or they already have heavy use/traffic from visitors.

Some events such as the farmers market are better situated on paved or gravel surfaces and could benefit from covered pavilions/shelters.

Gateway Parks-

Gateway Parks should strengthen the sense of arrival into the community. Enhancing Jackson Gateways (Policy 4.4.b) is a focus in the Comprehensive Plan and parkland can play a role in this.

North Park is an obvious gateway, as it sits at the northern extent of town adjacent to the Visitor Center. Though in the center of Jackson, Town Square functions as a gateway of sorts, as it is often one of the first outdoor places in town that tourists will visit. The future park in Teton Village will play the role of Gateway Park. Phil Baux Park is a gateway in a different sense, as it is the gateway from town to the mountains and forest.

Phil Baux Park Re-development-

Because of its geographic location and Snow King resort improvement plans, Phil Baux Park figures prominently in the discussion of parkland's role in the community. There are several policies in the Comprehensive Plan that highlight the importance of this site. Phil Baux Park is the end point of the Snow King – Maple Way connector and as such is a key piece of a Complete Neighborhood (Policy 2.2.a). The site can continue to serve as an access point to Bridger-Teton NF enhancing natural features in the built environment (Policy 3.2.f) and also serve as a different type of gateway (Policy 4.4.b), a front country gateway to the mountains.

The park is a valuable community gathering site and contains a grass area that can be used for a sports practice field. These roles may not necessarily be incompatible with Snow King's future plans for the site, but the community must a) understand the importance of this site and b) if not undergo a full redesign of the western portion of the site then at least establish some requirements and compensation criteria for any resort-related development on the property.

Additionally, a re-development at Phil Baux Park should include consideration of the need for, and the design for, special events within the community, an activity identified by multiple users and one of the most requested activities on a national level. Currently, most of the special events provided or hosted by the Department occur within the Town center, but there is concern of over use and traffic in the park.

Developing a space at Phil Baux Park provides the Department with a supplemental site for events, while retaining the "Town core" concept from the Comprehensive Plan. It should be noted that events do currently occur in Phil Baux Park, but it is not specifically designed to support this type of activity.

Options for re-developing Phil Baux Park

Page 3 of 10

Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	
? Phil Baux Park should be developed to encourage its use as a front country gateway to the National Forest. Public use and access should take precedence over redevelopment by a private entity . ? As Phil Baux Park forms the end point of the Snow King – Maple Way connector (Comprehensive Plan) having a community focused node at this location is vital. ? A large flexible space can accommodate community events such as concerts, farmers markets, and youth sports practice areas. ? Building off themes of “front country” exploration and the bouldering wall in this park may also be a good location for a natural play area and interpretive signage related to forest ecology, wildlife, etc. ? Consideration could be given to an X game or extreme sports theme, and/or could include a skatepark.					

Recommendations for re-developing Phil Baux Park- Medium priority (2-5 years)-

? Creating connections to the National Forest trail system.

? Developing a special event space to accommodate outdoor concerts/amphitheater, community gatherings and festivals.

? Incorporating outdoor alternative sports/opportunities:

o Climbing

o Skateboarding

o Broomball

o Inline skating

o Nature play areas.

Staff Comments: (Phil Baux Park)

Upon review of the proposed west portal master plan, staff believes that the intent of the applicant is in general concert with the strategic plan. The master plan supports outdoor mountain and alternative sports, provides a gateway to the National Forest, and accommodates openspace for special events.

Staff’s comments are primarily based upon April to November use. The park as generally served the winter resort operations in the winter, and the general park public in the summer. The success and public compatibility of the plan rests in maintaining safe, free and accessible use of the public’s property for the entire community for non-ski season. This includes both residents and guests. To meet the criteria of a gateway park to the National Forest, the public would need to maintain free uphill hiking and biking access to the greater Snowking trail system. Additionally, the park needs to maintain its public identity and character, and commercialization should be kept at a minimum. The location of a gondola/summit lift on the Town property supports the gateway element by providing a public/private alternative means to reach the National Forest. Siting of this amenity should meet the following conditions:

? Place the gondola no further north than the south half of the existing playground;

? Allow for safe and unencumbered user access from the east park facilities to the west park facilities;

? Allow minimum commercialization, advertising and vendor activity to maintain public park feel;

? Place gondola so to allow safe, clear and accessible biking and pedestrian movement north to south from Snow King Ave. to the National Forest trail access points;

? Provide consideration to the public for use of public land through partnership and use of the resort property for extended turf uphill (south). The turf access further emphasizes the gateway connection and helps draw the public up the mountain. Staff is less supportive of locating a zipline within the park. The amenity has commercial character by use, noise, and visual effect. Staff’s believes that this amenity greatly alters the public park character, and recommends that such a feature be located on privately owned property or adjacent to like features such as the coaster.

As indicated in the strategic plan, Phil Baux Park plays a key role in public alternative and mountain sports. Shared use of the property needs to support other sport/recreation opportunities. A key amenity that has been identified as ideal for Phil Baux Park is a new skatepark facility. As the X-games continues to grow, along with the introduction of skateboarding as an Olympic sport, the activity continues to increase in demand. The most successful skatepark facilities are prominetely located in parks, with good visual and amenity access. This further supports the identity and character of the park and resort, and further places an emphasis on serving our community’s youth.

The other critical element of the park as identified by the strategic plan is special events and concerts. The park continues to grow in

Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	

popularity for such activities, and site design will be critical to ensure successful use in the future. The master plan amendment supports this use by recommending large open multi-use turf. Again, for this to be successful, it is critical to maintain an open and clear east to west public connection through the entirety of the park. The plan amendment illustrates an amphitheater for further supporting concerts, theater events, etc. Staff agrees that this is an ideal amenity for the park, and a strong anchor to the Cache Street corridor. Location of the amphitheater needs to maintain the following site conditions:

? Centrally locate in the middle of the park from east to west to maximize the uphill topography for ideal viewing;

? Locate from the middle to the south of the park to allow clear, safe and unrestricted movement in the park from east to west.

The plan amendment has identified on-street parking on south Cache, and drop off access from Snow King Ave. Staff does not support either of these elements. Although the stakeholders recommended minimal parking on site, most of this conversation was based around the commercial use of the site, and the commercial operator providing alternative transportation to the park. In order for the park to maintain its public character, accessibility and functionality, reasonable parking on site is required. Staff recommends that parking be placed on-site within the park but on the north and west perimeters. Parking should be sufficient in scale to not negatively impact neighbors, accommodate standard park and recreation standards, and also serve as a programmable hardscape for community events, festivals and markets. Staff does not support large loading/offloading at the front of the park. This considerably changes the character of the park from public recreation to commercial operations. Tour buses, taxis, and shuttles should be directed to the resort district and hotel. Additionally, a current Start bus shelter and pull-out is located on the east edge of the park. Staff recommends providing increased bicycle parking, bicycle maintenance amenities, and increase Start bike opportunities.

Staff Comments- (Community Recreation outside Phil Baux Park)

The strategic plan has identified an on-going community recreation need for indoor climbing. Colocating this amenity with the Snow King Center can greatly fill this need. The facility is currently under a private/public partnership, and continuing this model could be ideal for the community. During staff's earlier discussions with a like partnership at the Recreation Center, we concluded that clear expectations of community access, affordability and transparency of the operator is imperative. In order to utilize public land and facilities for commercial operations, the public must be provided with long-term use and assurances of asset maintenance and management.

Over the past twelve years the department has conducted three community surveys to better understand the public's recreational needs and how those needs are being met. Access to our immediate public lands through walking, running and biking trails consistently remains a high priority. Opportunities to expand and improve this access would be supported by the department's community outreach. On the flip side, data does not support the expansion of additional ice facilities for public need. In 2015 33% of the community had a need for indoor ice, of which 82% of the community need was primarily met. In contrast, 38% of the community had a need for indoor climbing, of which only 14% of the community need was being met.

*** In addition to staff comments... Please see below the recommendations from the Teton County/Jackson Parks and Recreation Department Advisory Board

Teton County/Jackson Parks and Recreation Department
Advisory Board Minutes

Thursday, August 9, 2018

5:00 PM – Town Council Chambers

Board Members Present: Dave Ellerstein, Shawn Meisl, Missy Falcey, Linore Wallace, Jim Clouse, Stephanie Thomas and Frank Lane

Staff in Attendance: Steve Ashworth, Andy Erskine, Phil Moya and Christina Ramos

1. Call to Order: Meeting was called to order at 5:00pm.
 - a. Additions/Deletions to the agenda - none
2. Approval of the July 12, 2018 meeting minutes: Frank motioned to approve the July minutes, seconded by Shawn. All in favor.
3. New Staff Introductions- None

Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	
4. Public Correspondence- None					
5. Upcoming Volunteer and Participation Opportunities - Andy Fleck/Phil Moya: None at this time.					
6. Citizen Input to the Board for items not on the agenda: None at this time.					
7. Action Items					
a. George Washington Memorial Park, War Memorial Replacement- Don Perkins (30 Minutes)					
The Mayor and Vice-Mayor requested the Parks & Rec Advisory Board to review the proposal and provide recommendations prior to being presented to Town Council. There is currently not a policy regarding memorials, monuments and public art on public land/space. Steve recommends asking Town Council that the Parks & Rec Advisory Board partner with the Public Art Task Force to develop a policy for public spaces. Site illustrations were provide by Carla from Nelson Engineering.					
Cliff Poindexter and Greg McCoy presented. Cliff shared that the masonry on current monument is deteriorating so they are looking at a new material. There are currently 544 names on the monument. The proposal is to remove the masonry and plaques then build a steel frame. On the frame put polished granite that would be laser etched with pictures and names. The planters would be removable and the benches are solar which would provide the lighting at the bottom and top of the monument. The 100th anniversary of the Jackson Hole Legion is 2019; would like to unveil on Memorial Day. Greg added that there will be space, at the bottom of the monument, for the Town to add representation.					
Stephanie motioned that the Advisory Board recommends moving forward with the project's size and scope implications on the Parks Department with the recommendation that the design be reviewed by the appropriate design review committee. Frank seconded. All in favor.					
Shawn motioned that the Parks & Rec Advisory Board partners with the Public Arts Task Force to develop a memorial/monument policy for public areas. Linore seconded. All in favor.					
b. Snow King Resort Master Plan Amendment- Ryan Stanley/Jeff Golightly (45 Minutes)					
Steve referenced the staff report which included staff comments and recommendations. The Advisory Board would be providing a recommendation to the Town Council, on this project, as it affects Parks & Recreation.					
Jeff provided background on the project and recent changes of the landing location of the gondola; moving it further south, near the Cougar Lift. Jeff and Ryan answered questions from the board. Public comment was received from 13 individuals of the community. Linore motioned that the TCPR Advisory Board make a recommendation to the Town of Jackson Council not to support the amendment to the Snow King Master Plan that includes the landing of the proposed gondola and zip line on the Town of Jackson property known as Phil Baux Park and Ball Field as illustrated on the map included in the amended plan. (Map A) Missy seconded. All in favor.					
8. Information/Discussion Items – none at this time					
9. Directors Report – Steve added that the first public engagement meeting for BLM Parcel 9 & 10 is on Tuesday, Aug. 15th, at 5:00pm – 7:00pm at the Old Wilson School. The purpose of the meeting is to ask the public what they would like to see done on this land.					
Question was asked about the improvements at the Wilson Boat Ramp. Steve answered; 14 truckloads of gravel were extracted yesterday which improved conditions. A week from Monday, Aug. 27th, at 3:30pm; Steve will be in a workshop with Board of County Commissioners on visioning the goals for long term maintenance and operation level of service.					
10. Comments/Matter from the Board					
a. Board Goals					
i. Marketing and Communications (Andrew Fleck & Phil Moya)					
ii. Community Dog Off-Leash Facility (Andrew Erskine)					
iii. Future Specific Purpose Excise Tax [SPET] (Steve Ashworth)					
b. Community Communication – The Board has received public comments on our agenda and minutes not up to date on the Parks & Rec website.					
Pathways	APPROVED	6/29/2018	7/20/2018	8/30/2018	

Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	
(9/3/2018 8:05 AM STOL) P18-208 –Snow King Master Association Resort Master Plan Amendment Comments from Teton County/TOJ Pathways Department Status: approved - Comments at this phase are quite general in nature. As the applicant develops more detailed plans, comments will also be more detailed. Some of the comments below may encompass a broader reach than is specifically covered in the specific Master Plan Amendment, but the comments are nonetheless relevant to the role that Snow King plays in the Town of Jackson and reflect the fact that Snow King’s reach and impact extend well beyond the immediate boundaries of the resort itself. - An overarching goal reflected in all comments is that access to and from the resort by transit, biking, or walking should be exceptionally convenient, comfortable, and desirable—more so even than arriving by car. If this is achieved, then concerns over traffic impacts will be substantially mitigated. - Connectivity - Connectivity for bicyclists, pedestrians, and other non-motorized forms of mobility should take a high priority for a resort property. This is applicable to both internal connectivity with the resort area itself as well as external connectivity to surrounding streets, public parks, transit access, trailheads, and downtown. - Specifically, the street design on Snow King Ave. should prioritize safe and comfortable bicycle and pedestrian facilities connecting to the Town Square and further west along Snow King. Snow King provides bicycle rental services for out of town guests that often have limited riding experience and are unfamiliar with the area. Similarly, Snow King is also a frequent destination for families and children of all ages going to destinations such as the Ski Club, hockey rink, Phil Baux Park, and Snow King trail system via bicycle. Given these conditions, and the fact that Snow King is also the primary east-west corridor for bicycle traffic in town, the Town and the applicant should explore protectedbike lanes along Snow King Ave. - Pedestrian access along Snow King Ave. should be enhanced. The connection from the hotel to Cache St. (at least) should be a high-quality pedestrian experience that will entice visitors to walk from the hotel to downtown. The corridor should provide comfortable access for people with mobility issues to the event center, Phil Baux Park, and other destinations. The potential to redesign the Snow King Ave. streetscape represents an opportunity to provide an outstanding pedestrian experience and seamless connection to the resort facilities and the natural resources available on Snow King Mountain. - Provide public access to Cache Creek via the route shown in the Town of Jackson 2012 Bicycle Improvement Plan (Map 3 – Recommended Bicycle Improvement Corridors). - Continue to provide access to the Forest Service trails. - Transportation Demand Management - Snow King should explore TDM strategies to reduce car trips for the full range of visitors to the resort area. These include guests staying at the resort, visitors to Jackson who are not staying at the resort but are using services at the resort, and locals accessing services or other features at the resort. - The Town of Jackson and Teton County should assist Snow King in developing TDM strategies and goals. - Generally, transit, bicycle, and pedestrian access should be integrated so that all three modes can be used seamlessly. - Parking - Overall parking demand and the provision of on-street and off-street parking for the resort should be carefully considered. If future development is over-parked (i.e. if too much space is allocated to parking), this will undermine TDM efforts to reduce car trips to and from the resort, and people will in essence be encouraged to drive personal vehicles to the resort. Snow King and the Town of Jackson should work closely together to reduce the need for parking to the maximum extent possible. - When it comes time to design the details for vehicular access to destinations such as the base area, Phil Baux Park, gondola access, the events center, etc., extra care must be used to ensure that these areas are not degraded by making them essentially into vehicle dropoff zones where a continuous stream of idling cars makes the whole area inhospitable for all other users. These spaces should be prioritized for the people actually using them, not for the convenience of the car drivers trying to access them. (A good example of how not to do this is the existing entrance to the event center/hockey arena—it’s a junk show that forces anyone trying to enter the arena on foot to have to walk through a gauntlet of idling vehicles). - Ample bicycle parking should be provided throughout the resort area at all destinations. Additionally, simple amenities for bicyclists (fix-it stands, benches, etc.) should be incorporated. - Additional Elements - Resort features and enhancements for bicyclists, such as a pump track-style bike park available to riders of all ages and abilities, would be broadly supported. - Thank you for the opportunity to comment on the plan amendment. I would be happy to coordinate with the applicant on any of the comments provided, and I look forward to any opportunity to assist the applicant in incorporating improvements for bicyclists and pedestrians into future plans.					
Public Works	APPROVED W/COND	6/29/2018	7/20/2018	9/21/2018	

Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	
(9/21/2018 4:14 PM BTL) Master Plan Amendment – Approved with Conditions					
P18-208 Snow King Resort Master Association; c/o Ryan Stanley, Snow King Mountain Resort 10 E Snow King Ave					
September 12, 2018 Brian Lenz, 307 733-3079					
We have reviewed the proposed amendment to the Snow King Planned Resort District Master Plan (the “Plan”) with cover letters dated June 28, 2018.					
PRIOR TO FINAL CONSIDERATION BY THE TOWN COUNCIL THE APPLICANT SHALL ADDRESS THE FOLLOWING OUTSTANDING ITEMS FOR REVIEW BY THE TOWN ENGINEER:					
GENERAL					
1. It appears that the Transportation Elements (VIII) and Capital Improvements (IX) sections of the Plan have not been updated to reflect the current state of development. a. Applicant shall update these sections to reflect changes to this information that have been submitted with amendments to the Plan and developments developed under the plan. b. Applicant shall update the maps of the existing and proposed infrastructure to reflect the current conditions and proposed improvements on and off site. c. Please provide maps that are legible in digital PDF format. 2. Additional information requested includes but are not limited to: a. The proposed summit restaurant and activity center. While outside the District, the demands and waste volumes from this facility will be served by the development. b. The proposed gondola base station and activity center. While outside the District, the demands and waste volumes from this facility will be served by the development. c. Existing and Expanded snow making demands and water sources. d. New development including condos, hotels, conference centers, employee housing, etc. 3. Capital Improvements (IX.F) contains Additional Conditions (shown below in italics) of approval for the original Plan. Please provide documentation on how the additional conditions have been satisfied throughout the years.					
At the time of approval of this Master Plan, the following conditions were included as part of the approval:					
Prior to the submittal of the first Snow King Resort Final Development Plan, additional analysis and information shall be submitted for the storm water collection and discharge systems to be installed at the resort. The additional storm water analysis shall include but not be limited to: the preliminary design layout of all onsite collection and discharge systems, a preliminary grading plan, a capacity analysis of the existing Kelly Avenue storm drainage system, a review of the impacts which may be created to adjacent offsite areas and a plan layout which indicates the sub-basin areas and the impervious surfaces to be installed in each. This additional analysis shall be completed to comply with all existing Town standards.					
The applicant shall be responsible to complete offsite storm drainage improvements necessary to convey storm water flows from the site to the Kelly Avenue drainage system and, if warranted based on the provided engineering analysis, complete improvements to the Kelly Avenue drainage system that are a consequence of the development within the Snow King Master Plan.					
To facilitate the conveyance of storm water flows between the Kelly Avenue storm drainage system and Snow King Estates, the applicant shall provide the Town with a storm drainage easement in the easterly area of the site. The easement location and language shall be mutually agreed to by the Town and the applicant.					
An additional water system analysis and information shall be provided and approved by the Town Engineer. The additional information shall be provided with and without the Town's system supplying snow making water and shall include but not be limited to a comprehensive Town water system hydraulic model which indicates the adequacy of the existing Town system at the estimated build out date of the development, a review of available fire flow capacities in the area of the resort at build out, a review of the water velocities produced in transmission pipes which are 8 inches in diameter and less, an analysis of the existing Town storage capacity, a summary of the installation of the proposed high pressure zone, calculations indicating the size of the proposed storage tank					

Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	
preliminary pump sizing calculations and an implementation plan for onsite systems.					
The applicant shall be responsible to ensure that under, the additional water demands created from the developments build out, the Town's system shall remain in compliance with DEQ water system regulations and Town ordinances.					
The applicant shall insure that the Town's right to inspect onsite water systems is maintained.					
Prior to occupancy of the first Final Development Plan building, the applicant shall be required to complete the installation of an 8" inch (minimum) watermain from the development to Kelly Avenue. The new watermain shall be completed per Town standards and shall be installed in the Cache Creek Drive and Redmond Street Right-of-ways.					
A sanitary sewer system report shall be provided to and approved by the Town. The sanitary sewer plan shall include a preliminary onsite sanitary system design.					
Sanitary sewer systems completed shall be constructed, tested and maintained in accordance with DEQ and Town standards.					
The applicant shall insure that the Town's right to inspect onsite sewer systems is maintained					
The applicant shall be required to provide the Town with financial mitigation fees for the completion of the Cache and Willow Street corridors (from Snow King Avenue to Broadway Avenue) and the intersection of Snow King/Willow.					
The amount collected shall be based on the calculated increased levels of traffic and pedestrian impacts created from the development together with the estimated project completion costs for roadway, curb, pedestrian and landscaping improvements. The improvements required shall be based on the preliminary design as completed in the year 2000 charette process. The mitigation feeto be provided to the Town shall be based on the estimated project costs required to complete the corridor work at the time the fee is due. Any improvements to the Willow Street corridor that are completed by others prior to reaching the levels of new development described below are not to be included in the calculations of mitigation fees. The mitigation fees shall be provided to the Town in cash at the time the levels of development are reached and prior to issuance of building perm its.					
The total new square footage allowed under the proposed resort master plan is estimated to be approximately 700,000 SF. This new square footage does not include the existing hotel building or the Love Ridge development. As such the mitigation fees shall be forwarded to the Town as follows:					
At 200,000 SF of new development: The applicant shall be required to provide 100% of the project costs associated with the completion of improvements to the Snow King/Willow Street intersection. Improvements shall be completed to satisfy the Town standard Level of Service (LOS) requirements for the traffic anticipated at the build out of the development.					
The applicant shall also provide a mitigation fee in the amount of 15 % of the total estimated project cost required to complete the Willow and Cache Street corridors.					
At 400,000 SF of new development: The applicant shall provide an additional mitigation fee in the amount of 15% of the total estimated project cost required to complete the Willow and Cache Street corridors.					
At 600,000 SF of new development: The applicant shall provide an additional mitigation fee in the amount of 15% of the total estimated project cost required to complete the Willow and Cache Street corridors.					
4. Provide details of and a summary of any mitigation fees paid to date.					
5. Provide a documentation of the number of square feet of development to date by subarea. Specifically identify the area of development that make up the existing hotel and Love Ridge developments.					
6. Any offsite water, sewer, stormwater, grading, and pedestrian improvements required as a result of the proposed employee housing on Vine Street shall be the responsibility of the applicant. The housing shall connect to Snow King Ave. and Kelly Ave. with sidewalks and other facilities to accommodate pedestrian and bike users.					
7. The Applicant shall provide digital plans in formats acceptable to the Town Engineer for updating GIS and records resources.					

