

AGENDA

Planning and Zoning Commission

November 6, 2019 – REGULAR MEETING

5:30 PM

The New Business items have been placed on the agenda in the order they were received. Please note that at 9:00 p.m., the Commission will evaluate the remainder of the agenda to determine if time constraints will permit the full agenda to be heard at this meeting. All items not heard at this meeting will be postponed to the next regularly scheduled PC/BOA meeting of November 20, 2019 or to a special meeting scheduled by the Commission.

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

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

1. CALL TO ORDER
2. ROLL CALL
3. MATTERS FROM THE PUBLIC
4. APPROVAL OF MINUTES
 - I. September 4, 2019
5. OLD BUSINESS
6. NEW BUSINESS
7. BOARD OF ADJUSTMENT
8. PLANNING COMMISSION
 - I. **ITEM P19-199 & P19-200:** DEVELOPMENT PLAN AND HILLSIDE CONDITIONAL USE PERMIT FOR A LAND DIVISION AT 540 CACHE CREEK DRIVE IN THE NEIGHBORHOOD LOW DENSITY - 2(NL-2) ZONE.
 - II. **ITEM P19-218:** A REQUEST TO AMEND THE JACKSON HOLE GOLF AND TENNIS MASTER PLAN PURSUANT TO SECTION 8.7.3, PLANNED UNIT DEVELOPMENT (PUD) OF THE TETON COUNTY LAND DEVELOPMENT REGULATIONS.
 - III. **ITEM P19-229:** A REQUEST TO AMEND THE TETON VILLAGE MASTER PLAN PURSUANT TO SECTION 8.7.3, PLANNED UNIT DEVELOPMENT (PUD) AND SECTION 4.3.1.D OF THE TETON COUNTY LAND DEVELOPMENT REGULATIONS.
 - IV. **ITEM P19-201:** A REQUEST FOR AN AMENDMENT TO THE SNOW KING PLANNED RESORT DISTRICT MASTER PLAN.
9. MATTERS FROM THE COMMISSION
10. AGENDA FOLLOWUP
11. MATTERS FROM STAFF
12. ADJOURNMENT

**MINUTES
PLANNING AND ZONING COMMISSION
TOWN OF JACKSON, WYOMING
SEPTEMBER 4, 2019**

The meeting of the Planning and Zoning Commission was called to order at 5:30 p.m. on 9/4/19, in the Town Hall Council Chambers.

ROLL CALL:

☒ Anne Schuler, ☒ David Vandenberg, ☒ Katie Wilson, ☐ Abby Petri, ☒ Chris Beaulieu,
☒ William Gale, ☒ Thomas Smits

STAFF: Paul Anthony & Tyler Valentine

MATTERS FROM THE PUBLIC: None

APPROVAL OF MINUTES:

August 7, 2019

A motion was made by: Thomas seconded by: Chris
Motion approved or denied by a 5 to 0 vote (David showed up after this vote took place)

NEW BUSINESS:

PLANNING COMMITTEE

1. **ITEM P19-152:** DEVELOPMENT PLAN FOR A 7-LOT SUBDIVISION AT 115 NELSON DRIVE IN THE NEIGHBORHOOD MEDIUM DENSITY – 1 ZONING DISTRICT.

STAFF PRESENTATION: Tyler Valentine

APPLICANT PRESENTATION: Melissa Ruth, Y2 Consultants.

PUBLIC COMMENT: Jeff Golightly (neighbor to the south) spoke in support of the project.

PC DISCUSSION: The PC supported the proposal and felt it was reasonable with regard to density and in line with the desired future character with this area. Chris shared concerns about the adjacent parcel to east which he felt would inevitably be used for parking or storage. His comments to the applicant was to consider future use of that parcel to benefit the subdivision with some amenity, perhaps parking for guests.

MOTION:

Based upon the findings for a Development Plan as presented in the staff report related to 1)

Consistency with the Comprehensive Plan; 2) Achieves purpose of NRO & SRO overlays; 3) Impact of public facilities & services; 4) Compliance with Town Design Guidelines; 5) Compliance with LDRs & Town Ordinances; 6) Conformance with past permits & approvals for Item P19-152, I move to recommend **approval** to the Town Council of a Development Plan for a 7-lot subdivision for the property addressed at 115 Nelson Drive, subject to the Land Development Regulations, the departmental reviews attached hereto and the following condition(s) of approval:

1. If the applicant does not submit a Subdivision Plat application within 18 months of the Development Plan approval, the Development Plan will expire.
2. As part of the Subdivision Plat the applicant shall provide a 30 foot wide access and utility easement on Parcel 2 benefitting Parcel 1.
3. As part of the Subdivision Plat the applicant shall add a note on the plat requiring all habitable structures to be fire sprinklered as long as the private road does not include a fire turnaround.

A motion was made by: Thomas seconded by: Anne
Motion approved or denied by a _5_ to _0_ vote (David showed up after this vote took place)

OLD BUSINESS: None

MATTERS FROM COMMISSION: None

AGENDA FOLLOWUP: Staff discussed the 640/650 S. Glenwood PUD with regard to the original conditions of approval related to off-site improvements.

MATTERS FROM STAFF: Discussed Parking Study implementation which does not include paid parking at this time. Staff later congratulated Adam Janak for his many years of service on the Planning Commission.

ADJOURN: 6:35 pm

A motion was made by: Anne seconded by: Will
Motion approved or denied by a _6_ to _0_ vote (David was present when this vote took place)



TOWN OF JACKSON PLANNING COMMISSION AGENDA DOCUMENTATION

PREPARATION DATE: NOVEMBER 1, 2019
MEETING DATE: NOVEMBER 6, 2019

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

SUBJECT: **ITEM P19-199 & P19-200:** DEVELOPMENT PLAN AND HILLSIDE
CONDITIONAL USE PERMIT FOR A LAND DIVISION AT 540 CACHE CREEK
DRIVE IN THE NEIGHBORHOOD LOW DENSITY – 2 (NL-2) ZONE.

APPLICANT: JOSH KILPATRICK, NELSON ENGINEERING

OWNER: 540 CACHE CREEK LLC C/O WILDSTAR PARTNERS LLC

REQUESTED ACTION

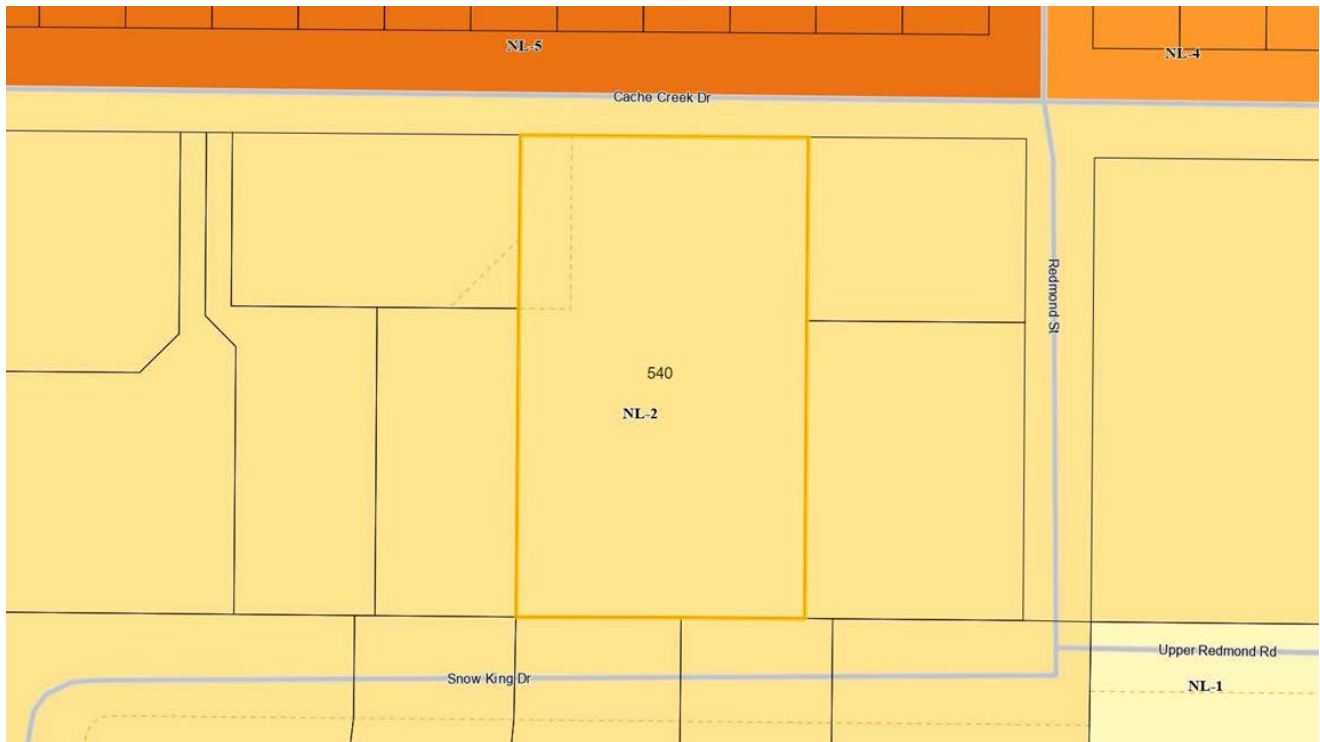
The applicant, representing 540 Cache Creek LLC c/o Wildstar Partners LLC, is requesting approval of a Development Plan for a two lot subdivision at 540 Cache Creek Drive in the Neighborhood Low Density– 2 (NL-2) zoning district prior to submitting a subdivision plat to divide a 1.06 acre lot into two 23,054 SF lots at 540 Cache Creek Drive. The applicant intends to place a detached single family home on each newly created lot.

APPLICABLE REGULATIONS

Section 8.3.2. Development Plan
Section 5.4.1.C.5 & Sec. 8.4.2. Hillside Conditional Use Permit

LOCATION

The property is located at 540 Cache Creek Drive and legally known LOT 6, BLK. 7, HALL 2. An aerial photo and zoning map are shown on the following page:



BACKGROUND

The subject property is a 1.06 acre (46,173.6 SF) lot within the Neighborhood Low Density – 2 (NL-2)

zoning district. The surrounding zoning to the north is Neighborhood Low density – 5 (NL-5), and Neighborhood Low Density–2 (NL-2) to the east, south, and west. The site is legally addressed as Lot 6, Block 7, Hall 2 and is addressed as 540 Cache Creek Drive. Historically, the site contained a 3,961 SF single- story detached single family home with an attached garage built in 1954.

On February 17, 2009, the Town Council approved a Final Development Plan P08-142 to allow three residential lots and a Hillside Conditional Use Permit P08-143 to allow hillside development on slopes greater than 10% on 1.06 acres at the property addressed as 540 Cache Creek Drive. The Final Development Plan and Hillside CUP expired on February 17, 2012 after the applicant failed to obtain a Building Permit or Final Plat to establish the project authorized by the approvals. In July of 2018, the zoning was changed from Suburban to NL-2 which increased the minimum lot size from 12,000 SF to 23,054 SF, which in turn resulted in a reduction in the number of lots that could be created by subdividing the property from 3 to 2.

On July 10, 2019, the applicant received approval of Demolition Permit B19-0435 to demolish a 3,961 SF single family home.

On September 11, 2019 the applicant received approval of Building Permit B19-0550 to construct a 5,558 SF detached single family home with an attached 800 SF Accessory Residential Unit. The new single family home is situated in the rear of the existing lot and conforms to the anticipated setbacks of the proposed land division. The applicant intends to build a similar structure on the northern lot with comparable floor area and footprint upon approval of a subdivision plat.

PROJECT DESCRIPTION

Item A (P19-199) – Development Plan: The applicant is proposing to subdivide the subject property into two lots, however prior to submittal of a Subdivision Plat the Land Development Regulations (LDRs) require that a Development Plan be submitted and approved for the proposed lot configuration to confirm that the newly created lots are consistent with the LDRs in terms of minimum lot size, access, and setbacks, etc. As shown on the proposed site plan, the applicant proposes to subdivide the existing 1.06 acre lot into two lots. The result will be two 23,054 SF lots with a detached single family home on each lot.

Item B (P19-200) – Hillside CUP: As a result of the lot containing cross slopes in excess of 10%, the applicant is required to receive approval of a Hillside Conditional Use Permit in order to subdivide the lot per Sec. 5.4.1.C.2. The original Hillside CUP has expired.

STAFF ANALYSIS

Staff has reviewed the proposed development for compliance with the dimensional limitations of the NL-2 zone. The dimensional limitations for each lot are listed on the following page:

Lot 1 – Southern Lot

	Allowed / Required	Proposed	Complies?
Minimum Lot Size	21,780 SF	23,054 SF for Lot 1	Yes

Maximum FAR	9,221 SF (0.40)	5,558 SF (0.24)	Yes
Minimum LSR	13,832.4 SF (0.60)	15,117 SF (0.65)	Yes
Street Yard Setback (south)	25'	25+'	Yes
Rear Setback (east)	25'	25+'	Yes
Side Setback (west)	15'	15'	Yes
Side Setback (east)	15'	15'	Yes
Parking	2 for house 1.5 for ARU	5	Yes
Curb Cut (Max)	20'	20'	Yes
Height: roof pitch $\geq$ 6/12 (max)	30'	29'	Yes

Lot 2 – Northern Lot

	Allowed / Required	Proposed	Complies?
Minimum Lot Size	21,780 SF	23,054 SF for Lot 2	Yes
Maximum FAR	9,221 SF (0.40)	5,558 SF (0.24)	Yes
Minimum LSR	13,832.4 SF (0.60)	14,063 SF (0.61)	Yes
Street Yard Setback (north)	25'	25+'	Yes
Rear Setback (south)	25'	25'	Yes
Side Setback (east)	15'	15'	Yes
Side Setback (west)	15'	15+'	Yes
Parking	2 for house 1.5 for ARU	TBD	Yes*
Curb Cut (Max)	20'	TBD	Yes*
Height: roof pitch $\geq$ 6/12 (max)	30'	TBD	Yes*

*Minimum parking requirements, maximum curb cut, and all other dimensional limitations not covered herein to be assessed at time of Building Permit submittal for Lot 2. See discussion below.

Curb Cut and Access / Sidewalk

Lot 1 (southern lot) takes its access from Snow King Drive. The applicant has provided an analysis attached to this report which at this time adequately demonstrates that the Town may provide access off of this public road. The access and driveway for Lot 1 was approved as part of Building Permit B19-0550. The proposed access for Lot 2 (northern lot) is from Cache Creek Drive along the existing access easement in the northwest corner of the lot. As a result of the subdivision process the existing access loop in the northeast corner of the lot will need to be reclaimed as landscaping on the property and within the right-of-way.

In the initial Departmental Reviews the Pathways Director had required that the applicant provide a sidewalk on the Cache Creek Drive frontage in accordance with the Community Streets Plan. In a follow up email in response to the applicant's response that Public Works and Planning had previously advised the applicant that

a sidewalk would not be required in this location the Pathways Director instead requested that adequate space be maintained for a future sidewalk that meets the Community Streets Plan dimensions. Staff notes that there is adequate space within the right-of-way for a future sidewalk that meets the dimensions required in the Community Streets Plan, i.e. a 5' buffer and 6' detached sidewalk.

Park and School Exactions

The applicant has not submitted worksheets for Park and School Exaction estimations, however, the lot is not subject to exaction fees until the time of plat recordation. At this point in time, Park Exactions are calculated at \$6,750 and School Exactions are calculated at \$4,000 for two 4-bedroom detached single family units.

Affordable and Workforce Housing Fees

The applicant paid an Affordable and Workforce Housing fee-in-lieu of \$12,404.65 for 5,558 SF of habitable floor area after utilizing the entire 'credit' for the existing 3,961 SF house (\$23,503.91 value) on site as part of Building Permit B19-0550.

The applicant will be required to pay an Affordable and Workforce Housing fee-in-lieu estimated at approximately \$35,908.56 for the detached single family home proposed on Lot 2 (northern lot) prior to the issuance of a Building Permit.

Hillside Conditional Use Permit

The applicant has submitted a Geotechnical Report and a Visual Impact Analysis as part of this application. Town Engineering and Town Planning staff have reviewed the documents as detailed in the findings below.

STAFF FINDINGS

Item A: Pursuant to Section 8.3.2 Development Plan of the Land Development Regulations, a development plan shall be approved upon finding the application:

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

Complies. The proposed development is located within District 3 Town Residential Core and within Subarea 3.1 East Jackson of the 2012 Comprehensive Plan. Policy objectives for Subarea 3.1 East Jackson follow:

"This residential, STABLE Subarea is will continue to provide a variety of housing types, including single family, duplex and tri-plex with up to three units per lot when both a street and alley frontage is provided and up to two units per lot when only street or alley access is provided. Multifamily development is not currently found in this area and it not desirable in the future. Being a Stable Subarea, the size and scale of future buildings will be compatible with the existing character of the area, which includes a wide variety of building sizes and scales. Structures will be of comparable bulk and scale regardless of the number of units provided therein. Up to two stories will be allowed and may be configured in a variety of layouts, with both attached and detached units. Structures should be pulled toward the street where possible and building footprints should be minimized in order to allow for adequate yards and landscaping. Some areas with an existing single family character will maintain the characteristic in the future with only one dwelling unit per lot."

Staff has analyzed the proposed application for consistency with the Future Desired Characteristics of District 3 and the Character Defining Features of Subarea 3.1 East Jackson. In completing this analysis staff finds that the proposed application is consistent with the described future character of this area by proposing a two-lot single-family subdivision that does not increase the density beyond the allowance within the NL-2 zone. The proposed lots meet the minimum lot size requirement of this zone and are in keeping with the existing neighborhood

character.

In addition, Staff has analyzed this application for consistency with the Policy Objectives of Character District 3: Town Residential Core as follows, finding that no other policies of the Jackson/Teton Comprehensive Plan are applicable.

Common Value 1: Ecosystem Stewardship

Not applicable.

Common Value 2: Growth Management

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

Complies. The resulting attached single family units are identified as a desired type of housing according the Subarea 3.1 description.

Policy 4.3.a Preserve and enhance stable subareas.

This subdivision proposal will not change the character of the Neighborhood Low Density – 2 (NL-2) zoning district as the proposed lots do not increase the density of the zone. The resulting lots are in keeping with the single-family character described by the stable Subarea 3.1 East Jackson.

Policy 4.3.b Create and develop transitional subareas.

Not applicable.

Policy 4.4.d Enhance natural features in the built environment.

Complies. Staff finds the Development Plan proposes improvements that are in keeping with the existing parameters for development within the NM-1 zone. In addition, the density of development will not be more intense than what is allowed today or than what typically exists within the zone.

Common Value 3: Quality of Life

Policy 5.2.d Encourage deed-restricted rental units.

Complies. Staff finds that this development will be subject to affordable and workforce housing fees.

Policy 5.3.b Preserve existing workforce housing stock.

Not applicable. The existing single family home built in 1946 is being removed but will be replaced with two new homes.

Policy 7.1.c Increase the capacity for use of alternative transportation needs.

Not applicable.

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

Complies. Staff finds that the proposed Development Plan is not located in the NRO or the SRO.

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

Complies. The development will be subject to mitigation of park and school impacts through payment of exactions at the ratio required in the LDRs for residential development at the time of Subdivision Plat recordation. Staff finds that the two lot subdivision will not have a significant impact on other public facilities and services as the development does not expand the anticipated growth within the NL-2 zone based upon allowable lot size and density.

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

Complies. Not Applicable as Design Guidelines do not apply to residential development less than three attached units.

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

Complies. Staff finds that the Development Plan proposal is in compliance with all relevant LDR standards.

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

Not applicable.

Item B: Pursuant to Section 5.4.1.D.5 Findings for Hillside Areas of the Land Development Regulations, the following finding shall be made for the approval of a Conditional Use Permit.

1. ***Findings.*** *The following finding shall be made before granting a Conditional Use Permit for hillside areas: that the mitigation measures identified will be effective in mitigating any adverse impacts identified, and associated with the proposed physical development, uses, development option, or subdivision.*

Complies. Town Engineering has reviewed the applicant's geo-technical report and has not identified any adverse impacts that need to be mitigated by the proposed physical development, use, or subdivision.

In addition, Pursuant to Section 8.4.2.C (Conditional Use Permit Standards) of the Land Development Regulations, a Hillside CUP requires that the following regular CUP findings shall be made for the approval of a Hillside CUP.

1. ***Compatibility with Future Character.*** *The proposed Conditional Use shall be compatible with the desired future character of the area.*

Complies. See Item A, Finding 1.

2. ***Use Standards.*** *The proposed Conditional Use shall comply with the use specific standards of Division 6.1.*

Complies. Detached single family homes are an allowed use within the NL-2 zone. Development on newly subdivided lots with cross slopes greater than or equal to 10% is allowed with a Conditional Use Permit.

3. ***Visual Impacts.*** *The design, development, and operation of the proposed Conditional Use shall minimize the visual impact of the proposed use on adjacent lands.*

Complies. Staff has reviewed the Visual Impact Analysis submitted by the applicant and finds that the design, development, and operation of the proposed Conditional Use minimizes the visual impact of the proposed use on adjacent lands.

4. ***Minimizes adverse environmental impact.*** *The development and operation of the proposed Conditional Use shall minimize adverse environmental impacts.*

Complies. Staff has reviewed the applicant's Wildlife Use/Habitat Review which finds wildlife use of the property minimal and non-essential. Staff finds no adverse environmental impacts with the development and operation of the proposed Conditional Use.

5. ***Minimizes adverse impacts from nuisances.*** *The development and operation of the proposed Conditional Use shall minimize adverse impacts from nuisances.*

Complies. No known adverse impacts from nuisances have been identified by the development and operation of the proposed Conditional use.

6. ***Impact on Public Facilities.*** *The proposed Conditional Use shall not have a significant adverse impact on public facilities and services, including transportation, potable water and wastewater facilities, parks, schools, police, fire, and EMT facilities.*

Complies. Staff finds that the proposal will have no significant adverse impact on public facilities.

7. ***Other Relevant Standards/LDRs.*** *The development and operation of the proposed Conditional Use shall comply with all standards imposed on it by all other applicable provisions of the LDRs and all other Town Ordinances.*

Complies. Staff finds that the proposed use and development complies with the provisions of the LDRs. The proposed development meets all other applicable regulations such as Setbacks, FAR, LSR, etc. In addition the proposed use and development complies with all other Town Ordinances.

8. ***Previous Approvals.*** *The proposed Conditional Use shall be in substantial conformance with all standards or conditions of any prior applicable permits or approvals*

Complies. Staff finds that the proposed Conditional Use is in substantial conformance with the standards and conditions of previously approved Demolition Permit B19-0435 and Building Permit B19-0550.

ATTACHMENTS

Applicant Submittal

Departmental Reviews

Pathways Director Departmental Review Follow Up

Response from Applicant to Proposed Access off of Snow King Drive

PUBLIC COMMENT

Staff received verbal comment from neighboring property owner Robert Caspar about the proposed access from Snow King Drive for Lot 1 (Southern). Mr. Caspar's concern is that the proposed driveway is on his property, however this portion of his property is encumbered by the Snow King Roadway and

Utility Easement. During the pre-application meeting staff directed the applicant and their legal representative to research the roadway easement to ensure that access would be allowed. In the previously approved 2008 Final Development Plan P08-142 the Town granted access to the proposed subdivision from Snow King Drive. The applicant has provided an analysis that at this point in time adequately demonstrates that the Town may provide access off of this public road which is attached to this report. The town has approved a Building Permit, B19-0550, which takes access from Snow King Drive.

The items were originally scheduled to appear before the Planning Commission on October 16, 2019, however the applicant failed to attend and the Planning Commission continued the hearing. However, at that meeting the Planning Commission received verbal comment from the neighboring property owner at 538 Cache Creek Drive, Ms. Michelle Lavanta (sp?), who had concerns regarding the effect the proposed development would have on wildlife. In addition, Ms. Lavanta expressed concern regarding the proposed access from Snow King Drive due to concerns about erosion on the road and what that might mean for her property.

Staff notes that a Wildlife Use/Habitat Review was conducted by Alder Environmental, LLC and is included in the attached applicant submittal of this report. That report determined that wildlife use of the property is considered minimal and non-essential based off the site inventory and data review. In addition, staff notes that Town Engineering has reviewed the grading and erosion plans as it pertains to access from Snow King and have approved the proposed access.

FISCAL IMPACT

There will be no significant fiscal impact to the Town if the proposed project is approved.

STAFF IMPACT

There will be no significant impact to staff resources if the proposed project is approved.

LEGAL REVIEW

Complete.

RECOMMENDATIONS/ CONDITIONS OF APPROVAL

The Planning Director recommends approval of a Development Plan and a Hillside Conditional Use Permit for the property addressed as 540 Cache Creek Drive, subject to the department reviews attached hereto.

SUGGESTED MOTIONS

Item A – Development Plan: Based upon the findings for a Development Plan as presented in the staff report and by the applicant for Item P19-199 related to 1) Consistency with the Comprehensive Plan; 2) Achieves purpose of NRO & SRO overlays; 3) Impact of public facilities & services; 4) Compliance with

Town Design Guidelines; 5) Compliance with LDRs & Town Ordinances; 6) Conformance with past permits & approvals, I move to make findings 1-6 as set forth in Section 8.3.2.C (Development Plan) of the Land Development Regulations to recommend **approval** to Town Council a land division at 540 Cache Creek Drive, subject to the department reviews attached hereto.

Item B – Hillside Conditional Use Permit: Based upon the findings as presented in the staff report and as made by the applicant for Item P19-200, I move to make findings 1-8 as set forth in Section 8.4.2.

(Conditional Use Permit) of the Land Development Regulations related to 1) Compatibility with Future Character; 2) Use Standards; 3) Visual Impacts; 4) Minimizes adverse environmental impact; 5) Minimizes adverse impacts from nuisances; 6) Impact on Public Facilities; 7) Other Relevant Standards/LDRs; and 8) Previous Approvals for a Conditional Use Permit and findings required by Sec. 5.4.1 Steep Slopes regarding hillside mitigation measures and to recommend **approval** to Town Council a Hillside CUP for a land division at the property addressed as 540 Cache Creek Drive, subject to the departmental reviews attached hereto.

For Office Use Only

Fees Paid _____

Date & Time Received _____

Application #s _____

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

PROJECT.

Name/Description: Lot Split - 540 Cache Creek Drive
Physical Address: 540 Cache Creek Drive
Lot, Subdivision: Lot 6, Blk. 7, Hall 2 PIDN: 22-41-16-34-1-35-010

PROPERTY OWNER.

Name: 540 Cache Creek, LLC Phone: 718-344-5164
Mailing Address: c/o WildStar Partners LLC, 207 High Point Dr, Bldg 110, Victor, NY ZIP: 14564
E-mail: Zach@brooklynhomecompany.com

APPLICANT/AGENT.

Name: Josh Kilpatrick (Nelson Engineering) Phone: 307-690-2086
Mailing Address: PO Box 1599 / Jackson, WY 83001 ZIP: 83001
E-mail: jkilpatrick@nelsonengineering.net

DESIGNATED PRIMARY CONTACT.