WATER

1. Clarify which subareas and structures correspond with the proposed facilities used in the demand estimates. For example, a plan identifying the subareas and structures identified by names or codes that are reflected in the estimate calculations.

Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	

2. Conduct a study of estimated demands to metered use for existing facilities to confirm values used for estimates.
3. The plan reference plans for snow making from 2000 with upgrades supplied from Flat Creek. The master plan does not provide the existing and proposed water demands for snow making. The plan calls for a significant increase in the snow making area.
4. Confirm with the Fire Marshall that the references to the Uniform Fire Code are still compliant with the adopted International Fire Code and Wildland-Urban Interface Code.
5. Provide the size of the water storage tank facilities that have been constructed.

SEWER

1. Clarify which subareas and structures correspond with the proposed facilities used in the wastewater volume estimates. For example, a plan identifying the subareas and structures identified by names or codes that are reflected in the estimate calculations.
2. Conduct a study to measure wastewater volumes from the existing facilities to confirm the values used for estimates that can be integrated into the Town's sewer system model.
3. At the least, the west portion, at the connection to Cache St., of the sewer main that serves the ice arena and ski lodge is old clay pipe in need of being reconstructed.
4. Currently Phil Baux park and the proposed base of gondola facility are not served by a sewer main. Any future development shall consider and provide these areas with sewer connections. Considering that the existing parking lot may be converted into a park, a new sewer main that is routed within Snow King Avenue is likely the preferred Town option, if elevations allow.

STORMWATER

1. Provide a map showing the six stormwater basins modeled and their respective pervious and impervious areas.
2. Provide maps that show areas modeled outside of the District when determining the capacity of stormwater infrastructure.
3. Conduct a study to measure stormwater volumes from the existing facilities to confirm the values used for estimates.
4. It is not clear how stormwater from Sub-Area #2 will be handled. Provide information on this runoff and information on which stormwater system is best suited to convey it, e.g. extension of the storm line at the intersection of Cache St and Snow King Ave. within Snow King Ave. to the base of the development.

TRANSPORTATION

1. The Plan should be amended to identify the traffic and parking studies that have been completed to date and their pertinent data.
2. Figure C-9 shows a detail "bubble" that calls out, "See Figure C-12 for proposed sidewalks." However, there is no figure C-12. If Figure C-12 exists please provide this detail. Please provide information on how the proposed improvements correlate or complement the existing Complete Streets Plan.
3. Provide any information regarding the winter season traffic and parking considerations or differences from the summer season.

PRIOR TO FUTURE DEVELOPMENT PLAN APPROVALS, THE FOLLOWING ITEMS SHALL BE ADDRESSED:

GENERAL

1. Prior to any additional permits being issued for the District, detailed information concerning the site grading, utility installations and sizing, stormwater system design, roadway construction and construction phasing shall be provided to the Town Public Works Department for review and approval.

WATER

1. The water system capacity analysis shall be updated to reflect the existing developments.
2. Plans and models shall be updated to reflect the existing conditions at the time of application.

SEWER

1. The sewer analysis shall be updated to reflect the existing developments.
2. Plans and models shall be updated to reflect the existing conditions at the time of application.

STORMWATER

1. The stormwater analysis shall be updated to reflect the existing developments.
2. Plans and models shall be updated to reflect the existing conditions at the time of application.

TRANSPORTATION

1. Update the square foot of development tabulation relative to the allowed 700,000 square feet. Provide any mitigation fees if triggered by condition.

ADDITIONAL COMMENTS:

Type of Review Notes	Status	Dates			Remarks
		Sent	Due	Received	
Providing a date on the cover and pages of the documents to help distinguish versions of the Plan would be helpful for future submittals.					
Providing larger format maps and scans that are legible in PDF format simplifies the review.					
START	APPROVED W/COND	6/29/2018	7/20/2018	9/12/2018	see attachment
(9/12/2018 9:20 AM STOL)					
On behalf of the START Board of Directors and staff, I offer the following comments (in no particular order) to the proposed revisions to the Snow King Resort Master Plan – Transportation Elements:					
1. Should Snow King Resort pay for traffic mitigation similar to the requirements Jackson Hole Mountain Resort and Teton Village Association are bound by in their Master Plan (Area 1 and 2) with Teton County?					
2. Traffic Volume/related figures need updated					
3. Pg. 300-01: START Schedules and passenger counts need updated from 1999					
4. Pg. 306: START would suggest the following items, some as listed under the strategies for Transportation Demand, be requirements:					
A. Provide free or reduced-level bus passes to all employees					
B. Provide free or reduced-level bus/bike passes to guests					
C. Require off-site parking for employees					
D. Provide START Bikes and promote alternative modes of travel for employee and guests					
E. Promote Transit Usage in Marketing and website promotional material					
With regards to TDM strategies, Snow King will need to work with START to suggest how employees get to/from Snow King (i.e., location of park and ride lots)					
5. Pg. 306: The strategy to provide parking at the resort to be used for downtown employee parking needs to be reconsidered					
6. Transit Station: A highly visible and concentrated bus stop/transit center should be considered at/near the base mountain.					
As the local transit system, START believes it should be an integral component of any future growth management and traffic mitigation for the Snow King Resort area. Reducing traffic congestion in the resort area should be a priority. We thank you for the opportunity to voice our recommendations.					
Darren R. Brugmann					
START Director					

TC Housing Authority	APPROVED W/COND	6/29/2018	7/20/2018	8/3/2018
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(8/3/2018 1:55 PM SAS)

The Housing Department agrees with using the LDRs in existence at the time of any development to calculate the housing mitigation requirement.

Chapter 8 of the Master Plan Amendment, second paragraph says twenty percent (30%) of employee housing will be required to be built within the resort. Later it states 30%. It should be clarified which percentage it is. The Housing Department would recommend 30% to reduce traffic to and from the resort.

The Housing Department will expect SKRMA to keep records of occupants of Employee Housing for two years. The Housing Department will expect to receive annual reports and documentation on the occupants of the units. Rental units may not be owner occupied.

The restrictions recorded on the Employee Housing units shall be the Housing Department's standard Employee Housing Restriction. They will also be regulated by the Housing Department Rules and Regulations.

Employee Housing units shall be built in accordance with the Housing Department's Livability Standards, which are Chapter 2 of the Housing Rules and Regulations.

The employee housing complex that will house between 50-100 seasonal employees in dorm style units that share common kitchen and living areas shall be in compliance with the Housing Department Livability Standards.

BOARD OF COMMISSIONERS



www.tetonwyo.org

October 29, 2018

Mayor Muldoon and the Jackson Town Council

Mark Newcomb, Chair
Natalia Macker, Vice-Chair
Greg Epstein
Smokey Rhea
Paul Vogelheim

Hand Delivered

RE: Proposed Amendments to the Snow King Resort District Master Plan
(PUD2018-0003)

PO Box 3594
200 South Willow Street
Jackson, Wyoming 83001

Dear Mayor and Town Council,

ph: 307.733.8094
fax: 307.733.4451

On September 28, 2018 and again on October 22, 2018, the Board had an opportunity to review the 2018 Snow King Master Plan Amendment proposal pursuant to Section 4.3.1.E.4 of the Town LDRs where each jurisdiction shall receive and consider recommendations from the other jurisdiction when a Planned Resort application is submitted for review or amendment. The purpose of the County's review of any Planned Resort in the Town's jurisdiction is to recognize the impact of resorts on neighboring jurisdictions and to provide an opportunity for cooperation in planning and mitigation of potential impacts.

The Teton County Board of County Commissioners offer the following comments regarding the proposed Snow King Resort District Master Plan Amendments:

- The Board is generally supportive of the comments made by the Town Planning Commission regarding the recommendation to outline minimum requirements of the Snow King Resort Master Association (SKRMA) such as defining the entity structure and ensuring adequate funding.
- The Board encourages participation in a Transportation Demand Management (TDM) program.
- The Board would like to see the gondola base located so it does not impact the existing ball field, boulder park, or playground in Phil Baux Park.
- The Board concurs with the Town Planning Commission that proposed development should meet the Hillside Development Standards.
- The Board concurs with the Town Planning Commission's recommendations pertaining to phasing.

BOARD OF COMMISSIONERS



www.tetonwyo.org

Thank you for the opportunity to provide input and for considering our comments as you move forward with this application.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark Newcomb", written over a horizontal line.

Mark Newcomb, Chair

A handwritten signature in blue ink, appearing to read "Smokey Rhea", written over a horizontal line.

Smokey Rhea

A handwritten signature in blue ink, appearing to read "Natalia D. Macker", written over a horizontal line.

Natalia D. Macker, Vice Chair

A handwritten signature in blue ink, appearing to read "Paul Vogelheim", written over a horizontal line.

Paul Vogelheim

A handwritten signature in blue ink, appearing to read "Greg Epstein", written over a horizontal line.

Greg Epstein

cc: Tyler Sinclair, Town of Jackson Planning Director

October 18, 2018

To: Jackson Town Council and Teton County Board Of Commissioners
From: Jackson/Teton County Parks and Recreation Advisory Board
Re: Snow King Redevelopment impacts on Phil Baux Park

Over the past twelve years the Teton County Parks & Recreation Department has conducted three community surveys to better understand the public's recreational needs and how those needs are being met. Access to our immediate public lands through walking, running and biking trails consistently remains a high priority. Because of its geographic location and Snow King resort improvement plans, Phil Baux Park figures prominently in the discussion of parkland's role in the community. Phil Baux Park is the end point of the Snow King – Maple Way connector and as such is a key piece of a Complete Neighborhood (Policy 2.2.a).

The park is a valuable community gathering site and contains a grassy area that is used for special events and as a sports practice field. Any re-development at Phil Baux Park should include consideration of the need for, and the design for, special events within the community, an activity identified by multiple users and one of the most requested activities on a national level. The park has generally served the winter resort operations in the winter, and the general park public in the summer. The success and public compatibility of any development plan rests in maintaining safe, free and accessible use of the public's property for the entire community for the non-ski season. This includes both residents and guests.

The Teton County Park & Recreation Board has concluded that the following points should be taken into consideration regarding the Snow King Master Plan as it relates to Town park property at the base of Snow King:

- As Phil Baux Park forms the end point of the Snow King – Maple Way connector (Comprehensive Plan) having a community focused node at this location is vital. Any development should be to encourage its use as a front country gateway to the National Forest. Public use and access should take precedence over redevelopment by a private entity.
- The continued use of this large flexible space that can accommodate community events such as concerts, farmers markets, and youth sports practice areas should be preserved.
- The park should not be divided. There should be good East-West flow.
- Any new lifts, including a gondola, should be located on the footprint of the current lifts and must allow safe, clear and accessible pedestrian and biking movement North to South and East to West from Snow King Ave to the National Forest trails
- The park needs to maintain its public identity and character and commercialization should be kept to a minimum.
- The Board does not support locating a zipline within the park.
- Insure ample parking for park users.

Sincerely,

Parks and Recreation Advisory Board
David J. Ellerstein, Chairman



File Code: 2720; 1950
Date: August 3, 2018

Re: Snow King Mountain Resort On-mountain Improvements Project Proposal

Dear Interested Party:

On June 5, 2018, Snow King Mountain Resort (Snow King) submitted a proposal to the Bridger-Teton National Forest (Bridger-Teton) to initiate the environmental review process for improvements proposed in Snow King's master development plan on National Forest System lands. The Bridger-Teton accepted the proposal and is initiating a review in accordance with the National Environmental Policy Act (NEPA). We anticipate preparing an environmental impact statement (EIS) using a third party consultant.

The proposal was finalized by Snow King after a multi-year public input process that culminated in a facilitated community stakeholder group organized by the Town of Jackson. This group developed four scenarios of different combinations of improvements, and ultimately Snow King selected a combination of elements that the ski area believed best fit the needs of the resort and the community's desires.

The purpose of this letter is to invite public comment on the scope of the EIS – that is, on the issues and alternatives it will address. We invite you to inform us of any concerns you may have about potential environmental impacts of this project and any design features that might reduce those impacts. This scoping letter states the purpose and need of the proposed project, describes Snow King's proposed action in detail, and provides instructions for submitting comments.

The Forest Service's predecisional objection process (36 CFR 218) provides the opportunity for you to object to the draft decision that will be released following completion of the EIS. Only those who submit timely and specific written comments regarding the proposed project during a public comment period established by the responsible official are eligible to file an objection (see *How to Submit Comments* below). This scoping period will be your first opportunity to comment. To establish eligibility to object, comments must be submitted during the 30-day period beginning when the Notice of Intent to prepare an EIS is published in the *Federal Register* or during a subsequent designated opportunity to comment.

Our acceptance of Snow King's master development plan does not pre-dispose the agency to final approval of this project. I will decide whether to authorize any or all of the proposed elements, and with what conditions, based on analysis of the environmental effects and consistency with the 1990 Bridger-Teton National Forest Land and Resource Management Plan (Forest Plan) and other relevant laws, policy, and regulations. My decision will be documented in a Record of Decision. If my decision is to authorize Snow King's proposed project, in whole or in part, I would modify their existing special use permit.



As part of the Forest Service's predecisional objection process (36 CFR 218), I will issue a draft EIS for public comment, then a final EIS with a draft of the Record of Decision prior to signing my decision. This will allow us to work to resolve any objections before my decision is finalized. I anticipate release of the draft EIS in winter of 2019, a final EIS and draft decision in late summer of 2019, and a signed decision in fall of 2019.

PURPOSE AND NEED FOR ACTION:

In addition to the foundational direction provided in the Forest Plan, two emerging developments in the mountain resort industry underlie the purpose and need for the proposed action. First, extensive customer surveys conducted by the ski industry indicate that visitors are increasingly seeking a more diverse range of recreational activities, particularly for families, that includes year-round opportunities and activities that are more adventurous. The Forest Service response to this trend includes our 2012 introduction of the *Framework for Sustainable Recreation*, which sets goals for providing a diverse array of recreational opportunities aimed at connecting people with the outdoors and promoting healthy lifestyles, in partnership with other public and private recreation providers.

Second, passage of the *Ski Area Recreational Opportunity Enhancement Act of 2011* provides direction on the types of summer activities the Forest Service should consider authorizing to round out the range of opportunities provided to the public at permitted mountain resorts.

Specific to the Bridger Teton National Forest, the Forest Plan provides direction for the Forest to contribute to community prosperity and provide high-quality developed recreation facilities to serve Forest visitors (Goal 1.1 and Goal 2.2 pp. 112–114). Forest Plan Objective 1.1(f) is to "Provide areas for alpine skiing and commercial ski and snowmobile operations." Objective 2.2(a) is to "Retain, improve and add developed sites" and Objective 2.2(b) is to "Design facilities for people of all ages and abilities."

Reflecting these considerations, the purposes of the proposed Snow King Mountain Resort On-mountain Improvements Project are to:

- Maintain and improve the winter sport infrastructure on National Forest System lands at Snow King,
- Provide new and innovative forms of year-round outdoor recreation for residents and visitors to Jackson Hole, using the existing resort infrastructure as the hub, and
- Capitalize on the partnership between the Bridger-Teton and Snow King to connect visitors with the natural environment and support the quality of life and the economy of the local community.

The needs for action include:

- Improve and increase beginner and intermediate ski terrain, lifts, and facilities to serve as the primary ski resort in Jackson Hole to introduce and recruit new skiers to the sport.
- Expand snowmaking on the mountain to enable an early November opening for ski race training, provide coverage to the upper mountain, and aid in fire prevention.
- Introduce high-quality guest service facilities to attract and retain local and destination skiers, serve as an event venue, and provide an outdoor education center for Jackson residents and visitors.

- Provide access to a wide range of year-round activities catering to a variety of visitors passing through the Town of Jackson.

PROPOSED ACTION:

Snow King's proposed action includes the following elements to address the purpose and need. Each element and its rationale are described in more detail below and shown on the attached maps. A description of the proposed action is also available at <http://www.fs.usda.gov/project/?project=54201>.

- A new ski school/teaching center on the ridgeline west of the Snow King summit.
- Development of skiing in the natural bowl on the back side, south of the Snow King summit. This southernmost portion of the current special use permit area is suitable for development of low-intermediate and intermediate level ski terrain, complementing the summit teaching center.
- A 67-acre permit boundary adjustment on the front side, east of the existing permit area, to accommodate part of a summit access road/novice skiway, intermediate-level terrain lower on the slope (including groomed runs and tree and glade skiing), and a novice route down from Rafferty lift (via the access road/novice skiway).
- An 89-acre permit boundary adjustment on the front side west of the existing permit area to accommodate a summit teaching center, another part of the summit access road/novice skiway, and expert-level tree and glade skiing.
- New ski terrain totaling about 97.5 acres (groomed runs and teaching terrain).
- Upgrading the existing Summit lift to a gondola, and installation of one new chair lift, two teaching area conveyors, and one surface lift.
- On-mountain facilities (the summit restaurant/guest services building and ski patrol facility, a temporary ski patrol building at the top of Cougar, an observatory and planetarium at the summit, a wedding venue west of the summit building, and a year-round yurt camp at the southern point of the permit area).
- 147.1 acres of added snowmaking (with few exceptions, all existing and proposed runs).
- Improved and expanded lighting for night skiing.
- Front-side mountain bike trails and a back-side mountain bike zone.
- Hiking trails between the summit and the west base, west of Exhibition run.
- A zip line from the summit to the west base area, paralleling the Summit lift.

BOUNDARY ADJUSTMENTS

Snow King proposes adjustments to both their operating boundary and their special use permit boundary. The existing boundary includes 142.5 acres south of the Snow King ridgeline. The proposed action would expand winter and summer operations, including lifts, ski runs, and a mountain bike park (see details below), into to this currently permitted area.

The permit boundary adjustments would resolve the current lack of terrain for beginner, novice, and low intermediate skiers. Snow King currently offers 17.1 acres in these three categories, and as detailed below this proposal would add 37.7 acres. Attracting, accommodating, and advancing beginning skiers is critical not only to Snow King but also to the community. Local ski school programs, the Jackson Ski and Snowboard Club, and the Doug Coombs Foundation's effort to involve underprivileged children in mountain recreation would not be feasible without Snow

King, but they remain severely limited by this lack of low-ability-level terrain. To meet Snow King's desire in sustaining these programs and the desire to meet public recreational needs, a quality teaching center and appropriate terrain to support efficient, step-wise skier progression are essential.

From a planning standpoint, topography and past development preclude development of these terrain types within the existing operational boundary. Based on thorough analysis, development of terrain along the ridgeline west of the Snow King summit and on the back side is the only feasible option. The base area is already fully developed, and other than the ridgeline and back side, appropriate, low-angle terrain does not exist within or adjacent to the current permit boundary.

Development of the summit and back-side terrain would require, at a minimum, a beginner-friendly and downloadable lift accessing the summit, a skier-service and ski patrol building on the summit, an access road to build and maintain summit facilities, and a safe, "easy way down" to the base area in the event of lift failure.

As discussed in more detail below, the proposed teaching area and associated infrastructure would require new special use permit terrain both east and west of their existing front-side operations. Those additions, in turn, set the stage for other improvements not directly associated with the teaching center that are included in the proposed action and discussed below.

The eastern permit boundary adjustment would add approximately 67 acres. In addition to accommodating a segment of the required summit access road/novice skiway, this area would provide three new short intermediate runs, intermediate-level glade skiing between these runs, and a novice route down from the top of Rafferty lift via the summit access road/skiway.

The western boundary adjustment would add approximately 89 acres to Snow King's permit area, for a total adjustment of 156 acres. In addition to allowing development of the critical teaching center on the ridge, it would accommodate another segment of the summit access road/skiway. Glading would open the forested area between the westernmost access road/skiway switchbacks to expert tree skiing.

Snow King visitors increasingly venture into this currently unpatrolled and unmaintained western area. Including this area in the permit would allow Snow King to control and patrol it, making it safer for guests of Snow King and the Bridger-Teton. Together, these proposed boundary adjustments would expand the permit area from 338 to 495 acres.

TERRAIN DEVELOPMENT

Ski run development within the expanded ski area boundary (i.e., current and adjusted permit boundary and private land) would add the following acreage by ability level:

- Beginner – 3.9 acres
- Novice – 29.7 acres
- Low Intermediate – 4.1 acres
- Intermediate – 25.2 acres

- Advanced – 16.2 acres
- Expert – 18.4 acres

These new runs would total 97.5 acres. They would be cleared of trees and tall shrubs then graded to remove terrain irregularities and allow winter grooming. These additions would bring Snow King's total terrain distribution to slightly higher than the industry standard for beginner and novice terrain (6 and 25 percent, respectively, compared to industry standards of 5 and 15 percent), less for low intermediate and intermediate terrain (14 and 29 percent, respectively, compared to 25 and 35), about even for advanced terrain (13 compared to 15 percent), and higher than the standard for expert terrain (13 percent compared to 5).

Tree removal (both stands and individual trees) for safety, recreational, and forest health purposes would open new terrain to tree and glade skiing off the groomed runs. By reducing fuels, tree removal would also help reduce the spread of catastrophic wildfires at wildland/urban interface. Proposed terrain development is described in more detail below.

Teaching Center Terrain

Snow King has a deficit in beginner and novice terrain, and dedicated teaching terrain is insufficient. Currently, lower ability level skiers are limited to a small amount of suitable terrain around the base area, mostly on private land. This restricts Snow King's capability to introduce and recruit new skiers to the sport. The inability to visit Snow King's summit also limits beginner skiers' recreational experience and their exposure to National Forest System lands visible and accessible from the summit.

Development of the summit teaching center would add 3.9 acres of beginner terrain (Figure 1, Runs Lift-B and Lift-C) on the ridge, immediately west of the gondola terminal and summit building. Once beginners had the basic ability to move on their skis, they would have ready access to 29.7 acres of novice terrain from the summit. This includes Runs 16 and 23 on the back side and Runs 14 and 6, the access road/skiway providing an easy way down from the summit to the base area.

This terrain combined with gondola access and the proposed conveyor carpets (discussed below under Lifts), and with the nearby summit building providing guest services and housing the ski school (discussed below under Summit Building), would vastly improve the experience Snow King provides to beginner and novice skiers. The proposed development would benefit the learning progression and the instructors' teaching abilities, would maximize new skiers' recreational access and exposure to National Forest System resources, and would bolster visitors' connection to their public lands. Developing teaching terrain at the summit would extend the season for beginner and novice skiers and would keep them from dealing with ski soft and variable snow conditions at lower elevations late in the ski season. The proposed teaching terrain is effectively separated from higher ability level terrain, avoiding the potential problems of mixing skiers of differing ability levels.

Ski Runs

The next step is low intermediate terrain, and Runs 4, 5, and 7 would provide 4.1 addition acres in the eastern adjustment area, accessed from the summit or the top of Rafferty lift via the access road/skiway. About 25.2 acres of intermediate terrain would be developed, primarily in the back-side bowl (Runs 18, 19, 20, and 22). This would add to the terrain progression available from the summit learning area.

New advanced terrain would total about 16.2 acres, comprising Runs 17, 21, and 24 on the back side and Runs 3 and 8–13 on the front side between the summit ridge and proposed skiways accessing the base area.

A small amount of clearing (less than 0.1 acres) would take place on the uphill margin of the existing Old Man's Flats run.

Clearing and grading of 2.7 acres in four patches in the Summit pod would improve skier circulation and allow intermediate/advanced skiers access to portions of the Bear Cat, Bear Cat Glades, and Exhibition expert runs.

Gladed Ski Terrain and Forest Health Maintenance

Two factors converge in regard to use and management of forested portions of Snow King's special use permit area. First, the northern exposure of the front side and extensive forest cover result in excellent opportunities to develop intermediate-level to expert-level tree and glade skiing. This type of off-piste skiing is growing rapidly in popularity, and the proposed permit area adjustment, upgrade of the Summit lift, and development of back-side infrastructure create the potential to respond to that demand.

Second, maintaining a desirable vegetation mix and character within the permit area, consistent with preserving or enhancing recreational opportunities and experiences, is a Bridger-Teton management objective. To pursue that objective, Snow King worked with the Bridger-Teton to develop the 2015 *Snow King Mountain Resort Vegetation Management Plan* (Vegetation Management Plan). The plan's objectives specifically include development of increased tree and glade skiing, as well as tree removal to reduce hazard to visitors, reduce disease and pathogens, and reduce fire risk by breaking up fuel continuity.

Together, these factors set the stage for creation of glades in all forested areas within the permit boundary, particularly where skier access is practical and where forest health conditions indicate that active management action is required. This proposal includes glading on the back side (18.0 acres) and the east and west expansion areas on the front side (14.4 and 3.6 acres, respectively).

Glading prescriptions would be developed in conjunction with the Bridger-Teton and included in annual summer operations plans subject to Bridger-Teton approval prior to any additional glading. Glading prescriptions are discussed in the Vegetation Management Plan, and the general goal for gladed terrain is a spacing of 15 to 18 feet between trees. In many cases, this may not require much tree removal, but it would certainly involve brushing and limbing, as well as removal of any diseased or hazard trees.

Grading Existing Trails

In addition to the grading and leveling required for the development of the new runs, some grading of existing runs is needed to enhance ski race training lanes and decrease snowmaking requirements. The grading would occur on a total of 5.5 acres in nine areas:

- The top of Flying Squirrel would be graded to remove a prominent knob that impedes skier flow. This would involve 1.0 acres.
- The area between Grizzly and Kelly's Alley, where Karen's Way is located, would be regraded to eliminate the road and improve skier flow, involving 0.9 acres.
- An area at the top of the Lower Grizzly run would be regraded to improve the transition below a service road, involving 0.7 acres.
- Two areas would be regraded on the Old Man's Flats run. Material would be cut from the lower area and used to fill the upper area. This would involve 1.1 acres.
- A 0.9-acre area between the Lower Elk and Bison runs would be regraded to fill erosional depressions.
- Three areas near the confluence the Bison and Old Man's Flats runs would be regraded to remove a high spot and smooth the transition near a summer trail. This would involve a total of 0.9 acres, including 0.6 acres on National Forest System land.

SUMMIT ACCESS ROAD/NOVICE SKIWAY

Proposed development on the summit would require an access road for construction, operations, maintenance, and emergency services. As discussed above, a novice skiway from the summit to the base is essential to get beginner skiers from the summit to the base area in the event of a lift failure. This element of the proposal would meet both needs. In addition, it would provide an easy way down from the top of Rafferty lift, which does not currently exist.

As demonstrated in the master development plan, options considered during the planning process attempted to keep the access road/skiway within the existing permit area or in either the eastern or western permit boundary adjustment areas. However, the best solution to providing appropriate grades for both construction access and a novice skiway, and to minimize the amount of ground disturbance to achieve these goals, is the current proposed alignment.

The proposed alignment follows the gentle grades down the ridge west from the summit to a point near the western boundary of the adjusted permit area. From there it turns eastward, traversing across the front side of the mountain in one continuous span to the top of the Rafferty lift (Run 14), then continues on to near the eastern boundary of the adjusted permit area (Run 6). At that point, it would turn back to the northwest to tie into the existing road and run network near the northern boundary of the current permit area. This section would be bench cut to achieve a running surface width of 16 feet. Cut and fill areas would widen the area of disturbance to an average of about 90 feet.

This alignment significantly improves on-mountain safety and circulation, and creates minimal impact in terms of disturbance area, visual effects, and impacts on existing ski terrain, since it simply crosses the face without any switchbacks within the current permit boundary.

Several existing mountain access roads would be unnecessary once this access road/skiway was complete. These would be abandoned and restored.

LIFTS

Summit Gondola

As discussed above, a beginner-friendly and downloadable lift access to the summit is a requirement for developing the new teaching area. An upgraded lift would also help serve the added front-side ski terrain and provide summit access for non-skiing winter and summer activities (e.g., dining and events at the proposed summit building and proposed summer recreation and educational activities, including mountain biking). The top terminal would be incorporated into the summit building described below.

The Summit lift would be upgraded to a 1,500 person-per-hour (pph) gondola, which would: provide two-way summit access for beginner skiers and pedestrians year-round, including evenings; improve overall ski terrain access; and reduce waiting time in the lift line. With the installation of the gondola, the bottom terminal of the existing Summit lift would be removed, as would the pumphouse adjacent to it. The new lift would extend about 200 feet farther downhill to improve access to the terminal.

Lift A

As depicted on Figure 1, Lift A would service novice, intermediate, and advanced terrain on the back side. This top-drive, fixed-grip, four-person chairlift would have a slope length of approximately 3,015 feet and a capacity of 1,800 pph. From the top terminal, skiers would have access to one novice run, four intermediate runs, three advanced runs, and six expert runs. Utilities would be provided via connections from the summit building. There is existing road access to the bottom terminal. Some maintenance work on the road may be necessary.

Teaching Center Lifts (Lifts B and C)

Two conveyor carpets (Lift B and Lift C) at the summit would serve the new beginner terrain on the ridge west of the summit building. Lift B would be 363 feet in length and Lift C would be 506 feet in length. Each would have a capacity of 600 pph. These lifts would be located in close proximity to the proposed summit building. Power would be extended from the summit building.

Surface Tow D

Lift D would be a surface tow (e.g., a platter or T-bar type) to take skiers from the Lift A pod back to the summit building. Following Run 23, it would be 679 feet long, with a capacity of 300 pph. Power would come from the summit building.

BUILDINGS

Summit Building

Guest services (e.g., food/beverage service, restrooms, and basic retail sales), ski patrol functions, and ski school functions are proposed on the summit to support development of a quality learning area, and gondola access to the site would open a range of year-round recreational possibilities. The summit building is proposed as a state-of-the-art, LEED-certified, on-mountain resort facility to meet the changing desires and expectations of Snow King, community, and regional markets.

This facility would provide multiple functions, including: gondola terminal, gondola cabin storage, ski school, food service (dining/cafeteria/bar/lounge), restrooms, planetarium, ski patrol (headquarters, patient assessment space, warming area, and limited equipment storage), employee space/storage, and ticketing for summer activities. These functions are currently not provided on-mountain, and the proposed facility would take Snow King to a new level in terms of guest services and experience. To include all of these functions, the summit building would be 20,000 – 25,000 square feet in size. It would be a single story and not on the skyline, and it would be designed and built in accordance with the Forest Service's *Built Environment Image Guide* and its stipulations for the Rocky Mountain Province.

This development would also require a septic line to the summit area, which would be collocated with the buried snowmaking line running up Exhibition run. Snow King currently has water and power connections to the summit.

Observatory

An observatory building approximately 500 square feet in size would be located south of the summit building. It would be used year round for stargazing, research, and educational purposes.

Cougar Ski Patrol Facility

Until the new ski patrol facilities in the summit building were completed, a small, temporary, pre-built, pull-on structure would be installed at the top of the Cougar lift as a base for the ski patrol operations during night skiing. This would allow the patrol to station people at the top of the lift for rapid response when only the lower portion on the mountain was open. Some leveling may be done, but no foundation would be necessary. Power would come from the top of Cougar lift. It would be designed and built consistent with the *Built Environment Image Guide* stipulations and would be removed once the summit building was complete.

Saddleback Yurt Camp

A new Americans with Disabilities Act (ADA) compliant yurt camp would be constructed at the far south end of the existing permit boundary. A 1-mile ADA compliant trail connecting to the summit of Snow King would access this facility. The yurt camp would consist of approximately six yurts for sleeping and three multi-use cooking/dining/gathering yurts. These yurts would range in size from 20 to 30 feet in diameter with additional deck space. This year-round camp would serve backcountry skiers, hikers, bikers, and a wide range of groups. In winter, guided

backcountry skiing, snow safety courses, and snowshoe hikes would be offered out of the yurt camp in conjunction with the Snow King Mountain Sports School. This offering of a wilderness-like experience only a short walk/ski from civilization would attract a wide range of visitors seeking a unique activity during their visit to Jackson. This facility would be unique in the region due to the ease of access, spectacular setting in the National Forest, and number of activities offered.

Night Skiing

At present, Snow King offers night skiing on approximately 73.8 acres of night skiing on the lower two-thirds of the mountain, in the Rafferty and Cougar pods. This is primarily intermediate ability-level terrain, with some advanced and beginner terrain. Until recently, approximately 50 lights were mounted on a variety of structures including trees, lift towers, light poles, and buildings. Coverage was limited, and the technology was obsolete. This was a particular impediment to race training, which occurs in the evening after school hours. Good lighting is an important safety factor in race training. A general system upgrade was implemented in 2015 and remains underway, replacing lighting fixtures with more efficient models designed to increase lighting of the snow surface but reduce light pollution (glare and sky glow).

Under this proposal, Snow King would expand lighting coverage using this upgraded technology (see Figure 2). Additional lighting would be provided on the racing lanes in the Cougar pod, and lighting would be extended to the top of the Rafferty pod (Flying Squirrel and Moose runs), the top of Upper Elk run, and the proposed access road/skiway. Overall, this proposal would increase system coverage by 27.3 acres across all skier ability levels to meet demand for this unique experience and provide for safe and effective race training.

SNOWMAKING

Snow King's snowmaking system covers approximately 90.4 acres of the ski area, in the Rafferty and Cougar pods, as well as to the top of Elk run. This system is served by two 1,000-gallon-per-minute (GPM) pumps in the main pump house and is fed by domestic water provided by the Town of Jackson.

To provide more consistent, season-long snow coverage over a wider area, Snow King proposes to expand coverage on both existing and proposed runs (see Figure 3). Coverage would be added on all existing front-side runs except East and West S Chutes, and all proposed front-side and back-side runs, except Run 9. This would result in approximately 147.1 acres of additional snowmaking coverage.

Water lines would be installed on the upwind side of covered runs, in excavated trenches approximately 4 feet deep. Snowmaking hydrants would be plumbed in adjacent to these main snowmaking lines. Snowmaking guns or hose lines would be attached to these hydrants. All water would continue to be supplied by the Town of Jackson.

SUMMER ACTIVITIES

The Snow King master development plan documents the “activity zone” analysis completed as part of their planning process, in compliance with the Ski Area Recreational Opportunity Enhancement Act of 2011. The following proposed summer activities would not change or compromise existing winter snow sports, nor exceed the level of development required for snow sports, but are designed to integrate with and supplement the primary purposes of the ski area. Hiking and biking trails would generally not be collocated with ski runs but may intersect them. Year-round use of the summit building, observatory, and other support facilities would complement these activities. See Figure 4.

Zip Lines

Expanding on current summer operations, Snow King proposes a zip line from the proposed summit building to the base area, paralleling the Summit lift. This project is consistent with the 2013 Jackson Town Council amendment to Snow King’s land use lease to include “additional recreational uses related to ski areas such as zip lines, mountain bike trails and other outdoor amenities.” This would be an attractive amenity, as guests would quickly descend approximately 1,555 vertical feet, over a distance 3,900 linear feet, at a 48 percent grade to the base area. Guests would ride the new Summit gondola to reach the summit station of the proposed zip line and terminate at the west base area.

Mountain Bike Trails

Lift-served downhill mountain biking is arguably the fastest growing summer activity at mountain resorts in the U.S. and abroad. Not surprisingly, demand for this activity is particularly high in the Jackson area. To meet this demand, Snow King proposes to develop a system of lift-served trails on the front side and a more consolidated mountain bike park-type “mountain bike zone” on the back side.

The front-side trails would include an advanced and an intermediate trail angling down from near the top of the Summit lift to near the top of the Rafferty lift. These would be smooth, excavated trails with a 4-to-5-foot tread. Spurs of narrower hand-built, single-track trail with constructed terrain features would depart from the excavated trails and drop more directly down the slope. At about the elevation of the top of cougar lift, these upper-mountain trails would merge into a beginner and an intermediate-level excavated trail. These two trails would subsequently merge into a single beginner-level excavated trail crossing the toe of the slope down to the west base area.

The front-side bike trail system would total about 6.5 miles, including approximately 1.9 miles of advanced trail (all on National Forest System land), 2.6 miles of intermediate trail (2.4 miles on National Forest System land), and 2.0 miles of beginner trail (0.9 miles on National Forest System land).

On the back side, a skills park and a network of trails of differing types and ability levels would be developed within a roughly 110-acre mountain bike zone. This area would be accessed via the Summit lift, and uphill transit within it would be provided by the proposed Lift A.

These trail designs are conceptual. The exact locations of trails may change when developed to achieve desired grade and location with respect to existing, site-specific, terrain features.

Hiking Trails

Due to Snow King's close proximity to a fairly populated, residential area of the Town of Jackson, Snow King has observed a developing interest by local residents for an uphill hiking trail. To accommodate this interest on National Forest System lands, Snow King proposes to improve the Stairway Trail, including portions in the western permit boundary adjustment area. A direct ascent route to the summit would be created in the trees along Exhibition run to eliminate erosion problems associated with community trails that have been created in this corridor. This 0.6-mile trail (0.4 miles on National Forest System land) would cater to the many trails users who demand the toughest or most direct workout ascending the mountain. In the winter months, this route would serve as the designated direct boot-pack ascent route.

In addition, a new 1.5-mile uphill hiking trail would be developed just west of the Stairway Trail in the Bear Cat glades area, extending into the western permit expansion area near the top. With an approximate grade of 13 percent, it would create an improved experience for hikers seeking to ascend the mountain via a less direct route. This trail would route trail users off the face of the mountain where service roads provide access to the summit and create potential safety concerns. In winter months, this trail would serve as the primary designated uphill ski route. Taking uphill skiers off the main ski runs in winter would reduce conflicts between uphill and downhill skier traffic, as well as limit the interaction between uphill skiers and grooming operations at night.

Wedding Venue

In conjunction with the summit building, a wedding venue is planned to be constructed a few hundred feet west of the new building. This would be an in-ground facility, constructed with stone benches/tiers in a semi-circle around a raised platform.

IMPLEMENTATION:

Construction would begin in the construction season following authorization, anticipated to be summer of 2020. Completion of the proposed action is projected by October 2025.

HOW TO SUBMIT COMMENTS:

While comments will be accepted any time during the process, to be most useful in the preparation of the EIS and to establish eligibility to file an objection, comments must be provided during a designated opportunity for public comment. This scoping period, starting with the date of publication of the Notice of Intent in the Federal Register and continuing for 30 days, is the first designated opportunity to comment.

Comments should clearly articulate the reviewer's concerns about potential environmental impacts of this project and any alternatives or design features that might reduce those impacts. We will consider references provided by commenters if the cited articles are submitted with the

comment letter, and if the letter identifies the relevance of the findings to specific actions and effects of this particular project.

Comments received in response to this solicitation, including names and addresses of those who comment, will be part of the public record and available for public inspection. Comments submitted anonymously will be accepted and considered; however, anonymous comments will not allow the respondent to have standing in subsequent administrative or judicial reviews.

Individuals and organizations wishing to be eligible to object must meet the information requirements of 36 CFR 218 Subparts A and B. It is the responsibility of all individuals and organizations to ensure that their comments are received in a timely manner. Only those who submit timely and specific written comments regarding the proposed action during a public comment period established by the responsible official are eligible to file an objection under 36 CFR 218. Specific written comments, as defined by 36 CFR 218.2, should be within the scope of the proposed action, have a direct relationship to the proposed action, and must include supporting reasons for the responsible official to consider.

Written, facsimile, hand-delivered, and electronic comments concerning this action will be accepted for 30 calendar days following the publication of the Notice of Intent in the *Federal Register*, per the provisions of 36 CFR 218. The publication date in the *Federal Register* is the exclusive means for calculating the comment period for this analysis. Those wishing to comment should not rely upon dates or timeframe information provided by any other source.

In cases where no identifiable name is attached to a comment, a verification of identity will be required for objection eligibility. If using an electronic message, a scanned signature is one way to provide verification. For objection eligibility each individual or representative from each entity submitting timely and specific written comments regarding the proposed project must either sign the comments or verify identity upon request.

Please address any form of comments as attention: Snow King On-mountain Improvements Project. Electronic comments must be submitted in rich text format (.rtf) or Word (.doc) to comments-intermtn-bridger-teton-jackson@fs.fed.us. Written comments must be submitted to: Bridger-Teton National Forest - Jackson Ranger District, P.O. Box 1689, Jackson, WY 83001 – attention District Ranger Mary Moore. Comments may be hand-delivered to 340 N. Cache St. between 8:00 AM and 4:30 PM, Monday through Friday, excluding holidays.

An objection period, if required, will follow regulations found in 36 CFR 218.7. For objection eligibility (36 CFR 218.5), only those who have submitted timely, specific written comments during a designated opportunity for public comment may file an objection. Issues raised in future objections must be based on previously submitted specific written comments regarding the proposed project and attributed to the objector, unless the issue is based on new information that arose after a designated opportunity to comment (36 CFR 218.8(c)).

Additional information on this project is available on the project webpage: <http://www.fs.usda.gov/project/?project=54201> . If you would like more information or have questions relating to this project, please contact Mary Moore, Jackson District Ranger, by email at marvmoore@fs.fed.us, or by phone at 307-739-5410.

Please feel free to pass this letter on to others you think may have an interest or concern with this project.