_____ Property Owner ☒ Applicant/Agent

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

Use Permit

☒ Basic Use
_____ Conditional Use (Hillside CUP)
_____ Special Use

Relief from the LDRs

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

Physical Development

☒ Sketch Plan
_____ Development Plan
_____ Design Review
Subdivision/Development Option
_____ Subdivision Plat
_____ Boundary Adjustment (replat)
_____ Boundary Adjustment (no plat)
_____ Development Option Plan

Interpretations

_____ Formal Interpretation
_____ Zoning Compliance Verification

Amendments to the LDRs

_____ LDR Text Amendment
_____ Map Amendment

Miscellaneous

_____ Other: _____
_____ Environmental Analysis

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

Pre-application Conference #: P19-009 Environmental Analysis #: _____
Original Permit #: _____ Date of Neighborhood Meeting: _____

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

Have you attached the following?

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

X

_____ **Notarized Letter of Authorization.** A notarized letter of consent from the landowner is required if the applicant is not the owner, or if an agent is applying on behalf of the landowner. Please see the Letter of Authorization template at www.townofjackson.com/DocumentCenter/View/102/Town-Fee-Schedule-PDF.

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

date

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

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


Josh Kilpatrick

Signature of Property Owner or Authorized Applicant/Agent

Project Engineer

Name Printed

Title

LETTER OF AUTHORIZATION

540 Cache Creek LLC, "Owner" whose address is: 540

Cache Creek Drive Dr. / cloudstar Partners LLC
(NAME OF ALL INDIVIDUALS OR ENTITY OWNING THE PROPERTY)

207 High Point Dr. Bldg. 100, Victor NY 14564, as the owner of property
more specifically legally described as: Lot 6 of Block 7 of the

John D. Hall Plat No. 2, Town of Jackson, Teton County,
Wyoming according to that plat recorded on July 8, 1948 as Plat 135
(If too lengthy, attach description)

HEREBY AUTHORIZES Josh Kilpatrick - Nelson Engineering as
agent to represent and act for Owner in making application for and receiving and accepting
on Owners behalf, any permits or other action by the Town of Jackson, or the Town of
Jackson Planning, Building, Engineering and/or Environmental Health Departments
relating to the modification, development, planning or replatting, improvement, use or
occupancy of land in the Town of Jackson. Owner agrees that Owner is or shall be deemed
conclusively to be fully aware of and to have authorized and/or made any and all
representations or promises contained in said application or any Owner information in
support thereof, and shall be deemed to be aware of and to have authorized any subsequent
revisions, corrections or modifications to such materials. Owner acknowledges and agrees
that Owner shall be bound and shall abide by the written terms or conditions of issuance of
any such named representative, whether actually delivered to Owner or not. Owner agrees
that no modification, development, platting or replatting, improvement, occupancy or use of
any structure or land involved in the application shall take place until approved by the
appropriate official of the Town of Jackson, in accordance with applicable codes and
regulations. Owner agrees to pay any fines and be liable for any other penalties arising out
of the failure to comply with the terms of any permit or arising out of any violation of the
applicable laws, codes or regulations applicable to the action sought to be permitted by the
application authorized herein.

Under penalty of perjury, the undersigned swears that the foregoing is true and, if signing
on behalf of a corporation, partnership, limited liability company or other entity, the
undersigned swears that this authorization is given with the appropriate approval of such
entity, if required.

OWNER:

Douglas [Signature]
(SIGNATURE) (SIGNATURE OF CO-OWNER)

Title: Owner's Rep

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

STATE OF Wyoming)
)SS.
COUNTY OF Teton)

The foregoing instrument was acknowledged before me by Doug Workman this 9 day of

August 2019
WITNESS my hand and official seal.

(Seal)

(Notary Public)

My commission expires:



August 21th, 2019
Town of Jackson
150 East Pearl Ave.
Jackson, WY 83001

ATTN: Brendan Conboy

RE: Project Narrative and findings for approval: 540 Cache Creek Drive Development Plan –
Reference Preapplication Conference #P19-009

Dear Brendan:

Please find attached Development Plan (DP) and Conditional use permit (hillside CUP) for 540 Cache Creek Drive for your review. The proposed development is located in Neighborhood Low Density (NL-2) zoning and has been advanced from the preapplication phase to include a proposal for a lot split (east/west) and subsequent construction of two single-family homes. Construction of the new residences will require demolition of the existing residence. As you may be aware, construction plans for the south residence have already been submitted to the Town for review and approval under Town project #P19-125.

The proposed development has been prepared to comply with the following findings of approval as presented in LDR Section 8.5.2.

1. Is consistent with the desired future character described for the site in the Jackson
2. Natural resource overlay and scenic resource overlay are not applicable for this development plan
3. Does not have significant impact on public facilities and services, including transportation, potable water, and wastewater facilities, parks, schools, police, fire, and EMS
4. Complies with the Town of Jackson Design Guidelines
5. Complies with all relevant standards of these LDRs and other Town Ordinances; and
6. Is in substantial conformance with all standards or conditions of any prior applicable permits or approvals.

The Conditional use permit (Hillside CUP) has been prepared to comply with the following findings of approval as presented in LDR Section 8.4.2.

1. Is compatible with the desired future character of the area
2. Complies with specific use standards
3. Minimizes adverse visual impacts
4. Minimizes adverse environmental impacts
5. Minimizes adverse impacts from nuisances
6. Minimizes adverse impacts on public facilities
7. Complies with all other relevant standards of the LDRs and all town ordinance; and
8. Is insubstantial conformance with all standards and conditions of any prior applicable permits or approvals.

Per section 5.4.1.C.5 to our knowledge no adverse impacts have been identified for the conditional use permit. The wildlife use/habitat review study indicates that there will be minimal impact to wildlife that inhabit the area.

The submittal package, including planning permit application, title report, site plan with summary table demonstrating compliance with dimensional standards, wildlife use/habitat review study, geotechnical investigation, visual impact analysis, and grading and drainage plan is believed to provide sufficient information for a CUP and DP level submittal and approval for a lot subdivision.

Please note that landscaping, final grading, stormwater run-off calculations and design, and lighting plans will be provided in detail with the building permit submittal. With exception to these items, all comments made by town entities are addressed within the development plan drawings provided (see DP-1).

If you find there to be submittal deficiencies, please don't hesitate to contact me so they can be addressed prior to review by other Town departments/entities.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Josh Kilpatrick".

Josh Kilpatrick, PE

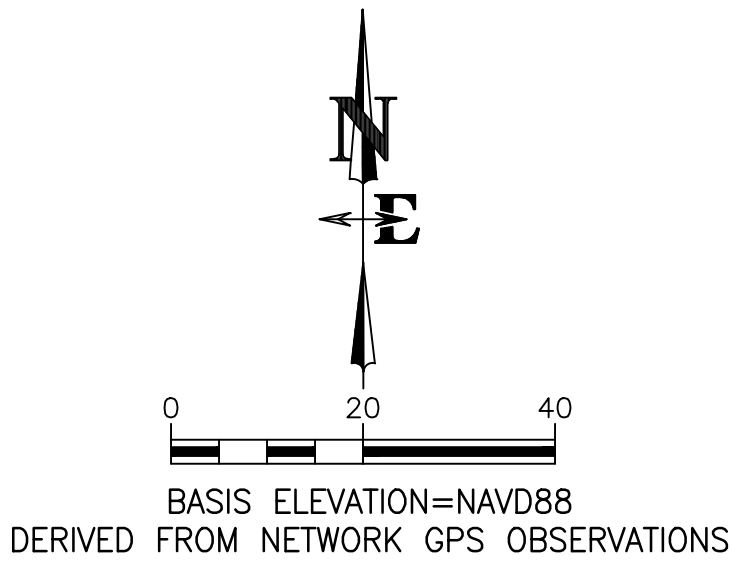
Encl.

CC: Robert Huggins

S:\Projects\2019\046-03 Lot 6 John D. Hall-540 Cache Creek Dr-Survey & Plat-1\4. Drawing\19-046-03_ExistingSite.dwg C:\Users\jgallagher\OneDrive\Documents\19-046-03.dwg 11/23/19 11:23:19 am RUTTEL BY: JGALLA Dwg Format: 230



EXISTING SITE PLAN
SCALE: 1" = 20' (24X36)



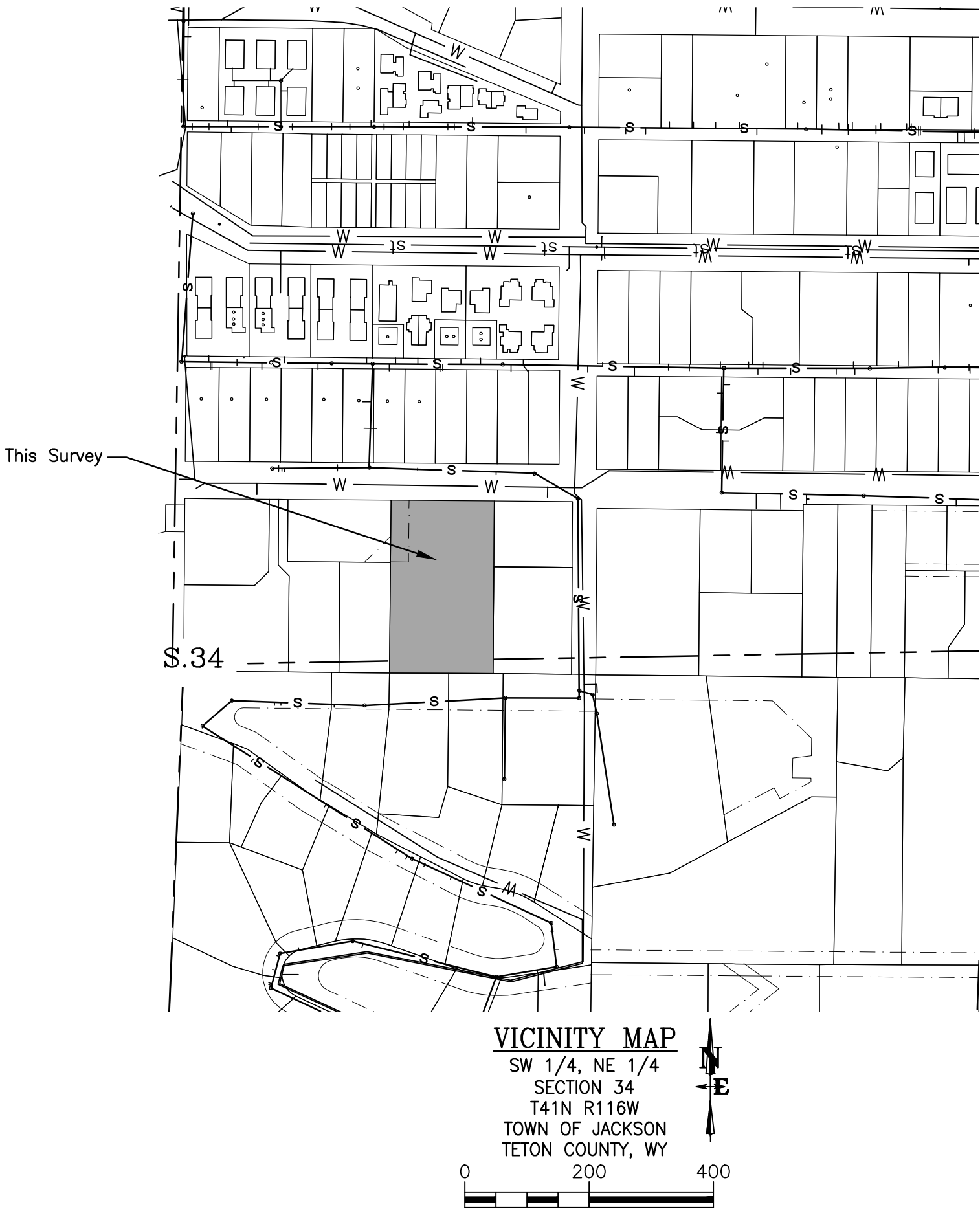
TOWN OF JACKSON ZONING:
NL-2 (NEIGHBORHOOD LOW DENSITY-2)

PRIMARY BUILDING SETBACKS
(PER TOWN OF JACKSON LDRs 3/8/19):
PRIMARY STREET SETBACK - 25'
SECONDARY STREET - 15'
SIDE INTERIOR - 15'
REAR - 25'

SEE REGULATIONS FOR ADDITIONAL REQUIREMENTS

FIELD WORK COMPLETED 3/6-3/7/19

- NOTES:
- 3'-4' of snow cover at time of survey - features may exist that were not located as part of this survey.
 - Decks and concrete patio were calculated from scanned building footprint. Not surveyed in field due to snow cover.



LEGEND

- | | | | | | |
|--|---|--------------------------------|--|---|--------------------------------------|
| | = | PROPERTY LINE | | = | GAS VALVE |
| | = | EASEMENT LINE | | = | POWER POLE |
| | = | SETBACK LINE | | = | PINE TREE WITH TRUNK DIA (IN.) |
| | = | ADJACENT LOT LINE | | = | COTTONWOOD TREE WITH TRUNK DIA (IN.) |
| | = | CONCRETE (APPROX.) | | = | FOUND BRASS CAP 164 |
| | = | EDGE PAVEMENT | | = | FOUND REBAR WITH CAP 3831 |
| | = | EDGE PLOWED ROAD | | = | FOUND REBAR WITH CAP 522 |
| | = | WOOD FENCE | | | |
| | = | RETAINING WALL (APPROX.) | | | |
| | = | OVERHEAD POWER | | | |
| | = | EXISTING GAS SERVICE (APPROX.) | | | |
| | = | EXISTING WATER SERVICE | | | |
| | = | EXISTING SEWER SERVICE | | | |
| | = | EXISTING WATER MAIN | | | |
| | = | EXISTING SEWER MAIN | | | |

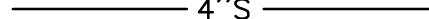
DRAWING NO C1.0		JOB TITLE DEVELOPMENT PLAN 540 CACHE CREEK DRIVE JACKSON, WY	DRAWING TITLE EXISTING SITE	NELSON ENGINEERING P.O. BOX 1599, JACKSON WYOMING (307) 733-2087					DATE 16 AUG 2019	REV.
JOB NO 19-046-04					SURVEYED	NE				
					ENGINEERED	BO				
					DRAWN	BO				
					CHECKED	JK				
				APPROVED	JK					

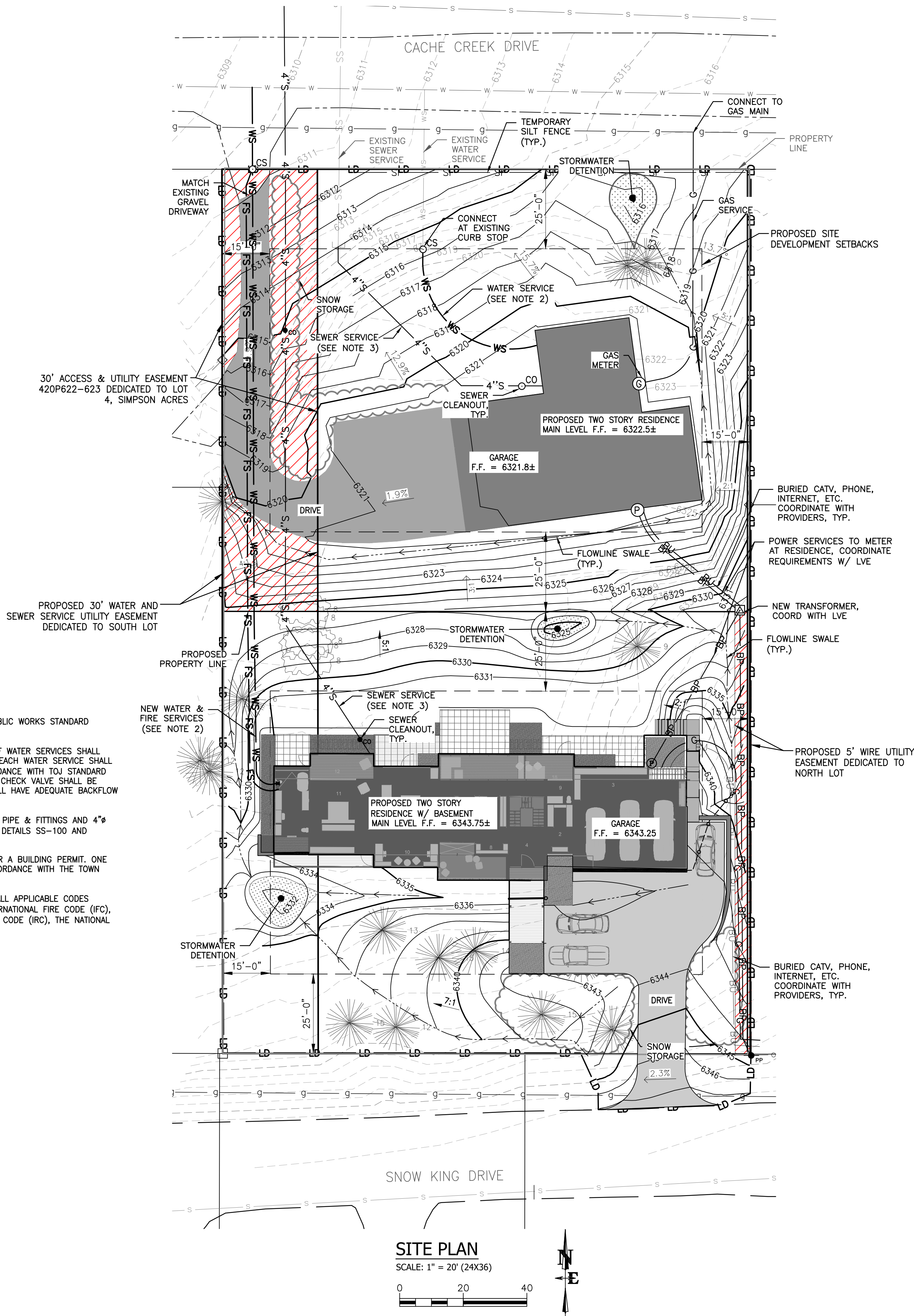
S:\Projects\2019\046-04 Lot 6 John B. Hill-540 Cache Creek Dr-Development Plan\4 Drawings\CA\ATP - SITE PLAN.dwg SITE PLAN - Aug 21 2019 02:00:11 pm PLOTTED BY: JASON BURG BURG 230

CONSTRUCTION NOTES:

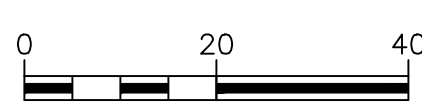
1. ALL WORK SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE WYOMING PUBLIC WORKS STANDARD SPECIFICATIONS 2001 EDITION AND TOWN OF JACKSON (TOJ) STANDARDS.
2. NEW DOMESTIC WATER AND FIRE SERVICES SHALL BE HDPE. INSTALLATION OF WATER SERVICES SHALL CONFORM WITH TOJ STANDARD DETAILS W-100, W-102, W-103 & W-104. EACH WATER SERVICE SHALL PROVIDE A 3/4" METER INSTALLED INTERIOR TO EACH RESIDENCE IN ACCORDANCE WITH TOJ STANDARD DETAIL W-112. METER ASSEMBLY INCLUDING YOKE, METER VALVE AND DUAL CHECK VALVE SHALL BE PURCHASED FROM TOJ AND INSTALLED BY OWNER. IRRIGATION SYSTEMS SHALL HAVE ADEQUATE BACKFLOW DEVICES IN ACCORDANCE WITH TOJ STANDARDS.
3. SEWER SERVICES FOR EACH RESIDENCE SHALL CONSIST OF 4" SCH40 PVC PIPE & FITTINGS AND 4" CLEANOUT(S). INSTALLATION OF SERVICE SHALL CONFORM TO TOJ STANDARD DETAILS SS-100 AND SS-111.
4. A LANDSCAPING PLAN WILL BE PROVIDED WHEN THE APPLICANT SUBMITS FOR A BUILDING PERMIT. ONE PLANT UNIT PER ATTACHED SINGLE FAMILY HOME WILL BE PROVIDED IN ACCORDANCE WITH THE TOWN LDR'S.
5. NEW BUILDING CONSTRUCTION SHALL BE COMPLETED IN ACCORDANCE WITH ALL APPLICABLE CODES INCLUDING, BUT NOT LIMITED TO THE MOST CURRENT EDITIONS OF THE INTERNATIONAL FIRE CODE (IFC), NATIONAL FIRE PROTECTION ASSOCIATION (NFPA), INTERNATIONAL RESIDENTIAL CODE (IRC), THE NATIONAL ELECTRIC CODE (NEC) AND INTERNATIONAL BUILDING CODE (IBC).

LEGEND
(DESIGN)

	6284	INDEX CONTOUR
		MINOR CONTOUR
		WATER SERVICE
		4"Ø SEWER SERVICE
		BURIED UTILITIES
		BURIED POWER
		BURIED GAS
		LIMITS OF DISTURBANCE
		FLOWLINE DITCH/SWALE
		SILT FENCE
		SNOW STORAGE
		DETENTION AREA
		CURB STOP
		SEWER CLEANOUT
		POWER TRANSFORMER
		POWER/UTILITY METER



SITE PLAN
SCALE: 1" = 20' (24X36)



PROPOSED DEVELOPMENT PROGRAM		Property Desc.:	PROPOSED NORTH LOT 540 - CACHE CREEK DRIVE
Area Calculations. Please complete for each affected lot or parcel.			
		sq. ft	sq. ft
Gross Site Area		23054	23054
Land within road easements and rights-of-way		0	0
Land within existing vehicular access easements			0
Land between levees or banks of rivers and streams		0	0
Lakes or ponds > 1 acre		0	0
Land previously committed as open space in accordance with these or prior LDRs		0	
50% of lands with slopes greater than 25%		0	
Calculated Totals:		0	0
		Base Site Area (sq. ft)	Adjusted Site Area (sq. ft)
		23054	23054

Development Calculations. Please complete for each structure or use.				
	LDR Standard	Existing	Proposed	Gross
Number of units or density	1 Unit/Lot	N/A - Demo	1 Unit/Lot	N/A
Floor area, sq. ft (by use if applicable)	0.4 x 22870	N/A - Demo	6358	N/A
FAR or maximum floor area	9222	N/A - Demo	6358	N/A
Site Development, sq. ft	9221.6	N/A - Demo	6300	N/A
Landscape Surface Ratio	0.60	N/A - Demo	0.73	N/A
Setbacks				
Front or street yard, ft	25	N/A - Demo	25	N/A
Rear yard, ft	25	N/A - Demo	25	N/A
Side yard, ft	15	N/A - Demo	15	N/A
Side yard, ft	15	N/A - Demo	15	N/A
Height, ridge to nearest finish grade (ft)	30' for >6/12 roof	N/A - Demo	28	N/A

PROPOSED DEVELOPMENT PROGRAM		Property Desc.:	PROPOSED SOUTH LOT - 540 CACHE CREEK DRIVE
Area Calculations. Please complete for each affected lot or parcel.			
		sq. ft	sq. ft
Gross Site Area		23054	23054
Land within road easements and rights-of-way		0	0
Land within existing vehicular access easements			0
Land between levees or banks of rivers and streams		0	0
Lakes or ponds > 1 acre		0	0
Land previously committed as open space in accordance with these or prior LDRs		0	
50% of lands with slopes greater than 25%		0	
Calculated Totals:		0	0
		Base Site Area (sq. ft)	Adjusted Site Area (sq. ft)
		23054	23054

Development Calculations. Please complete for each structure or use.				
	LDR Standard	Existing	Proposed	Gross
Number of units or density	1 Unit/Lot	N/A - Demo	1 Unit/Lot	N/A
Floor area, sq. ft (by use if applicable)	0.4 x 23052	N/A - Demo	6358	N/A
FAR or maximum floor area	9222	N/A - Demo	6358	N/A
Site Development, sq. ft	9221.6	N/A - Demo	8950	N/A
Landscape Surface Ratio	0.60	N/A - Demo	0.61	N/A
Setbacks				
Front or street yard, ft	25	N/A - Demo	25	N/A
Rear yard, ft	25	N/A - Demo	25	N/A
Side yard, ft	15	N/A - Demo	15	N/A
Side yard, ft	15	N/A - Demo	15	N/A
Height, ridge to nearest finish grade (ft)	30' for > 6/12 roof	N/A - Demo	28	N/A

DEVELOPMENT PLAN

APPLICANT: JOSH KILPATRICK (NELSON ENGINEERING)
PHONE: 307-733-2087
EMAIL: JKILPATRICK@NELSONENGINEERING.NET

NELSON
ENGINEERING
P.O. BOX 1599, JACKSON WYOMING (307) 733-2087

DRAWING TITLE
SITE PLAN

JOB TITLE
DEVELOPMENT PLAN
540 CACHE CREEK DRIVE
JACKSON, WY

DRAWING NO
DP - 1
JOB NO
19-046-04

DATE	SURVEYED	ENGINEERED	DRAWN	CHECKED	APPROVED
16 AUG 2019	NE	BO	BO	JK	JK

Housing Mitigation Plan for 540 Cache Creek Drive

Housing Mitigation Plan

updated 6/11/19

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

Calculating the Requirement (Sec. 6.3.2 & 6.3.3)

Step 1: Location

Town of Jackson

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

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

Step 2: Existing Development

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

Existing Use (Sec. 6.3.2.A)	Housing Requirement (Sec. 6.3.3.A)	Use Size: bedrooms	Use Size: habitable sf	Use Quantity	Housing Required
Detached Single-Family Unit (Unres)	$0.000017 * sf + (Exp(-15.49 + 1.59 * Ln(sf))) / 2.176$		3961	0.5	0.056

Existing Workforce Housing Credit 0.056

Step 3: Proposed Development

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

Proposed Use	Housing Requirement (Sec. 6.3.3.A)	Use Size: bedrooms	Use Size: habitable sf	Use Quantity	Housing Required
Detached Single-Family Unit (Local)	$0.000017 * sf + (\exp(-16.14 + 1.59 * \ln(sf))) / 2.176$		5558	1	0.135
Detached Single-Family Unit (Local)	$0.000017 * sf + (\exp(-16.14 + 1.59 * \ln(sf))) / 2.176$		5558	1	0.135

Affordable Workforce Housing Required: 0.214 units

Fee-in-Lieu Amount: \$ 44,625.93

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



Commitment for Title Insurance

Issued by

Old Republic National Title Insurance Company

subject to conditions and
stipulations as set forth herein

Thank you for choosing

Wyoming Title & Escrow, Inc.

As Your Title Company

Contact Information:

211 East Broadway
P.O. Box 4429
Jackson, WY 83001
Phone: (307)732-2983
Fax: (307)732-0200

This page is only a part of a 2016 ALTA Commitment for Title Insurance. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I- Requirements; and Schedule B, Part II – Exceptions.

Wyoming Title & Escrow, Inc.
Policy Issuing Agent for Old Republic National Title Insurance Company

Wyoming Title & Escrow, Inc.

COMMITMENT

Commitment Issued By:

Order Number: W-19395

Wyoming Title & Escrow, Inc.

211 East Broadway, P.O. Box 4429

P.O. Box 4429

Jackson, WY 83001

Escrow Officer: Wendy McDearman
Phone: (307)732-2983
Fax: (307)732-0200
Escrow Officer Email: wmcdearman@wyomingtitle.com
Email Loan Docs To: 12101edocs@wyomingtitle.com

Customer Reference: **Griest to Stern**

Property Address: 540 Cache Creek Drive, Jackson, WY 83001

Title Officer: Molly Thorn
Title Officer Email: molly@wyomingtitle.com

EXPLANATION OF CHARGES

2006 ALTA Standard Owners Policy	\$5,515.00
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Total Estimated Charges:	\$5,515.00
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*** Recording Fees in Teton County are \$12 for the first page and \$3 for every page thereafter ***

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Wyoming Title & Escrow, Inc.
Policy Issuing Agent for Old Republic National Title Insurance Company



In an effort to assure that your transaction goes smoothly, please review the following checklist and contact your escrow officer or title officer if you answer "Yes" to any of the following questions:

- **Will you be using a Power of Attorney?**
- **Are any of the parties in title incapacitated or deceased?**
- **Has a change in marital status occurred for any of the Principals?**
- **Will the property be transferred into a trust, partnership, corporation or limited liability company?**
- **Has there been any construction on the property in the last 6 months?**

Remember, all parties signing documents must have a driver's license or other valid photo ID. It is recommended that all documents be signed in blue ink.

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Wyoming Title & Escrow, Inc.
Policy Issuing Agent for Old Republic National Title Insurance Company

ALTA Commitment for Title Insurance

Issued by Old Republic National Title Insurance Company



NOTICE

IMPORTANT—READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

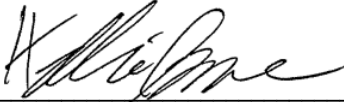
COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and the Commitment Conditions, Old Republic National Title Insurance Company (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured.

If all of the Schedule B, Part I—Requirements have not been met within 6 months after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

Issued By:
Wyoming Title & Escrow, Inc.
211 East Broadway
P.O. Box 4429
Jackson, WY 83001
Agent ID: A49130

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
A Stock Company
400 Second Avenue South, Minneapolis, Minnesota 55401
(612) 371-1111


Authorized Countersignature

By  President
Attest  Secretary

This page is only a part of a 2016 ALTA Commitment for Title Insurance. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I- Requirements; and Schedule B, Part II – Exceptions.

Wyoming Title & Escrow, Inc.
Policy Issuing Agent for Old Republic National Title Insurance Company

COMMITMENT CONDITIONS**1. DEFINITIONS**

- (a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
- (b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
- (c) "Mortgage": a mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
- (d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
- (e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
- (f) "Proposed Policy Amount": Each dollar amount specified in the Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
- (g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
- (h) "Title": The estate or interest described in Schedule A.

2. If all of the Schedule B, Part I – Requirements established under state statutes at the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and the Commitment is not valid without:

- (a) the Notice;
- (b) the Commitment to Issue Policy;
- (c) the Commitment Conditions
- (d) Schedule A;
- (e) Schedule B, Part I – Requirements
- (f) Schedule B, Part II – Exceptions; and
- (g) a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

(a) The company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:

- (i) comply with the Schedule B, Part I – Requirements;
- (ii) eliminate, with the Company's written consent, any Schedule B, Part II – Exceptions; or
- (iii) acquire the Title or create the Mortgage covered by this Commitment.

(b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.

(c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.

(d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.

(e) The Company shall not be liable for the content of the Transaction Identification Data, if any.

This page is only a part of a 2016 ALTA Commitment for Title Insurance. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I- Requirements; and Schedule B, Part II – Exceptions.

(f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I – Requirements have been met to the satisfaction of the Company.

(g) In any event, the Company's liability is limited by the terms and provisions of the Policy.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT

(a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.

(b) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.

(c) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.

(d) The deletion or modification of any Schedule B, Part II – Exceptions does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.

(e) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.

(f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies.

The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

9. ARBITRATION

The Policy contains an arbitration clause. All arbitrable matters when the Proposed Policy Amount is \$2,000,000 or less shall be arbitrated at the option of either the Company or the Proposed Insured as the exclusive remedy of the parties. A Proposed Insured may review a copy of the arbitration rules at <http://www.alta.org/arbitration>.

This page is only a part of a 2016 ALTA Commitment for Title Insurance. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I- Requirements; and Schedule B, Part II – Exceptions.

Wyoming Title & Escrow, Inc.
Policy Issuing Agent for Old Republic National Title Insurance Company

**NOTICE
FEDERAL FOREIGN INVESTMENT IN REAL PROPERTY TAX ACT OF 1980 (FIRPTA)**

Upon the sale of United States real property, by a non-resident alien, foreign corporation, partnership or trust, the Foreign Investment in Real Property Tax Act of 1980 (FIRPTA), and as revised by the Tax Reform Act of 1984 (26 USCA 897 (C)(1)(A)(1) and 26 USCA 1445), Revised by the Path Act of 2015, These changes may be reviewed in full in H.R. 2029, now known as Public Law 114-113. See Section 324 of the law for the full text of FIRPTA changes. Effective February 27, 2016, the amendments to FIRPTA contained in the PATH Act have increased the holdback rate from 10% of gross proceeds to 15% of gross proceeds of the sale, regardless of whether the actual tax due may exceed (or be less than) the amount withheld if ANY of the following conditions are met:

1. If the amount realized (generally the sales price) is \$300,000 or less, and the property will be used by the Transferee as a residence (as provided for in the current regulations), no monies need be withheld or remitted to the IRS.
 2. If the amount realized exceeds \$300,000 but does not exceed \$1,000,000, and the property will be used by the Transferee as a residence, (as provided for in the current regulations) then the withholding rate is 10% on the full amount realized (generally the sales prices)
 3. If the amount realized exceeds \$1,000,000, then the withholding rate is 15% on the entire amount, regardless of use by the Transferee. The exemption for personal use as a residence does not apply in this scenario.
- If the purchaser who is required to withhold income tax from the seller fails to do so, the purchaser is subject to fines and penalties as provided under Internal Revenue Code Section 1445.

Escrow Holder will, upon written instructions from the purchaser, withhold Federal Income Tax from the seller and will deposit said tax with the Internal Revenue Service, together with IRS Forms 8288 and 8288-A. The fee charged for this service is \$25.00 payable to the escrow holder.

This page is only a part of a 2016 ALTA Commitment for Title Insurance. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I- Requirements; and Schedule B, Part II – Exceptions.

Wyoming Title & Escrow, Inc.
Policy Issuing Agent for Old Republic National Title Insurance Company

COMMITMENT - SCHEDULE A

1. Effective Date: October 5, 2018 at 7:30AM
2. Policy or Policies to be Issued:

2006 ALTA Standard Owners Policy

Proposed Insured:
Zach Stern

Liability:
\$2,500,000.00

Premium:
\$5,515.00

3. The interest in the land described or referred to in this Commitment and covered herein is:

Fee Simple

4. The Title is, at the Commitment Date, vested in:

Barry Griest and Linda Griest, husband and wife, tenants by the entirety

5. The land referred to in this Commitment is described as follows:

See Exhibit "A" Attached For Legal Description

Inquiries should be directed to:

Wyoming Title & Escrow, Inc.
211 East Broadway
P.O. Box 4429
Jackson, WY 83001

Escrow Officer: Wendy McDearman
Title Officer: Molly Thorn
Phone: (307)732-2983
Fax: (307)732-0200

Exhibit "A"

Legal Description

Lot 6 of Block 7 of the John D. Hall Plat No. 2, Town of Jackson, Teton County, Wyoming, according to that plat recorded in the Office of the Teton County Clerk on July 8, 1948 as Plat No. 135.

PIDN: 22-41-16-34-1-35-010

SCHEDULE B - Part I REQUIREMENTS

The following requirements must be met and completed to the satisfaction of the Company before its Policy of Title Insurance will be issued:

1. Instruments necessary to create the estate or interest to be insured must be properly executed, delivered and duly filed for record.
2. Pay the agreed amounts for the interest in the Land and/or the mortgage to be insured.
3. Pay Wyoming Title & Escrow the premiums, fees and charges for the policy.
4. You must tell us in writing the name(s) of anyone not referred to in this commitment who will get an interest in the Land or who will make a loan on the Land. We may then make additional requirements or exceptions.
5. Warranty Deed executed by Barry Griest and Linda Griest, husband and wife, vesting fee simple title to the subject property in Zach Stern.

Note:

1) A Statement of Consideration is required with each transfer of title in the State of Wyoming per Wyoming Statute 34-1-142.

2) All Grantors must cite marital status and their spouses, if any, must join in the execution of the deed(s) for the purpose of waiving any homestead rights they may have.

6. Pay all taxes, charges and assessments levied and assessed against the subject premises which are due and payable.
7. To remove Exception No(s). 16 of Schedule B - Exceptions hereof, the Company requires payment, satisfaction, cancellation, release or other disposition of said mortgage.

SCHEDULE B - Part II EXCEPTIONS

Schedule B of the policy or Policies to be issued will contain exceptions to the following matters unless the same are disposed of to the satisfaction of the Company:

- A. Defects, liens, encumbrances, adverse claims or other matters, if any, created, first appearing in the public records or attaching subsequent to the Effective Date but prior to the date the proposed Insured acquires for value of record the estate or interest or mortgage thereon covered by this Commitment.
 - 1. Any facts, rights, interest or claims which are not shown by the public records but which could be ascertained by an inspection of the land or which may be asserted by persons in possession, or claiming to be in possession, thereof.
 - 2. Easements, liens, encumbrances, or claims thereof, which are not shown by the public records.
 - 3. Any encroachment, encumbrance, violation, variation or adverse circumstance affecting the title that would be disclosed by an accurate and complete land survey of the Land and that is not shown by the public records.
 - 4. Any lien, or right to a lien, imposed by law for services, labor or material heretofore or hereafter furnished, which lien, or right to a lien, is not shown by the public records.
 - 5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; or (c) water rights, claims or title to water, whether or not the matters excepted under (a), (b) or (c) are shown by the public records.
 - 6. Any right, title or interest in any minerals, mineral rights, or related matters, including but not limited to oil, gas, coal, and other hydrocarbons, whether or not shown by the public record.
 - 7. (a) Taxes, assessments or special levies which are not now payable or which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records; proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public records; (b) Real Property Taxes for the year 2018 and subsequent years;
(c) Any service, installation, connection, maintenance or construction charges for sewer, water, electricity or garbage collection or disposal or other utilities unless shown as an existing lien by the public records.
 - 8. Taxes, special and general, assessment districts and service areas for the year 2018.
 Tax ID No.: OJ-004557
 1st Installment: \$3,348.15 OPEN
 2nd Installment: \$3,348.14 OPEN

 Note: First Installment is delinquent November 10. Second Installment is delinquent May 10.
 - 9. All matters as delineated on the Official Plat of John D. Hall Plat No. 2, on file and of record with the Teton County Clerk, Official Records of Teton County, State of Wyoming, Plat No. 135.
[Plat No. 135](#)

Terms and conditions of an affidavit, recorded November 23, 1964, as (book) 12 of Mixed Records (page) 131, Official Records.

[B12P131](#)

10. Reservations as contained in deed from John D. Hall, to Hugh G. Soest and Donna Marie Soest, recorded May 15, 1950, as (book) 8 of Deeds (page) 572, Official Records, as follows: "Reserving, however, all oil, gas and other mineral rights; said rights do not belong to this grantor."

[B8P572](#)

11. Terms and Conditions of Agreement, recorded September 16, 1950, as (book) 6 of Mixed Records (page) 518, Official Records.

[B6P518](#)

12. An easement over said land for electric distribution circuits and incidental purposes, as granted to Lower Valley Power and Light, Inc., recorded April 6, 1976, as (book) 46 (page) 467, Official Records.

[B46P467](#)

13. Easement disclosed by deed and conditions contained therein, recorded April 28, 1989, as (book) 210 (page) 401, and in deed recorded on November 14, 1991, as (book) 244, (page) 626, Official Records.

[B210P401](#)

[B244P626](#)

Relocation of Easement, recorded April 20, 2001, as (book) 420 (page) 622 Official Records.

[B420P622](#)

14. All matters shown by record of Survey D-12 E recorded May 16, 1989, as (book) 1 of Maps (page) 243, Official Records.

[D-12E](#)

15. All matters shown by record of Survey T-73A recorded July 10, 1990, as (book) 1 of Maps (page) 220, Official Records.

[T-73A](#)

Affidavit by Surveyor, recorded April 14, 1992, as (book) 250 (page) 467, Official Records.

[B250P467](#)

16. A Mortgage to secure an indebtedness in the amount of \$780,000.00, and any other obligations secured thereby, dated October 31, 2006, recorded November 6, 2006, as (book) 643 (page) 879, Official Records.

Mortgagor: Barry Griest and Linda Griest, husband and wife, as tenants by the entireties
Mortgagee: Mortgage Electronic Registration Systems, Inc. ("MERS") acting solely as nominee for
Bank of Jackson Hole
Loan No: 146151348
MIN No.: 100015700071286526

[B643P879](#)

The Beneficial Interest under said Mortgage was assigned of record to Bank of America, N.A., Successor by Merger to BAC Home Loans Servicing LP, fka Countrywide Home Loans Servicing LP, for the Benefit of Deutsche Bank National Trust Company, as Trustee for GSAA Home Equity Trust 2005-8, by assignment recorded November 7, 2011, as (book) 793 (page) 332, Official Records.

[B793P332](#)

The Beneficial Interest under said Mortgage was assigned of record to Nationstar Mortgage, LLC, by assignment recorded August 26, 2013, as (book) 852 (page) 578, Official Records.

[B852P578](#)

Corrective Assignment of Mortgage recorded February 12, 2016, as (book) 914 (page) 317, Official Records.

[B914P317](#)

***** End of Schedule B *****

*** INFORMATIONAL NOTES:

The policy to be issued contains an arbitration clause. All arbitrable matters when the amount of Insurance is \$2,000,000 or less shall be arbitrated at the option of either the Company or the Insured as the exclusive remedy of the parties. You may review a copy of the arbitration rules at ~www.alta.org~.

If the proposed insured under the policy to issue has any questions concerning the coverage or exclusions from coverage, the Company will be pleased to provide an explanation. Please contact the title officer named on Schedule A of this commitment.

Address: 540 Cache Creek Drive, Jackson, WY 83001

IMPORTANT NOTICE- ACCEPTABLE TYPES OF FUNDS

Any funds deposited for the closing must be deposited into the escrow depository and cleared prior to disbursement.

IMPORTANT NOTE: PLEASE BE ADVISED THAT ESCROW HOLDER DOES NOT ACCEPT CASH, MONEY ORDERS, ACH TRANSFERS OR ANY FOREIGN CHECKS.

PLEASE CONTACT ESCROW REGARDING QUESTIONS ON TYPE OF FUNDS REQUIRED IN ORDER TO FACILITATE THE PROMPT CLOSING OF THIS TRANSACTION.

The Teton County Clerk has requested that the following PIN number be included in all recorded instruments for the subject property:

PIDN: 22-41-16-34-1-35-010

*** CHAIN OF TITLE REPORT

According to the public records, no documents conveying the property described in this report have been recorded within a period of 24 months prior to the date of this report, except as shown herein:

NONE

PRIVACY POLICY NOTICE

Purpose Of This Notice

Title V of the Gramm-Leach-Bliley Act (GLBA) generally prohibits any financial institution, directly or through its affiliates, from sharing nonpublic personal information about you with a nonaffiliated third party unless the institution provides you with a notice of its privacy policies and practices, such as the type of information that it collects about you and the categories of a persons or entities to whom it may be disclosed. In compliance with the GLBA, we are providing you with this document which notifies you of the privacy policies and practices of:

Montana Title and Escrow Company
National Closing Solutions, Inc.
National Closing Solutions of Alabama, LLC
National Closing Solutions of Maryland, Inc.
Texas National Title

Placer Title Company
Placer Title Insurance Agency of Utah
Premier Title Agency
North Idaho Title Insurance Company
Wyoming Title and Escrow Company

We may collect nonpublic personal information about you from the following sources:

- Information we receive from you, such as an application or other forms.
- Information about your transactions we secure from our files, or from our affiliates or others.
- Information we receive from a consumer reporting agency.
- Information we receive from others involved in your transaction, such as the real estate agent or lender.

Unless it is specifically stated otherwise in an amended Privacy Policy Notice, no additional nonpublic personal information will be collected about you.

We may disclose any of the above information that we collect about our customers or former customers to our affiliates or to nonaffiliated third parties as permitted by law.

We also may disclose this information about our customers or former customers to the following types of nonaffiliated companies that perform marketing services on our behalf or with whom we have joint marketing agreements:

- Financial service providers such as companies engaged in banking, consumer finances, securities and insurance.
- Nonfinancial companies such as envelope stuffers and other fulfillment service providers.

We do not disclose any nonpublic personal information about you with anyone for any purpose that is not specifically permitted by law.

We restrict access to nonpublic personal information about you to those employees who need to know that information in order to provide products or services to you. We maintain physical, electronic and procedural safeguards that comply with federal regulations to guard your nonpublic personal information.



FACTS	WHAT DOES OLD REPUBLIC TITLE DO WITH YOUR PERSONAL INFORMATION?
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Why?	Financial companies choose how they share your personal information. Federal law gives consumers the right to limit some but not all sharing. Federal law also requires us to tell you how we collect, share, and protect your personal information. Please read this notice carefully to understand what we do.
What?	The types of personal information we collect and share depend on the product or service you have with us. This information can include: • Social Security number and employment information • Mortgage rates and payments and account balances • Checking account information and wire transfer instructions When you are <i>no longer</i> our customer, we continue to share your information as described in this notice.
How?	All financial companies need to share customers' personal information to run their everyday business. In the section below, we list the reasons financial companies can share their customers' personal information; the reasons Old Republic Title chooses to share; and whether you can limit this sharing.

Reasons we can share your personal information	Does Old Republic Title share?	Can you limit this sharing?
For our everyday business purposes – such as to process your transactions, maintain your account(s), or respond to court orders and legal investigations, or report to credit bureaus	Yes	No
For our marketing purposes – to offer our products and services to you	No	We don't share
For joint marketing with other financial companies	No	We don't share
For our affiliates' everyday business purposes – information about your transactions and experiences	Yes	No
For our affiliates' everyday business purposes – information about your creditworthiness	No	We don't share
For our affiliates to market to you	No	We don't share
For non-affiliates to market to you	No	We don't share

Questions	Go to www.oldrepublictitle.com (Contact Us)
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Who we are	
Who is providing this notice?	Companies with an Old Republic Title name and other affiliates. Please see below for a list of affiliates.
What we do	
How does Old Republic Title protect my personal information?	To protect your personal information from unauthorized access and use, we use security measures that comply with federal law. These measures include computer safeguards and secured files and buildings. For more information, visit http://www.OldRepublicTitle.com/newnational/Contact/privacy .
How does Old Republic Title collect my personal information?	We collect your personal information, for example, when you: • Give us your contact information or show your driver's license • Show your government-issued ID or provide your mortgage information • Make a wire transfer We also collect your personal information from others, such as credit bureaus, affiliates, or other companies.
Why can't I limit all sharing?	Federal law gives you the right to limit only: • Sharing for affiliates' everyday business purposes – information about your creditworthiness • Affiliates from using your information to market to you • Sharing for non-affiliates to market to you. State laws and individual companies may give you additional rights to limit sharing. See the "Other important information" section below for your rights under state law.
Definitions	
Affiliates	Companies related by common ownership or control. They can be financial and nonfinancial companies • Our affiliates include companies with an Old Republic Title name, and financial companies such as Attorneys' Title Fund Services, LLC, Lex Terrae National Title Services, Inc., Mississippi Valley Title Services Company, and The Title Company of North Carolina.
Non-affiliates	Companies not related by common ownership or control. They can be financial and non-financial companies. • Old Republic Title does not share with non-affiliates so they can market to you
Joint Marketing	A formal agreement between non-affiliated financial companies that together market financial products or services to you.

- Old Republic Title doesn't jointly market.

Other Important Information

Oregon residents only: We are providing you this notice under state law. We may share your personal information (described on page one) obtained from your or others with non-affiliate service providers with whom we contract, such as notaries and delivery services, in order to process your transactions. You may see what personal information we have collected about you in connection with your transaction (other than personal information related to a claim or legal proceeding). To see your information, please click on "Contact Us" at www.oldrepublictitle.com and submit your written request to the Legal Department. You may see and copy the information at our office or ask us to mail you a copy for a reasonable fee. If you think any information is wrong, you may submit a written request online to correct or delete it. We will let you know what actions we take. If you do not agree with our actions, you may send us a statement.

Affiliates Who May be Delivering This Notice

American First Abstract, LLC	American First Title & Trust Company	American Guaranty Title Insurance Company	Attorneys' Title Fund Services, LLC	Compass Abstract, Inc.
eRecording Partners Network, LLC	Genesis Abstract, LLC	Kansas City Management Group, LLC	L.T. Service Corp.	Lenders Inspection Company
Lex Terrae National Title Services, Inc.	Lex Terrae, Ltd.	Mara Escrow Company	Mississippi Valley Title Services Company	National Title Agent's Services Company
Old Republic Branch Information Services, Inc.	Old Republic Diversified Services, Inc.	Old Republic Exchange Company	Old Republic National Title Insurance Company	Old Republic Title and Escrow of Hawaii, Ltd.
Old Republic Title Co.	Old Republic Title Company of Conroe	Old Republic Title Company of Indiana	Old Republic Title Company of Nevada	Old Republic Title Company of Oklahoma
Old Republic Title Company of Oregon	Old Republic Title Company of St. Louis	Old Republic Title Company of Tennessee	Old Republic Title Information Concepts	Old Republic Title Insurance Agency, Inc.
Old Republic Title, Ltd.	Republic Abstract & Settlement, LLC	Sentry Abstract Company	The Title Company of North Carolina	Title Services, LLC
Trident Land Transfer Company, LLC				

JOHN D. HALL PLAT No. 2

TETON COUNTY, WYOMING
Scale 1"=100'
T. Ross Wilson, C.E.
Alta, Wyoming

DEDICATION

STATE OF WYOMING } ss
County of Teton }

The above or foregoing subdivision of the SW1/4 of Section 34, T41N, R16W, E8PM, excepting therefrom the North 66 feet of the above-said SW1/4, as appears on this plat, is with the free consent and in accordance with the desires of the undersigned owner and proprietor, and the streets and alleys, as hereon shown, are hereby dedicated to public use in fee simple.

John D. Hall
John D. Hall

STATE OF WYOMING } ss
County of Teton }

I hereby certify that the foregoing dedication was signed in my presence and before me by John D. Hall this 1st day of July, 1948.

E. N. Moody
Notary Public
My commission expires October 26, 1950.

Approved by the Board of County Commissioners of Teton County, Wyoming, this 6th day of July, 1948.

Stace Osmond
Clerk of said Board (SEAL)

Approved by the Town Council of the Town of Jackson, Wyoming, this 6th day of July, 1948.

Stace Osmond
Town Clerk

STATE OF WYOMING } ss # 34518
County of Teton }

Filed for record in my office this 8 day of July, 1948, at 9:30 o'clock A.M., and recorded as Plat No. 135.

Stace Osmond
County Clerk & Ex-Officio Register of Deeds
Plat # 25.00



135

* See Plat #101 for Vacation of Lots



15989

DATE	INVOICE NO.	COMMENT	AMOUNT	NET AMOUNT
08/16/2019	16-046-04	Development Plan 16-046-04		3,000.00
DATE 08/16/19			VENDOR Town of Jackson	TOTAL
				3,000.00

Nelson Engineering

Professional Engineers & Land Surveyors
P.O. Box 1599, JACKSON WYOMING 83001-1599
307-733-2087

First Interstate Bank
802 West Broadway
P.O. Box 11095
Jackson, WY 83002-1095

99-12
1023

15989

PAY

Three Thousand and no/100

DATE

AMOUNT

08/16/19

15989

\$3,000.00

TO THE
ORDER
OF

TOWN OF JACKSON
P.O. BOX 1687
JACKSON WY 83001



AUTHORIZED SIGNATURE

⑈015989⑈ ⑆102300129⑆4700011721⑈

Town of Jackson
Project Plan Review History

PLANNING

Project Number	P19-199	Applied	8/21/2019	STOL
Project Name	Development Plan - 540 Cache Creek Drive	Approved		
Type	DEVPLAN	Closed		
Subtype		Expired		
Status	STAFF REVIEW	Status		

Applicant Nelson Engineering	Owner	540 CACHE CREEK LLC
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Site Address	City	State	Zip
540 CACHE CREEK DRIVE	JACKSON	WY	83001

Subdivision	Parcel No	General Plan
HALL, JOHN D 2ND	22411634135010	

Type of Review	Status	Dates			Remarks
		Sent	Due	Received	
Contact Notes Building Kelly Sluder	APPROVED	8/21/2019	9/11/2019	8/22/2019	
Fire Kathy Clay	NO COMMENT	8/21/2019	9/11/2019	8/26/2019	
Joint Housing Dept Stacy Stoker (9/12/2019 9:09 AM SAS) This development plan's housing mitigation requirement is an In-lieu Fee. Since there is not a unit requirement, the Housing Department has no comments.	APPROVED	8/21/2019	9/12/2019	9/12/2019	See notes
Legal Lea Colasuonno	APPROVED	8/21/2019	9/11/2019	8/31/2019	no comment at this time.
Parks and Rec Steve Ashworth		8/21/2019	9/12/2019		
Pathways Brian Schilling	APPROVED W/CONDITI	8/21/2019	9/12/2019	9/13/2019	

Type of Review	Status	Dates			Remarks
		Sent	Due	Received	
Contact					
Notes					
(9/13/2019 8:06 AM STOL)					
P19-199 and 200, 540 Cache Creek Dr. Development Plan and Hillside CUP					
Comments from Teton County/TOJ Pathways Department					
Status: approved w/conditions					
- Streetscape - Streetscape should follow the 2015 Community Streets Plan, which identifies the property in the Village zone, District 3, which calls for a 5’ sidewalk with a 6’ furnishing zone. - Continuous sidewalk - Sidewalks shall be continuous when crossing access driveways. - The concrete sidewalk surface and texture shall continue uninterrupted across the entire access driveway. The sidewalk shall be constructed so that it remains at a consistent vertical alignment with the sidewalk legs on either side of the driveway. I.e., the sidewalk shall not ramp down when crossing the driveway access, rather the driveway should rise to the level of the sidewalk. Any vertical change from the street elevation to the sidewalk elevation should be restricted to the driveway apron in the buffer space between the sidewalk and street.					
Planning	APPROVED W/CONDITI	8/21/2019	9/11/2019	9/10/2019	Staff Report
Brendan Conboy					
Police	NO COMMENT	8/21/2019	9/11/2019	8/21/2019	
Todd Smith					
(8/21/2019 4:51 PM STOL)					
No concerns.					
Todd Smith					
Public Works	APPROVED W/CONDITI	8/21/2019	9/12/2019	9/12/2019	SEE NOTES
Rachelle Rhodes					

Type of Review	Status	Dates			
		Sent	Due	Received	Remarks
Contact					
Notes					
(9/12/2019 3:50 PM RR)					
Development Plan Review – APPROVED					
P19-199					
APPLICANT: Nelson Engineering, Josh Kilpatrick					
ADDRESS: 540 Cache Creek Drive					
9/12/2019					
Rachelle Rhodes, 307-733-3079					
DATE OF SUBMITTAL: 8/21/2019					
DATE OF MATERIALS: 8/16/2019 (Civil Plans)					
REVISION NO.: 0					

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

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

In addition to the required Town of Jackson submittal requirements, The Engineering Department requires applicants to submit plans, documents, etc in electronic PDF format in addition to the standard paper submittal(s). Please submit these materials through Tiffany Stolte of the Planning Department (tstolte@jacksonwy.gov).