Sincerely,



PATRICIA M O'CONNOR
Forest Supervisor

Enclosure: Snow King Area Maps

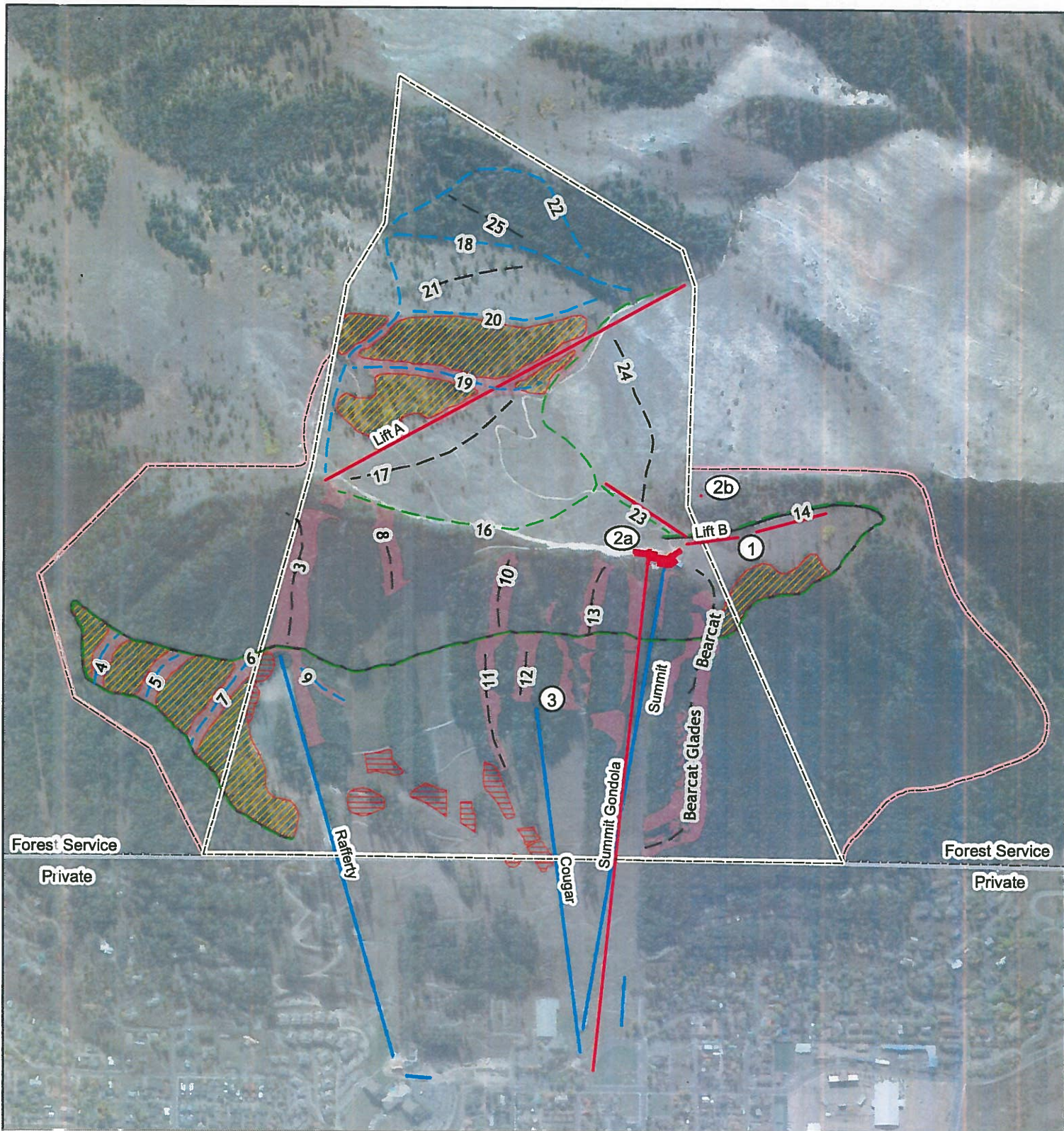
cc: Ryan Stanley, General Manager, Snow King Mountain Resort
Tyler Sinclair, Planning Director, Town of Jackson
Mark Newcomb, Chair, Teton County Board of Commissioners
Mary Moore, Jackson District Ranger
Derek Ibarguen, Deputy Forest Supervisor

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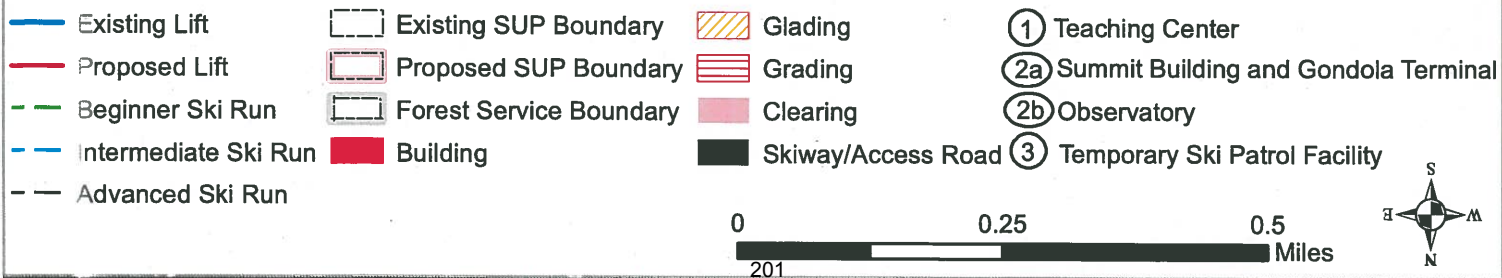
Persons with disabilities who require alternative means of communication for program information (e.g., Braille, large print, audiotape, American Sign Language, etc.) should contact the responsible Agency or USDA's TARGET Center at (202) 720-2600 (voice and TTY) or contact USDA through the Federal Relay Service at (800) 877-8339. Additionally, program information may be made available in languages other than English.

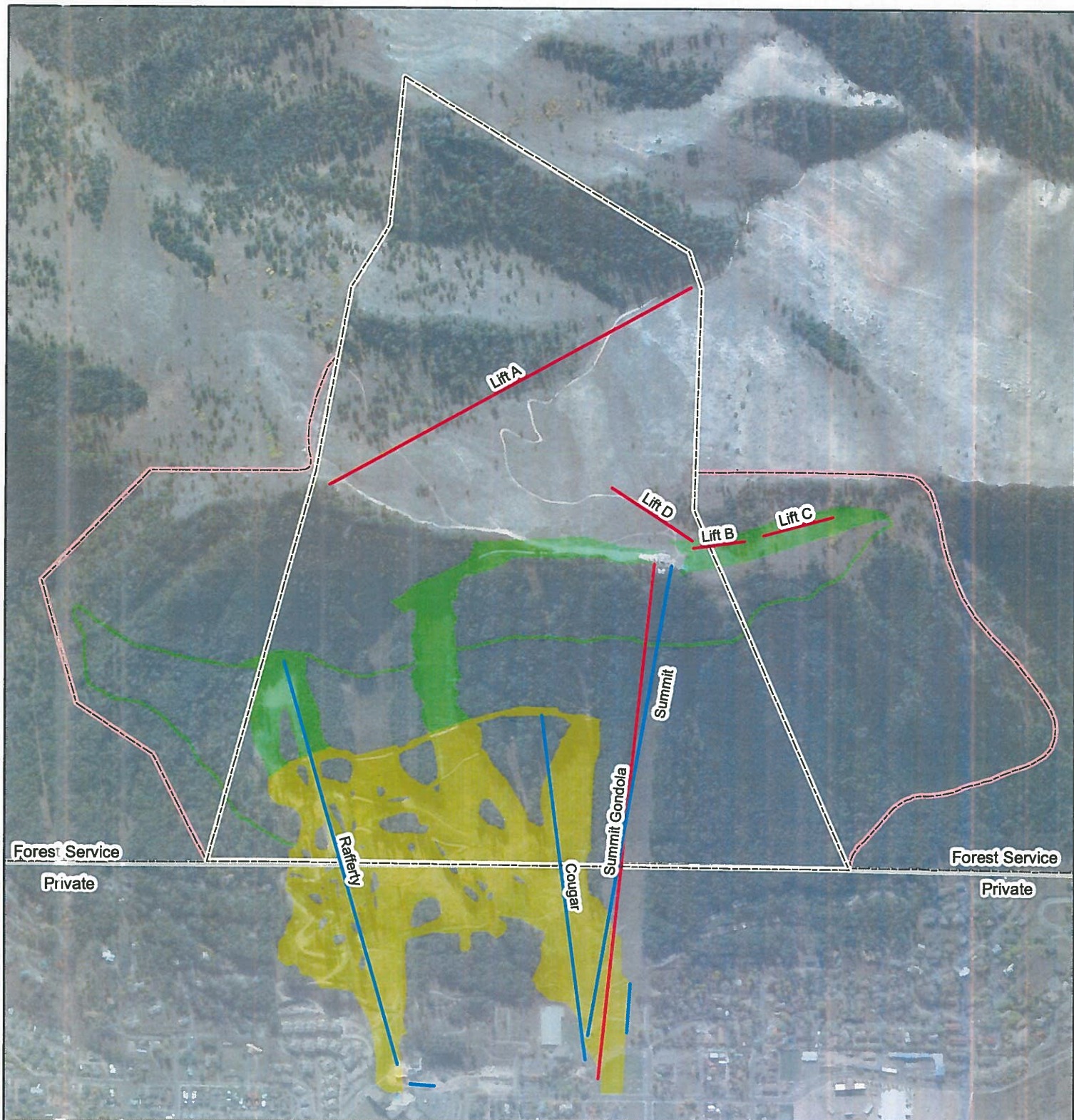
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Snow King Mountain Resort Improvements Project
Figure 1. Proposed Winter Projects



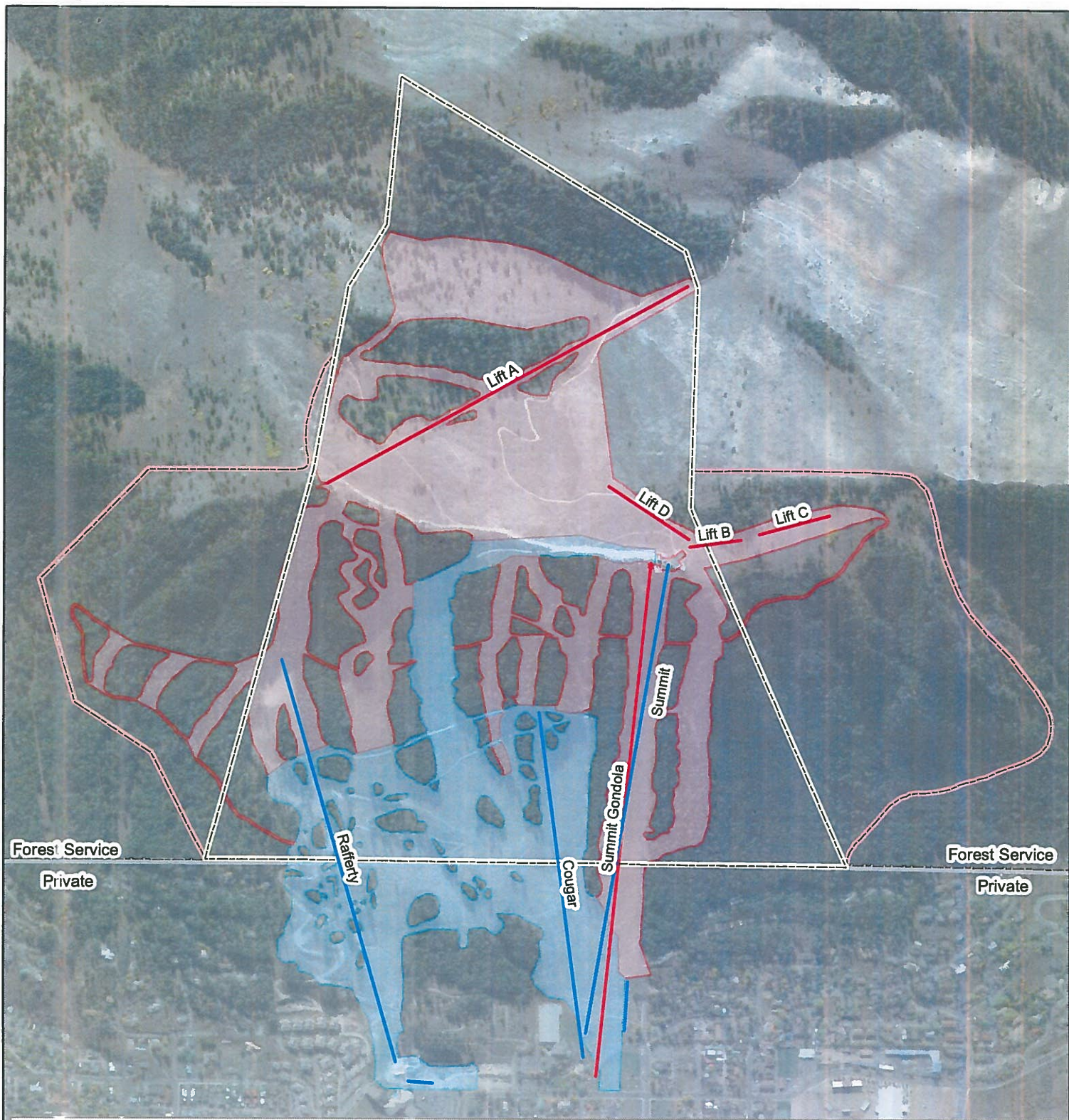


Snow King Mountain Resort Improvements Project
Figure 2. Existing and Proposed Lighting Coverage

- Existing Lift
- Proposed Lift
- Existing SUP Boundary
- Proposed SUP Boundary
- Forest Service Boundary
- Existing Lighting Coverage
- Proposed Lighting Coverage

0 0.25 0.5
 Miles



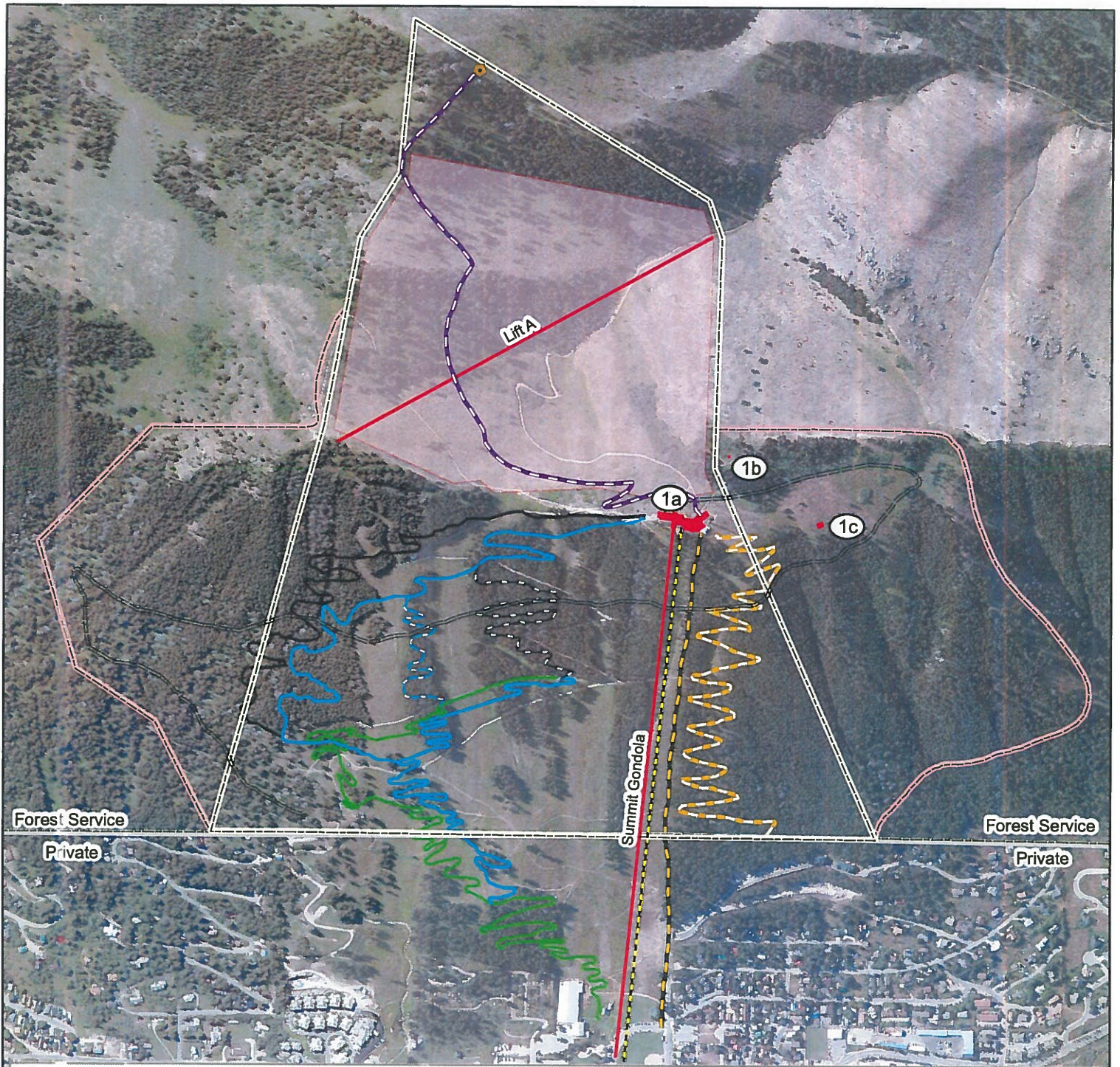


Snow King Mountain Resort Improvements Project
Figure 3. Existing and Proposed Snowmaking Coverage

- Existing Lift
- Proposed Lift
- Existing SUP Boundary
- Proposed SUP Boundary
- Forest Service Boundary
- Existing Snowmaking Coverage
- Proposed Snowmaking Coverage

0 0.25 0.5 Miles





Snow King Mountain Resort Improvements Project
Figure 4. Proposed Summer Projects

- | | | |
|-------------------------------------|-----------------------------------|--|
| Proposed Yurt Camp | Proposed Hiking Trail | (1a) Summit Building and Gondola Terminal |
| Proposed Lift | Proposed ADA Yurt Trail | (1b) Observatory |
| Proposed Zip Line | Proposed Mtn Bike Zone | (1c) Wedding Venue |
| Proposed Access Road | Proposed Mtn Bike Trails: | |
| Proposed Building | Advanced Excavated | |
| Existing SUP Boundary | Advanced Singletrack/Features | |
| Proposed SUP Boundary | Beginner Excavated | |
| Forest Service Boundary | Intermediate Excavated | |
| Proposed Stairway Trail Improvement | Intermediate Singletrack/Features | |



**Snow King Mountain Stakeholder Group
Staff and Consultant Summary of Outcomes and the Process
May 17, 2018**

GOAL OF THE STAKEHOLDER PROCESS

The goal of the Snow King Mountain Stakeholder Group process was for a group of 16 members of the community to work together to come up with multiple scenarios for the future of Snow King Mountain that balance community interests. The group included representatives from Snow King and the Town of Jackson staff sitting down with community members with diverse preferences and experiences regarding Snow King—some looking at the issue through an environmental lens, some through a business lens, some as Snow King users and user groups, and some as neighbors, but all with the needs and future of the community at heart (membership list attached).

The Stakeholder Group met six times between March and May, working to understand the community interests, identifying the issues and factors at play on the mountain and at the base, brainstorming and exploring different options and ideas, and, finally, agreeing on four different scenarios that represent a reasonable range of alternatives for the future of the Snow King Mountain Resort. These four vision scenarios are summarized in the accompanying table. The visions represent a substantial commitment of time and effort by the Stakeholder Group and a careful deliberation about how best to balance the community's interests and ideas.

PURPOSE OF THIS DOCUMENT

The four scenarios that emerged from the stakeholder dialogue are captured in a separate summary table. The purpose of this document is to provide additional information about some aspects of the scenarios and, perhaps more importantly, about the nature of the Stakeholder Group's discussions. The summary table is the outcome and output of the stakeholder process, as captured by Town staff and the facilitator. ***This report is intended to support that document and enhance shared understanding of the group's work, but it is not a group work product.*** It was prepared by staff and the facilitator, and the Stakeholder Group was invited to review it and provide edits, but given the short turnaround required and the lack of in-person discussion about the summary, it should be viewed as a staff and contractor document rather than a group report.