PRIOR TO BUILDING PERMIT APPROVAL:

1. All onsite power and cable utilities shall be shown as underground and location(s) of transformers indicated. Please review the “proposed wire utility easement” with Lower Valley Energy. Typical utility easements for power or gas are 15-feet wide for constructability.
2. A complete and detailed landscaping plan shall be required.
3. Please be advised that infrastructure improvements necessary to meet the capacity demands and requirements for the proposed development shall be the responsibility of the developer. The Town of Jackson is not responsible for upsizing or extending of potable water, sanitary sewer, or storm drainage to meet development needs so long as the existing utility systems are within a reasonable distance of the subject property.
4. A parking and access plan per the LDR’s shall be required. The dimensions of the parking spaces and drive lanes, including turning movements (both ingress and egress), shall be clearly shown on the plans for review.
5. A pedestrian corridor plan shall be provided for review. This shall include all dimensions and elevations in relation to existing curb and future development together with ADA compliance. If awnings or canopies are proposed within the right-of-way, dimensional and drainage information shall be included on the plans.
6. All work to be completed within the Town’s right-of-way shall be specifically addressed.
7. Snow storage areas for the site shall be indicated on the plans.

PLEASE BE ADVISED THAT:

8. A Public Right-of-Way (Encroachment) Permit is required for any work within the public right-of-way.
9. A demolition permit is required for each existing structure to be removed from the site. Water and sewer services to be abandoned for the project shall be abandoned at the main during the demolition phase of the project.

Type of Review	Status	Dates			
		Sent	Due	Received	Remarks
Contact					
Notes					
10. The approval of this application confirms that the Town of Jackson has evaluated the application submitted by the applicant and determined that it meets the minimum applicable construction and design standards of the Town’s Land Development Regulations as they pertain to Public Works review. Nothing in this approval constitutes an endorsement by the Town of Jackson of the construction or the design of the proposed development. The Town assumes no liability for, and does not in any way guarantee or warrant the performance or operation of the development.					
11. This approval does not relieve the permittee from any duty to obtain any other permit or authorization that may be required by any provision of federal, state or local codes and ordinances; nor does it permit violation of any section of federal, state or local codes and ordinances.					
START		8/21/2019	9/12/2019		
Darren Brugmann					

From: [Brian Schilling](#)
To: [Brendan Conboy](#)
Subject: RE: Departmental Reviews 540 Cache Creek Dev Plan and Hillside CUP
Date: Wednesday, September 18, 2019 3:00:26 PM
Attachments: [image.png](#)

Brendan,

This property is in a funny zone...there aren't currently any sidewalks on the south side, and the one on the north side is an attached (non-conforming) sidewalk. So on the one hand I see the applicant's point and don't necessarily feel it's a deal breaker to not require a sidewalk, on the other hand I worry about making the exception of saying "well, there isn't one there right now, so maybe they shouldn't have to" and then that continues for the next applicant and the next one, and also makes it that much harder should this street ever come up as a possible Town project.

One compromise position I could see is to lay out the space for a future sidewalk (that meets the 5'/6' layout of the Community Streets Plan and takes into account the continuous driveway crossing) and any easement space that would be needed for that, but not require the applicant to construct the sidewalk at this time. That would give the Town some benefit in that they'd have a secured space for a sidewalk should the need for a connection ever come up.

Thanks,

Brian

From: Brendan Conboy [mailto:BConboy@jacksonwy.gov]
Sent: Tuesday, September 17, 2019 10:04 AM
To: Brian Schilling <bschilling@tetoncountywy.gov>; Rachelle Rhodes <RRhodes@jacksonwy.gov>
Cc: jkilpatrick@nelsonengineering.net
Subject: FW: Departmental Reviews 540 Cache Creek Dev Plan and Hillside CUP

Hi Brian and Rachelle,

Attached are the applicant's responses to your departmental reviews for P19-199/200 Dev Plan and Hillside CUP for 540 Cache Creek Drive. Could you please look this over and get back to me with comments?

Thanks,

Brendan

From: jkilpatrick@nelsonengineering.net [mailto:jkilpatrick@nelsonengineering.net]
Sent: Tuesday, September 17, 2019 9:19 AM
To: Brendan Conboy <BConboy@jacksonwy.gov>
Cc: bolson@nelsonengineering.net; 'Ryan Walters' <ryan@farmerpaynearchitects.com>; 'Benjamin Goldberg' <ben.goldberg@orion-companies.com>
Subject: RE: Departmental Reviews 540 Cache Creek Dev Plan and Hillside CUP

Hi Brendan,

I attached some comments to the Dev. Plan reviews and I was hoping you could circulate to get some answers? It appears the CUP was approved?

Thanks,

Josh Kilpatrick, PE

Project Engineer

PH: (307)690-2086

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immediately by return email and delete this document.*

From: Brendan Conboy <BConboy@jacksonwy.gov>

Sent: Monday, September 16, 2019 9:10 AM

To: jkilpatrick@nelsonengineering.net

Subject: Departmental Reviews 540 Cache Creek Dev Plan and Hillside CUP

Hi Josh,

Attached are the departmental reviews for 540 Cache Creek Drive applications. I am working on the staff report at the moment. Let me know if you have any questions.

Thanks,

Brendan

BRENDAN CONBOY
ASSOCIATE PLANNER
TOWN OF JACKSON
P.O. Box 1687
JACKSON, WY 83001

(P)(307) 734-3493
(F)(307) 734-3563

bconboy@jacksonwy.gov

www.townofjackson.com



Correspondence, including e-mail, to and from employees of Teton County, in connection with the transaction of public business, is subject to the Wyoming Public Records Act and may be disclosed to third parties.

From: [Matt Kim-Miller](#)
To: [Brendan Conboy](#)
Cc: [Paul Anthony](#); [Lea Colasuonno](#); [Benjamin Goldberg](#)
Subject: RE: 540 Cache Creek Access from Snow King Drive
Date: Wednesday, October 2, 2019 2:11:09 PM
Attachments: [image.png](#)
[image.png](#)
[image.png](#)
[image.png](#)
[1009 Street naming resolution.pdf](#)
[1979 Plat map affidavit.pdf](#)
[Annex 1.pdf](#)

Hi Brendan. Thanks for the e-mail. The below describes our analysis of Snow King Drive, which was performed in response to your initial email.

A 1998 resolution in relation to the names of Town streets shows that Snow King Drive is a public road (see attached). Snow King Drive is maintained by the Town, and in the past year the Town has been repairing water lines under the road—something that would not have been done if the road were private.

Snow King Estates was formally annexed into the Town of Jackson in 1990—see attached. The most recent plat in the subdivision (Plat 1349), which concerns lots 17 and 20 and is from 2015, states that “access to this subdivision is from Snow King Estates Drive, a public road serving this subdivision.” As with all plats, the Town of Jackson reviewed, approved and executed the plat. The Town would not have accepted that statement if Snow King Estates were not a public drive. Over the years, the Town has entered into various encroachment agreements in relation to properties along Snow King Drive, again showing that the road is a public road.

As to the private documentary history, it is as follows: The original plat from 1978 (plat 168) did not state one way or the other whether the road is public or private. The covenants are also silent (Book 12, MR 290). That said, in affidavits that were filed after the original Plat (Book 78, P 454; Book 78, P 456; Book 78, P 458), the developer of the subdivision and other individuals providing affidavits were quite clear that the road is public. In the attached affidavit from the developer, Earl Walters, he states that “at no times were the roadways . . . intended . . . to be private roadways . . .” and instead “[t]hat at all times during and subsequent to the approval process for the subdivision of the property and the filing of the plat thereof, it was my intent that the roadways and utilities easements shown thereon would be dedicated to the public for public use” and maintained by Teton County. That affidavit speaks of a dedication conveyance to Teton County, though Teton County did not accept the roadway. This was resolved when the neighborhood was annexed into the Town and Town maintenance of the roads and related utilities began.

When Snow King Estates was replatted in 1980 (plat 416), that plat did state that the roads are private. In a transfer of subdivision improvements from 1982 (Book 132, P 277), specific subdivision improvements, such as telephone lines, sanitary sewer, the underground water supply system, including all lines and mains and all “roadway improvements” were transferred to the Snow King Estates Homeowners Association, Inc. In that same instrument, the HOA agreed to be responsible for the repair and maintenance of the roads. The replat and the 1982 HOA dedication do not change the public’s rights over the road, and the fact that the Town has been owning, operating and maintaining the roads for many years. From corporate records, the HOA has been defunct since

1995. The HOA has not maintained the road for decades.

For the above reasons, Snow King Drive is currently a public road, and has been since the 1990s. This has been confirmed in discussions with the Town's public works, and is evidenced by the fact, as you mentioned, that in a prior development application for a FDP approval for this lot, access to Snow King Drive was permitted by the Town. Ben Goldberg, copied here, also had a discussion and emails with Audrey Cohen-Davis, who also concluded that it was a public road. As a final point, the scope of the public road is such that it abuts the 540 Cache parcel allowing direct access to the public road.

If you have any questions, please let me know as I would be happy to discuss.

Matt

Matt Kim-Miller

Holland & Hart LLP

Overnight: 25 S. Willow Street, Suite 200

U.S. Mail: P.O. Box 68

Jackson, WY 83001

T 307.734.4504



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From: Brendan Conboy <BConboy@jacksonwy.gov>

Sent: Thursday, September 26, 2019 11:04 AM

To: Matt Kim-Miller <MWKimMiller@hollandhart.com>

Cc: Paul Anthony <panthony@jacksonwy.gov>; Lea Colasuonno <lcolasuonno@jacksonwy.gov>

Subject: 540 Cache Creek Access from Snow King Drive

Hi Matt,

Mr. Bob Caspar, owner of 620 Snow King Drive stopped by my office Tuesday morning with a question concerning the proposed access off of Snow King Drive to 540 Cache Creek Drive. We wanted to inform you in case he chooses to make a formal legal challenge. His question regards the fact that your client would be taking access from a roadway easement that is otherwise on his property. During the pre-application meeting and follow up email I sent you on February 8, 2019, we responded to your question of whether access was allowed from Snow King Drive by stating that, *"We have permitted access from Snow King with a previous FDP approval for this lot in the past so it is safe to assume we would allow access with this application, however Tyler said that you should research the roadway easement to ensure that it doesn't prohibit such access."* We are currently looking into the matter in more detail here, but in the meantime I am wondering if you researched

the roadway easement as requested and if you could provide your determination on access from the roadway easement. Any assistance you can provide will help us address Mr. Caspar's concerns and potentially avoid further complications. In the event that access is not allowed from Snow King Drive, we will need to meet to discuss alternative access to the proposed subdivision and resubmittal of Building Permit, Development Plan, and Hillside CUP materials.

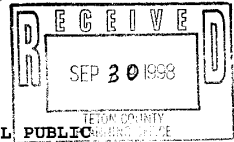
Thanks,
Brendan

BRENDAN CONBOY
ASSOCIATE PLANNER
TOWN OF JACKSON
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RESOLUTION 98-10



A RESOLUTION ESTABLISHING STREET NAMES FOR ALL PUBLIC AND PRIVATE STREETS WITHIN THE TOWN OF JACKSON

WHEREAS, the Mayor and Town Council of the Town of Jackson recognize that confusion over the names of streets within the Town of Jackson can be injurious to the conduct of private commerce, can be detrimental to the provision of emergency services, and can be a source of frustration to tourists and residents alike; and

WHEREAS, the Mayor and Town Council of the Town of Jackson believe that the way to avoid possible confusion over the names of streets within the Town of Jackson is to officially establish such names;

NOW THEREFORE, BE IT RESOLVED by the Mayor and Town Council of the Town of Jackson, in regular session duly assembled, that the following are the established names of the public and private streets within the Town of Jackson:

Absaroka Drive
Alpine Lane
Alpine View Lane
Arapahoe Lane
Aspen Drive
Berger Lane
Blair Drive
Blair Place (Private)
Broadway Avenue
Buffalo Way
Cache Creek Drive
Cache Street
Canyon Drive
Carol Lane
Cedar Lane (Private)
Cedar Loop
Center Street
Clark Street
Clissold Street
Corner Creek Lane
Coulter Avenue
Crabtree Lane
Daisy Lane
Dandelion Court (Private)
Deloney Avenue
Dogwood Drive
Dusty Acres Road
Elk Run Lane
Enoch Ferrin Circle
Flat Creek Drive
Four Wheel Drive (Private)
Gill Avenue
Glenwood Street
Gregory Lane
Gros Ventre Street
Hall Avenue
Hansen Avenue
Henly Road (Private)
Hidden Ranch Lane
Hidden Ranch Loop
High School Road
Highway 89
Huff Lane (Private)
Jackson Street
Jean Street
Karns Avenue
Kelly Avenue
King Street
Lakota Lane
Lilac Lane
Lodgepole Lane
MacLeod Drive (Private)
Maple Way

Martin Lane
May Way
Meadowlark Lane
Mercill Avenue
Middle School Road (Private)
Millward Street
Moose Street
Moran Street
Mountain View Lane
Nelson Drive
No Name Street
Pawnee Lane
Pearl Avenue
Perry Street
Pine Drive
Pioneer Lane
Powderhorn Lane
Rancher Street
Rangeview Drive
Redmond Street
Rosenkrans (Private)
Saddle Butte Drive (Private)
Scott Lane
Seneca Lane
Shelby Lane (Private)
Simon Lane
Simpson Avenue
Smith Lane
Snow King Avenue
Snow King Court
Snow King Estates Drive
Snow King Loop (Private)
Spruce Drive
Stacey Lane
Stellaria Lane
Stormy Circle
Teton Avenue
Trails End
Tribal Trail Road
Upper Cache Creek Drive
Upper Redmond Road (Private)
V-O Lane (Private)
Veronica Lane
Vine Street
Virginian Lane
Wapiti Drive
Whitehouse Drive
Wildflower Court (Private)
Willow Branch Court (Private)
Willow Street
Wister Avenue

Grantor: TOWN OF JACKSON
Grantee: THE PUBLIC
Doc. 9475191, Bk 362, Pl 1954-1955 Filed at 09:52 on 10/02/98
By: Teton County Clerk's Office
By JULIE HODGES Deputy

BE IT FURTHER RESOLVED that by establishing the street names set forth above the following street name changes are being explicitly acknowledged:

First Street (as originally found on the plat of the Original Townsite, otherwise known as Plat No. 100, as recorded in the office of the Teton County Clerk) is replaced by Gill Avenue;
Second Street (as originally found on the plat of the Original Townsite, otherwise known as Plat No. 100, as recorded in the office of the Teton County Clerk) is replaced by Deloney Avenue;
North Street (as originally found on the plat of the Joseph R. Jones Lots, otherwise known as Plat No. 113, as recorded in the office of the Teton County Clerk) is replaced by Mercill Avenue;
South Street (as originally found on the plat of the Cache Creek Second Addition to the Town of Jackson, otherwise known as Plat No. 109, as recorded in the office of the Teton County Clerk) is replaced by Hansen Avenue;
Norwood Avenue (as originally found on the plat of the Meadowland Addition to the Town of Jackson, otherwise known as Plat No. 127, as recorded in the office of the Teton County Clerk) is replaced by Snow King Avenue;
Ferrin Way (as originally found on the plat of the Ferrin Addition to the Town of Jackson, otherwise known as Plat No. 401, as recorded in the office of the Teton County Clerk) is replaced by Upper Cache Creek Drive; and
Snow King Drive (as originally found on the plat of Snow King Estates, otherwise known as Plat No. 168, as recorded in the office of the Teton County Clerk) is replaced by Snow King Estates Drive;

BE IT FURTHER RESOLVED that by establishing the street names set forth above the following private street names are being explicitly acknowledged for the first time:

Four Wheel Drive (Private road extending north from Hidden Ranch Lane serving Lots 13A and 13B of the Hidden Ranch Addition to the Town of Jackson as well as adjoining properties to the north and south of Lots 13A and 13B.)
Middle School Road (Private road connecting High School Road and Blair Drive.)

BE IT FURTHER RESOLVED that by adopting this resolution the Town Council respectfully requests the Teton County Clerk to mark the above-referenced plats with the changes in street name as also noted above.

The undersigned duly qualified and acting Town Clerk of the Town of Jackson certifies that the foregoing is a true and correct copy of a Resolution adopted by the Town Council on the 3rd day of August, 1998.



TOWN OF JACKSON, WYOMING

BY: Ray Casper
Mayor

Jefferson

AFFIDAVIT

STATE OF UTAH)
) ss.
COUNTY OF SALT LAKE)

I, Earl D. Walters being first duly sworn depose and say:

1. That I am the same Earl D. Walters that on the 9th day of August, 1965 was the owner of a parcel of land in Teton County, Wyoming and that as owner I signed the subdivision plat for the subdivision known as Snow King Estates, Teton County, Wyoming and that the plat was recorded August 9, 1965 as Plat Number 168.

2. That at no time were the roadways within the said Snow King Estates Subdivision intended by me, as record owner and subdivider, to be private roadways for the exclusive use of purchasers of property within the subdivision.

3. That at all times during and subsequent to the approval process for the subdivision of the property and the filing of the plat thereof, it was my intent that the roadways and utilities easements shown thereon would be dedicated to the public for public use and it was my wish and intention at that time that the roads would be accepted by and maintained by the County of Teton, State of Wyoming.

4. That on or about the 2nd day of August, 1965 I obtained from Vern Hughes, former owner of the property subject to the Snow King Estates Subdivision and at that time Mortgagee of the property, his signature on an agreement for dedication of the

-1-

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No. 190892	6.00 pd
County Clerk	

streets, roads, and easements within the subdivision to the public for public use, said agreement being for the purpose of having the County of Teton, State of Wyoming accept the said roadways as public roadways of the County of Teton.

5. Said agreement was never filed and made of record for the sole reason that the County of Teton refused to accept the responsibility for the maintenance of the roadways within the Subdivision, but it nevertheless remained the intent of the owner and mortgagee that the roadways be available for use by the public.

FURTHER this affiant sayeth not.

Earl D. Walters
Earl D. Walters

Subscribed and sworn to before me this 9th day of November, 1978.

Gilbert K. Berryman
Notary Public
Residing at: Mountain View, Wyo.

(SEAL)

My Commission Expires: Sept 13, 1982

ORDINANCE NO. 403

AN ORDINANCE ANNEXING CERTAIN PROPERTY, GENERALLY DESCRIBED AS THE SNOW KING ESTATES SUBDIVISION, TETON COUNTY, WYOMING; AMENDING THE ZONING DISTRICT MAP TO INCLUDE THE ANNEXED PROPERTY AND CLASSIFY IT AS A PART OF THE LR-1 ZONING DISTRICT; AMENDING THE CORPORATE LIMITS OF THE TOWN OF JACKSON; AND PROVIDING FOR AN EFFECTIVE DATE.

BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED, THAT:

SECTION I.

The Town Council of the Town of Jackson having duly adopted a resolution for the annexation of the Snow King Estates Subdivision, at its regular meeting on the 20th day of February 1990, said resolution certifying that the conditions set forth in Wyoming Statutes §15-1-402 have been met and public notice having been given and a public hearing thereon having been held pursuant to the requirements of law, and no protest having been received against the annexation of the property, the following property lying contiguous with and adjacent to the Town of Jackson, County of Teton, State of Wyoming, is hereby added to, taken in and made a part of the Town of Jackson, County of Teton, State of Wyoming, said land being more particularly described on Exhibit "A" attached hereto and by this reference made a part hereof.

SECTION II.

On the taking effect of this Ordinance, the corporate limits of the Town of Jackson and boundary lines thereof shall show and include the above-described property as being within and a portion of said Town.

SECTION III.

The Zoning District Map of the Town of Jackson contained in Town of Jackson Ordinance No. 269 is hereby amended to include the foregoing described property within the Large Single-Family Residential District (LR-1) classification.

SECTION IV.

The Town Clerk of the Town of Jackson is hereby authorized and directed to file a certified copy hereof with the County Clerk of Teton County, Wyoming, and with the Secretary of State of the State of Wyoming.

SECTION V.

This Ordinance shall take effect from and after the date of its passage.

Recorded <u>June 26 1990</u> at <u>9:40 A M</u>
In Book <u>226</u> of <u>Photo</u> Page <u>93-95</u>
No. <u>299056</u> \$8.00
<i>Sella Woodward</i> County Clerk
V. Jolynn Coonce

RELEASED	☒
INDEXED	☒
ABSTRACTED	☒

PASSED 1ST READING THE 19th DAY OF March, 1990.

PASSED 2ND READING THE 2nd DAY OF April, 1990.

PASSED, APPROVED AND ADOPTED THE 19th DAY OF June, 1990.

TOWN OF JACKSON

BY: [Signature]

Mayor

ATTEST:

BY: [Signature]

Town Clerk

ATTESTATION OF TOWN CLERK

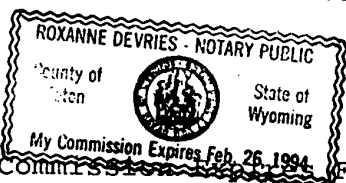
STATE OF WYOMING)
)
COUNTY OF TETON) ss.
)
TOWN OF JACKSON)

I hereby certify that the foregoing Ordinance No. 403 was duly published in the Jackson Hole Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the 28th day of March, 1990.

I further certify that the foregoing Ordinance was duly recorded on page _____ of Book 3 of Ordinances of the Town of Jackson, Wyoming.

[Signature]
Town Clerk

Subscribed and sworn before me this 21st day of June, 1990.



[Signature]
Notary Public, Roxanne DeVries

My Commission Expires February 26, 1994.

Exhibit A

All lands lying and being situate in the NW1/4 of the SE1/4, of Section 34, T41N, RNG116W, 6th PM, Teton County, Wyoming, excepting those lands presently included within the incorporated limits of the Town of Jackson.



TOWN OF JACKSON PLANNING COMMISSION AGENDA DOCUMENTATION

PREPARATION DATE: NOVEMBER 1, 2019
MEETING DATE: NOVEMBER 6, 2019

SUBMITTING DEPARTMENT: PLANNING
DEPARTMENT DIRECTOR: PAUL ANTHONY
PRESENTER: PAUL ANTHONY

SUBJECT: **ITEM P18-218** A REQUEST TO AMEND THE JACKSON HOLE GOLF AND TENNIS MASTER PLAN PURSUANT TO SECTION 8.7.3, PLANNED UNIT DEVELOPMENT (PUD) OF THE TETON COUNTY LAND DEVELOPMENT REGULATIONS.

APPLICANT: Y2 CONSULTANTS

PROPERTY OWNER: JACKSON HOLE GOLF AND TENNIS RESORT. LLC

REQUESTED ACTION

Jackson Hole Golf and Tennis (JHG&T) is requesting an amendment to its Resort Master Plan and an amendment to the text of the LDRs as further stated below:

- Approval of a Master Plan Amendment pursuant to Section 8.7.3 of the Teton County Land Development Regulations to amend the physical area and use standards for the golf maintenance and employee housing area, and include the cell tower use as part of Required Utilities on the Property (PUD2019-0002).
- Approval of a LDR Text Amendment, pursuant to Section 8.4.2 of the Teton County Land Development Regulations, to update the language in *Section 4.3.5, Jackson Hole Gold and Tennis Club* of the LDRs in order to ensure consistency with the proposed changes to the PUD Resort Master Plan proposed as part of this application (AMD2019-0004).

The application includes the 2 sets of findings associated with a PUD application (Section 8.7.3 and 4.3.1.D), a red-lined version of the withdrawn application narrative PUD2018-0001, clean application narrative, PUD Site Plan Map, a Master Site Plan and a red-lined version of the Master Plan reflecting proposed amendments.

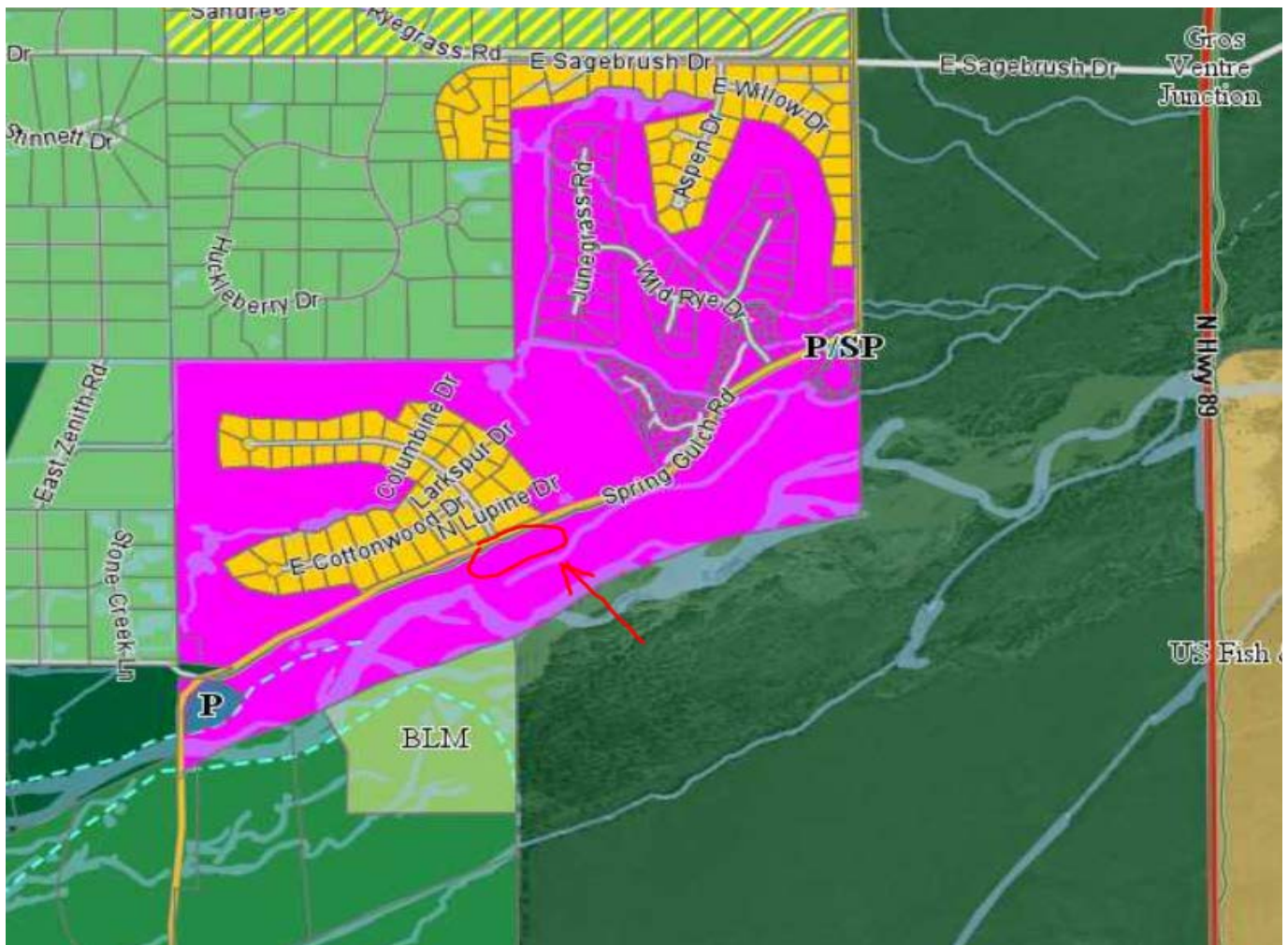
APPLICABLE REGULATIONS

Division 4.3 Planned Resort Zones
Section 4.3.1.E.4 Joint Review by Town and County
Section 8.7.3 Planned Unit Development

LOCATION MAP

Zoning/Vicinity Map

Legal Description: SEC. 34, TWP. 42N, RNG. 116W
PIDN: 22-42-16-27-4-15-001
Site Size: 6.3 acres
Character District: 9: County Valley
Subarea: 9.1 Jackson Hole Golf and Tennis
Zone: Planned Resort (PR)
Overlay: Natural Resources Overlay (NRO)



Proposed Lot Summary

43 Single Family Lots
Reserved for Development-
40 Cabin Lots
Utility Lot
Exaction Parcel/Recreation
Fire Station Lot
Reserved for Development-
22 Affordable Housing Units
Road Lot
Golf Course Lot

Lots 1-43
Lot 48, 49 and 50
Lot 44
Lot 45
Lot 46
Lot 47
Lot 51
Lot 52

*The Fairways Estates at Jackson Hole
Plat No. 393*

**LOT 51
Road Lot**
8.37 Acres

**LOT 48
Cabin Site**
8.37 Acres

**LOT 49
Cabin Site**
2.53 Acres

**LOT 50
Cabin Site**
1.71 Acres

**LOT 46
Fire Station**
0.9 Acres

**LOT 47
Affordable Housing**
2.7 Acres

Private Trail Easement

County/Public Trail

**Proposed Clubhouse,
Tennis and Pool Facilities**

**Golf Maintenance/
Employee Housing**

MAPS TO ACCOMPANY APPLICATIONS
JACKSON HOLE GOLF AND TENNIS CLUB
AMENDMENT TO MASTER PLAN FOR FIRE DISTRICT FOR PLANNED RESORT
(SKETCH PLAN FOR FIRE DISTRICT FOR PLANNED RESORT)
AND
AMENDMENT TO DEVELOPING DISTRICT MAP
LOCATED WITHIN THE
SECTION 27
AND
SECTION 34
TETON COUNTY, WYOMING
MAP 5 OF 9
PROPOSED MASTER SITE PLAN (OVERVIEW)

Proposed Master Site Plan (Overview)
Jackson Hole Golf & Tennis Club

E PLAN
1" = 50' - 0"

VICINITY MAP Scale 1" = 1000'
8775 W. Spring Gulch Rd., Teton County, Wyoming
Section 36, T4C No. 6, R. 23E N.

[illegible]

JHGT is requesting an amendment to its current 2002 Resort Master Plan to further define the physical area and use standards associated with the Golf Maintenance/Employee Housing (GMEH) site identified within the previously approved PUD for JHGT.

- Replace the current artist’s rendering of the GMEH area with a site plan map of the 6.3 acre area to be identified in the Master Plan as *Golf Maintenance/Employee Housing Site Plan*
- Revise Section 4 Housing Requirements section to broaden the types of housing strategies to accommodate workforce housing in the GMEH site
- Revise the Use Program/ Dimensional Limitation Plan table to include Cellular wireless services to the list of uses and identify dimensional limitations in the GMEH site
- Revise the Use Program/ Dimensional Limitation Plan table to include a 15 foot setback from a river channel in the Golf Maintenance/Employee Housing site

Please see the attached staff report from the Teton County Planning Department and applicant's submittal for more details on the history of the resort approval.

The current application states that there are six primary modifications to the existing Master Plan. Please refer to the Teton County Planning Department's staff report (attached) for the full explanation of each request. However, for sake of quick reference, the six requests are summarized below:

1. Employee/Workforce Housing: To allow within the GMEH an increase in housing capacity is proposed, through the increase in allowed FAR for year-round Employee Housing to 11,000 sf (net increase of 8,478 sf) and development of 6 RV sites
2. Flexibility in Structural Form: To allow currently entitled maintenance and administration square footage to be either one or multiple structures, and allow an option for a 2nd story (under the 24' maximum height restriction) to accommodate workforce housing.
3. Cell Tower Use: To revise the Use Program/Dimensional Limitation Plan table to include Cellular wireless services to the list of uses and identify dimensional limitations.
4. Flexibility for JHGT and/or Grand Teton Lodge Company Use/Occupancy: To clarify that the Master Plan permits the flexibility to house both employees and operations for both JHG&T Club and GTLC in the GMEH area.
5. Create a physical boundary in the Master Plan for the GMEH area: To replace the current artist's rendering of the GMEH area with a site plan map of the 6.3 acre area to be identified in the Master Plan as *Golf Maintenance/Employee Housing Site Plan*.
6. Define Channel Setback: To change designation of water feature from a channel of the Snake River to an irrigation ditch, which would then require a 15' setback rather than a 150' setback for development in the Golf Maintenance/Employee Housing site

Staff and the applicant will provide a brief presentation and opportunity for questions at the meeting.

STAFF ANALYSIS

According to Sec. 4.3.1.E.4 of the Teton County LDRs, each jurisdiction shall receive and consider recommendations from the other jurisdiction when a Planned Resort application is submitted for review or amendment. The text of Sec. 4.3.1.E.4 is as follows:

4. **Joint Review by Town and County.** The County Planning Commission and the Board of County Commissioners shall receive and consider recommendations from the Town Planning Commission and Town Council regarding any Planned Resort master plan application in the County. For the same purpose, The County Planning Commission and Board of County Commissioners shall make recommendations to the Town Planning Commission and Town Council regarding any Planned Resort master plan application within the Town of Jackson.
 - a. **Purpose.** The purpose of the County's and Town's review of any Planned Resort in the other 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.

- b. **Intent.** The intent of review is for the Town Planning Commission and Town Council to have an opportunity for review and comment on a proposed Master Plan. The Town's role is advisory only and does not include a voting participation in review of the Planned Resort master plan.

The County Planning Staff identified the following Key Issues:

1) Is the proposed 15-foot setback appropriate for this river channel?

County staff concluded that the 15-foot setback, with conditions, is appropriate. The staff report states "[t]he LDRs allow a different standard for master plans and the channel has historically been considered a ditch, so the 15-foot setback may be a reasonable request. To protect the resource, Planning Staff recommends requirement of 15-foot buffer establishment as part of physical development permits impacting the 150' river channel setback. A condition has been provided to address this recommendation."

2) Does the Planned Resort allow flexibility for an 8,478 sf FAR increase for employee housing?

County staff found that "[t]he LDRs provide allowances for increased density in a Resort, for provision of affordable or employee housing (Sec. 4.3.1.G), the important caveat being that employee housing meet the standards of Div. 6.3." County staff also concluded that "[t]he Planning Director recommends conditional approval of the PUD application given that Condition of Approval #2 removes any perceived intent or requirement from the proposed PUD Master Plan amendment to develop affordable housing specifically for GTLC [Grand Teton Lodge Company] employees."

3) Can the JHGT Resort be amended to allow GTLC operations?

County staff answered this question in the negative by stating that "[a] warehouse and distribution element for an off-site business entity not associated with the original Master Plan [i.e., GTLC] approval does not conform to the Purpose and Intent, Design Guidelines, projected Transportation Element or Phasing of the originally approved Planned Resort. The Planning Director recommends conditional approval of the PUD application given that Condition of Approval #2 explicitly removes from the proposed PUD Master Plan amendment the establishment of operational capacity, or development of physical infrastructure, for use by GTLC.

Town Planning staff have further concluded that the proposed amendments, as conditioned by County Planning staff, should not have any significant adverse impacts on the Town of Jackson largely due to the location of the resort well to the north of Town. Impacts from traffic, housing, and issues related to public benefit will be primarily focused on neighborhoods in Teton County, with only indirect and insignificant impacts on the Town of Jackson. Planning staff do share the concerns of the County Planning staff that allowing physical expansion to accommodate the needs of GTLC would seemingly be inconsistent with the intent of the existing JHG&T Resort Master Plan.

[ATTACHMENTS](#)

- Applicant Submittal

- Town County Staff Report
- Departmental Reviews
- Public Comment
- EA Review Letter, May 3, 2018
- Application (Use the link for **PUD2019-0002, Application.pdf** at the following address, a physical copy of the application is available upon request)
<http://developmentrecords.tetonwyo.org/Planning/StatusReference?referenceNumber=PUD2019-0002>
- Application (Use the link for **AMD2019-0004, Application.pdf** at the following address, a physical copy of the application is available upon request)
<http://developmentrecords.tetonwyo.org/Planning/StatusReference?referenceNumber=AMD2019-0004>
- Additional Public Comment

SUGGESTED MOTION

The LDRs state that the PC does not have a ‘voting participation’ in the review of a Resort Master Plan amendment, thus no motion is intended. However, the Town Planning Commission is expected to provide any recommendations and comments as appropriate.



Planning Commission - Staff Report

Subject: PUD2019-0002 & AMD2019-0004: Amendment to Jackson Hole Golf and Tennis Master Plan

Agent/Applicant: Y2 Consultants

Property Owner: Jackson Hole Golf and Tennis Resort, LLC

Presenter: Hamilton Smith

REQUESTED ACTION

- 1) Approval of a Master Plan Amendment pursuant to Section 8.7.3 of the Teton County Land Development Regulations to amend the physical area and use standards for the golf maintenance and employee housing area, and include the cell tower use as part of Required Utilities on the Property.
- 2) Approval of a LDR Text Amendment, pursuant to Section 8.4.2 of the Teton County Land Development Regulations, to update the language in *Section 4.3.5, Jackson Hole Gold and Tennis Club* of the LDRs in order to ensure consistency with the proposed changes to the PUD Resort Master Plan proposed as part of this application.

The application includes the 2 sets of findings associated with a PUD application (Section 8.7.3 and 4.3.1.D), a red-lined version of the withdrawn application narrative PUD2018-0001, clean application narrative, PUD Site Plan Map, a Master Site Plan and a red-lined version of the Master Plan reflecting proposed amendments.

AMD2019-0004 includes proposed revisions to the Teton County LDRs, Section 4.3.5 (Jackson Hole Golf and Tennis Club) that result in the event of approval of PUD2019-0002

Definitions and Abbreviations:

Jackson Hole Golf and Tennis Resort (JHGT) – The applicant

Golf Maintenance and Employee Housing Area (GMEH) - The area subject to the amendment

BACKGROUND/DESCRIPTION

PROJECT DESCRIPTION

JHGT is requesting an amendment to its current 2002 Resort Master Plan to further define the physical area and use standards associated with the Golf Maintenance/Employee Housing site identified within the previously approved PUD for JHGT. No other changes are proposed for the Master Plan amendment and no physical development is proposed. Specifically, JHGT requests the following amendments to the Master Plan:

The application states that the applicant proposes to amend the Master Plan, based on the following changes:

1. Permit up to 11,000 square feet for voluntary apartment style or dormitory style employee housing and up to 6 accommodations for recreational vehicles for employees on the Golf Maintenance and Employee Housing site
2. Flexibility to combine or divide the currently entitled maintenance and administration square footage into one or multiple structures and/or add a second story to accommodate employee housing
3. Permit the cell tower use are part of the Utility Services on the Property
4. Flexibility to use the maintenance facility, administration building and/or employee housing for Jackson Hole Golf and Tennis (JHGT) Club and/or Grand Teton Lodge Company (GTLC) employees

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5. Create a physical boundary in the Master Plan for the Property
6. Though not specifically called out in the Narrative Description of Proposed Amendment, the proposed revisions in the Dimensional Limitation Plan (Table B.), includes a 15-foot setback from a river channel in the Golf Maintenance/Employee Housing site.

EXISTING CONDITIONS AND RESORT HISTORY

The subject property, owned by Vail Resorts, Jackson Hole Golf and Tennis Club Inc., is part of a Planned Resort located on Spring Gulch Road containing residential and recreational uses. The Golf Maintenance/Employee Housing Area (GMEH), identified in the Master Plan, is located on Lot 49 on the east side of Spring Gulch Rd. The site contains previously approved employee housing and maintenance structures. Today, the GMEH grounds consist of the Golf Maintenance Building, Equipment Yard, Manager's Residence, Employee Housing Dormitory, a Maintenance Out-Building, Potable Water Well Building, Trash/Recycling Enclosure, FAA Monitoring Tower, LVE Overhead Powerline Infrastructure, multiple potable water well heads and two-track roads for interior circulation between all aforementioned structures. In addition to the existing structures, the previously approved JHGT Resort Master Site Plan Overview depicts and shows allowances for a 3,000 s.f. Administrative Building and an additional 8,000 s.f. Maintenance Building to be located within the GMEH site.

In December 1997, the Grand Teton Lodge Company, was granted approval for a text amendment, initiating the Master Plan process, subject to the regulations at the time. PUD1998-0001 was approved establishing a Planned Unit Development for Planned Resort. JHGT became a new resort district through a zoning map amendment, September 2002 as AMD2002-0003. The Proposed Site Plan Overview of the amended Master Plan revealed a location for future employee housing identified as Golf Maintenance/Employee Housing. JHGT received permit number DEV2003-0014, for the development of permanent employee housing located within the identified GMEH. On February 2, 2010, JHGT received Final Plat approval for affordable housing units to be located on the east side of Spring Gulch Rd. As part of the review process prior to Final Plat approval for the affordable units, an Environmental Analysis (EVA2008-0007) was approved.

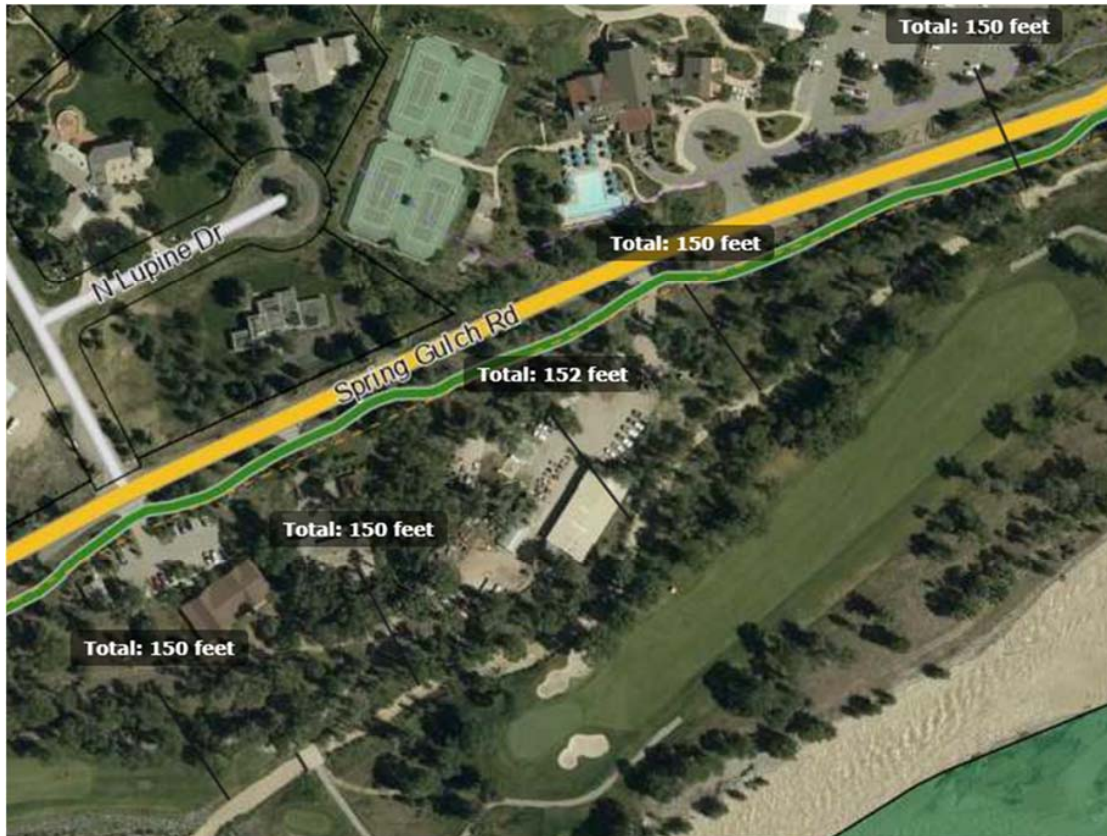
An Environmental Analysis (EVA2017-0033) was completed in March 2018 focusing on the Golf Maintenance/Employee Housing site and its immediate vicinity and focused on permanent employee housing units. EVA2017-0033 was an update of the proceeding EVA2016-0022 that focused on the same area, but as a seasonal housing use. EVA2016-0022 contains existing natural resource conditions at length including, but not limited to: Soils, Surface Hydrology, Wetlands, Vegetative Cover-types, Wildlife, and Endangered Species. EVA2017-0033 included an update of the habitat inventory and a development impact analysis. The environmental analysis included review of a remnant river channel formerly considered a ditch that is discussed below and in the Key Issues section of this staff report.

The current uses on the 6.3-acre site are golf course maintenance and employee housing, and the site contains related structures for both uses. Additional site development includes gravel parking and staging areas, wash stations, fuel tanks and a public pathway. The site represents developed woodlands with numerous overstory cottonwood trees. The subject property contains three separate accesses from Spring Gulch Road. To the rear or east of the site is a remnant river channel. All existing uses and physical development are considered conforming with the exception of physical development encroachment into the 150-foot river setback. When the GMEH site was developed it was considered conforming because the river channel was identified as a ditch, only requiring a 15-foot setback. Historically, all development along the channel was setback only 15 feet including the workforce housing northeast of the GMEH area. The recent Environmental Analysis determined that the ditch is a side channel of the Gros Ventre River, and as a result, most development in

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the GMEH area is non-conforming as illustrated in the map below. The PUD amendment application proposes an alternative setback to address this non-conformity.

MEASUREMENTS REPRESENTING A 150-FT SETBACK DISTANCE FROM THE CHANNEL-DITCH



LOCATION

The subject property is located at 5000 N. Spring Gulch Rd, generally located on the east side of Spring Gulch Road, approximately 1 mile south of the East Sage Brush Drive intersection.

Legal Description: LOT 49, THE RESORT AT JACKSON HOLE GOLF & TENNIS CLUB 2ND FILING

PIDN: 22-42-16-27-4-15-001

Site Size: 6.3

Character District: 9: County Valley

Subarea: 9.1: Jackson Hole Golf and Tennis

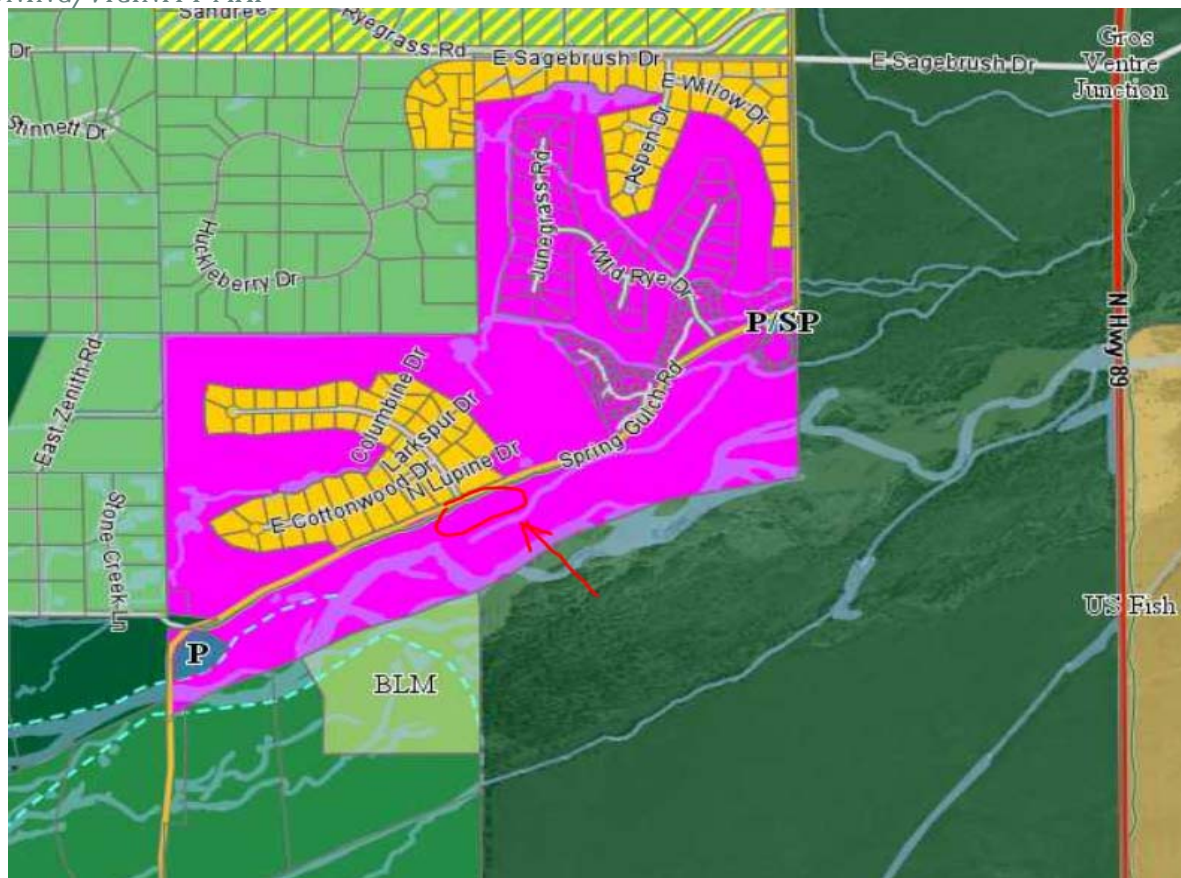
Zone: Planned Resort (PR)

Overlay: Natural Resources Overlay (NRO)

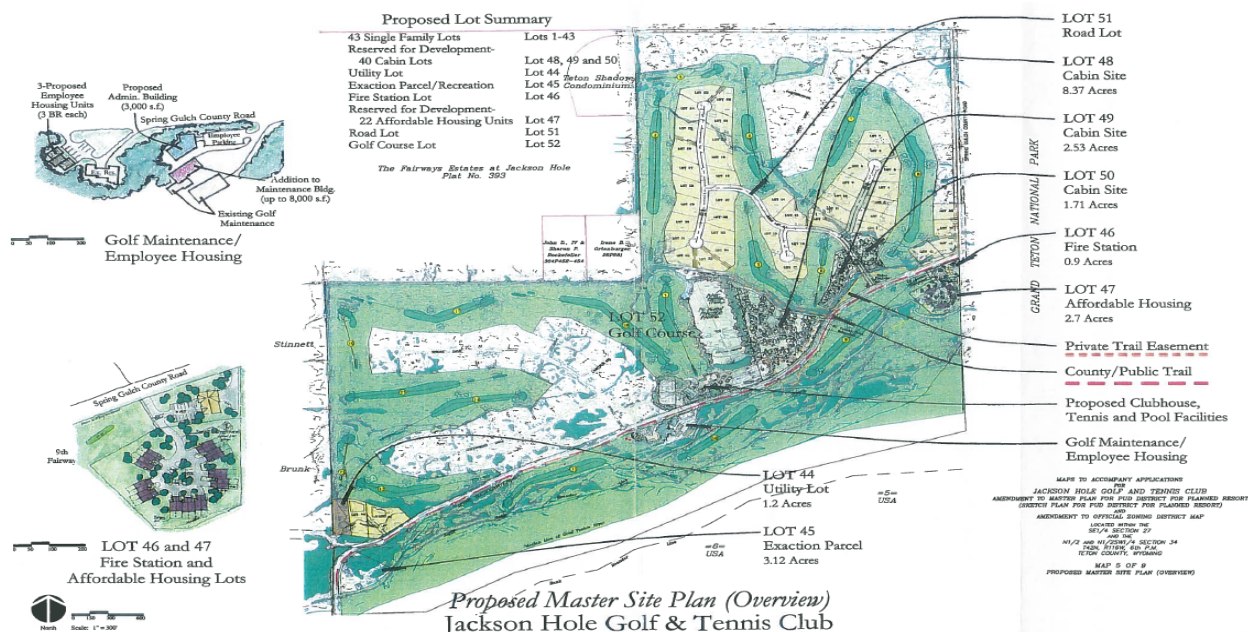


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ZONING/VICINITY MAP



CURRENT MASTER PLAN MAP





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STAFF ANALYSIS

PUD2019-0002 Planned Unit Development to amend a master plan

The application contains six primary modifications to the existing Master Plan. The stated purpose of the application is to further define the physical area and use standards associated with the Golf Maintenance/Employee Housing site identified within the previously approved PUD for JHGT, the subject property of this application. Staff has identified Key Issues in this section of the report. The analysis is numbered to correspond with the application Narrative Description of Proposed Amendment.

1. ***Employee/Workforce Housing*** – Within the GMEH an increase in housing capacity is proposed, through the increase in allowed FAR for year-round Employee Housing to 11,000 sf (net increase of 8,478 sf) and development of 6 RV sites to provide seasonal housing from April 15th - October 15th. This housing is anticipated to house an additional 35 employees. There is no outstanding employee housing requirement, therefore all proposed employee housing is voluntary. This amendment is discussed in Key Issue #2.
2. ***Flexibility in Structural Form*** – An allowance of proposed flexibility to combine or divide the currently entitled maintenance and administration square footage into one or multiple structures, and allow an option for a 2nd story (under the 24' maximum height restriction) will broaden the types of housing strategies to accommodate workforce housing. JHGT had previously met all affordable and employee mitigation requirements and provides additional housing in various off-site locations for employees. The proposed amendment provides housing on the site of employment promoting walking to work and reducing vehicle miles traveled. Exempting employee housing from floor area limitations is consistent with the LDRs. The amendments to the Master Plan and Site Plan will now contain the same table and notes identified below. Staff supports increased flexibility in structural form, as proposed, given it is in compliance with the standards of the Master Plan, and has been addressed in the several iterations of Environmental Analysis, as indicated above.