COMMUNITY INTERESTS

- ✓ Conservation of wildlife habitat and wildlands
- ✓ Economic viability of Snow King Mountain recreation and resort area
- ✓ Diversity of year-round recreational opportunities for diverse user groups
- ✓ Community accessibility and affordability
- ✓ Preservation of the cultural, environmental, and historical character of Jackson
- ✓ Prioritization of community safety
- ✓ Availability of high-quality facilities
- ✓ Minimized impacts to the surrounding areas.
- ✓ Consideration of impacts to infrastructure and services, both positive and negative
- ✓ Balanced impacts of development and tourism on the community, both positive and negative, that can serve as a model for others
- ✓ Consideration of community-wide educational opportunities
- ✓ Consideration for holding events
- ✓ Broadened appeal of the offerings and amenities at Snow King Mountain
- ✓ Clear and concise guiding documents to clarify rights, responsibilities, and accountability for all parties involved in the future of Snow King Mountain
- ✓ Maintained and enhanced world-class training and facilities
- ✓ Prioritization of environmental sustainability

**Snow King Mountain Stakeholder Group
Staff and Consultant Summary of Outcomes and the Process
May 17, 2018**

ROLE OF THE COMMUNITY IN THE PROCESS

The process included two community meetings to allow the Stakeholder Group to learn about the broader community's interests and visions. At the first community meeting, participants were invited to share their interests on the future of Snow King—these are the underlying motivations and “why’s” they have for the preferences they have. The Stakeholder Group refined the list of 88 interests from the community meeting down to a list of 16 interests that then served as a touchstone for the remainder of the process. At the second community meeting, the Stakeholder Group summarized the options they had identified for all the issues at play in Snow King’s future, and then invited community members to build their own scenarios. The Stakeholder Group received 288 completed community vision packages, and then used those to inform their final discussion on which and how many scenarios to share with Town Council and Snow King.

PRIMARY STEPS IN THE PROCESS

The first Stakeholder Group meeting occurred the day after the first community meeting. At this meeting, the group developed their operating protocols (attached) and discussed the community interests (see above). The remaining meetings involved the follow steps and actions:

- Development of a preliminary vision for the base
- Discussion of options for the primary elements of the area (front of the mountain trails, zip line, summit, back of the mountain, boundary expansion and road, east portal and other SRKMA properties, etc.)
- Delineation of future responsibilities and commitments for Snow King, the Snow King Resort Management Association (SKRMA), and the Town
- Clarification of the options to share with the community to learn how they would package the options to meet the identified interests
- Development of four final scenarios to submit to Town Council and Snow King for consideration

KEY ISSUES IN THE DISCUSSION

The Stakeholder Group worked hard to be creative and find new paths forward, while also staying anchored in the best interests of the community. There were several key issues that the group discussed at great length, working to understand one another’s perspective and to find options for the future that accommodated as many of the community interests as possible.

KEY ISSUES DISCUSSED

- ✓ Balancing allowing the gondola to land on Town property with developing new community benefits at the base
- ✓ Ensuring additional community benefits, such as increased housing, improvements to parking and traffic, and community access to summit amenities in exchange for development opportunities for Snow King
- ✓ Improving traffic flows and parking for all uses, without pushing problems off of main roads and arterials and into adjacent neighborhoods
- ✓ Balancing the environmental impacts of putting in a new road with the potential gains in safety for staff and visitors to the summit
- ✓ Maintaining the character of the Town while providing growth and development opportunities for Snow King
- ✓ Ensuring that the roles and responsibilities are clear for Snow King, SKRMA, and the Town into the future

**Snow King Mountain Stakeholder Group
Staff and Consultant Summary of Outcomes and the Process
May 17, 2018**

Gondola Landing and a Vision for the Base

The Stakeholder Group discussed Snow King's proposal to install a new gondola in place of the existing Summit Lift and to land the new gondola on Town of Jackson property. The group acknowledged that landing a new gondola on Town property would represent a substantial contribution from the community to Snow King, particularly since the land that would be used is currently a parking lot used to access the community park. However, the group also noted that this potential contribution from the community represents a substantial opportunity for the Town to negotiate some exciting amenities for the residents of Jackson in exchange for use of Town property.

While not all members of the group agreed on what the best package of "gives" and "gets" should be to ensure that the Town and residents receive an appropriate amount of community benefit for landing the gondola on Town property, there was convergence in the group around a vision to maximize gains for all by thinking creatively about the base. Toward this end, several members of the Stakeholder Group met between meetings to develop ***a vision for the base of Snow King that could substantially improve the flow of activities on the mountain and facilitate Snow King's delivery of mountain recreation, while also bringing exciting new recreational opportunities to the area for residents.*** The underlying idea behind the vision is that Snow King, the Town, and the residents would all gain from the vision, adding value for everyone through creative thinking and thoughtful development.

The new vision for the base included the following elements:

- Mutual planning, development, and creation of a world-class west base area, which would be ***the largest, most accessible and contiguous (green/grass and white/snow) public/recreational space possible***, designed for optimal functionality for multiple uses (both public and resort) in all seasons.
- ***Removal and replacement of the Summit Lift with a gondola.***
- Careful siting of the gondola landing on Town property ***to maximize contiguous green and white space on the property.***
- Development of ***a world-class park, event center, and youth sports facility*** accommodating public and private events and competitions, a community center, spectator hospitality, resort amenities, and headquarters for the Jackson Hole Ski and Snowboard Club, Doug Coombs Foundation, Jackson Hole Youth Hockey, Jackson Hole Moose Hockey, Jackson Hole Skating Club, the Jackson Hole High School Ski Team, the Jackson Hole Chapter of the Girls Scouts, and/or a year-round youth/teen center.
- ***Consideration of a variety of community, athletic, and recreational uses at the new sports facility***, including an additional ice rink, a climbing gym, meeting rooms, office space, study space or a branch library, among other things.
- ***Creation of an expanded and enhanced outdoor park space*** designed to accommodate multiple uses including but not limited to: baseball/kickball, markets and fairs, concerts, general public use, youth sports and winter sports dryland, and community events.
- ***Establishment of shared funding / expense and operating agreements***, association, or similar organizational structure to help create this vision and cover ongoing

Snow King Mountain Stakeholder Group
Staff and Consultant Summary of Outcomes and the Process
May 17, 2018

operations and maintenance of base area facilities (e.g., plowing, parking, janitorial services for shared buildings) and community benefits.

The idea behind this vision for the base is that it would substantially improve the recreational opportunities for the community by increasing the contiguous community space at the base to allow for more outdoor uses and by developing a community mountain and event center for new and expanded indoor uses. There was strong support among stakeholders about the need for a clear delineation of responsibilities between the Town, Snow King Mountain Resort, and Snow King Resort Management Association (SKRMA), in order to improve maintenance of roads and facilities to improve the user experience and increase safety.

It is important to note that the Stakeholder Group talked at length about the many members of the community who indicated a preference for *not* landing the gondola on Town property in their vision packages at the community meeting. The group members acknowledged and carefully considered this preference. Upon further deliberation, many in the group ultimately agreed the vision at the base that included landing the gondola on Town property held the greatest promise for delivering substantial community benefit to Town residents while also facilitating operational efficiencies for Snow King.

Community Benefits Now and for the Future

Members of the Stakeholder Group stressed the importance of developing vision packages for Snow King that promised a strong return to the local community for their continued and increased support of Snow King.

Community benefits included more recreational opportunities at the base (see above), as well as a new building at the summit of Snow King that would be open and welcoming to visitors and the community alike. The new summit building would include a restaurant open to the community, community space, a telescope and planetarium, and other amenities. The summit area would include picnic tables, a weather station, and easy access to the glorious views that make Jackson special. The summit would be served by a new gondola, and there would be improvements to existing ski terrain for the benefit of visitors and residents alike. These would be available year-round—free for hikers in the summer and for a lift-ticket fee in the winter (with advance purchase, season pass, and daily pass options).

COMMUNITY BENEFITS INCLUDED IN STAKEHOLDER VISION SCENARIOS

- ✓ Reconfiguration and expansion of contiguous green/snow space at Phil Baux Park
- ✓ New event space at Phil Baux Park
- ✓ A new summit building with access for the community, including a restaurant, a telescope/planetarium, and community space
- ✓ New picnic areas at the summit and yurts on the backside of the mountain
- ✓ Improved and in some cases expanded ski terrain on the mountain
- ✓ Expansion and improvement of the existing ice rink
- ✓ Creation of a new community mountain sports center
- ✓ Improved flow for drop-offs and through traffic at the base
- ✓ Increased and improved parking at the existing ice rink
- ✓ New housing for Snow King employees provided on Snow King property to alleviate housing pressures elsewhere in the community
- ✓ Clear commitments from Snow King and SKRMA for future management, financial investment, and maintenance of amenities and infrastructure

**Snow King Mountain Stakeholder Group
Staff and Consultant Summary of Outcomes and the Process
May 17, 2018**

Other recreational benefits that this vision included for the community include expansion of the existing ice rink and the creation of a new world-class community mountain sports center (described above). These developments would expand the indoor sports recreation opportunities available in Jackson, providing more ice for hockey and figure skating, a climbing wall, and other fitness and sports opportunity. There would also be improved space to support management and growth of community sports and community groups like Jackson Hole Ski and Snowboard Club, Doug Coombs Foundation, Jackson Hole Youth Hockey, Jackson Hole Moose Hockey, Jackson Hole Skating Club, the Jackson Hole High School Ski Team, the Jackson Hole Chapter of the Girls Scouts.

The Stakeholder Group also sought benefits to the community outside of the sports and recreation spheres. They saw a lot of room for improvement in parking, traffic, and transportation at the base of Snow King. ***The group agreed on the need for a new parking, traffic, and use study for the area to assess the problems, identify the sources and patterns behind the problems, and recommend creative solutions. The group further agreed that the study should be jointly funded and implemented by Snow King, SKRMA, and the Town.*** The group acknowledged that they are not traffic engineers or otherwise experts in the field, but they also had strong preferences for alleviating parking challenges in the area and ensuring that Snow King and SKRMA invest in solutions along with the Town. Some members of the group felt strongly that the parking improvements on main streets and arterials should not have the effect of pushing parking and traffic onto side streets and into neighborhoods adjacent to Snow King and SKRMA properties. The Stakeholder Group discussed a variety of options for ways to address parking and improve the flow of traffic, but did not agree on the best strategies. The parking and traffic improvements options that gained the most traction in the group are captured in the accompanying scenario summary table.

A Discussion of Finances

Most members of the stakeholder group expressed support for maintaining the viability of Snow King into the future, although they expressed different understandings and visions for what that meant, what would be needed to accomplish it, and what the Town's role in it should be. Early on, Snow King requested that the group not delve into the financial details of the resort, suggesting that it would not be the best use of the group's limited meeting time to try to understand, debate, or seek agreement on the financial status or revenue needs for Snow King. Some members continued to believe that knowing the needs of Snow King and the relative cost and revenue projections for different elements being considered for future development would help the group make informed choices for a vision. Others stated that this line of discussion held more opportunity for disagreement and debate than it did for visioning and creative thinking. In the end, the group invested their time in visions rather than finances. However, they did discuss more broadly the need for SKRMA to contribute financially to the community benefit and recreational operations at Snow King. This was very important to some stakeholders and is reflected in the scenario table under "SKRMA commitments."

**Snow King Mountain Stakeholder Group
Staff and Consultant Summary of Outcomes and the Process
May 17, 2018**

Balancing Hard Issues

Among the more challenging issues that the group addressed were boundary expansion, road development, and zipline. Snow King representatives had previously and in stakeholder meetings expressed the importance of these topics to the future financial viability of the ski mountain. Community members expressed a variety of perspectives on these issues in their identification of interests and in their vision packages. Members of the Stakeholder Group also expressed different opinions on each, often with different understandings or calculations of the tradeoffs and gains for the community.

The group explored several ideas and options related to gains for Snow King and for the community but did not agree on or converge on a particular outcome. Some of the options considered are listed below. These are ideas discussed and considered by the whole group, but not necessarily supported by individual members of the group. The summary scenario table demonstrates different ways that these elements could be combined with other ideas to create unique packages of benefits for Snow King and the community.

HARD ISSUES TO BALANCE

✓ ***Boundary expansion:***

- Whether to do it, how much to do it, where to do it (face of the mountain, summit)
- Concerns about environmental impacts
- Benefits for the community in terms of expanded ski terrain
- Other benefits for the community?

✓ ***Road development:***

- Potential improvements in safety, operations, and summit access
- Concerns about grade of new road, visual impacts, and environmental impacts
- Benefits for the community in terms of potential new ski terrain between switchbacks
- Other benefits for the community?

✓ ***Zipline:***

- Whether to have one
- Where to put one if there is one
- Concerns about visual impacts and impacts to the experience on the mountain and to surrounding neighbors and the cemetery
- Benefits to the community?

- Boundary expansion at the summit *could* make sense if it included an expansion of the ski terrain to create new beginner skiing opportunities in a sunnier, warmer area
- Minimal boundary expansion on the face of the mountain *could* make sense if it allowed for development of a new road to improve safety and summit access
- A new road to improve safety and access *could* make sense if skiing is allowed between the switchbacks
- *If* a zipline is going to be built, it *could* fit better with the surrounding community *if* it was located next to the Rafferty Lift and *if* use was managed to respect visitors to the cemetery. Alternatively, *if* a zipline is going to be built, it *could* fit better with the surrounding community *if* it was located adjacent to the gondola, which *could* reduce visual impacts and alleviate concerns about the cemetery.

However, there were several concerns that consistently emerged that the Stakeholder Group was unable to resolve with regard to these options. These issues are listed below. Some of the issues could be informed and/or resolved through the National Environmental Policy Act (NEPA) analysis that the US Forest Service will conduct as part of a Snow King application process. Others are matters of preference or perspective and are therefore more difficult to resolve.

**Snow King Mountain Stakeholder Group
Staff and Consultant Summary of Outcomes and the Process
May 17, 2018**

- The potential impacts of expanding the ski area boundary and/or building a new road on elk habitat, migration corridors, and other natural resource values on the mountain
- The engineering challenge of constructing a new road on the front of the mountain on one hand, and addressing safety and operational concerns related to accessing resort infrastructure and the summit on the other hand
- The change in the experience on the mountain and in the surrounding neighborhoods with the addition of a zipline, particularly related to noise and potential loss of a low-key atmosphere
- The potential visual impacts from a new road and/or a zipline
- The ability or lack of ability to minimize or mitigate these potential impacts
- What the appropriate package of community benefits should be in exchange for boundary expansion and/or new road development and/or a zipline

Scenario Packages and Areas of Divergence

The Stakeholder Group talked at great length about how best to balance gains and opportunities for Snow King with gains and opportunities for the community. Maintaining community character and protecting environmental and natural resource values were important variables in the equation. While there are many areas of agreement among the stakeholders that are reflected in the pages above and in common language in different boxes in the scenario summary table, different members of the group weighed those elements differently against other gains and opportunities for the community. For this reason, the Stakeholder Group encourages Town Council and Snow King to look at each scenario as a complete package without “cherry picking” the common elements and removing them from the context of the scenario packages. ***While there is general stakeholder convergence around many scenario elements, there remains divergence among the stakeholders about important aspects of the future of Snow King, including whether to have a zipline and where to put it if there is one, whether to develop a new road and where to put it if there is one, and whether, where, how much to expand the Snow King boundary. The convergence in many cases is based on compromises made in other topic areas, some of which may not be obvious to those who were not a part of the discussion. The group hopes that future negotiations, analyses, and permitting processes among and between Snow King, SRKMA, the Town, and the US Forest Service yield a balance of outcomes that allow for the continued viability of Snow King while providing community benefits and maintaining the feel of the community that makes Jackson such a desirable place to call home.***

Snow King Vision Stakeholder Group Final Vision Scenarios - May 17, 2018

WHAT'S IN THE TABLE

The following table summarizes four scenarios that the Stakeholder Group agreed represent a reasonable range of alternative visions for the future of Snow King. Each scenario should be viewed as a complete package, as each balances the interests in a unique and carefully thought-out way. Some elements discussed in the table are marked with an asterisk (*). The asterisk indicates that the same language for that element occurs in each of the four scenarios. However, this does not necessarily mean that members of the Stakeholder Group support that language or that element no matter what; each scenario includes other components to balance these elements differently. The Stakeholder Group encourages Council and the community not to infer that there is universal agreement about the elements with the asterisks and to review those elements in the broader context of each scenario as a stand-alone package of carefully considered trade-offs.

Note: The Stakeholder Group seriously and carefully considered the interests and vision packages that emerged from the two community meetings. The Stakeholder Group integrated the community's perspectives into their own deeper dive into potential futures that address all the identified interests and considerations. Early in their work together, the Stakeholder Group converged around a vision for the base of the mountain that fundamentally rethinks the base in a way that maximizes the community benefits and meets the greatest number of interests to the largest degree. The Stakeholder Group encourages Council and the community to view the vision for the base and the accompanying scenarios not through a lens of a particular interest, but through a lens of what will be best for the whole community in the long-term. Please read the accompanying summary report to learn about the Stakeholder Group's vision for the base and other elements and ideas that the group considered.

This summary document was prepared by Heather Bergman of Peak Facilitation Group and Tyler Sinclair, Director of Planning for the Town of Jackson. Due to the urgency of getting information to Council, the Stakeholder Group did not have time for a thorough, in-person review of this table as a group. Individuals suggested clarifications and edits in response to an emailed draft document; Heather and Tyler incorporated those to the best of their ability, working to remain consistent with the notes from the meeting. Any errors in this document should be attributed to the writing team, not to the stakeholders.

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
Gondola Landing	Gondola landing on Town of Jackson property	Gondola landing on Town of Jackson property	Gondola landing on Town of Jackson property	Gondola landing on Town of Jackson property <i>Note: The group briefly discussed the concept of a land exchange or purchase such that Town owns all or a portion of KM6 for community purposes and Snow King owns a portion of current ball field to land gondola and other amenities. Some members of the group indicated that they do not believe the idea is viable;</i>

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
				<i>others indicated that they would need more information and/or discussion before forming an opinion.</i>
Ice Rink*	Expand ice rink to the east to allow an additional sheet of ice and other options in the current area	Expand ice rink to the east to allow an additional sheet of ice and other options in the current area	Expand ice rink to the east to allow an additional sheet of ice and other options in the current area	Expand ice rink to the east to allow an additional sheet of ice and other options in the current area
Community Mountain Sports Center*	Community mountain sports center included as part of the Snow King Center ice rink, dependent upon ice rink expansion options	Community mountain sports center included as part of the Snow King Center ice rink, dependent upon ice rink expansion options	Community mountain sports center included as part of the Snow King Center ice rink, dependent upon ice rink expansion options	Community mountain sports center included as part of the Snow King Center ice rink, dependent upon ice rink expansion options

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
Parking	- Phil Baux Park should not to be used for surface parking - Move parking from Phil Baux Park to other Snow King property - Reconfigure and expand current Town-owned upper and lower parking lots at ice rink to increase number of spaces and build additional cantilevered parking at ice rink to create additional parking spaces - Consider parking at KM6—surface or underground, depending on development - Town of Jackson property to be used for drop-offs and turnaround with minimal parking for events - Bike lanes on Snow King Avenue - A parking and traffic study should be undertaken collaboratively by Snow King Resort Management Association (SKRMA) and the Town of Jackson to support a new Transportation Demand Management Plan.	- Phil Baux Park should not to be used for surface parking - Recoup lost parking at Phil Baux Park through: - Develop easiest surface parking options in the near term - Reconfigure and expand current Town-owned upper and lower parking lots at ice rink to increase number of spaces - Create more on-street parking on South Cache and Snow King Ave. - Consider angled parking on Snow King Ave. on north side with road widening to accommodate bike lanes - Town of Jackson property to be used for drop-offs and turnaround with minimal parking for events - Bike lanes on Snow King Avenue - A parking and traffic study should be undertaken collaboratively by Snow King Resort Management Association (SKRMA) and the Town of Jackson to support a new Transportation Demand Management Plan.	- Phil Baux Park should not to be used for surface parking - Recoup lost parking at Phil Baux Park through: - Develop easiest surface parking options in the near term - Reconfigure and expand current Town-owned upper and lower parking lots at ice rink to increase number of spaces - Create more on-street parking on South Cache and Snow King Ave. - Consider angled parking on Snow King Ave. on north side with road widening to accommodate bike lanes - Consider surface or underground, depending on development - Town of Jackson property to be used for drop-offs and turnaround with minimal parking for events - Bike lanes on Snow King Avenue - A parking and traffic study should be undertaken collaboratively by Snow King Resort Management Association (SKRMA) and the Town of Jackson to support a new Transportation Demand Management Plan.	- Phil Baux Park should not to be used for surface parking - Recoup lost parking at Phil Baux Park through: - Develop easiest surface parking options in the near term - Reconfigure and expand current Town-owned upper and lower parking lots at ice rink to increase number of spaces - Create more on-street parking on South Cache and Snow King Ave. - Consider angled parking on Snow King Ave. on north side with road widening to accommodate bike lanes - Consider surface or underground, depending on development - Town of Jackson property to be used for drop-offs and turnaround with minimal parking for events - Bike lanes on Snow King Avenue - A parking and traffic study should be undertaken collaboratively by Snow King Resort Management Association (SKRMA) and the Town of Jackson to support a new Transportation Demand Management Plan.