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Development Calculations by GM/EH Use			
Existing Uses per 2002 PUD Amendment	2002 Master Plan Allowance	Existing	Remaining Allowance
Maintenance:			
Number of programmed units	2 (see note*)	1 (see note*)	1 (see note*)
Floor area habitable structures or FAR	not specified	0 sq.ft.	8,000 sq.ft.
Floor area non-habitable structures	13,256 sq.ft.	5,256 sq.ft.	8,000 sq.ft.
Total floor area all structures	13,256 sq.ft.	5,256 sq.ft.	8,000 sq.ft.
Site Development (see note**)	205,821 sq.ft. or 4.725 acres	36,847 sq.ft.	
Landscape Surface/Open Space (see note**)	68,607 sq.ft. required (0.25)		
Administrative:			
Number of programmed units	1 (see note*)	0 (see note*)	1 (see note*)
Floor area habitable structures or FAR	3,000 sq.ft.	0 sq.ft.	3,000 sq.ft.
Floor area non-habitable structures	not specified	0 sq.ft.	not specified
Total floor area all structures	3,000 sq.ft.	0 sq.ft.	3,000 sq.ft.
Site Development (see note**)	205,821 sq.ft. or 4.725 acres	0 sq.ft.	
Landscape Surface/Open Space Required (see note**)	68,607 sq.ft. (0.25 of total site area)		
Employee Housing (required):			
Number of programmed units	3 (see note*)	1 (see note*)	N/A (see note*)
Floor area habitable structures or FAR	7,500 sq.ft.	4,978 sq.ft.	2,522 sq.ft.
Floor area non-habitable structures	not specified	312 sq.ft.	not specified
Total floor area all structures	7,500 sq.ft.	5,290 sq.ft.	2,522 sq.ft.
Site Development (see note**)	205,821 sq.ft. or 4.725 acres	60,907 sq.ft.	
Landscape Surface/Open Space Required (see note**)	68,607 sq.ft. (0.25 of total site area)		
2018 Master Plan Proposal			
Proposed Uses per 2018 PUD Amendment		Existing	Remaining Allowance
Voluntary Employee Housing:			
Number of programmed units	not specified	0	not specified
Floor area habitable structures or FAR	11,000 sq.ft. max. (see note***)	0 sq.ft.	11,000 sq.ft. max. (see note***)
Floor area non-habitable structures	not specified	0 sq.ft.	not specified
Total floor area all structures	11,000 sq.ft. max. (see note***)	0 sq.ft.	11,000 sq.ft. max. (see note***)
Site Development (see note**)	205,821 sq.ft. or 4.725 acres	0 sq.ft.	
Landscape Surface/Open Space (see note**)	68,607 sq.ft. required (0.25)		
Note*: Eight (8) Building Footprints are depicted on the Master Site Plan Overview in the previously approved 2002 JHGTC PUD Master Plan. To date habitable structures include an Existing Manager's Residence (3,216 sf.) and an Existing Employee Housing Dormitory (4,978 sf.); Non-habitable structures on-site include Existing Golf Maintenance Buildings (5,256 sf.) and a storage facility (312 sq.ft.) for Employees in the Dormitory; A Future Administration Building (Allowed 3,000 sf.) and Future Additional Golf Maintenance Building (Allowed 8,000 sf.) were anticipated in 2002, but have not yet been designed or constructed.			
Employee Housing Units Note: Utilizing the threshold for Housing Mitigation Fees for Single Family Dwelling Units (before 1995), 2,500 sf. has been identified as the development area per 3-bedroom, affordable single-family dwelling unit. With three (3) units identified as allowable, 7,500 sf. has been identified as the total floor area for the Employee Housing Use. An Employee Housing Dormitory was developed in 2006 utilizing (4,978 sf.) of the required 7,500 sf. Upon construction of this Dormitory the Employee Housing Mitigation requirement was deemed to be fulfilled. Voluntary Employee housing above and beyond those requirements outlined in the 2002 Resort Master Plan shall not be restricted by maximum floor areas, but instead be evaluated and assessed on a per project basis.			
Note**: Site Development figures are based from the 6.3-acre boundary shown on Sheet L-2 of the 2018 Jackson Hole Golf & Tennis Club (JHGTC) Master Plan Amendment (PUD 2018-0001) and previously approved Landscape Surface and Open Space requirements from the 2002 JHGTC Master Plan Amendment. Please reference the Dimensional Limitations and Use Program Table (Sheet L-2) for Landscape Surface Requirements and Open Space Requirements (LSR/OSR) identified for Maintenance, Administration and Employee Housing Uses. The 2002 Master Plan Allowance for Site Development shown above is the inverse of area required (0.25) for LSR/OSR as outlined in the Dimensional Limitation and Use Program Table.			
Note***: JHGTC currently houses 17 employees in the Existing Employee Housing Dormitory. Utilizing existing, peak season FTE Employee figures (90 FTE) and targeting a 65% Workforce Housing goal, 35 additional employees are desired to be housed within the resort during the peak season. By providing second stories (less than or equal to 24' in height) to the existing allowances for Future Administration and Future Golf Maintenance Uses (11,000 sf.) along with six (6) seasonal RV Parking Pads, JHGTC will be able to provide housing opportunity for 65% Workforce Housing within the Resort at the GM/EH Site.			



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- 3. *Permit Cell Tower Use*** – The amendment is to revise the Use Program/Dimensional Limitation Plan table to include Cellular wireless services to the list of uses and identify dimensional limitations. The application contains the following statement: *The applicant is requesting to add cell towers to the list of Required Utilities for the Property. Over time, this technology was found to be necessary and infrastructure now exists in the clubhouse structure. Any modification or addition to this utility service would also need to be designed and permitted with Teton County at a physical development permit level. Any future development of wireless communication facilities shall adhere to current standards as specified in Article 6.1.10.D of the Teton County Land Development Regulations.* The changes to the Master Plan’s Dimensional Limitation Plan table will establish a clear allowance for cellular services uses. The Master Plan amendment adopts Teton County Wireless Communication Facilities LDRs by reference. Staff supports the inclusion of Wireless Utilities in the Utility Services included under Additional Uses in the amended Dimensional Limitation Plan Table (JHGT Master Plan, p. 23)
- 4. *Flexibility for JHGT and/or Grand Teton Lodge Company Use/Occupancy*** - The various business operated by the Applicant currently include JHGT Club, GTLC in-park operations and Flagg Ranch Companies. JHGT is a wholly owned subsidiary of GTLC. Throughout their operating season, JHGT and GTLC share staff throughout their operating seasons, including human resources, IT, Finance/Accounting, retail operations and general maintenance. In order to continue to optimize the synergies between JHGT Club and GTLC’s in-park operations, JHGT is requesting to clarify that the Master Plan permits the flexibility to house both employees and operations for both JHGT Club and GTLC in the GMEH area. This aspect of the application is addressed in Key Issue #3. Staff cannot make the Findings for inclusion of Amendment #4, and as such, the recommendation for approval is conditioned on the removal of all references to Grand Teton Lodging Company and/or GTLC from the proposed Jackson Hole Golf and Tennis Club Master Plan, as amended.
- 5. *Create a physical boundary in the Master Plan for the GMEH area*** – This amendment proposes to replace the current artist’s rendering of the GMEH area with a site plan map of the 6.3 acre area to be identified in the Master Plan as *Golf Maintenance/Employee Housing Site Plan*. As depicted above, the Current Master Plan Map or artist’s rendering includes the entire Resort with a small enlargement of the GMEH area and does not closely depict or define the GMEH area. The proposed GMEH area identifies a specific 6.3-acre area and includes existing and planned structures, disturbed areas, infrastructure, access points, golf ball strike hazard zones and utilities. This application proposes to create a physical boundary shaped by Spring Gulch Road’s easement to the north, golf course playable zones to the west and southwest and the remnant river channel to the south and southeast. The Site Plan also identifies the proposed 15-foot channel setback discussed below. In addition, the Site Plan was used to demonstrate the Natural Resources Overlay in the 2017 Environmental Analysis (EVA2017-0033) submitted with this application. The Site Plan represents an improvement over the current Master Plan artist’s rendering as it includes greater specificity.
- 6. *Channel Setback*** - Though not specifically called out in the Narrative Description of Proposed Amendment, the proposed revisions in the Dimensional Limitation Plan (Table B.), includes a 15-foot setback from a river channel in the Golf Maintenance/Employee Housing site. This amendment is discussed in Key Issue #2. A Gros Ventre River channel originates at an upstream diversion point on the Gros Ventre River north of Highway 89 and flows seasonally (May through October) through the rear or eastern side of the site. The named channel is managed like a ditch. It has numerous diversions and in channel control structures but its fluvial geomorphology resembles that of a stream or side channel. The recent EA (EVA2017-0033) and previous EAs and the associated physical development reviews considered the Channel a ditch. This includes



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the Golf and Tennis Affordable Housing Condominium project (S/D2009-0015). In past assessments and plans for the GMEH Area by Biota (1995, 2002, 2008), Pioneer Environmental Services (2011), Jorgensen Associates P.C. (2016), and Pierson Land Works, LLC (2016) the Channel was considered to be an irrigation ditch, rather than a side channel of the Gros Ventre River. During the most recent Plan Review Committee review for EVA2017-0033, Teton Conservation District identified the waterbody as a river side channel. This identification was confirmed by the State Engineers Office. The 2016 Wetland determination by Biota Research and Consulting identified a wetland fringe in the channel as “clearly irrigation induced”. The previous maintenance and employee housing applications located improvements in compliance with the 15-foot ditch setback. If the channel is considered a river channel, then the setback is 150 feet making the existing improvements non-compliant.

RECOMMENDED REVIEW FORMAT

Staff recommends the following format for the Planning Commission’s review of the proposed amendment. This format has been successfully used to review previous amendments to the Land Development Regulations (LDRs) and Master Plans that include many different components and will assist to efficiently review this application.

1. *Staff Presentation.* Staff will not go through each of the amendment sections but will highlight the general categories of the amendments and discuss the key issues identified below.
2. *Applicant Presentation.* The applicant will have an opportunity to identify the rationale and need for the amendments.
3. *Public Comment.* As with all public hearings, the Chair will invite public comment on the proposal. Once public comment is closed, Staff or the applicant will answer any additional questions that arise during public comment.
4. *Identify the Amendments to Discuss.* In the Key Issues section below, Staff has described one issue for the Planning Commission to discuss. Beyond the issue, Staff recommends Planning Commissioners each identify the issues they would like to discuss, consenting to any issue or amendment not discussed as part of the Planning Commissioner’s approval.
5. *Straw Poll Discussion Items.* Staff recommends the Planning Commission then discuss each of the amendments identified and take a straw poll whether to include, include with modifications, or remove the amendment from the approval motion.
6. *Motion.* Once all of the discussion items have been straw polled, staff recommends the Planning Commission make a motion to approve the application subject to the straw polls.

KEY ISSUES

KEY ISSUE 1: Is the proposed 15-foot setback appropriate for this river channel?

Efforts by the applicant to change the channel determination to a ditch have been unsuccessful. The LT Environmental final Development Impact Analysis, dated September 2018, acknowledges the Channel designation and existing and proposed encroachment on the river setback of the Gros Ventre River. The analysis identifies variances or master plan amendments to provide relief from the river setback. As part of the Master Plan amendment, the applicant has proposed to impose a 15-foot setback from the channel in the area of GMEH. Given the historic manipulation of the channel and its linear and steep sided configuration



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in the GMEH area, the channel appears to be a ditch. In past assessments and plans for the GMEH Area by Biota (1995, 2002, 2008), Pioneer Environmental Services (2011), Jorgensen Associates P.C. (2016), and Pierson Land Works, LLC (2016) the Channel was considered to be an irrigation ditch, rather than a side channel of the Gros Ventre River.

LDR Section 4.3.1.F.2 states, *the applicant for a Planned Resort master plan may propose, and the Board of County Commissioners may approve, alternative standards for development that are consistent with the purpose and intent of this Section. It is fully consistent with this Section that Planned Resorts may have dimensional, design, and other development standards different from those described in other sections of these LDRs due to the unique circumstances of, and community objectives for, resort development.*

In the absence of an amended master plan, variances would be required to develop or redevelop in the GMEH area. Although not proposed for amendment, the majority of the affordable housing units on Sandcherry Way, just upstream of the GMEH area, are within the 150-foot channel setback. The 150-foot setback encompasses the majority of the GMEH site. The LDRs allow a different standard for master plans and the channel has historically been considered a ditch, so the 15-foot setback may be a reasonable request. To protect the resource, Planning Staff recommends requirement of 15-foot buffer establishment as part of physical development permits impacting the 150' river channel setback. A condition has been provided to address this recommendation.

KEY ISSUE 2: *Does the Planned Resort allow flexibility for an 8,478 sf FAR increase for employee housing?*

The affordable workforce housing standards of Division 6.3 are designed to ensure that employee generating development includes provisions to house the local workforce proportionate with the need generated. The standards that apply to all planned resorts require a clear illustration of proposed development, including the housing element. Pursuant to Sec. 4.3.1.F.6 (*Housing Element*);

The Planned Resort master plan shall have a housing element to ensure a supply of affordable and employee housing that is commensurate to the demand for housing created by development within the Planned Resort.

The applicant has constructed 4,978 sf of an allowed 7,500 sf (66%), leaving 2,522 sf of by-right employee housing development remaining. The request is for up to 11,000 sf (an additional 8,478 sf) and up to 6 accommodations for RVs.

The LDRs provide allowances for increased density in a Resort, for provision of affordable or employee housing (Sec. 4.3.1.G), the important caveat being that employee housing meet the standards of Div. 6.3. Herein, the Purpose of the Affordable Workforce Housing Standards (Sec. 6.3.1.A) establish;

The purpose of these affordable workforce housing standards is to ensure that affordable workforce housing is provided to the local workforce by employee generating development proportionate with the need for affordable workforce housing it creates.

The Findings of Approval for a Planned Resort amendment mirror those of workforce housing, including the following;



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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 (4.3.1.D.3)*

Seldom does the review of development include close scrutiny of proposed, voluntary workforce housing. Given that the Resort housing requirements are met, the question then must focus on whether there is such thing as too much affordable housing, and what sets that threshold. The Findings for Approval of a Planned Resort Amendment require consistency with the Purpose and Intent of a Resort, and herein this amendment that is couched in provisions to house employees working for not only Jackson Hole Golf & Tennis, but for Grand Teton Lodge Company, in a job description not aligned with the specific purpose or intent of Jackson Hole Golf & Tennis. In addition, job descriptions of GTLC employees do not relate to the Statement of Purpose in the JHGT Master Plan (2002). Housing specifically designed for GTLC employees is not based out of a *need generated by the JHGT resort*, nor is this *commensurate to the demand for housing created by development within the Planned Resort*. Furthermore, in review of the Purpose and Intent for All Planned Resort Zones, an amendment shall;

- *...provide for a mix of recreational, retail, and service-oriented activities which has a high degree of self-containment and provides economic and other benefits to the community. (4.3.1.A)*
- *Enable long-range planning for infrastructure, capital facilities, and community land use patterns by establishing a level of predictability in the maximum potential size and character of each resort area (4.3.1.A.7)*

The application has requested the flexibility to add programmed workforce housing for GTLC employees that goes beyond the level of predictability expected of a self-contained Planned Resort. Staff supports an increase in workforce housing in the GMEH area, based on the current anticipated needs to provide appropriate housing for JHGT employees. The proposed amendment has not clarified a distinction between the housing required to support the development within JHGT, and that required for the requested housing of GTLC employees. However, given the conditional removal of Amendment #4, Staff supports the provision of additional workforce housing to accommodate 65% of the estimated ninety (90) JHGT peak season, full-time employees. The Planning Director recommends conditional approval of the PUD application given that Condition of Approval #2 removes any perceived intent or requirement from the proposed PUD Master Plan amendment to develop affordable housing specifically for GTLC employees.

KEY ISSUE 3: *Can the JHGT Resort be amended to allow GTLC operations?*

The application requests the flexibility to allow for GTLC operations and housing to be located within the GMEH, including use of the maintenance facility, administration building and/or employee housing. The by-right allowances within the GMHE that remain undeveloped at this time include a 3,000 sf administration building and an 8,000 sf maintenance building. Vail Associates (VA) runs commercial and retail concessions in Grand Teton National Park. There is an operational nexus given VA's ownership of both entities that allows the option to coordinate a variety of GTLC operations from this off-site location, including administration, human resources, and warehousing and distribution of retail goods. As proposed, those GTLC employees that are housed at JHGT would also primarily work at JHGT. This allows VA to diversify the JHGT asset to support two unique commercial interests from the GMEH site.

Resort Master Planning is a coordinated effort between a developer and the community that presents a comprehensive vision. In this case a golf course and tennis club recreational resort facility with residential and short-term rental entitlements was planned and approved, with the necessary housing, maintenance and



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community exaction requirements contemplated. These parameters were weighted against the surrounding natural resources, goals for the future desired community character as described in the Comprehensive Plan and impacts on transportation and infrastructure facilities. To amend this Master Plan the same rigorous test of Findings is made, which in this case pertains to expansion of the resort maintenance and operations infrastructure, with no change or reflection on the public amenity offered by the resort.

Contemplation of the 8,000 sf warehouse, being the point of storage and distribution for an unrelated retail operations off-site, does not correspond with the expectations of a Planned Resort amendment given that it is a unique Light Industry use, not previously contemplated in the development of this resort. Similar to Key Issue #2, the amendment must show consistency with the Purpose and Intent of the JHGT Planned Resort. There is no evidence that the amendment contributes to the over-all "high degree of self-containment" of JHGT. This amendment expands the nature of use, as well as intensity, and therefore does not meet the intent of subsection 4.3.1.A.7, which demands the applicant enable long-range planning for infrastructure, capital facilities and community land use patterns by establishing a level of predictability in the maximum potential size and character of [the] resort area.

The Master Plan Statement of Purpose does not address such expansion of operations. In its most simplistic form, Statement of Purpose #3 (p.15) states, "*As the only landowner in this PUD development, the Jackson Hole Golf and Tennis Club, Inc. intends to remain active in communicating with Teton County and Town of Jackson Representatives*", this does not invoke any other parent company or its subsidiaries. More explicitly in clarifying future predictability, Master Plan Statement of Purpose #7 (p. 16) details the following;

This Master Plan Amendment reflects the completion of all development at the JHGT. The character and extent of development are clearly stated within this document and development restrictions set forth to guide the design, maximum sizes, and implementation. The necessary infrastructure and capital facilities improvements have been identified, phased, and mitigation measures proposed. The planning process gives the community the opportunity to help direct development in a manner that will provide predictability of the result.

A warehouse and distribution element for an off-site business entity not associated with the original Master Plan approval does not conform to the Purpose and Intent, Design Guidelines, projected Transportation Element or Phasing of the originally approved Planned Resort. The Planning Director recommends conditional approval of the PUD application given that Condition of Approval #2 explicitly removes from the proposed PUD Master Plan amendment the establishment of operational capacity, or development of physical infrastructure, for use by GTLC.

STAKEHOLDER ANALYSIS

DEPARTMENTAL REVIEWS

The application was sent to the following departments for review. All reviews are attached.

- Kathy Clay/ Fire Marshal, Fire/EMS (Comment Attached)
- Tom Segerstrom, Teton Conservation District (Comment Attached)
- Stacy Stoker, Jackson/Teton County Affordable Housing Comment Attached)

PUBLIC COMMENT

On September 27, 2019, notice of this public hearing was distributed to property owners within 800 feet of the site. Per the LDRs, the public hearing for this application must be posted on the site at least 10 days prior to the hearing date. The posting of notice was confirmed to have occurred on October 17, 2019. As of submittal of this four (4) public comments have been received.

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LEGAL REVIEW

Graham

RECOMMENDATIONS

PLANNING DIRECTOR RECOMMENDATIONS

1) The Planning Director recommends **Approval** of **PUD2019-0002** dated July 15, 2019 to amend the Jackson Hole Golf and Tennis Master Plan Planned Unit Development being able to make all five (5) findings for approval under Section 8.7.3.D. including all nine (9) findings under Section 4.3.1.D., which have been satisfied and met with eight (8) conditions of approval as follows:

1. All past and current approved conditions shall be incorporated in the associated sections of the Master Plan, or in an appendix to the Master Plan, with final hard and electronic copies provided to the Planning Department no later than forty-five (45) days after approval by the Board. Subject to approval by the Teton County Planning Director and the Teton County Attorney's Office, the final Master Plan and Appendix or Affidavit of the Planning Director which references the final Master Plan shall be recorded in the Office of the Teton County, Wyoming Clerk within ninety (90) days of Board approval.
2. Prior to submitting the final amended Master Plan the applicant shall remove all in-line and section references to the Grand Teton Lodging Company and /or GTLC, including, but not limited to, section heading and page number references, below:
 - a. Golf Maintenance/Employee Housing Site (p.22)
 - b. Employee Housing Mitigation Plan (p. 29)
 - c. Voluntary Employee Housing Mitigation Plan (p. 30)
3. Prior to submitting the amended Master Plan the applicant shall submit two versions of LDR Text of Section 4.3.5, Jackson Hole Golf and Tennis Club, to ensure consistency with the approved changes to the PUD Resort Master Plan, a red-lined version demonstrating proposed amendments and a final text version, for review and approval by the Planning Director.
4. Bear proof trash containers shall be installed and Jackson Hole Golf and Tennis shall provide education and information materials to its employees and other residents about wildlife feeding, proper storage of food, garbage, pet food and other bear attractants. Jackson Hole Golf and Tennis shall implement this condition as part of employee regulations.
5. Pets shall be leashed at all times. Jackson Hole Golf and Tennis shall implement this condition as part of employee regulations.
6. Mitigation plantings shall be located in the Gros Ventre River riparian zone no closer to the site than the southeast side of the remnant river channel, as depicted in figure 5 of the Development Impact Analysis, September 2018, produced by LT Environmental. Shrub mitigation plantings shall consist of shrub species preferred by ungulates and not berry producing shrub species.
7. At or prior to submittal of any Grading and Erosion Control Permit(s), a Final Mitigation Plan shall be submitted, subject to review and approval by the Planning Director. The Final Mitigation Plan shall provide actual impact and mitigation amounts with specific locations. Pursuant to the LDRs, the Final Mitigation Plan shall include (but may not be limited to) species specific plantings, a monitoring plan and remedial measures to ensure mitigation project success. In addition, prior to issuance of any Grading and Erosion Control Permits, a cost estimate and surety for mitigation implementation is required.

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8. All future physical development impacting the original 150' river channel setback, shall establish the 15-foot setback in native vegetation. Establishment shall consider existing native vegetation and channel maintenance and until such time as the 15-foot setback is fully vegetated.
9. Development Permits (DEV) shall be required for all employee housing in the GMEH area. At or prior to submittal of any DEV in the GMEH area, a vegetative screening plan shall be submitted, meeting the requirements of Master Plan Design Guidelines B.1., subject to review and approval by the Planning Director. Master Plan Section Design Guidelines B.1 shall be amended to include screening for RVs. The total continuous length of all RV pads times a height of 24 feet shall be screened from Spring Gulch Road at a minimum of 60% within a period of five years of from the date of approval. Master Plan Section Design Guidelines B.1 shall be amended to restrict vegetative screening to non-wildlife attracting vegetation species.

2) The Planning Director recommends **Approval** of LDR Text Amendment **AMD2019-0002**, to update the language in Section 4.3.5, Jackson Hole Golf and Tennis Club, of the Teton County Land Development Regulations, based upon the application dated August 13, 2019, in order to ensure consistency with the changes to the PUD Resort Master Plan proposed as part of this application having fully considered the six (6) findings for approval under Section 8.7.1.C which have been satisfied and met with no conditions of approval.

PLANNING DIRECTOR RECOMMENDED FINDINGS

Pursuant to Section 8.7.3.D. of the LDRs, in deciding to adopt, deny or amend a planned unit development, the Board of County Commissioners shall consider the following five (5) findings for approval:

1. *The extent to which the PUD enhances the implementation of the desired future character for the land of the proposal:*

Can Be Made as conditioned. *See analysis below.* While the location of the GMEH area is very close to a transition area between River Bottom and County Valley, the proposed amendment does not impact iconic vistas, agriculture or open spaces associated with County Valley. This is accomplished through clustering and location in a designated maintenance and employee housing area. This Character District describes providing and preserving workforce housing which this application demonstrates by proposing housing for employees of JHGT. Creating workforce housing on site will reduce employee commuter trips, potentially reducing wildlife vehicle collisions on Spring Gulch Rd. and Highway 89, the 2 main scenic arterial roads in the District.

Subarea 9.1 Jackson Hole Golf and Tennis: Character Defining Features



*Conservation
Form*

This CONSERVATION Subarea in the elbow between the Snake and Gros Ventre Rivers is characterized by medium to low density resort development and housing historically occupied by the workforce. The existing development is visually buffered from North Highway 89 by Grand Teton National Park, but is very important for wildlife movement between the two rivers. The future character of this subarea should be more natural than it is today while respecting existing property rights. Redevelopment projects should be encouraged to restore natural landforms and vegetation and should be designed to increase wildlife permeability

if incentives to reduce density are not successful. New development should implement wildlife friendly design best practices if non-development conservation cannot be accomplished. The workforce housing



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character of the areas of older development should be preserved to the extent possible. The Jackson Hole Golf and Tennis Planned Resort should not expand in footprint or entitlements, but provision of locally oriented services within the existing allowed floor area would benefit the residents of the area and is encouraged. An additional amenity to the subarea could be START service as part of a route from Town to the airport.

Character District 9 County Valley: Policy Objectives

1.1.c: Design for wildlife permeability. The proposal is for allowing different types of employee housing, cellular towers and a reduced river setback in a 6.3 acre previously disturbed area of the Resort. The site utilizes existing developed areas and clusters the maintenance, housing and cell tower near existing structures to minimize wildlife impacts. The September 29, 2003 Staff report for the original employee housing application (DEV2003-0014), stated that according to the EA done at that time, *"the area has been disturbed by previous development activity and is, therefore, suitable for development due to its degraded state. For this reason, the County agreed to allow development of employee housing in a limited area."* An Environmental Analysis (EVA2017-0033) was completed in March 2018 focusing on the Golf Maintenance/Employee Housing site and its immediate vicinity and focused on permanent employee housing units. EVA2017-0033 was preceded by EVA2016-0022 that focused on the same area but for a seasonal housing use. The EA states that the NRO boundary is inaccurate due to 67% of the NRO containing existing development and poor-quality habitat. Wyoming Game and Fish Department (WGF) provided a review of the EA dated April 19, 2017 stating, *"... we expect development of 0.17 acres of mesic cottonwood habitat adjacent to an existing disturbed area to have very minimal impacts on moose."*

1.3.a: Maintain natural skylines. This policy is not applicable.

1.3.b: Maintain expansive hillside and foreground vistas. The subject property is not within the Scenic Resource Overlay (SRO) however the JHGT Master Plan requires a visual resources analysis. The Master Plan Amendment proposes uses in a small, compact area of the resort to minimize disturbance of any open space. Additionally, the proposed housing will be required to screen physical development with vegetation to preserve views from Spring Gulch Rd.

1.3.c: Maintain natural landforms. The proposal is for uses in mostly previously disturbed areas with no significant change of grade proposed to the level landform.

1.4.b: Conserve agricultural lands and agriculture. This policy is not applicable because there is no existing agriculture use on the site.

1.4.c: Encourage rural development to include quality open space. This policy is not applicable because the amendment does not represent rural development as the site is part of a resort and is partially developed and clustered in an existing maintenance and housing area.

3.1.b: Direct development toward suitable Complete Neighborhood subareas. The proposed project is a revision of previously approved development entitlements in a pre-determined location.

3.1.c: Maintain rural character outside of Complete Neighborhoods. The proposed amendment will not impact rural character because it represents only workforce housing and cellular communications concentrated in an existing resort.

5.3.b: Preserve existing workforce housing stock. This amendment enhances workforce housing stock by proposing additional housing options at the location of employment.

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7.2.d: Complete key Transportation Network Projects to improve connectivity. While the proposed amendment does not include a transportation project, having workforce housing at the location of employment should reduce vehicle trips and potentially reduce wildlife vehicle collisions.

7.3.b: Reduce wildlife and natural and scenic resource transportation impacts. The proposed project represents an opportunity to reduce transportation impacts and wildlife vehicle collisions by providing housing at the place of employment.