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
Zip Line	No zip line <i>Note: A zip line could be incorporated into this scenario: a) if it was accompanied by additional community benefit provided by Snow King, and b) only if the zip line was put adjacent to the Rafferty lift.</i>	No zip line	Zip line on west side of mountain (West Portal), activity recommended to be built adjacent (on east side) of Gondola.	Zip line on east side of the mountain adjacent to the Rafferty Lift.
Boundary Expansion/Road	Expand boundary to encompass new road as proposed by Snow King Mountain but without the additional terrain proposed on the front side; this <u>does</u> allow for skiing between switchbacks.	Expand boundary to encompass new road as proposed by Snow King Mountain but without the additional terrain proposed on the front side; <u>do not</u> allow for skiing between switchbacks.	Expand boundary to encompass new road as proposed by Snow King Mountain but without the additional terrain proposed on the front side; this <u>does</u> allow for skiing between switchbacks.	No boundary expansion; new road within existing boundary, for summer operations and safety purposes, could still be used for downhill skiing in the winter. <i>Note: Consider which needs could be met by a road on the backside to inform and potentially limit size and impact of road on front side of mountain.</i>
Summit Multi-use Building*	Multi-use building that is welcoming to both visitors and locals • Green development • Space for community activities • Allow for community use even when events are going on • Appropriate size to accommodate needs without being too big; maximize flexibility of space while minimizing footprint • No mid-mountain lodge as previously considered in the	Multi-use building that is welcoming to both visitors and locals • Green development • Space for community activities • Allow for community use even when events are going on • Appropriate size to accommodate needs without being too big; maximize flexibility of space while minimizing footprint • No mid-mountain lodge as previously considered in the	Multi-use building that is welcoming to both visitors and locals • Green development • Space for community activities • Allow for community use even when events are going on • Appropriate size to accommodate needs without being too big; maximize flexibility of space while minimizing footprint • No mid-mountain lodge as previously considered in the	Multi-use building that is welcoming to both visitors and locals • Green development • Space for community activities • Allow for community use even when events are going on • Appropriate size to accommodate needs without being too big; maximize flexibility of space while minimizing footprint • No mid-mountain lodge as previously considered in the

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
	MDP if there is a building at the summit • Restaurant should be welcoming for all patrons • Picnic tables • Summit Park • Weather forecasting station • Telescope and planetarium	MDP if there is a building at the summit • Restaurant should be welcoming for all patrons • Picnic tables • Summit Park • Weather forecasting station • Telescope and planetarium	MDP if there is a building at the summit • Restaurant should be welcoming for all patrons • Picnic tables • Summit Park • Weather forecasting station • Telescope and planetarium	MDP if there is a building at the summit • Restaurant should be welcoming for all patrons • Picnic tables • Summit Park • Weather forecasting station • Telescope and planetarium
Summit	West Summit minimal expansion to allow beginner skiing (magic carpet, facilities)	No expansion allowed	West Summit minimal expansion to allow beginner skiing (magic carpet, facilities)	No expansion allowed
Back Side of the Mountain	No change in boundary, as proposed by Snow King Mountain including a new lift and bike and ski terrain within existing permit boundary, with consideration for wildlife migration and habitat; includes bike park as proposed by Snow King Mountain; plus yurts (to be accessible to community as a community benefit)	No change in boundary with limited development for human-powered activities and yurts (to be accessible to community as a community benefit)	No change in boundary, as proposed by Snow King Mountain including a new lift and bike and ski terrain within existing permit boundary, with consideration for wildlife migration and habitat; includes bike park as proposed by Snow King Mountain; plus yurts (to be accessible to community as a community benefit)	No change in boundary, as proposed by Snow King Mountain including a new lift and bike and ski terrain within existing permit boundary, with consideration for wildlife migration and habitat; includes bike park as proposed by Snow King Mountain; plus yurts (to be accessible to community as a community benefit) Maintain option for road on the back side of the mountain
Front of Mountain Trails*	• Staircase Trail to be realigned/reinforced • Hiking Trail to be realigned to get pedestrians away from the road and construction traffic; allow for summer and winter use • Summit Trail needs to be more obvious and have better wayfinding • Two biking zones from the Snow King Mountain	• Staircase Trail to be realigned/reinforced • Hiking Trail to be realigned to get pedestrians away from the road and construction traffic; allow for summer and winter use • Summit Trail needs to be more obvious and have better wayfinding • Two biking zones from the Snow King Mountain	• Staircase Trail to be realigned/reinforced • Hiking Trail to be realigned to get pedestrians away from the road and construction traffic; allow for summer and winter use • Summit Trail needs to be more obvious and have better wayfinding • Two biking zones from the Snow King Mountain	• Staircase Trail to be realigned/reinforced • Hiking Trail to be realigned to get pedestrians away from the road and construction traffic; allow for summer and winter use • Summit Trail needs to be more obvious and have better wayfinding • Two biking zones from the Snow King Mountain

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
	proposal to be included; start at mid-station of Rafferty lift, have one crossing point only • If the road is shared with the Sink or Swim trail, then reroute trail to maintain single-track experience • Maintain and enhance connections to surrounding neighborhoods and area trails • Add bike lane on Snow King Avenue to the resort • Collaborate with Town, County, community groups, and others for trail building	proposal to be included; start at mid-station of Rafferty lift, have one crossing point only • If the road is shared with the Sink or Swim trail, then reroute trail to maintain single-track experience • Maintain and enhance connections to surrounding neighborhoods and area trails • Add bike lane on Snow King Avenue to the resort • Collaborate with Town, County, community groups, and others for trail building	proposal to be included; start at mid-station of Rafferty lift, have one crossing point only • If the road is shared with the Sink or Swim trail, then reroute trail to maintain single-track experience • Maintain and enhance connections to surrounding neighborhoods and area trails • Add bike lane on Snow King Avenue to the resort • Collaborate with Town, County, community groups, and others for trail building	proposal to be included; start at mid-station of Rafferty lift, have one crossing point only • If the road is shared with the Sink or Swim trail, then reroute trail to maintain single-track experience • Maintain and enhance connections to surrounding neighborhoods and area trails • Add bike lane on Snow King Avenue to the resort • Collaborate with Town, County, community groups, and others for trail building
Uphill Access/Travel in Winter	Charge for uphill access/travel in winter • Advance purchase discount option • Season pass option • Daily pass option	Charge for uphill access/travel in winter • Advance purchase discount option • Season pass option • Daily pass option	Charge for uphill access/travel in winter • Advance purchase discount option • Season pass option • Daily pass option	Charge for uphill access/travel in winter • Advance purchase discount option • Season pass option • Daily pass option Enhance beginner terrain within the existing boundary, including from the mid-station of the Rafferty Lift, above the cemetery and on the back side of the summit within the current boundary.
East Portal	East Portal to serve primarily as commercial, lodging, and retail • Resort entry, gateway to “resort activities,” summer focus	East Portal to serve primarily as commercial, lodging, and retail • Resort entry, gateway to “resort activities,” summer focus	East Portal to serve primarily as commercial, lodging, and retail • Resort entry, gateway to “resort activities,” summer focus	East Portal to serve primarily as commercial, lodging, and retail • Resort entry, gateway to “resort activities,” summer focus

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
	• Welcoming, accessible area • More intense use expected in this area • Important for winter/skiing aspect as well as summer activities	• Welcoming, accessible area • More intense use expected in this area • Important for winter/skiing aspect as well as summer activities	• Welcoming, accessible area • More intense use expected in this area • Important for winter/skiing aspect as well as summer activities	• Welcoming, accessible area • More intense use expected in this area • Important for winter/skiing aspect as well as summer activities • Emphasize portal for beginner skiers and ski school.
Lots 53, 57, and 58	All three lots to be used for employee housing and lodging • Place building envelope locations to maintain experience on ski hill • Maintain/create welcoming feel • Locate building envelopes to minimize impacts on adjacent property owners • Apply housing requirements (see housing section below)	All three lots to be used for employee housing and lodging • Place building envelope locations to maintain experience on ski hill • Maintain/create welcoming feel • Locate building envelopes to minimize impacts on adjacent property owners • Apply housing requirements (see housing section below); housing requirement to be met on-site	All three lots to be used for employee housing and lodging • Place building envelope locations to maintain experience on ski hill • Maintain/create welcoming feel • Locate building envelopes to minimize impacts on adjacent property owners • Apply housing requirements (see housing section below)	All three lots to be used for employee housing and lodging • Place building envelope locations to maintain experience on ski hill • Maintain/create welcoming feel • Locate building envelopes to minimize impacts on adjacent property owners • Apply housing requirements (see housing section below)
Housing	Town of Jackson and SKRMA negotiate new requirements; new agreement should provide parity with requirements in Land Development Regulations (LDRs) as much as possible address seasonal and full employees Ensure that housing requirements are based on usage and number of employees, not only square	Town of Jackson and SKRMA negotiate new requirements; new agreement should provide parity with requirements in Land Development Regulations (LDRs) as much as possible address seasonal and full employees	Town of Jackson and SKRMA negotiate new requirements; new agreement should provide parity with requirements in Land Development Regulations (LDRs) as much as possible address seasonal and full employees	Town of Jackson and SKRMA negotiate new requirements; new agreement should provide parity with requirements in Land Development Regulations (LDRs) as much as possible address seasonal and full employees

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
	footage			
Snow King Mountain Commitments*	• Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future) • Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill) • Ensure / negotiate affordable rates for locals with Town of Jackson (Details TBD; different definitions of “affordable” and “local” make it tricky.) • Maintain access for current user groups	• Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future) • Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill) • Ensure / negotiate affordable rates for locals with Town of Jackson (Details TBD; different definitions of “affordable” and “local” make it tricky.) • Maintain access for current user groups	• Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future) • Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill) • Ensure / negotiate affordable rates for locals with Town of Jackson (Details TBD; different definitions of “affordable” and “local” make it tricky.) • Maintain access for current user groups	• Maintain clear and negotiated hours of lift operations (current hours desired but acknowledgment that needs may change in the future) • Develop procedural agreement with Town of Jackson regarding how/when to allow closures for conditions (summit and ski hill) • Ensure / negotiate affordable rates for locals with Town of Jackson (Details TBD; different definitions of “affordable” and “local” make it tricky.) • Maintain access for current user groups
SKRMA Commitments*	• Ensure SKRMA is a functioning entity as described in the year 2000 Resort Master Plan agreement, which is the current agreement with TOJ. • Present the SKRMA “entity structure” to the TOJ council to agree on “mutual” compliance. • Clearly define SKRMA’s responsibilities and members to avoid future “open to interpretation” issues • Develop an agreement on commitments that functions	• Ensure SKRMA is a functioning entity as described in the year 2000 Resort Master Plan agreement, which is the current agreement with TOJ. • Present the SKRMA “entity structure” to the TOJ council to agree on “mutual” compliance. • Clearly define SKRMA’s responsibilities and members to avoid future “open to interpretation” issues • Develop an agreement on commitments that functions	• Ensure SKRMA is a functioning entity as described in the year 2000 Resort Master Plan agreement, which is the current agreement with TOJ. • Present the SKRMA “entity structure” to the TOJ council to agree on “mutual” compliance. • Clearly define SKRMA’s responsibilities and members to avoid future “open to interpretation” issues • Develop an agreement on commitments that functions	• Ensure SKRMA is a functioning entity as described in the year 2000 Resort Master Plan agreement, which is the current agreement with TOJ. • Present the SKRMA “entity structure” to the TOJ council to agree on “mutual” compliance. • Clearly define SKRMA’s responsibilities and members to avoid future “open to interpretation” issues • Develop an agreement on commitments that functions

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
	in perpetuity that is transferable to any/all new owners - Clarify and separate where appropriate SKRMA commitments from Snow King Mountain commitments - Clarify where the SKRMA and Snow King Mountain commitments overlap and are connected. - Require a financial commitment from all SKRMA members consistent with the current SKRMA/TOJ agreement. - Ensure adequate parking; develop transportation demand management (TDM) plan - Clarify maintenance expectations and requirements, including snow removal - Contribute some percentage of fees/dues to support recreation (community center, ice rink, grant funding, etc.) - Re-visit and confirm funding requirements per the 2000 Resort Master Plan with TOJ. (Or propose a new mechanism to TOJ.)	in perpetuity that is transferable to any/all new owners - Clarify and separate where appropriate SKRMA commitments from Snow King Mountain commitments - Clarify where the SKRMA and Snow King Mountain commitments overlap and are connected. - Require a financial commitment from all SKRMA members consistent with the current SKRMA/TOJ agreement. - Ensure adequate parking; develop transportation demand management (TDM) plan - Clarify maintenance expectations and requirements, including snow removal - Contribute some percentage of fees/dues to support recreation (community center, ice rink, grant funding, etc.) - Re-visit and confirm funding requirements per the 2000 Resort Master Plan with TOJ. (Or propose a new mechanism to TOJ.)	in perpetuity that is transferable to any/all new owners - Clarify and separate where appropriate SKRMA commitments from Snow King Mountain commitments - Clarify where the SKRMA and Snow King Mountain commitments overlap and are connected. - Require a financial commitment from all SKRMA members consistent with the current SKRMA/TOJ agreement. - Ensure adequate parking; develop transportation demand management (TDM) plan - Clarify maintenance expectations and requirements, including snow removal - Contribute some percentage of fees/dues to support recreation (community center, ice rink, grant funding, etc.) - Re-visit and confirm funding requirements per the 2000 Resort Master Plan with TOJ. (Or propose a new mechanism to TOJ.)	in perpetuity that is transferable to any/all new owners - Clarify and separate where appropriate SKRMA commitments from Snow King Mountain commitments - Clarify where the SKRMA and Snow King Mountain commitments overlap and are connected. - Require a financial commitment from all SKRMA members consistent with the current SKRMA/TOJ agreement. - Ensure adequate parking; develop transportation demand management (TDM) plan - Clarify maintenance expectations and requirements, including snow removal - Contribute some percentage of fees/dues to support recreation (community center, ice rink, grant funding, etc.) - Re-visit and confirm funding requirements per the 2000 Resort Master Plan with TOJ. (Or propose a new mechanism to TOJ.)
Town of Jackson Commitments*	Leases Clean up/renegotiate/consolidate	Leases Clean up/renegotiate/consolidate	Leases Clean up/renegotiate/consolidate	Leases Clean up/renegotiate/consolidate

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
	existing leases to reflect new uses and improvements that emerge from this process • Write new lease for Gondola landing and SKM 1 land usage with Town of Jackson • Includes ice center, ski lodge, and any new things that emerge from this process Parking • Update the current travel demand management (TDM) plan and parking strategy in collaboration with SKRMA for private and public land Parks • Maintain parks and other Town-owned amenities in the area. • Collaborate with SKRMA to ensure maintenance and integrated access to park, ice rink, and associated amenities • Coordinate with SKRMA on programming and events Housing • Explore options for investing public funding in employee housing for Town of Jackson staff in conjunction/ partnership with requirements for employee housing for SKRMA Review • Ensure timely and efficient review of all plans, proposals,	existing leases to reflect new uses and improvements that emerge from this process • Write new lease for Gondola landing and SKM 1 land usage with Town of Jackson • Includes ice center, ski lodge, and any new things that emerge from this process Parking • Update the current travel demand management (TDM) plan and parking strategy in collaboration with SKRMA for private and public land Parks • Maintain parks and other Town-owned amenities in the area. • Collaborate with SKRMA to ensure maintenance and integrated access to park, ice rink, and associated amenities • Coordinate with SKRMA on programming and events Housing • Explore options for investing public funding in employee housing for Town of Jackson staff in conjunction/ partnership with requirements for employee housing for SKRMA Review • Ensure timely and efficient review of all plans, proposals,	existing leases to reflect new uses and improvements that emerge from this process • Write new lease for Gondola landing and SKM 1 land usage with Town of Jackson • Includes ice center, ski lodge, and any new things that emerge from this process Parking • Update the current travel demand management (TDM) plan and parking strategy in collaboration with SKRMA for private and public land Parks • Maintain parks and other Town-owned amenities in the area. • Collaborate with SKRMA to ensure maintenance and integrated access to park, ice rink, and associated amenities • Coordinate with SKRMA on programming and events Housing • Explore options for investing public funding in employee housing for Town of Jackson staff in conjunction/ partnership with requirements for employee housing for SKRMA Review • Ensure timely and efficient review of all plans,	existing leases to reflect new uses and improvements that emerge from this process • Write new lease for Gondola landing and SKM 1 land usage with Town of Jackson • Includes ice center, ski lodge, and any new things that emerge from this process Parking • Update the current travel demand management (TDM) plan and parking strategy in collaboration with SKRMA for private and public land Parks • Maintain parks and other Town-owned amenities in the area. • Collaborate with SKRMA to ensure maintenance and integrated access to park, ice rink, and associated amenities • Coordinate with SKRMA on programming and events Housing • Explore options for investing public funding in employee housing for Town of Jackson staff in conjunction/ partnership with requirements for employee housing for SKRMA Review • Ensure timely and efficient review of all plans, proposals,

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**Snow King Vision Stakeholder Group
Final Vision Scenarios - May 17, 2018**

ELEMENTS	SCENARIO A	SCENARIO B	SCENARIO C	SCENARIO D
	and permits related to SKRMA and Snow King	and permits related to SKRMA and Snow King	proposals, and permits related to SKRMA and Snow King	and permits related to SKRMA and Snow King

* Indicates that the exact same language is present in each scenario. However, this does not necessarily mean that members of the Stakeholder Group support that language or that element no matter what; each scenario includes other components to balance these elements differently.

From: [Sarah Phocas](#)
To: [Jim Stanford](#)
Subject: Snow King development
Date: Friday, November 30, 2018 11:14:15 AM

Dear Councilman Stanford,

Thank you for being the voice of reason and restraint on the Jackson Town Council and voting against further development on Snow King.

Given Snow King Resort's glossy ad campaign to sway voter opinion in favor of the development, I don't believe that they are in financial straits. I'm also skeptical about their sudden inclusion of "workforce housing" in their proposal. To me, this seems like a last ditch effort to win votes.

Please do not support proposals to the Forest Service. We do not know how the impact of this proposal will affect our community and ecosystem until after the EIS is completed. Sending a letter of support sends a message that the Town of Jackson and the community are not concerned. This is clearly not true given the opinion of the majority of our community members at the public hearing on the 13th.

My family uses the trail system on Snow King all summer long, and in the winter we are skiing, biking, and trail running in Cache Creek. One of my favorite trail runs is from the Wildlife Lane access to Sink or Swim over to Hagen then up Ferrins to the top of Snow King, across the top, down Josie's and back to the car. It was disruptive when the Adventure Course was being built, and I worry about what further development will do to the wildlife that call Snow King home.

Thank you!

Sarah Phocas

From: [Jim LaRoe](#)
To: [Town Council](#)
Cc: [Snow King Engagement](#)
Subject: RE: Snow King , Culture and our Local Business
Date: Monday, December 03, 2018 10:54:11 AM

Dear Mayor Muldoon & Councilors

Thank you for your efforts.

Even as a Stakeholder I have become overwhelmed with the details and interests that pull from all sides. After many months of thought, I concluded I can only look at Snow King through a “Cultural Lens”.

After taking off any “Financial Glasses” and putting on only my “Cultural Glasses” everything became easy to see and decisions became clear.

Eliminating the Money dilemma.

I respect the Investors efforts and I support profitable business. However, I do not believe anyones profit should ever come at the expense of the publics interests and especially at the expense of our Culture. The issue of money should have never been in this discussion.

It has greatly clouded and skewed everyones thinking (including my own)

In the Stakeholders process I supported SK keeping closed books—but only if they stopped using money and profits as a leverage with the Public. Money and profits are either completely open—or totally off-the-table. I have spent my entire career

in Public Hearings and Zoning issues and have never seen an Investment Group demand approvals for a veiled threat of closing.

It is a strategic approach to public issues I have never seen. Certainly not in Jackson.

The clarity of a Cultural Lens

I now look at each issue on SK with only a “Cultural Lens”. The Road, Zip Line, Gondi, PB Park, Restaurant, Backside, Parking, Traffic...

This Cultural lens is just as important looking at the impact of Winter Proposals verse Summer Proposals. The impacts are vastly different.

Please consider looking at these critical issues with a “only” a Cultural Lens. I believe it will make decisions very clear.

If we don’t use Culture as the foundation for our decisions , we put our culture in other peoples hands. It will drift away.

Culture = profitable Local Business.

We all have slightly different views of our culture but I like to believe they are close. I have no more wisdom than the next person but because of my career I witnessed first-hand the power of culture. Through many years of zoning issues I have seen small towns and even some big cities use culture as the basis for decisions. (Turning down the shopping mall to keep special local stores)

There are many great examples which I can provide if requested. All of these towns have retained their unique local shops, traditional hotels

and unique restaurants. *The local businesses of these towns have been thriving for 20, 30, 40 years and beyond, by holding close to their special culture.*

Of course I have witnessed the opposite and seen towns lose their soul very quickly and are no longer special.

I personally believe Jackson has done a wonderful job for many years keeping to its roots. However, with the pressure of Jacksons grand reputation attracting sophisticated investors I believe more than ever we need to focus on the foundation of our unique culture.

Snow King is a great opportunity to show ourselves —and all our future visitors how we have decided to protected our unique culture.

Best, Jim LaRoe

Jim LaRoe
307-200-6779 (H/O)
Jackson, WY
jtlaroe7@gmail.com

From: [Patty Ewing](#)
To: [Town Council](#)
Subject: SK proposals
Date: Tuesday, December 04, 2018 5:52:13 PM

Dear Mayor Muldoon and Town Council Members,

On November 13, 2018 the Teton County Commissioners passed Resolution # 18-040 which was sent to the Wyoming County Commission Association regarding new roads on BTNF within Teton County. The Council may already have this information. But, because this is such important information, I have copied/pasted the portions of that resolution below:

"RESOLUTION PROCLAIMING CONSERVATION PRINCIPLES FOR US FOREST SERVICE LANDS IN TETON COUNTY

WHEREAS, Teton County's community vision is to preserve and protect the area's ecosystem in order to ensure a healthy environment, community, and economy for current and future generations;....

New roads: The construction of permanent or temporary roads will be prohibited within National Forest lands in Teton County except where necessary to:

- o Protect the health and safety of individuals in cases of an imminent threat of flood, fire, or any other catastrophic event that, without intervention, would cause the loss of life or property;**
- o conduct environmental cleanup required by the United States of America;**
- o allow for the exercise of reserved or outstanding rights provided for by a statute or treaty; and**
- o prevent irreparable resource damage by an existing road, or rectify a hazardous road condition.**
- o These limited exceptions mirror those found in the Roadless Area Conservation Rule (36 C.F.R. 294.12) and Public Law 111-11, section 1204(f) (Mt. Hood, Oregon)."**

Please do not support the construction of the massive road across the face of SK.

Please do not support the expansion of the boundaries to the east or west (the proposed road requires expansion into rich winter wildlife habitat) and to the south for the same reasons.

Please do not support a zipline anywhere on SK.

A letter from the Town of Jackson to the Forest Service supporting all the SK proposals at this time is premature.

Looking forward to listening to your discussion shortly.

Again, many thanks for your time and efforts and attention to all the details of this long and arduous process.

Patty Ewing

From: [Stine Richvoldsen \(SuperRunt\)](#)
To: [Town Council](#); [Town Council](#)
Subject: Please oppose zipline at Snow King
Date: Tuesday, December 04, 2018 3:37:41 PM

Dear Mayor and Town Councilors,

I appreciate the council's opposition to a zipline in Phil Baux park, I don't think that goes far enough. Please oppose a new zipline on the East side of Snow King near the Rafferty lift.

The Cowboy Coaster is an awful eyesore and a source of considerable noise pollution. The trade-off is that Snow King is now profitable, as Jeff GoLightly has admitted. We don't need to increase their profitability by erecting further amusement park amenities that erode our towns character. Please encourage them to use the considerable revenue streams at their disposal to keep the lifts running, something I wholeheartedly wish for. Those tools: uncollected SKIRMA dues, and the nearly half-million square feet of development rights that were granted them in the 2000 agreement to keep Snow King running. Let's take this deal one step at a time.

Thank you as always for your hard work.

Best,
Stine Richvoldsen

From: [Skye Schell](#)
To: [Town Council](#)
Cc: [Tyler Sinclair](#); [Snow King Engagement](#); [County Commissioners](#); [Moore, Mary C -FS](#); [Tricia O'Connor](#); [April Norton](#); [Arne Jorgensen](#); [Jonathan Schechter](#)
Subject: Snow King thoughts: letter to Forest Service and workforce housing
Date: Tuesday, December 04, 2018 9:04:23 AM

Dear Mayor Muldoon & Councilors,

Thanks for all your time reviewing the Snow King base area masterplan, and for holding robust discussions so a lot more information is on the table and ready for the new council to address in the new year. I'd like to share my reflections on two topics from your pre-Thanksgiving discussions:

1. Whether to write a letter of support to the Forest Service
2. The value of updating housing regulations

1. Please don't green light development proposals to the Forest Service

Snow King investors recently asked you to support all their proposals to the Forest Service, as a significant "get." We believe this is an inappropriate request and ask to you respectfully deny it.

They say it would be "pending environmental review," but actually it could short-circuit that review. The Forest Service could use your input as a Cooperating Agency to significantly influence their Environmental Impact Statement decisions. Town support for development proposals could cause the Forest Service to also approve them – this is why the developers want you to write this letter. You already submitted comments during scoping expressing your concern with some of the proposals. Thank you. Please wait for the Draft EIS analysis before providing any supportive comments that could influence the process.

Nationwide scoping comments

You heard an overview of the scoping comments submitted by people all over the country. As some of you noted, please be careful with how you use this information. First, scoping comments are not a "vote" of who likes or doesn't like the project – the Forest Service has been clear about this for decades. Rather, scoping comments are an opportunity for the public to present issues that the Forest Service needs to investigate in their analysis – that's all. Second, many of those comments are from people outside our community or even region. The Forest Service will and should respond to all of them. As our Town Council, we hope you'll stay focused on the hopes and dreams and concerns of our local community members.

Local public comment

Two weeks ago, at the big meeting, a majority of comments were from people who love Snow King **and** think we can do better than the current investors' proposal. Again, this isn't a "vote," but it's clear that a lot of this proposal is very controversial and not supported by our community. If you do decide to write another letter, please focus on the high level of concern from a wide range of community members about various development proposals – the zipline, the major expansions into wildlife

habitat, a huge building on the ridgeline, etc. It wouldn't make any sense to write a letter of support influencing the EIS on behalf of the developers right now.

Instead, please stay focused on the decision on your table: the base area masterplan. Please hold the investors accountable to the deal they bought into from 2000. Please make sure that revenue from throughout the base area goes to support the ski area operations, in perpetuity - in a specific and watertight legal arrangement. We haven't heard clear progress on that matter yet, and believe it's the most important open question for your discussion tonight.

2. How much are the workforce housing regulation changes worth?

The developer's representative told you that adding the new housing mitigation regulations would be a \$25 million "give" just on KM6, but didn't provide any evidence for that claim. Before considering this a significant "give," please ask your staff to confirm whether \$25 million is a realistic number. As Ronald Reagan loved to say: "trust, but verify."

Second, you heard from the developers at the last public meeting that they have no desire to build the hotels at the base (including on the KM6 parcel). If they won't build it, then they won't be providing the \$25M "give" – so we shouldn't consider it a benefit that they are providing. It is not realistic to think that they would discount the property by \$25M when they sell to another developer.

Third: if future developers build hundreds of hotel rooms on KM6, and build enough workforce housing to meet the new mitigation regulations, they will still be slightly *underbuilding* housing compared to new job creation. Yes, it would be better than building under current masterplan rules, but it won't bring us any closer to balance on housing – there will be zero net gain and in fact a slight decrease. As we proposed last winter, we encourage you to explore a public-private partnership to build *significant* housing for our workforce on base area parcels, instead of just partially mitigating more hotels and condos.

Finally, updating the housing regulations should be a condition of getting permission to build more condos or hotels on Lots 53/57/58 – not a trade for getting your support for new development on wildlife habitat up on the mountain.

Please be in touch with any questions. I welcome conversation on these points, and I hope this helps as you prepare for meeting tonight.

Thanks again for your work and care,
Skye

*cc County Commissioners as Cooperating Agency FYI
cc Forest Service leadership FYI
cc Incoming Town Councilors FYI*

cc Planning Director & Housing Director FYI

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Skye Schell
Executive Director
Jackson Hole Conservation Alliance

office (307) 733-9417 x1
www.jhalliance.org
fb [JHConservationAlliance](#)

Help Build [Safe Wildlife Crossings for JH!](#)

From: [Melissa Turley](#)
To: [Bob Lenz](#)
Subject: Snow King Mountain
Date: Tuesday, December 04, 2018 11:59:42 AM

Dear Bob,

Thank you for all your work on Snow King Mountain. This has been a long process with lots of community involvement, and I think we are close to a proposal that benefits the community, winter sports, athletes and visitors.

As a resident of East Jackson and neighbor of Snow King, as well as a long-time community member, I have been following the Snow King process closely. Snow King has brought several community benefits to the table including housing, an athletic training facility, and proposing investments to the ski hill that will keep winter sports thriving in our downtown area.

Our community has been waiting on this opportunity for years and even decades. Snow King has been needing investments and we are in a prime opportunity to see Snow King improved and winter sports and activities developed and upgraded. Please support moving a letter of support forward to the USFS and bringing an ordinance to the Town Council.

I appreciate all your work and time you have given to this community issue and so many others!

Be well,
Melissa

Melissa Turley
307.690.7690
melissaturley@me.com

Dear Town Council Members,

I write today asking you to oppose the Snow King proposal for expansion into the forest service area (zip line, road, backside lifts). For every tree we cut down, we take away transition migrating zones for a variety of wildlife, we take away year round and seasonal habitat for multiple species, we also decrease the buffer between said habitat and the increased human use. What might seem only a few acres of road cutting and tree thinning to add more lift service in reality pushes wildlife even farther into an ever decreasing amount of suitable living areas. As more roads, lift service, and ski runs are built, it also allows humans to venture ever further into the backcountry. This pushes the wildlife community ever deeper into shrinking habitats. Continued building especially up high on the mountain threatens to disrupt night visibility and dark sky quality for a plethora of wildlife that rely on this important aspect of the dark nights. Now is the time to realize we must stop expanding with more roads, more parking lots, marked increases in visitation. Though the decision may be difficult, the fiber of what makes this ecosystem unique and sustaining is truly at stake. With ever increasing temperatures and lower snowpacks in recent winters we should not be considering adding new runs to the south (back) side of Snow King. I also find it a dangerous situation to consider cutting high angle expert runs that have been known to avalanche directly above beginner ski runs. I was at the Village on Saturday when the avalanche occurred even after bombing efforts had been conducted to mitigate the hazard. It was a super scary scene. Let us not put the same potential at Snow King. I have a six year old son who skis Snow King (since he was three) and understands why we layer up to do so. His excitement to ski outweighs the cold weather forecast. My 70 and 90 year old parents and grandparents still live farmer homesteader lifestyles on their respective farms. My upbringing had me out in the cold, in the snow, under a sunless sky. There is no Gondola and the promise of sunshine when my grandmother goes outside to care for her place. She is resilient!! I hope to instill the same in my son. I appreciate the achievements of so many youth who have thrived in the Ski and Snowboard Club. I commend those who have gone to the Olympics, become professional athletes or have built a working career around their love of winter because of the opportunities offered by their time at Snow King. I will say that the Snow King experience offered them the same resilience that I appreciate in my own upbringing. Those athletes learned to deal with cold and wind. Those athletes learned just what my son is learning... excitement for your passion must outweigh all else. Adding more housing (even if some is for employees), cutting trees, more buildings, more infrastructure..... This is not the answer!

Now is the time to stand up and make the right choice!!!! We need to say no to continued expansion, we need to say yes to helping wildlife, we need to consider the impacts of further overcrowding, we need to be strong enough to say NO.

Thank you for attention to all sides of this matter. I am rooting for you in making positive steps forward.

Virgia Bryan

Jackson Hole resident

From: [Susan Marsh](#)
To: [Town Council](#)
Subject: deliberations on Snow King master plan
Date: Wednesday, December 05, 2018 8:18:50 AM
Attachments: [Snow King On-mtn Improvements scoping response 10-2-18_slm.docx](#)

Town Council,

Having seen the council meeting of 12/4/18, it appears to me that there remains much to figure out, and I appreciate the amount of time the council is putting into consideration of Snow King's various requests. Thank you for all your hard work.

It appears to me that the resort is doing its best to get out of prior agreements and I am glad that they're being called on this. Keep up the good work. It's also clear that the resort is pushing hard for a town council okay for what they want at the base and on national forest land. This far-reaching decision will have consequences that will go on for decades so rushing through the process does not make sense to me.

In my opinion, decisions about the base area and USFS land should proceed in tandem with the town and USFS working together, as the facilities are interconnected. If the town prematurely advocates for any of the questionable projects proposed by the resort on national forest land, this will likely sway decisions made by the Forest Service, as employees there have indicated that the town and county's comments will be weighed accordingly. My understanding during USFS scoping process was that the town was already an official cooperating agency, but more recent information suggests that step has not been taken. I think it should.

Some things that concern me include:

Gondola: it appears that this is one project that is likely to be approved. In regard to the base, as Councilman Frank notes, there could be a large queue waiting for the gondola and one wonders where the waiting line will be, perhaps spilling into Phil Baux Park. I agree that not only assurances from the resort are needed, but a definite plan that shows how this will be avoided.

Zipline: it appears the mostly likely scenario for this thrill ride will be to contain it on private land. It makes sense, as the Ski Area Outdoor Recreation Enhancement Act directs that on-forest activities are to be natural resource-based and encourage further exploration of Forest Service lands, in contrast to theme or amusement parks. However, the yelling and screaming from the roller coaster is already an impact on our neighborhood as well as Aspen Cemetery, so another amusement ride nearby will only add to that. The resort ought to be encouraged to take into better account the county's mission and theme of appreciating nature instead of obliterating it.

Boundary expansions to accommodate a new road to the summit: The 2012 Comprehensive Plan, adopted by the Town Council and County Board of Commissioners, states that "existing planned resorts should be limited to their existing footprint." I agree with this, and I have written to the USFS about viable alternatives for this road, whose main purpose has nothing to do with skiing. I fear it will be a permanent and unnecessary eyesore on the face of the

mountain and actually interfere with ski runs.

Mountaintop facilities: I compare what is proposed by Snow King to what exists at the far-more developed Jackson Hole. The snack bar at Corbet's Cabin is appropriate for the setting. A 25,000 square foot complex on top of Snow King, to be open at night with a restaurant, bar and lounge, is not. An alternative to this proposal is to restore or replace the existing Panorama House with a similar footprint. This was promised during the 2013-14 period when the snowmaking expansion was approved, but the idea has since disappeared, along with a number of other agreements between the resort and the Forest Service.

A full-scale, high-end business that includes a bar, lounge, and other "guest services" is best offered at the base of the resort or off-site, where guests and emergency vehicles can reach it easily. Forest Service direction states that proposals by the private sector to construct or provide outdoor recreation facilities and services on National Forest System lands "should be denied if these facilities and services are reasonably available or could be provided elsewhere in the general vicinity." The top of the mountain is no place for high-end restaurants and bars and why would we want to allow something to compete with all of such places already in town?

Ski school etc. on the south side of the mountain: there are many reasons why this is impractical. The resort should be encouraged to use the beginner terrain they have remaining at the base for this purpose.

Trying to keep this letter short as I know you have much else to do. I've attached a copy of my response to the USFS scoping which goes into more detail.

Thanks again all of you, and good luck with the shoulder surgery, Councilman Frank.

Susan Marsh

ATT: Snow King Mountain Resort On-mountain Improvements Project

To USFS officials

Thanks for the opportunity to comment on the proposed MDP for Snow King. The outcome of the analysis to follow has the potential to greatly change the resort and surrounding town. I've listed issues to specific parts of the scoping document/NOI and have put any quotes from those documents in italics to make this easier to read.

Susan Marsh
Box 2115 Jackson WY 83001
smarsh@wyoming.com

General issues:

1. I find that the scoping document does not agree with the December 2017 Snow King MDP, so there might be some proposed projects that have not been scoped. For example, the scoping letter doesn't mention a mid-mountain facility at the top of Rafferty which is proposed in the MDP, and I would have comments on it had it been included. On the other hand, the scoping document goes into some detail about a proposed yurt camp on the back side of the mountain, a proposal which has been denied in the past and which, according to the 12/17 MDP, is no longer being proposed. I kept my comments about it in this response, just in case.

These are only a couple of several inconsistencies I found between the scoping letter and the MDP. Starting on August 28, I have sent three emails to the BTNF asking for clarification, and have received no replies, so I will respond to what is being scoped, whether or not it is actually being proposed by Snow King.

2. I'm concerned about the overall level of development in terms of changing the character of the mountain, pricing people out, contributing to existing problems with noise, light pollution, employee housing, traffic, parking, and transportation in town, and enough ground disturbance to create a bed for more invasion of weeds. I urge that alternatives be developed that include more modest and appropriate levels of development for the national forest part of the resort, in accordance with FSM 4323.11(3) which directs the encouragement of "additional seasonal or year-round recreation opportunities that connect visitors to the natural environment that may range from active to passive recreation, natural and cultural resource interpretation and conservation education."

3. The 2014 MDP submitted by Snow King included these facilities to be placed on private land: five zip lines traversing the lower mountain; a bike skills/downhill bike park near the ice rink; the "soaring eagle" zip line (this must be the one that Snow King started building in 2012 without seeking approval from the town); and two guest services buildings (one of which is the constructed Rafferty Building). In the 2017 MDP they have either been abandoned or moved onto national forest land. If the mountain base is meant to be the most active and intensely built zone, these facilities belong there.

4. FSM 2343.11 states, "Work with holders to ensure that ski areas provide a high-quality recreation experience and that recreation activities at ski areas are conducted in a manner that **protects the natural environment and cultural resources and enhances community values.**"

- The proposal seems to intrude on the **natural environment** rather than protecting it. A better alternative to the proposed new road is to abandon the proposed 16' wide road idea, reduce the grading and excavation proposed for the face and to reduce the size of the structures on top. The existing road could be upgraded to serve smaller structures on top.
- Regarding **cultural resources**, I found no mention in the scoping document of the fact that Snow King is eligible for the national register of historic places. Most of the buildings that contribute to this status will be removed under the proposal and the view of the area from town and beyond will be greatly altered. How will the history be preserved, interpreted, and made available so the public can appreciate it?
- I don't see how the proposal enhances **community values** by greatly expanding snowmaking and lighting, both of which would further disrupt the nearby community with an increase in light pollution, noise, and an expanded "Snow King cloud" on inversion days which keeps neighborhoods cold, out of the morning sun, and the streets more icy. There would be more days during which those of us with passive or active solar heat would be affected. Community values could also be diminished by the proposal on many fronts, including increased traffic and congestion, further intrusion into a popular city park, and reduction of opportunities to enjoy the national forest in and near the resort. For instance, I no longer enjoy hiking the upper Hagen Highway due to the presence of the ropes course that goes right over it. The quiet trail setting is gone. This is also where the horseback rides used to go, no longer offered. That activity was authentic and took people into the national forest at a pace allowing them to appreciate it. It reflected the character of Jackson Hole far more than the rides and "adventures" that have been installed or proposed in its place.

Comments related to the P&N statement and preliminary issues listed in the NOI

Purposes of the proposed action:

*To provide new and **innovative** forms of year-round outdoor recreation using the existing resort infrastructure as the hub.*

Comment: I am unsure what is meant by *innovative*. What I see proposed are the same cookie-cutter bike parks and thrill rides that every other ski area is building. How do these relate to the character of Snow King and Jackson Hole? How do they encourage people to appreciate the natural environment and national forests?

Needs:

General comment: The "needs" in the NOI don't show the reader the gap between existing and desired condition; like much of the scoping document, the boosterish tone reads as if taken right out of Snow King's promotional material. What are the national forest objectives for this resort and its surroundings? How can the resort help meet those objectives in a way it doesn't now?

- ***Improve and increase beginner and intermediate ski terrain, lifts, and facilities to serve as the primary ski resort in Jackson, WY to introduce and recruit new skiers to the sport.***

Comment: Snow King has always been (and distinguished itself as) a steep, challenging ski area; this is why it was historically used for ski jumping and racing practice, with the bunny hills at the base. If the resort wanted to recruit new skiers and give them a place to practice, it wouldn't have compromised existing gentler terrain with summer-oriented "adventures" like the roller coaster, new buildings, alpine slide, mini-golf and maze, nor would it be building condos and planning more, leaving the base area ever-more restricted for beginning skiers and family-oriented activities like the tube park.

- ***Expand snowmaking on the mountain to enable an early November opening for ski race training, provide coverage to the upper mountain, and aid in fire prevention.***

Comment: A November opening depends less on snowmaking than on temperatures that allow the equipment to be used. Our late falls and warming winter temperatures call into question the value of this investment. How will snowmaking equipment aid in fire prevention, when fires are likely to occur in summer?

- ***Introduce high-quality guest service facilities to attract and retain local and destination skiers, serve as an event venue, and provide an outdoor education center for Jackson residents and visitors.***

Comment: This sounds fine, but some of the facilities proposed don't meet FSM direction. An outdoor education center would be great but I saw nothing about it in the proposed action. The 2014 MDP submitted by Snow King did include an outdoor education center at the base, meant to provide "graphics, handouts and instructional opportunities in wilderness preservation, sustainable environments, forestry, and animal habitats." Nothing similar appears in the scoping document. The 2017 MDP mentions outdoor education in passing, with little in the way of specifics.

- ***Provide access to a wide range of year-round activities catering to a variety of visitors passing through the Town of Jackson.***

Comment: Doesn't Snow King already do this? What's the need for change?

Preliminary issues:

The scoping letter lists the following 'issues' - ***potential effects on watershed resources, local plant and animal species, scenic integrity, socioeconomics, and other recreational use.***

Comment: These aren't issues, but categories under which some issues may fall. Impacts to the neighboring town aren't mentioned at all, and that seems like the main concern for a lot of people.