2. The findings for the applicable PUD option found in Article 4:

Section 4.3.1.D, All Planned Resort Zones—Findings for Approval

Can Be Made as conditioned. Pursuant to Section 4.3.1.D, a Planned Resort Master Plan shall be approved only if all of the following findings are made:

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

Complies as conditioned. See the discussion Findings for Approval of a PUD Amendment, above.

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:*

1. *Encourage recreational activities that rely on indigenous natural attributes of the area, contribute to the community's character and economy and have a long-standing, beneficial role in the community;*

Not applicable. The purpose of the proposed amendment does not impact the recreational activities associated with the existing resort.

2. *Provide flexibility for planning and developing recreational resort facilities in a creative, efficient and coordinated manner in order to provide quality visitor experiences;*

Not applicable. The proposed amendment does not propose changes to the recreational resort facilities.

3. *Create a process in which Teton County and the Town of Jackson collaborate with landowners in planning and designing resort master plans that meet community goals and respond to the unique circumstances of the Resort area;*

Complies. The proposed amendment process includes collaboration with neighbors via a neighborhood meeting and neighbor notices sent to all property owners within 800 ft. In addition, there is collaboration with the Town of Jackson. As required, this amendment will be taken before the Town Planning Commission on November 6, 2019 and the Town Council on November 18, 2019 for review.

4. *Permit resort development that contributes to expanding the winter and shoulder economic seasons;*

Not applicable. Jackson Hole Golf and Tennis is primarily a summer resort.

5. *Ensure that resort plans incorporate a mix of land uses, promote alternative modes of transportation, and provide a pedestrian-oriented community in order to alleviate traffic-related impacts;*

Complies as conditioned. The proposed amendment provides housing on the site of employment, promoting walking to work and reducing vehicle miles.

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6. *Ensure resort plans are consistent with the Comprehensive Plan, and therefore, are beneficial to the community;*

Complies as conditioned. As described in the Relationship to Character District section above, the current amendment proposal is consistent with the Comprehensive Plan goals for Character District 9, Jackson Hole Golf and Tennis Resort.

7. *Enable long-range planning for infrastructure, capital facilities, and community land use patterns by establishing a level of predictability in the maximum potential size and character of each resort area;*

Complies as conditioned. The previously approved Master Plan identifies and locates the Golf Maintenance/Employee Housing Site with capacity for expansions.

8. *Ensure a balance is maintained between tourism and community that promotes social diversity but does not cause undesired shifts away from rural, western community character;*

Not applicable. The proposed amendment has no impact on social diversity or rural western character.

9. *Produce resort plans that make significant contributions toward protecting attributes of the community that are considered critical to the community's long-term health, welfare, and well-being.*

Complies. The proposed amendments contribute toward protecting the attributes of the community by supporting housing near employment, providing workforce housing, allowing for a diversity of housing types, providing clarity in the Master Plan and consistency with the LDRs.

3. **Affordable and Employee Housing.** *The Planned Resort master plan ensures a supply of affordable and employee housing that is in accordance with the requirements for housing created by development within the Planned Resort.*

Complies. The Resort has previously provided required employee and affordable housing. The proposed amendment voluntarily proposes additional employee housing.

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.Z.; and*

c. *Establish a method for consistent implementation of the guidelines.*

Not applicable. The amendment does not propose a change to the design guidelines outlined in the existing Master Plan.

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. The existing Master Plan Transportation Element is not proposed to be amended. In the event that Condition #2 is not adopted, the Master Plan Transportation Element shall be updated to reflect the addition of the Light Industrial Use for a retail warehouse and distribution center, and impacts on Trip Generation Calculations and Proposed Traffic Conditions.

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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. An existing cellular antenna located in the club house is considered obsolete as it only covers one carrier, so the applicant proposes to allow cellular utilities in the GMEH area. The proposed cellular, wireless telephone utility system additions and modifications do not exceed the capacities outlined in the Master Plan. The Master Plan amendment adopts Teton County Wireless Communication Facilities LDRs by reference. No other amendments to the Master Plan are proposed in regard to Capital Improvements.

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](#) – [Sec. 4.3.7](#).*

Complies. The only land use changes proposed are allowing varied employee housing in the Master Plan designated Employee Housing and Golf Maintenance Area, which is consistent with the Master Plan.

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. The current Master Plan contains a phasing plan that progressed through 2006. The employee housing element allowed for additional housing that was not completed. No changes are proposed to the phasing plan.

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. The plan is consistent with the desired future character of Character District as established in the Comprehensive Plan and discussed in more detail above. The proposed amendments, as recommended for approval by staff, and conditions are also consistent with the established character for the resort.

3. [The applicable findings for the amendment of an existing PUD or special project found in 8.2.13.D:](#)

Can be Made as conditioned. The findings of 8.2.13.D. invoke the Article 4 findings for the applicable PUD option, which are made under item #2 of this section: *The findings for the applicable PUD option found in [Article 4](#), immediately above.*

4. [The findings of Sec. 8.7.1, LDR Text Amendment](#)

Can be Made. The applicant's request to amend the JHGT Club Master Plan Amendment (2002) requires an amendment to the Teton County LDRs for consistency. Descriptions and standards specific to Jackson Hole Golf and Tennis Club (Sec. 4.3.5) are contained within both the Master Plan and the LDRs and when one is amended, so must the other. In this instance, pursuant to Section 8.7.1, *LDR Text Amendment* of the LDRs, the advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Board of County Commissioners and is not controlled by any one factor. In deciding to adopt or deny a proposed LDR text amendment the Board of County Commissioners shall consider factors including, but not limited to, the extent to which the proposed amendment:



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

Complies. The purposes of the LDRs are enumerated in Division 1.3, and are generally to implement the Comprehensive Plan and to promote the health, safety, and general welfare of the present and future inhabitants of the community. The proposed amendment will update Section 4.3.5 of the LDRs to ensure the character description for the Resort reflects proposed amendments to the resort master plan. The recommended changes to the LDR text are consistent with the purposes and organization of the LDRs. See the “Findings for Approval of a PUD Amendment” section above for a discussion of how this amendment complies with the Comprehensive Plan.

2. Improves the consistency of the LDRs with other provisions of the LDRs.

Complies. The proposed amendment to Section 4.3.5 of the LDRs will improve the consistency of the Section with other LDR provisions by clarifying and updating text descriptions of the JHG& T Master Plan within Sec. 4.3.5 to include updates to the Master Plan, Size and Dimensional Limitation Plan descriptions.

3. Provides flexibility for landowners within standards that clearly define desired character.

Not applicable. The proposed amendment does not impact the standards that define desired character.

4. Is necessary to address changing conditions, public necessity, and/or state or federal legislation.

Not applicable. The proposed amendment is not specifically addressing changing conditions, public necessity, or other regulations.

5. Improves implementation of the Comprehensive Plan.

Complies. Please refer to the “Findings for Approval of a PUD Amendment” section of this report.

6. Is consistent with other adopted County Resolutions.

Complies. The proposal will comply with all adopted resolutions of the County.

5. The findings of Sec. 8.7.2, Zoning Map Amendment

Not applicable. There is no zoning map amendment associated with the proposed amendments to the Master Plan.

ATTACHMENTS

- Departmental Reviews
- Public Comment
- EA Review Letter, May 3, 2018
- Application (Use the link for **PUD2019-0002, Application.pdf** at the following address, a physical copy of the application is available upon request)
<http://developmentrecords.tetonwyo.org/Planning/StatusReference?referenceNumber=PUD2019-0002>
- Application (Use the link for **AMD2019-0004, Application.pdf** at the following address, a physical copy of the application is available upon request)
<http://developmentrecords.tetonwyo.org/Planning/StatusReference?referenceNumber=AMD2019-0004>

SUGGESTED MOTION

- 1) I move to **APPROVE PUD2019-0002**, to amend the Jackson Hole Golf and Tennis Master Plan Planned Unit Development in accord with Section 8.7.3 of the Teton County Land Development Regulations,
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based upon the application dated July 15, 2019, having fully considered the five (5) findings for approval under Section 8.7.3.D. which have been satisfied and met with nine (9) conditions of approval as follows:

1. All past and current approved conditions shall be incorporated in the associated sections of the Master Plan, or in an appendix to the Master Plan, with final hard and electronic copies provided to the Planning Department no later than forty-five (45) days after approval by the Board. Subject to approval by the Teton County Planning Director and the Teton County Attorney's Office, the final Master Plan and Appendix or Affidavit of the Planning Director which references the final Master Plan shall be recorded in the Office of the Teton County, Wyoming Clerk within ninety (90) days of Board approval.
2. Prior to submitting the final amended Master Plan the applicant shall remove all in-line and section references to the Grand Teton Lodging Company and /or GTLC, including, but not limited to, section heading and page number references, below:
 - a. Golf Maintenance/Employee Housing Site (p.22)
 - b. Employee Housing Mitigation Plan (p. 29)
 - c. Voluntary Employee Housing Mitigation Plan (p. 30)
3. Prior to submitting the amended Master Plan the applicant shall submit two versions of LDR Text of Section 4.3.5, Jackson Hole Golf and Tennis Club, to ensure consistency with the approved changes to the PUD Resort Master Plan, a red-lined version demonstrating proposed amendments and a final text version, for review and approval by the Planning Director.
4. Bear proof trash containers shall be installed and Jackson Hole Golf and Tennis shall provide education and information materials to its employees and other residents about wildlife feeding, proper storage of food, garbage, pet food and other bear attractants. Jackson Hole Golf and Tennis shall implement this condition as part of employee regulations.
5. Pets shall be leashed at all times. Jackson Hole Golf and Tennis shall implement this condition as part of employee regulations.
6. Mitigation plantings shall be located in the Gros Ventre River riparian zone no closer to the site than the southeast side of the remnant river channel, as depicted in figure 5 of the Development Impact Analysis, September 2018, produced by LT Environmental. Shrub mitigation plantings shall consist of shrub species preferred by ungulates and not berry producing shrub species.
7. At or prior to submittal of any Grading and Erosion Control Permit(s), a Final Mitigation Plan shall be submitted, subject to review and approval by the Planning Director. The Final Mitigation Plan shall provide actual impact and mitigation amounts with specific locations. Pursuant to the LDRs, the Final Mitigation Plan shall include (but may not be limited to) species specific plantings, a monitoring plan and remedial measures to ensure mitigation project success. In addition, prior to issuance of any Grading and Erosion Control Permits, a cost estimate and surety for mitigation implementation is required.
8. All future physical development impacting the original 150' river channel setback, shall establish the 15-foot setback in native vegetation. Establishment shall consider existing native vegetation and channel maintenance and until such time as the 15-foot setback is fully vegetated.
9. Development Permits (DEV) shall be required for all employee housing in the GMEH area. At or prior to submittal of any DEV in the GMEH area, a vegetative screening plan shall be submitted, meeting the requirements of Master Plan Design Guidelines B.1., subject to review and approval by the Planning Director. Master Plan Section Design Guidelines B.1 shall be amended to include



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screening for RVs. The total continuous length of all RV pads times a height of 24 feet shall be screened from Spring Gulch Road at a minimum of 60% within a period of five years of from the date of approval. Master Plan Section Design Guidelines B.1 shall be amended to restrict vegetative screening to non-wildlife attracting vegetation species.

- 2) I move to **APPROVE** LDR Text Amendment **AMD2019-0002**, to update the language in Section 4.3.5, Jackson Hole Golf and Tennis Club, of the Teton County Land Development Regulations, based upon the application dated August 13, 2019, in order to ensure consistency with the changes to the PUD Resort Master Plan proposed as part of this application having fully considered the six (6) findings for approval under Section 8.7.1.C which have been satisfied and met with no conditions of approval.



MEMO
FIRE REVIEW

TO: Hamilton Smith, Principal Planner

FROM: Kathy Clay, Fire Marshal

DATE: August 15, 2019

SUBJECT: Jackson Hole Golf & Tennis Master Plan Amendment
PUD2019-002

This office has received the request for Employee Housing at the above location. The most current edition of the International Fire Code (IFC), the International Wildland Urban Interface Code (IWUIC), and the 2017 edition of the National Electric Code (NEC) shall be used for building design.

Comments include, but are not limited to:

General Requirements

1. Fire apparatus access shall be provided. (2015 IFC 503.1.1)
2. Visible address numbers, a minimum of 4 inches in height and 0.5-inch stroke width, shall be installed on all structures. (IFC 505.1)
3. Portable fire extinguishers shall be placed in accordance with code requirements. (IFC 906).
4. Interior finishes shall meet fire code requirements. (IFC Chapter 8)
Finishes including walls, ceilings, interior trim, furniture, furnishing, window treatments, decorative materials and decorative vegetation in building shall meet the allowed flame spread and smoke development indexes. Information to be provided on the finish schedule includes application location, model number/name, color, attachment system, manufacturer contact information, the flame spread class and smoke development rating of the product and allowed finish as outlined in table 803.3. Vendor data submittal information needs to be provided for each interior finish showing flame spread and smoke development certifications.
5. Means of egress shall meet fire code requirements. (IFC Chapter 10)
6. The means of egress, including exit discharge, shall be illuminated at all times building space served by means of egress is occupied. (IFC 1008.1)
7. Illumination shall be provided in the *means of egress* in accordance with (1008.2). Under emergency power, *means of egress* illumination shall comply with (1008.3).
8. Any hazardous material storage shall meet fire code requirement. (IFC Chapter 27)
9. Should any fuel-fired appliances be installed, requirements for carbon monoxide detection shall be followed. (IFC 915)
10. Final fire inspection shall be required before certificate of occupancy is released.

☐ Accepted ☒ Accepted with Comments ☐ Plan Denied, Re-design and Resubmit

11. The construction documents shall be prepared by a registered design professional. Architectural stamp needs to be shown on the plans. Stamp and resubmit the construction plans. (IFC 105.4)
12. Fire protection systems plans submitted to Fire Department for review shall consist of one set of paper plans and one set of electronic plans (CD, thumb drive, or PDF format).

Sprinklers

1. Jackson Hole Fire/EMS does NOT review hydraulic calculations. Hydraulic calculations are the sole responsibility of the certified sprinkler designer.
2. As determined by the Building Official and the International Building Code, the structure will have an automatic fire sprinkler system in accordance with appropriate NFPA standard for the occupancy type. (IFC 903.2.7) **Unless specified within construction document notes, systems shall be designed to NFPA 13.**
3. Fire Department Connection (FDC) location shall be determined by the AHJ and noted in the fire sprinkler plan review.
4. Knox Box shall be installed in an approved location at each structure having a fire sprinkler system. (IFC 506.1)
5. Water main shall be installed in accordance to NFPA 13 and NFPA 24 to provide for proper clearances, seismic requirements, flushing and hydro testing. (IFC 901.4.1)
6. Fire flow requirements shall meet Appendix B of the International Fire Code.
7. Pitot water flow test is required on all new fire sprinkler installations for NFPA 13R and NFPA 13 systems. Plans will not be approved without certified test. (NFPA 291)
8. Horn/strobe shall be installed above the fire department connection. (IFC 912.2.2.1)
9. *****Room which houses fire sprinkler riser shall provide adequate working space. (901.4.6)**
10. *****Concealed spaces within NFPA 13 protected structures having combustible materials shall comply with the requirements and may require additional protection. (IFC 903.3) ALL CONCEALED SPACES REQUIRE FIRE DEPARTMENT INSPECTION PRIOR TO CLOSE UP.**
11. Exterior overhangs exceeding 4 feet shall be protected using fire sprinklers when combustible construction is used (NFPA 13).
12. Exterior egress stairways built of combustible construction shall be protected with fire sprinklers (NFPA 13).

Alarms

13. Building shall have a complete alarm system per NFPA 72. A full set of fire alarm plans from a fire alarm contractor shall be submitted with all calculations and cut sheets of all equipment. (IFC Chapter 9)
14. Tactile appliances shall be installed where needed to notify occupants unable to see or hear emergency alarms, per most current edition of NFPA 72.
15. Audible appliances provided for the sleeping areas to awaken occupants shall produce a low frequency alarm signal per most current edition of NFPA 72.
16. Any structure with Group R occupancy shall have required carbon monoxide detection as required. (IFC 915.1)

Elevator, if Present

17. Elevator shall comply with ASME A17.1 with Phase I and Phase II of elevator emergency operations; subject to recall if required. (IFC Section 607)
18. Elevator shall meet the requirements of Two-way Communication on each accessible floor. (IFC 1009.8)

Please feel free to contact me if you have any further questions at 307-733-4732.

☐ Accepted ☒ Accepted with Comments ☐ Plan Denied, Re-design and Resubmit



MEMORANDUM

To: Hamilton Smith
Principal Planner, Teton County Planning and Development

From: Stacy Stoker
Housing Manager Jackson/Teton County Affordable Housing

Re: JH Golf and Tennis
Amendment to PUD-R Master Plan -- Housing Mitigation Plan

Date: August 29, 2019

Applicant is proposing to Amend the Jackson Hole Golf and Tennis PUD-R Master Plan.

Housing Department PRC Review comments:

The applicant is requesting an expansion from 2500 sf of employee housing to 11,000 sf. They indicate that the units will be used for employees working in Teton County during winter months and JH Golf and Tennis employees as well as Grand Teton Lodge Co. employees during summer months.

The Housing Department is pleased that this application is for more employee housing. The units should have a required Workforce Housing Rental Restriction to ensure they are not used for short term rental.

It should be noted that Workforce Housing Rental Restriction templates do not require employers to rent strictly to their own employees. Employers can give preference to their own employees but can also rent to other qualified employees working in Teton County.

Units shall meet the Livability Standards in the Jackson/Teton County Housing Department Rules and Regulations.

The Housing Department would will work with the applicant to record restrictions on the units as they are built.

The Housing Department would shall have the opportunity to inspect the units prior to Certificate of Occupancy.

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



**Teton
Conservation
District
Est. 1946**

Hamilton Smith
Principle Planner, Teton County Planning Department
P.O. Box 1727
Jackson, WY 83001

August 30, 2019

Dear Mr. Smith,

Thank you for contacting Teton Conservation District (TCD) to comment on the resubmittal of amendments to the Resort Master Plan (PUD2019-0002) pertaining to lands owned by the Grand Teton Lodge Company. The TCD staff does not interpret whether applications are in conflict with Teton County Land Development Regulations (LDR) but generally notes deficiencies and provides best management practice recommendations. TCD staff did not conduct a site visit, but are generally familiar with the natural resources of the property and area.

Previous Comments:

TCD staff provided written comment on EVA 2017-0033 (March 27, 2018), DEV2017-0007, and PUD 2017-0004 (August 2, 2017), and on the first PUD amendment to the Resort Master Plan on August 31, 2018. Those comments pertain to Jackson Hole Golf & Tennis Club's earlier version of proposed development at the above described site, and the associated EVA. Earlier comments remain pertinent to the current request and recommend a review of those letters (attached).

Waterbodies:

In concert with the updated EVA from LTE Consultants (September 2018, page 6, Waterbodies), which was included in the documents provided at this time, TCD agrees with the State Engineer's Office finding that the "channel" through the property is an uncontrolled channel of the Gros Ventre River. LTE recommends that the applicant apply for a variance to the 150-foot river setback, thus providing a thoughtful appraisal of the site and needs. This is particularly pertinent because of the location of the uncontrolled inlet to this channel. Flooding as recent as 2019 demonstrated that when the Gros Ventre River mainstem banks are topped, overland flows enter side channels and ditches causing floodwaters to affect adjacent structures and facilities.

This event and other recent flooding have required both heavy equipment mobilization, as well as plans for new levee construction within Grand Teton National Park and National Elk Refuge. TCD cautions development within alluvial floodplains subject to snowmelt driven flow regimes.

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

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

It is worth noting that the 15-foot setback for ditches does not assure a natural vegetation riparian buffer, but is instead intended to provide access for ditch maintenance. Therefore, development along ditches should use alternative measures to address stormwater runoff and erosion control.

Wildlife:

TCD staff believe this property has significant natural resource values that warrant its inclusion within the Natural Resource Overlay (NRO). The entirety of the riparian cottonwood forest community is crucial moose winter range connecting the Gros Ventre and Snake River watersheds at the southern terminus of Grand Teton National Park. Existing and proposed development funnels and disrupts wildlife movement at this convergence of wildlife habitats. Vegetation losses should be mitigated. Residents of the proposed development will frequently interact with moose at this location. It is important to exclude dogs and other pets from the site as was applied to the Sand Cherry development (Biota, 2009, Free-Ranging Dogs and Cats MFS 2009-0073, Grand Teton National Park Superintendent, attached). Night lighting design should minimize proliferation of artificial light.

Given the stated "Desired Future Character" for the Resort is "reduced residential density and improved wildlife passage," the prevalent "worm" type fencing at the Resort that currently hinders movement of ungulate neonates and smaller wildlife should be reviewed as part of this amendment. TCD and other organizations are available to provide funding and labor for improved fencing designs and avian-window strike mitigation systems.

Finally, the methods by which application materials were combined has led to contradictory statements regarding the 1) classification of the North Channel of the Gros Ventre River, and 2) off season free-market rental of proposed employee housing.

This proposed amendment exists at the intersection of increasingly important wildlife habitat and a large, forceful river system. Thank you for the opportunity to provide comment.

Sincerely,



Tom Segerstrom
Executive Director



**Teton
Conservation
District
Est. 1946**

August 02, 2017

Roby Hurley, Principal Planner
Teton County Planning Department
P.O. Box 1727
200 South Willow Street
Jackson, WY 83001

Dear Roby,

Thank you for the opportunity to comment on the Development Plan (DEV2017-0007) and Master Plan Amendment (PUD2017-0004). The subject property is located at North Spring Gulch Road. Generally, Teton Conservation District (TCD) staff comments focus on potential deficiencies regarding the evaluation of natural resources relative to the Teton County Land Development Regulations, and they also speak to voluntary best management practices. TCD staff is generally familiar with the site and proximate areas, and did not conduct a site visit as part of this review.

Due to the advanced nature of planning for this property, TCD's comments are limited. However, it is noted that numerous substantive errors were present in the Environmental Analysis for this document (EVA2016-0022). Those errors are not listed because the EA is no longer under review. Also, regardless of the disturbance across this parcel, from approximately 2005 - 2007, the buildings within the newly designated Golf Maintenance and Employee Housing Area should maximize clustering to be consistent with the Comprehensive Plan District 9.1, Desired Future Character of reduced density with improved wildlife passage, due to the high value of riparian corridors biodiversity and wildlife habitat that the development will be located within. The proposed development appears to spread additional disturbance to the eastern portion of this lot, while disturbed areas (e.g. between the Manager's Residence and Maintenance Building) may afford opportunities for clustering of development.

Considering the close proximity of the proposed pads to surface water, permanent runoff detention should be incorporated into site development plans. Furthermore, the fifteen foot (15') development setback from the surface water should be maintained during development with a construction fence, so that soil compaction and vegetation disturbance does not occur. Disturbance within this setback is a threat to natural resources, but also could exacerbate erosion and flood risk.

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Jackson, Wyoming 83001	tom@tetonconservation.org



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The proposed development is proximate to a conveyance (irrigation water return ditch). No control structure is known to exist along the banks of the Gros Ventre River, the point of diversion for this conveyance, or at a fork of this conveyance located approximately 1,500 feet east of the junction of N Highway 89 and Lower Gros Ventre Road. Lack of control of such a conveyance can contribute to flooding and erosion risks. If control structure(s) do exist, the proper maintenance and operation of these structures will contribute to reduction of flood risk and erosion. If control structures do not exist, the development of such structures, or articulation of a clear plans to manage flows into the ditch, if not already in place, is recommended as a best management practice to mitigate risk.

The following voluntary recommendations are described for the proposed development. Residents of the proximate development at Sand Cherry are not permitted to have pets. Due to wildlife use of the riparian corridor, pets should be prohibited from the proposed housing development on this parcel. Grills and trash facilities within the riparian corridor represent a significant attractant to scavengers including ravens, magpies, crows, racoons, and bears. Subdivisions to the north of the proposed development have experienced repeated encounters with black bears feeding on crabapple plantings. Restrictions or intensive management of such facilities will serve to reduce human wildlife conflict. In addition, there does not appear to be a noxious weed monitoring and mitigation plan associated with the proposed development.

Sincerely,

Tom Segerstrom
Executive Director

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Roby Hurley
Principal Planner | Teton County Planning and Development
PO Box 1727
200 South Willow Street
Jackson, Wyoming, 83001

03/27/2018

Dear Mr. Hurley,

Thank you for contacting the Teton Conservation District (TCD) to comment on the Environmental Analysis Update (EVA2017-0033) at lands owned by Jackson Hole Golf & Tennis Club, Inc., located at The Resort at Jackson Hole Golf & Tennis Club 2nd Filing. The TCD staff does not interpret whether applications are in conflict with Teton County Land Development Regulations (LDR) but generally notes deficiencies and provides best management practice recommendations. TCD staff did not conduct a site visit at this time but are generally familiar with the natural resources of the property and area.

Previous Comments

TCD staff provided written comment on DEV2017-0007, and PUD 2017-0004, on August 02, 2017. Those comments were pertaining to Jackson Hole Golf & Tennis Club's earlier version of proposed development at the above described site, and also offer comment on EVA2016-0022. TCD would like to state the earlier comments remain pertinent to the current request. Those comments are restated as follows: Substantive errors of content and accuracy are present in the consultant's Environmental Analysis. These errors will not individually be detailed, but the EVA does not reflect what is typically a higher standard seen by environmental professionals for similar documents. In addition, TCD's comments recommended that buildings within the Golf Maintenance and Employee Housing Area should maximize clustering within the disturbed areas to be consistent with the Comprehensive Plan District 9.1, Desired Future Character of reduced density with improved wildlife passage, due to the high value of riparian corridors, biodiversity and wildlife habitat that the development will be located within. In addition, permanent runoff retention should be incorporated into site development plans, and fifteen-foot development setbacks from surface water should be maintained during development with a construction fence.

Hydrological Features

The Development Impact Analysis (DIA) refers to the "Nigger Channel irrigation ditch" of the Gros Ventre River. TCD conducted preliminary water rights research using the Wyoming State Engineer's Office e-Permit database and was unable to find any water right permits associated with that facility name. Permits 4771E, 5040E, 7291E, 31366D each reference the "Nigger

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Channel of the Gros Ventre River” as the source of water for the Price and Lucas, May, Cyclone, Buckskin, and White Ditches.

Maps associated with permits 31366D and 740D both depict the channel in question, and reference it as a “Channel of the Gros Ventre River” and the “Gros Ventre River” respectively (see attached map). The preliminary review raises questions regarding whether the channel in question should be regarded as an irrigation ditch or as a channel of the Gros Ventre River.

No control structure is known to exist at the point of diversion for this hydrological feature at its bifurcation with the Gros Ventre River, located approximately 1,500 feet east of the junction of N Highway 89 and Lower Gros Ventre Road. Lack of control of this hydrological feature can contribute to flooding and erosion risks. If control structure(s) do exist, the proper maintenance and operation of those structures will contribute to reduction of flood risk and erosion.

The DIA states, in reference to the Gros Ventre River, that, “The proposed development will not impact the river” (DIA, page 8). While TCD staff agrees the proposed housing structures will not physically effect the Gros Ventre River, there is concern over development along the banks of this river. Future need for flood control and channel stabilization to protect the proposed development could require levees or bank stabilization, which could impact the river.