Proposed Action: Overall issues and concerns

Comment: I am concerned that the proposal as it now stands conflicts with FSM 4314, which states that year-round recreation activities and associated facilities must:

a. Not change the primary purpose of the ski area to other than snow sports

Issue: Already summer use is greater than winter use; the addition of many of the proposed facilities brings up a question as to the resort's primary purpose. For example, the size and capacity of the gondola greatly exceeds what is needed for transporting skiers. Has the addition of the roller coaster not met its objective to help fund winter activities?

b. Encourage outdoor recreation and enjoyment of nature and provide natural resource-based recreation opportunities

Issue: Some of the proposed facilities are either unrelated to enjoying nature (the 70-mph zip line) or unrelated to public recreation (the bar/lounge/restaurant and wedding venue).

c. To the extent practicable, be located within the portions of the ski area that are developed or that will be developed pursuant to the master development plan

Issue: Under the proposed action the development footprint will increase. The MDP describes four zones, but according to the scoping letter and maps they all will be quite developed and intensely used.

d. Not exceed the level of development for snow sports and be consistent with the zoning established in the applicable master development plan;

Issue: many parts of the proposal exceed the development level needed for snow sports; zone 4 in the MDP will include developed skiing on the back side, with new lifts, groomed runs, teaching terrain, and snow making. Zone 4 also includes new runs on the east side of the existing permit boundary. Summer developments in zone 4 include a large bike 'zone.' Are all these consistent with the definition of zone 4 as a relatively remote and quiet setting?

e. To the extent practicable, harmonize with the natural environment of the site where they would be located by:

(1) Being visually consistent with or subordinate to the ski area's existing facilities, vegetation and landscape and

(2) Not requiring significant modifications to topography to facilitate construction or operations;

Issue: It appears that the proposed road will be impossible to mitigate for items (1) and (2) above. As proposed, the 16-foot wide face road requiring extensive cuts (90 feet of disturbance) on 35-40 degree slopes will permanently alter the vegetation, terrain, and scenery and would actually interfere with use of existing terrain for skiing. Also of concern is the reason this road is "needed." It would appear to have more to do with the scale of the proposed infrastructure on the summit, which is geared largely toward the non-snow season.

f. Not compromise snow sports operations or functions

Issue: The face road could very well create hazards where it crosses ski runs; even a smaller ‘cat track’ creates a sudden topographic break. It would interrupt the fall line of existing runs.

g. Increase utilization of snow sports facilities and not require extensive new support facilities, such as parking lots, restaurants, and lifts.

Issue: Though no parking is proposed on national forest lands, new restaurants etc. and lifts are.

Project-specific issues and concerns, following sequence of proposals from the scoping letter.

A new ski school/teaching center on the ridgeline west of the Snow King summit.

Issues with this proposal:

- The ski school is not located at the resort base where it can be easily accessed without riding a lift and where ski rentals and other support items are now available. The new Rafferty building at the base houses the ski school now; I assume it was built for this purpose and serves it well, so I don’t see the need for another one at the top. Though use of the runs from Rafferty Lift has been compromised by the roller coaster, there is still plenty of good terrain at the base for beginning skiers to learn.
- Riding the lift will add to total time spent for a lesson or to use beginner terrain at the summit. Some can’t do it, like the school kids who have less than an hour to ski as part of their PE program.
- Wind and weather are likely to be more of a factor in whether the ski school will be able to open or stay open on stormy days than if the school were placed at the base.
- Cutting glades into the forested area in the beginner/ski school terrain will reduce habitat now used by warblers, tanagers, and grouse. Along with other proposed openings along the ridge, there could be overall degradation of this habitat and displacement of wildlife that some people go there to see.

Development of skiing in the natural bowl on the back side, south of the Snow King summit.

Issues with this proposal:

- The snow quality and quantity is marginal on this exposure, even with snowmaking. This is a poor choice for skiable terrain and with warming winters will become even more so.
- The snowmaking expansion planned to allow skiing in this marginal snow area could have effects on spring runoff in Leeks Canyon and negatively affect viability of nesting habitat for sooty grouse and migration routes for deer and elk between Cache Creek and the low-snow frontal mountains south of

Snow King. Man-made snow tends to be more compacted and melt more slowly than real snow and may persist well into May.

- The noise of the latest snow making equipment is already a nuisance to townspeople. What will be the effect of taking it farther up the mountain to access the summit? Will this be a disturbance to wildlife as well?
- Will adding much more human activity, including night skiing at the summit, have a negative consequence for migrating birds or wintering wildlife? Many migratory birds fly over Snow King to gain elevation and some, like hawks and sandhill cranes, migrate into November and arrive back in the valley in mid-March. Will the lights disturb migrating birds as they do in so many other places? Will lights be shaded so they don't shine upward, attracting birds?

A 67-acre special use permit boundary adjustment on the front side, east of the existing permit area.

Issues with this proposal:

- The 2012 Comprehensive Plan, adopted by the Town Council and County Board of Commissioners, states that “no new planned resorts should be created, and existing planned resorts should be limited to their existing footprint.” The proposed permit boundary expansion runs counter to this guidance.

This permit expansion is largely meant to accommodate the proposed new face road to construct, access and service proposed summit facilities. Issues that pertain to both road and new ski runs:

- The cut/fill slopes needed for the new road will be a scenic blight and will invite the spread of weeds. Alternatives exist: reduce the size and extent of summit facilities so something smaller in the way of a road can service them, improve the existing road which will remain in place anyway, and consider use of Leeks Canyon, which is already being used by those servicing communications towers.
- The forest east of the permit area is a known nesting area for forest raptors. We know of nesting territories for northern goshawks, Cooper's hawks, and redtail hawks. The area has already been impacted by the existing new lift and ropes course—what will the additional effect be? Have any nesting surveys been done, before or since the new lift and ropes course were constructed?
- This area offers year-round security and thermal cover for elk, deer, and moose. It is also used by elk to reach snow-free areas to the south. Displacement of animals already stressed during winter may occur.
- I question the need for expanding the permit boundary into this area simply to allow the construction of a road. The ski runs shown on the map accompanying the scoping document are short and inconsequential (though the MDP shows more ski runs above, not included in the scoping document). An alternative would be to keep the area boundary as is and issue a Class D road permit if the road is truly needed in this location.

- Ski run 4 and the road switchback appear to be in the path of Ferrin's Slide. I don't see a benefit to deliberately placing these facilities in a known avalanche path and then requiring new avalanche control where none is needed now.
- The geologic information we have about the mountain east of the resort indicates the presence of landslide hazards. Cutting into this slope for road building could oversteepen and destabilize it. Snowmaking could increase the amount of water delivered to this currently low-snow slope, thus increasing risk of slides.

An 89-acre special use permit boundary adjustment on the front side, west of the existing permit area.

Issues with this proposal: similar to those above, along with:

- Winter range closures for wildlife security exist nearby, and the forested slope is used by elk, deer, and moose (as well as their predators). Displacement of animals can be expected with glade skiing and the presence of more people in a currently little-used area.
- Illegal winter use of closures is a continuing problem already, so won't expanding the resort to the west add to this problem? How will the permittee prevent winter range poaching in places like Josie's Ridge?
- If the only proposed new facilities on the west side are the teaching center and access road, why is there a need to expand the ski area boundary into the large forested area below the road? As with the requested permit boundary expansion on the east side, it appears that the area sought exceeds any need. If the BTNF retained management of this slope it is more likely that important fuels reduction projects could continue. *Note—the MDP does include a new uphill bike trail, but the scoping letter does not.

New ski terrain totaling about 97.5 acres (groomed runs and teaching terrain).

Issues with this proposal:

- It appears that new runs on the face will reduce the only forested area between the existing major ski runs. That patch offers some refuge for birds and other wildlife, which will likely be displaced with the construction these runs.
- Wind could be a major factor in the utility of the back side runs and teaching terrain, both in terms of foul weather for skiers and the use of the gondola, which could be shut down in wind.

Upgrading the existing Summit lift to a gondola, and installation of one new chairlift, two teaching area conveyors, and one surface lift.

Issues with this proposal:

- The location of the base for this facility impacts Phil Baux park. Work with the town to move the terminus uphill.
- According to FSM 2343.14(1g), screening proposals for additional facilities includes the direction that “new activities and associated facilities must increase utilization of snow sports facilities and not require extensive new support facilities, such as parking lots, restaurants, and lifts.” The gondola is essentially a lift replacement, but the chair and T bar and carpet lifts on the back side comprise considerable new development, not to mention the ski school and other associated support facilities. Less is better on the summit.
- What are the plans for skier safety if the gondola is closed due to weather and people are stranded on top taking a ski lesson? How will they get down?
- What is the need for a lift capable of transporting 1200-2400 people per hour, when skier numbers are a small fraction of that? Is a smaller gondola or tramway a possibility? Or a quad chair with state of the art safety restraints?

On-mountain facilities (the summit restaurant/guest services building and ski patrol facility, a temporary ski patrol building at the top of Cougar, an observatory and planetarium at the summit, a wedding venue west of the summit building, and a year-round yurt camp at the southern point of the special use permit area).

Issues with this proposal:

- New structures on the summit are best consolidated into a small footprint confined to places already impacted by past construction, to avoid sprawl and changing the setting from a quiet, semi-developed area to a hub of activity. There is already a hub at the base. I compare what is planned at Snow King on public land to what exists at the far-more developed Jackson Hole. Mid-mountain facilities notwithstanding, there is little to take away from people’s enjoyment of views once they ride the tram to the top. The snack bar at Corbet’s Cabin is appropriate for the setting. A 25,000 square foot complex on top of Snow King, to be open at night with a restaurant, bar and lounge, is not. An alternative to this proposal is to restore or replace the existing Panorama House with a similar footprint. This was planned during the 2013-14 period when the snowmaking expansion was approved, but the idea has since disappeared, along with a number of other agreements between the resort and the Forest Service.
- Though the new structure is to be one level, it’s likely to be seen from elsewhere, its lights in particular. There are county regulations prohibiting “skylining” of homes and other structures, and though they are not rigorously enforced, it would seem inappropriate to allow a national forest permittee to violate them.
- The restaurant/guest services facility as described in the scoping letter seems quite incompatible with a national forest setting, particularly on a mountain top where sewer, water and other utilities are made more complicated by distance from the base. The 15,000 square foot building I heard about

during public meetings is now 25,000. What seems appropriate to me for a mountain summit is a small and simple food service-shelter, not a full-scale, high-end business that includes a bar, lounge, and other “guest services” that are best offered at the base. FSM 2340.3 states that the forest should deny proposals by the private sector to construct or provide outdoor recreation facilities and services on National Forest System lands **if these facilities and services are reasonably available or could be provided elsewhere in the general vicinity**. Restaurants, bars, meeting spaces and so on belong at the base (where they already are).

- The scoping letter states that the proposed summit facilities would “take Snow King to a new level in terms of guest services and experience.” This sounds like promotional material from the resort. What national forest objective would be met by taking the resort to a new level, i.e. high-end? My concern about this is that Snow King will price out locals and people with modest means. This is public land and people should not be turned away because they can’t afford it. Even the proposed observatory, which could be an asset to all, would require people to pay to ride a lift.
- I don’t buy the argument that “changing desires and expectations of community and regional markets” necessitate placing at the mountain summit so many of the standard services and structures typically found at the base of ski areas. As far as I can tell, the expectations of the community haven’t been considered.
- In regard to the “temporary” ski patrol building at the top of Cougar, what is meant by temporary? A building sounds permanent. If this is meant to be moved at some point, where?
- (FSM 4314.6 says “Allow temporary activities that rely on existing facilities, such as concerts or weddings, even if they are not necessarily interdependent with a National Forest setting, provided they are enhanced by it. Do not authorize new permanent facilities solely for these activities.” The in-ground wedding venue structure proposed, which is in my opinion poorly located relative to the other facilities on top, is contrary to this direction.
- With the amount of surface disturbance proposed for the summit area, what will be done to survey for native plants and then protect what is found? Has a survey been completed?
- I’m concerned about the need for extensive grading and vegetation removal for ski school facilities. One of the attractions along the existing nature trail/Josie’s Ridge connector is the stand of mature aspens.
- Is SKMR aware of the NRCS snow course? (I assume the answer is no since they mowed a considerable amount of sagebrush both in and out of the permit boundary to host the 2017 solar eclipse.) From the map provided with the scoping document it appears that the proposed ski school and other facilities might also impact this site. Perhaps the snow course is no longer used, but it would be good to check with NRCS.
- There is no mention in the scoping letter of a mid-mountain “guest service” building, yet the 2017 MDP calls for one (page 8): “Construct two new guest service buildings on USFS lands, one at the summit of Snow King Mountain, and one at the Rafferty Mid-Mountain area.” Why is this proposal

omitted from the scoping letter? And why are these services now being requested for placement on public land when the 2014 MDP placed them at the base?

In regard to the possibly proposed yurt park and ADA trail, several issues arise.

While the scoping letter and map 4 described the yurt camp and access in detail, the 2017 MDP states that (page 45) “This facility is no longer planned as a component of the MDP.” In case the scoping document is correct and the 12/17 MDP is not, I have the following issues to consider.

- This facility would be located in important wildlife habitat that is now undisturbed, with human trails bypassing it. Having cooking facilities and so on would likely lead to the presence of attractants for bears. This past spring a grizzly bear made his way from Game Creek to Cache Creek on a route that is near this proposed site.
- Year-round use would disrupt wildlife movement, elk calving, and bird nesting.
- I find it interesting that the trail to the yurt is the only facility specifically described in the scoping letter as ADA-compliant. I assume that everything else will be as well. The fact that it is brought up here makes me wonder: what is meant by an ADA-compliant trail? It could be four feet wide and covered with rolled shredded bark. Or it could be wider, and paved, thus also serving as a service road for resort vehicles, not compatible with the MDP zoning. The nature of this trail will have much to do with its potential impacts.
- The scoping document claims that “This [yurt] facility would be unique in the region due to the ease of access, spectacular setting in the National Forest, and number of activities offered.” Maybe that’s true these days, since other resorts including Togwotee Mountain Lodge no longer do yurt trips because of low public demand. So this seems like a somewhat iffy venture. Assuming the environmental concerns that led the BTNF to nix this proposal in the first place no longer exist, an alternative would be to experiment, with no permanent structures, to determine how popular it would be.

147.1 acres of added snowmaking (with few exceptions, all existing and proposed runs).

Issues with this proposal:

- Currently, noise from snowmaking comes right through our closed windows and the machines run all night. This disturbance to neighbors will only increase with additional snowmaking. It could be mitigated by shutting off the machines for a few hours at night but I have asked for that before and received no reply. Another mitigation would be for SKMR to purchase less noisy machines than the ones in use now, and for the BTNF to require this as a condition. Also, don’t let them install a bunch more of the bright yellow machines that stay in place all year. They are an eyesore.
- How much water is all this snowmaking going to use and will it have an effect on the new town wells and water system we now pay higher rates to fund?

- How much increased power will be needed, and will higher capacity transmission facilities be needed? (This is not a fantasy. Lower Valley installed new power lines over Teton Pass because of increased demand, as they said, “from high-end resorts and large houses.”)
- What is planned if it becomes too warm for snowmaking – as it has been lately, especially in the late fall? If the goal is to revive the racing venue in November, is snowmaking possible when it doesn’t always freeze at night? No amount of snowmaking is going to change the climate trend or improve the breakable crust that is typical of the back side.
- Snowmaking proposed for the east side permit boundary expansion and the back side of the mountain would negatively affect wildlife wintering habitat and movement.
- I’m concerned that increased snowmaking, especially in places prone to landslides, will create instability during the melting period in spring.

Improved and expanded lighting for night skiing.

Issues with this proposal:

- This is another concern about increased power use, described above. National forests and the resorts that operate within them should be exemplary in reducing their carbon footprint.
- Light pollution is a serious problem, and currently the night-skiing lights are sometimes left on later than agreed to. Unwanted light can be mitigated if the lights are shaded so they shine onto the snow rather than in everyone’s face. Also the impact on night-migrating birds would be reduced. Requiring the retrofitting of existing on-mountain lights, as well as requiring new ones to be shaded, would be a great thing for the FS to do.

Front-side mountain bike trails and a back-side mountain bike zone.

Issues with this proposal: The proposal calls for a dense and extensive trail system that involves most of the existing permit area. I have the following questions and concerns about it.

- Are any of the proposed trails intended to be multi-use? If not, hikers who currently hike the existing Snow King trails daily will be displaced from an area they have been using for decades.
- Map 4 accompanying the scoping letter doesn’t show the proposed uphill bike trail on the requested boundary expansion to the west of the resort. The 2017 MDP (fig 9) shows a densely packed set of switchbacks going to the top of the mountain. Bringing year-round use into this currently quiet area will displace what wildlife remains around Snow King.
- Which of the existing trails on the Snow King face will be retained, and how will junctions with the proposed bike trails be managed to promote safety? A map of existing facilities at the resort, along

with locations of non-resort installations such as the snow course, would be very helpful to the reader trying to see the difference between existing and desired condition.

- It appears from the map that the lower beginner/intermediate bike trails will be “excavated” and will consist of a dense series of switchbacks. How will these be constructed to minimize their effects on scenery, vegetation, and bare ground exposure? It’s not clear what is meant by *excavated* but since the word is contrasted with hand-built trails I guess we can assume they will be built by bobcat or mini dozer. Concerns I raised already about the road cuts and associated disturbance to soil and vegetation would also apply here. This large amount of disturbance is another invitation to weeds.
- The back side mountain bike “zone” is incompatible with the purported objective for the yurt installation, to allow people to experience a quasi-backcountry setting. It is unlikely to provide that illusion in close proximity to a bike park with the associated shouting, infrastructure, etc.
- How is the backside bike zone going to affect use on off-resort trails? The proposed bike zone includes the entire Zone 4 area on the back side and will take in existing multi-use trails maintained by the BTNF. The FS calls its trails multi-use while the resort continues to refer to all of them as bike trails, so it’s clear how they will be promoted. Hikers are already being displaced from heavy-use trails in Cache Creek and the horseback riders have all but given up. The BTNF specifically stated when the Skyline Trail was built that it would not become a bike-only trail accessed from and advertised by Snow King. I’m not sure from this proposal how that’s going to happen.
- I’m not sure I buy the argument made in the scoping letter in regard to forest health and fire hazard—are the patches to be cleared for ski runs large enough to make a difference at the landscape scale? If glading and tree removal are part of a 2015 vegetation management plan already in place, does it take the adoption of the new MDP to begin implementation? I haven’t seen much being done so far within the ski area boundary. I wonder if it’s time to relook at the vegetation management plan both in and adjacent to the area to see if the BTNF, Snow King, and the private property owners can work together for an integrated fuel reduction project that also considers the needs of wildlife.
- “Features” I assume mean constructed jumps and skills challenges; to what extent does concentration on the next feature detract one from enjoying, or even noticing, the national forest through which you ride? I suggest keeping the feature trails toward the base of the hill (as per 2014 MDP) instead of having this activity spread throughout the forested patches farther up. This way the use is concentrated into a more active zone, leaving the upper mountain somewhat more peaceful.

Hiking trail between the summit and the west base, west of Exhibition run.

Issues with this proposal:

- Most hikers will tell you there is nothing more boring than a set of switchbacks through thick trees. It appears that this proposed trail was tossed into the mix to show that the planned trail system is not just for bikers. (This is another place where the maps provided in the scoping letter differ from what is in the 2017 MDP.) There are unrealized opportunities to enhance hiking, passive uses, and nature study in the existing permit area, were it not all focused on biking.

- New trails in this currently little-used part of the area could displace what wildlife remains, without offering a particularly attractive option for hikers.

A zip line from the summit to the west base area, paralleling the Summit lift.

Issues with this proposal:

- SAOREA and FSM 2343 direct that activities are to be natural resource-based and encourage further exploration of Forest Service lands, in contrast to theme or amusement parks. How a 70-mph zip line meets that direction is hard to imagine. Zip lines that go more slowly, through trees, and have braking systems so people can actually experience where they are comprise a different story. Snow King already has a zip line as part of the ropes course and it seems more along the lines of what the drafters of the act had in mind. The zip line proposed is nothing more than a thrill ride/money-maker.
- This facility does not meet the purpose and need expressed in the scoping letter. Snow King has said publically that the purpose of the zip line is to bring in revenue. This raises a question about resort viability: Snow King claims it needs to bring in revenue from thrill-ride summer facilities like the zip line and roller coaster, in order to pay for winter sports. Given that, how much more will winter use be compromised by the addition of more thrill rides? If the roller coaster is already bringing in revenue, how much more is needed?
- The lower terminus of the zip line, along with that of the gondola, will increase the existing noise and carnival atmosphere at the base area. I can think of no acceptable alternative for the kind of zip line being proposed, but as mentioned elsewhere the gondola landing should not affect Phil Baux Park.
- 70 MPH does not strike me as a safe speed, however well the structure is designed. The recent recall of seatbelts on the roller coaster is a good reminder that dangerous facilities shouldn't be authorized on the national forest.
- The 2017 MDP (fig. 5a) shows another proposed fall line zip line starting at the forest boundary and ending near the swimming pool at the hotel. From the MDP text and figures 5 and 5a it's actually hard to tell what is being proposed, as some are described as 'alternatives.' In any case, it sounds as if the resort will offer plenty of zip lines without this proposal.

I voted for Councilman Frank after meeting him at a Political Speed Dating event in October.

He commented at the town council meeting on December 4th, "As the town of Jackson, if someone wants to give us money, we should take it." **This statement does not sit well with me.**

East Jackson sits directly between Snow King Mountain Resort and Downtown. The consequences of approving the Snow King Master Plan Amendment would result in widespread and aggressive expansion in to an already seasonally overstressed infrastructure.

Expansion of the base area would severely alter the culture and effects would spread out into the surrounding residential neighborhood. What else will increase because of these changes?

A warning to all city council members, "Do not count on my vote next cycle if you grant this applicant their concessions."

- Wade Spiner
A Jackson tax payer.