Mitigation Plan

TCD staff has additional comments pertaining to language from the Environmental Analysis Update. The project identifies potential impacts to existing vegetation and presents a plan to meet Teton County’s mitigation requirements. It could not be determined to what extent the proposed mitigation site has been previously disturbed. It is recommended that mitigation occurs in disturbed sites and that undisturbed or high functioning areas are avoided.

Wildlife Data Usage

The DIA update references “WGFD “Suspected” (emphasis added) Migration Corridors.” It is important to note that although the specific moose and mule deer routes identified north of Golf Maintenance and Housing were not informed by GPS collar data, they were based on the expert opinion of WGFD Biologists. In addition, mule deer GPS collar data derived from a 2013 study funded by the Wyoming Department of Transportation demonstrate heavy year-round use of the proposed developable area between December 2011 and January 2013. The attached map depicts greater than 4,000 locations within 0.5 miles of the proposed development.

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TCD appreciates the opportunity to provide comments on this proposed development. We hope that the suggestions will improve Teton County's ability to determine the validity and quality of the contracted documents.

Sincerely,

Tom Segerstrom
Executive Director, Teton Conservation District

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**Mule Deer GPS Collar Locations in Vicinity of
JH Golf and Tennis Maintenance / Employee Housing**

Source: Mule Deer Movement and Habitat Use Patterns in
Relation to Roadways in Northwest Wyoming (Riggins et al., 2013)





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August 31, 2018

Roby Hurley, Principal Planner
Teton County Planning Department
P.O. Box 1727
200 South Willow Street
Jackson, WY 83001

Dear Roby,

Thank you for the opportunity to comment on the "Planned Unit Development Application for the Amendment to the Jackson Hole Golf and Tennis Club Planned Unit Development of the Planned Resort Master Plan" provided to the Teton Conservation District (TCD) on August 7, 2018. The subject property is located at North Spring Gulch Road. Generally, Teton Conservation District (TCD) staff comments focus on potential deficiencies regarding the evaluation of natural resources relative to the Teton County Land Development Regulations, and they also speak to voluntary best management practices. TCD staff is generally familiar with the site and proximate areas, and did not conduct a site visit as part of this review.

Based upon the information provided to TCD, the Master Plan amendment provides for the planning for construction of a maintenance building and an administrative building. In addition, it confirms the applicant's understanding of the site conditions as expressed in the Environmental Analysis (EVA2017-0033) and development proposal provided to TCD more than one year ago. In that regard, TCD refers you to the letter that TCD provided on August 2, 2017.

There were also two apparent conditions in the amendment that were notable; 1) the loss of Cottonwood Forest cover type would be mitigated on a 2:1 tree planting basis for each tree removed versus replacement of the Cottonwood Forest plant community as a cover type at a 2:1 ratio in acres and 2) plantings for screening, etc. would emphasize both native and ornamental plants versus all native species plantings recommended as a best management practice.

Sincerely,



Tom Segerstrom
Executive Director

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8) No fences which span rivers or creeks should be erected or allowed to persist.

These recommendations generally follow guidelines developed by the Wyoming Game and Fish Department and the Bureau of Land Management. If adhered to, the fences resulting from these recommendations will be "wildlife friendly" and promote the continued use of the important wildlife habitat found on the parcel. In particular, crucial wildlife winter habitats will be easily accessible to animals, especially if efforts are taken to lower fence gates when livestock are not present.

3. **Non-native Plants.** The introduction of any non-native plants which might compete with or harm native species and result in their decline is discouraged. Exceptions to this would be the introduction of a non-native species which would improve or prevent undue damage to the natural environment (e.g., stream bank stabilization) or plants within the immediate confines of the building envelope. However, planting certain ornamental (non-native) woody or shrubby vegetation for landscaping purposes is discouraged in order to reduce the likelihood of human-wildlife encounters. Wildlife damage to landscaping efforts may occur and should be accepted when the property is located within an area used by moose, mule deer, and elk. A list of native plant species recommended for screening and revegetation efforts, based on palatability to wildlife, should be generated once goals and objectives have been identified.
4. **Non-native Fauna.** The introduction into the wild of any non-native or domesticated animal species which might compete with or harm native species and result in a decline in their use is strongly discouraged.
5. **Vegetation Alteration.** The destruction, removal or alteration of living or dead vegetation is discouraged except when absolutely necessary. This is particularly important for properties which have wildlife use occurring within stands of woody overstory and shrubby understory vegetation. Standing dead trees and dead and down vegetation provide important habitat to a variety of smaller wildlife species and greatly diversifies a piece of land. Woodpeckers forage for insects in standing dead trees and create nesting cavities for themselves and numerous other bird species. Fallen, rotten plant material creates shelter used by many small mammals while simultaneously returning nutrients to the soil.
6. **Roads.** The construction of roads should be minimized.
7. **Habitat Enhancement.** Wildlife habitat enhancements are acceptable physical alterations to the property. A plan describing enhancements and delineating affected areas should be developed by a qualified, county-approved consultant. This plan should consider negative impacts to non-target species.
8. **Herbicides.** The use of chemical herbicides and pesticides are discouraged except for controlling noxious terrestrial weeds. Application of state-approved herbicides should be done responsibly by persons appropriately licensed and trained. The Teton County Weed and Pest representative should be consulted before applying chemicals in sensitive areas.
9. **Burning.** The burning of any materials or vegetation is discouraged except in accordance with government regulations, and in the case of vegetation, where burning is shown to be beneficial to wildlife.
10. **Off-road Vehicle Use.** Control the use of any off-road vehicles such as all-wheel drives, motorcycles, all-terrain vehicles, and snowmobiles, except when necessary for specified activities on existing roads. This is very important so wildlife can adapt to predictable patterns of human use.
11. **Topographic Alterations.** The filling, excavating, dredging, mining, drilling, or removing of topsoil, sand, gravel, rock, minerals, or other materials, or other changes of the topography of the property is discouraged, except where absolutely necessary or associated with approved development and enhancement plans.
12. **Domestic Pets.** Free-roaming, unrestrained domestic pets should be prohibited. Unrestrained pets can easily disrupt wildlife use on parcels and must be controlled. Dogs will readily chase, harass, and even kill both small and large mammals, as well as birds. Although less conspicuous than dogs, free-roaming cats can be as damaging to wildlife as dogs. Cats are effective predators of small birds and mammals and free-roaming cats have a high potential (both short- and long-term) for disturbing many wildlife species.
13. **Wildlife Feeding.** Artificial feeding of moose, deer, and elk anywhere on the property is strongly discouraged. Artificial feeding tends to "short-stop" wildlife in route to natural winter ranges and causes them to rely on humans when unnecessary. Concentrating these animals around feed sites for long periods of time can cause irreparable harm to native vegetation due to over utilization as well as contribute to the spread of diseases. Artificial feeding of wildlife by private individuals is an activity which Wyoming Game and Fish opposes.

Paula Stevens

From: Mary_Gibson_Scott@nps.gov
Sent: Thursday, December 24, 2009 11:04 AM
To: Paula Stevens
Cc: phibbslawoffice@wyoming.com
Subject: Golf and Tennis workshop Monday

Hi Paula,
Sorry I missed you. I was calling about the item on the county commission meeting this coming Monday.

It is not clear on the agenda as to the specific action that is being considered. As you are aware, we sent a letter Oct 7, 2008, providing comments on the affordable housing component of Golf and Tennis. In that letter, because of the proximity of the project to critical moose, elk and other wildlife, as both areas for habitat and migration movement, we said that "the direct and indirect effects of human use, as well as the presence of pets, could discourage its use by wildlife.....We respectfully request that Teton County planners and elected officials.....fully consider the potential impacts on wildlife, and include strong mitigation measures to ensure that the project does not result in unintended consequences."

I am unsure as to the mitigation measures placed on the development when approved, but would hope that whatever restrictions were imposed were maintained.

Give me a call if you have questions.

thanks and Happy Holidays

Mary

Mary Gibson Scott
Superintendent
Grand Teton National Park
307.739.3411
307.739.3440

Experience Your America

Existing Conditions

March 29, 2002/ Revised August 9, 2002

this packet. Additional facilities south of the Spring Gulch County Road have been located within the NRO since the early 70's and include the existing employee housing, golf course maintenance barns, parking, basketball court, septic field, subdivision wells, and many miscellaneous sheds and other items. existing impacted area, and provide NRO mitigation elsewhere.

No development is proposed within the NRO, except as in-fill within these already impacted areas, which were deemed most suitable for development in the Environmental Analysis.

The least valuable vegetative cover types found on the JHGTC property, those most suitable for development, are the non-mesic shrub-sagebrush (xeric), non-mesic grassland (xeric) cover types, and landscaped or disturbed areas. Locating development within these cover types will cause, in relative terms, the least impacts to SSCs. In contrast, the cottonwood cover type variations (especially those located south of the Spring Gulch Road), mesic tall shrub-willow, open water, and wetland cover types represent the most important wildlife habitats relative to other cover types on the parcel. The overstory and shrub and grass layers within cottonwood stands provide excellent foraging opportunities and cover habitat for ungulates as well as other species and development within these cover types will result in more potential negative impacts. Some opportunities exist to reduce potential negative impacts to SSCs and their habitat if development occurs along the edges of the forest cover types through replacement planting at a density greater than the losses resulting from the development.

Employing some common sense measures following development will go far to protect continued wildlife use of this parcel and its vicinity. Impacts resulting from increased human uses may be minimized through self-imposed spatial and temporal limitations of human activities when species of special concern are present. Specifically:

- 
- Minimizing human-caused disturbances to wintering wildlife
 - Not inhibiting animal movements through the parcel by erecting impassable fences
 - Controlling pets, and not intentionally feeding wildlife

Depending on plant materials used, landscaping efforts may increase the attractiveness of developed areas to moose or deer. Having the wild animals in frequent proximity to humans is not an ideal situation because it increases the likelihood for potentially injurious events to occur (to humans and ungulates).

The following potential impacts to Species of Special Concern were identified:

- Bald Eagles – the JHGTC property does not fall within 400 m of a known bald eagle nest. No development restrictions exist

Hamilton Smith

From: Klene, Richard (klenerr) <KLENERR@UCMAIL.UC.EDU>
Sent: Sunday, October 06, 2019 10:21 PM
To: Hamilton Smith
Cc: editor@jhnewsandguide.com
Subject: Golf and Tennis Master Plan

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

Thank you for sending us a notice regarding the proposed changes to the Master Plan for the Jackson Hole Golf and Tennis Resort. This plan is of concern to us and our neighbors because of its potential impact on traffic and on our access to the town of Jackson, and to Highway 22 and south 89 to Wilson, the Hoback area and beyond. More traffic means more stress on wildlife in a particularly important riparian area.

As we think everyone knows, Jackson and Teton County have a significant problem NOW with excess traffic and congestion. Those of us living North of town now must restrict our travel, in terms of route selection and time of day, if we wish to avoid sitting for multiple 10s and 20s of minutes, ranging up to an hour or more. This is particularly true in Summer, but now extends into the "shoulder" seasons and even in Winter to some extent. Obviously what affects us also affects the legions of visitors upon whom the county and town depend for a substantial amount of their income.

For the town and county, adding more housing of any kind will only exacerbate this situation by overloading traffic on Spring Gulch Rd. and adding to the already heavy load of traffic using the roundabout at the "Gros Ventre Junction." An especially concerning part of the entire plan is the intent to provide housing on Spring Gulch Rd. for employees working at Jackson Lake Lodge, or maybe Jenny Lake Lodge, who would be commuting daily during our busiest season for up to 30 or more miles each way on what is likely the busiest stretch of highway in the county.

How much more congested do the leaders of this county want our roads to be? What would be the effect of severe weather, major accident, or an earthquake on the safety of residents and visitors, if such an event would happen during the gridlock which occurs now and which will be much worse as we continue to approve more projects which add to this mess?

Just say "NO," Jackson.

Dr. and Mrs. Richard Klene

Oct 4, 2019

Dear Mr. Smith,

As long-time homeowners at Jackson Hole Golf and Tennis, we strongly object to the amendment of our master plan.

Our surrounding property was never designed to be a warehousing and maintenance facility and an employee housing facility for Vail Resorts' concessions & holdings all over this Valley. They have made changes and continuously attempt to make changes to the areas surrounding our properties which lower our property values, increase traffic in our neighborhood, provide ^{additional} employee housing for a golf course, pool, tennis court and club which operate only a few months of the year.

As homeowners we pay a high price for our homes, street maintenance, snowplowing, landscaping, taxes, etc. to keep our community beautiful in keeping with the beauty that surrounds it.

Since Vail Resorts took over we have been in a constant battle for our rights as homeowners as they propose amendment or "revied amendment" to change a Master Plan to benefit their other ~~holdings~~ ^{interests} and not our neighborhood. It is a shame that they do not have the respect and love for our neighborhood as the "real" neighbors.

Within 800 feet,

Vicki Nelson

P.S.

Thank you for your consideration of these issues. I urge you to oppose further commercial development and changes to the master plan that would allow this in our neighborhood. I do not think an "RV Park" or employee housing that could be rented to non-employees that are not employed at Golf and Tennis are appropriate for our neighborhood land use. Likewise additional warehouses and maintenance facilities that do not serve The Golf and Tennis property should not be allowed.

I received your letter dated 9/27 today 10/4. Hope you receive my reply before your deadline of 10/4.

Hamilton Smith

Subject: FW: Jackson Hole Golf and Tennis Resort Master Plan Amendment PUD2019-AMD2019-0004

From: Deb Penk <debpenk@me.com>

Sent: Wednesday, October 2, 2019 6:55 PM

To: County Planning Commission

Subject: Jackson Hole Golf and Tennis Resort Master Plan Amendment PUD2019-AMD2019-0004

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

Dear Planning and Development Commission:

Received notice of JHG&T Amendment today. This is a grievous violation of the entire community of Golf and Tennis including wildlife. This proposal helps no one but Vail Resorts. They are in search of a contract guarantee with the National Park system, by supplying housing, storage and warehouse, for the Park system. This includes Park employees, restaurant staff and equipment, etc. The people who support and live within the immediate area, should be the priority. However, once again, Vail moves forward in off season, hoping to slip through without notice by the people it truly affects.

Completely opposed the proposal offered this spring. They said then, they had enough housing for the people employed at JHG&T. Yet Vail Resorts offers this proposal under the disguise of "affordable housing", key words for this community. Yet they admit these proposals are for summer use only and they have no intentions of renting for long term.

PLEASE listen to the people who live in this community. We can not support this proposal. A fire department is non existent as we rely on Moran and downtown forces. The road system is still depending on a road half paved. Yet they want to place housing and storage units and warehouse units that will double the amount of traffic! They claim this will not affect the wildlife, yet look at their site and their calendar and any other promotional literature for JHG&T and it always includes wildlife. There are natural water sources to consider. How will this impact our flows of creeks, rivers, ponds?

Personally, I can only shake my head that we have become so progressive that we ignore common sense as well as the middle class people who work hard and struggle to live here. Hard working people who ask only the opportunity to enjoy the beautiful country we live in. How will this help our individual goals of enjoying our landscapes, our environment, our views, our wildlife? Vail Resort it will help. Me, not at all. Unless I need one more reason to consider moving.....

Thank you so much for listening. Unfortunately, I have commitments already scheduled for October 28th. Please consider this as a physical stand AGAINST this amendment in every way.

Deb Penk

750 E Sagebrush Dr.

Jackson, WY 83001

October 10, 2019

Teton County Planning Commission
Via Email: planningcom@tetoncountywy.gov

Re: Proposal to Amend the Jackson Hole Golf and Tennis Planned 2002 Resort Master Plan – PUD 2019-0002 and AMD 2019-0004.

Ladies and Gentlemen:

We are submitting comments to the proposal of Jackson Hole Golf & Tennis, Inc. (“JHG&T, Inc.”) to amend the Master Plan of the Jackson Hole Golf & Tennis community in order to allow, in general terms, (i) a 440% increase in the size of employee housing, to allow housing for employees who work at the four Grand Teton National Park facilities which an affiliate of JHG&T, Inc. manages: Jackson Lake Lodge, Jenny Lake Lodge, Flagg Ranch, and Colter Bay Village, (ii) construct a warehouse to support the operations of the aforesaid NPS facilities, and (iii) a cell tower. That is a layman’s description of what is being proposed. Technically, the proposal attempts to completely change the land use of a site within a master planned community, in a County designated rural area and in the Natural Resources Overlay, and we understand suffers from other procedural flaws. We aren’t going to be technical in our comments; instead we are conveying our strong resistance to a dramatic diminution of the local environment and community, all for (and only for) the profit and greed of a corporate proponent. We hope these comments are well-taken, and are helpful.

We are residents of Wyoming and homeowners at Jackson Hole Golf & Tennis, and we will be directly affected by these changes.

At the outset, let’s be clear who the real applicant here is – it is Vail Resorts, Inc. (NYSE: MTN), the parent company of JHG&T Inc., a publicly-traded company located in Colorado with a market cap of approximately \$9 billion and annual revenues of over \$2 billion. And let’s be clear what is really happening here: In this proposal, it’s clear that Vail Resorts is simply trying to improve the economics of a corporate affiliate that manages the aforesaid facilities in Grand Teton National Park. The management of those facilities will be up for renewal in about a year. Vail does everything with a profit motive, especially capital investments, and one can safely assume that Vail’s chances of securing that renewal will be significantly improved if it can figure out how to house and position employees and supplies at the least amount of cost. It has nothing, if anything, to do with improving the facilities, services, or appeal of Jackson Hole Golf & Tennis (yet, ironically, that is the applicant). This proposal is there solely to improve Vail Resorts’ bottom line, and it may be even more mercenary than that. If one looks at Vail Resorts’ SEC filings, it becomes clear just how small these operations are in the giant world of Vail Resorts. With a vast empire of ski resorts, lodging, and everything related to those resorts, the

tiny fraction that JHG&T, Inc. (and the affiliates) brings to the pile of earnings is miniscule. And that leads to a question – is this effort by Vail Resorts merely a way of dressing up the balance sheets and income statements of what it ultimately intends to sell (why would it want to build a cell tower that nobody in the community wants)? But regardless of specific motive, and stripping away all of the concocted rationale offered by Vail Resorts, let's make no mistake that this proposal is anything but Vail Resorts pursuing a profit.

In its public messaging, Vail Resorts likes to promote a different image. It states prominently on its website: *“Everything we do needs to be aligned with our five stakeholders: Our guests, our employees, our communities, our natural environment, and our shareholders.”* (emphasis added). That's a good line, and it would be nice if it were true. But it's still useful – let's use it as a scorecard, because it exposes this proposal for exactly who it benefits, which is nobody except for Vail's shareholders. It does nothing for their guests, who are oblivious to where employees live. It does nothing for Vail Resort's employees. Vail Resorts can very easily afford to build decent, permanent year-round housing for JHG&T employees, which coincidentally was exactly what was envisioned in the initial plan filed by Vail and approved by the County (and which we strongly support). Vail apparently wants to cram over 60 employees into RV housing on concrete pads – that's an interesting approach to employee welfare. It most definitely does nothing for the community. The recent op-ed in the *Jackson Hole News and Guide*, the widespread disapproval of (and multiple comments against) the proposed amendment from the JHG&T community and the Jackson Hole community at large speak for themselves. And it does nothing for the natural environment. RV housing on impermeable concrete pads, a two-story warehouse(s), and a ten-story cell tower, all adjacent to the Gros Ventre river, and directly in wildlife migratory areas -- enough said. Vail's approach to protecting the natural environment appears to begin and end with the construction of fencing. But it does do something for Vail Resorts' shareholders, no argument there. It's important to benefit hedge funds and others invested in Vail Resorts --they could use the bump.

We implore the Commission to reject this proposal. What Vail Resorts is trying to do is almost obscene: let's put all the burden on the JHG&T community, on Spring Gulch Road, and on the local infrastructure, in order that we can improve our profit margins at our NPS concession properties. And let's dress it up as benign “synergies” project, as if adding housing for employees who service over 1,100 guest accommodations (along with conference and dining facilities) at lodging properties which operate at full capacity all summer long, and which are located quite a distance away from the housing itself, is the same thing as sharing IT or HR resources. For the record, there are zero guest accommodations at JHG&T.

If this proposal is approved, the only winners are those who are invested in Vail Resorts, and the many losers will be the many hourly employees packed into temporary RV housing; the residents of JHG&T and surrounding areas, who will be stuck with the eyesore of temporary housing, a warehouse or two (and perhaps even two stories high), and a cell tower, along with truck, bus and van traffic day and night and the well-documented rowdiness that follows over-packed seasonal housing (that's not a judgment, we were seasonal workers once, and temporary seasonal housing is simply unsupervised college dorm living, but with a paycheck). It would degrade the well-planned JHG&T community that, ironically, was sold by Vail Resorts to current homeowners with the very Master Plan that Vail Resorts is now trying to amend. On that last

point, it's really callous for Vail to sell out the JHG&T real estate (which it has done) based upon a Master Plan that specified permanent all-season housing sized to accommodate only JHG&T employees, book its profits from those sales, and then turn around and amend the JHG&T Master Plan in order to increase its profits at other regional properties that its affiliates manage, to the detriment of those very purchasers. That is chutzpah that only Gordon Gekko could appreciate, and the County should not be a party to, or reward, such behavior.

We are part of the affected community. We will have to live with all of the negatives which will result if this amendment is approved, and we don't believe that Teton County should allow such a travesty to happen. Vail Resorts should be held to what it originally promised to the County, to its purchasers, and to the community.

Respectfully,

Ed Ryan & Catie Malone
5940 Coneflower Drive
Jackson, Wyoming 83001

October 10, 2019

To: Teton County Planning Commission

Dear Planning Commissioners,

I am writing to offer my comments and concerns about Vail Resorts and their subsidiary, Grand Teton Lodge Company, and their latest application to amend the 2002 master plan and now also applying to amend LDR Text. PUD2019-0002 & AMD2019-0004.

This is the fourth iteration of Vail's constantly changing proposals and the issue is complex. Therefore I am taking the time in this letter to share some history and my concerns related to this application. I have participated in each step of Teton County's process for Vail's changing applications since April 2016. Thus my comments are substantial. I hope you will thoroughly consider my comments.

HISTORY

For the last four years Vail has applied to add new development at Jackson Hole Golf & Tennis without gaining County approvals. With each new application they have not proactively informed the 7 neighborhoods that adjoin JHG&T of their proposals. Instead neighbors only learn of Vail's plans when those who live within 800 feet of the project area receive letters from Teton County advising of a Planning Commission hearing. This is the third Planning Commission hearing being held related to Vail's various applications on this matter.

Vail's initial application in 2016 was to construct 13 concrete trailer pads for seasonal employees of JHG&T in an undeveloped area in the NRO that would require removal of 48 cottonwood trees and 23 willows in critical moose and nesting bird habitat. Vail sought an exception not to be required to conduct an EA for the 2016 proposal. Initially Teton County allowed the exception but eventually withdrew that and Vail was required to contract for a new EA. Vail did not do the required public notice for that application and once a hearing before the County Commissioners was underway in May 2016, the BCC Chair would not allow a hearing to proceed due to lack of adequate public notice by the applicant.

Vail pressed pause for several months and in 2017 considered adding 6 tiny homes to house between 13 and 26 seasonal JHG&T employees and not construct trailer pads. However Vail was unwilling to fund the tiny homes from their own capital and sought private individuals to buy them and lease them to JHG&T seasonal employees in the summer and then have them for their own use. Eventually Vail abandoned this plan as there were no interested investors for such a bizarre method to house Vail's own seasonal JHG&T employees on site.

In July 2018 Vail applied to amend the 2002 Master Plan and construct 13 trailer pads to house 13 to 26 seasonal JHG&T employees in the employee's personal trailer or rv. Oddly in this application Vail also proposed adding a 75 ft. cell tower above their current employee dorm as a part of a master plan amendment. This application was heard by the Planning Commission on December 10, 2018. At that meeting the PC voted and recommended that the trailer sites be reduced from 13 to 6 and placed on a Conditional Use Permit in order to achieve better compliance from Vail for management for a non-conforming seasonal trailer park. This was in part due to concerns raised by countless neighbors about Vail frequently found not to be complying with County regulations at JHG&T. Their non-compliance entails not complying with County regulations at JHG&T, including improper garbage storage, not controlling invasive weeds, lack of required screening of the maintenance yard and installing an outdoor

event tent instead of constructing an event building as Vail promised it would do when working towards approval of the 2002 Master Plan. Additionally the PC recommended that Vail not be permitted to add a 75 ft. cell tower as part of the application to amend the master plan. Vail added the cell tower into the application just prior to the 2018 PC meeting because Verizon had not gotten approval from Teton County as the proposed location was less than the State of WY required 150 ft. setback from the Gros Ventre River Channel. At the subsequent BCC meeting on this application on January 8, 2019, the BCC also questioned the addition of the cell tower to the application to amend the master plan.

The January 8 BCC meeting ran long and so it was extended until February 19. Just prior to the February meeting, Vail requested a postponement until May 7. In April, Vail submitted a much expanded proposal to the County Planning staff to be included in their application for the May BCC hearing. However the planning staff determined the additions were so significant that a new application and a new process would be required. At the May 7 meeting the BCC voted to remove the Vail's application from the agenda and concurred with staff recommendation that Vail would be required to begin an entirely new application and review process.

Fast forward to July 2019, Vail submitted a new application to amend the master plan and in August they submitted an amendment to the LDR text. This is the application before you now.

Concerns Related to Current Application

In reviewing Vail's new application one has to keep the Comp Plan and LDRs in mind.

A primary goal of the Comp Plan is **to preserve and protect wildlife habitat and connections between wildlife habitat.**

The comp plan also prioritizes Character Districts. One goal was to develop areas in town and country appropriate for complete neighborhoods that allow density, workforce housing and concentration of people and uses. By contrast Rural areas would have a goal to reduce future growth and place a priority on preservation. Jackson Hole Golf & Tennis is located in the Rural Zone with sensitive lands that border the Gros Ventre River, include critical wildlife habitat and a migration corridor.

Conservation and preservation

The Comp Plan places a high value on wildlife protections, improved connectivity of habitat and to preserve open space. The future in rural areas is envisioned to be more natural. Another goal is to increase wildlife permeability and utilize best practices for wildlife preservation.

In the 2017 EA Vail's consultant, LT Environmental LLC, completed the EA for the 2016 application. LT Environmental evaluated the area for development on a landscape level. However county land use decisions are to be made at the parcel level, and subdivision level, not at the landscape level.

The area proposed for development sits in the County's designated Natural Resource Overlay,(NRO),is a platted lot and it requires a site specific EA. This was not done for the previous application and none has been conducted for this new massive proposal outlined in Vail's 2019 application.

By contrast, the Vail 2002 Master Plan and the original EA conducted by Biota, identified the areas least desirable for development and more desirable for development. The present day maintenance yard was built in the most desirable area for development based on this. The 2002 EA also recommended no

further development be added past the snack shop towards the maintenance yard on the Gros Ventre River side of this area.

The previous 2017 EA should have looked at site specific proposed development in how it would disturb vegetation, wildlife habitat and wildlife habitat connectivity. It did not do this.

The perspective the County's Comp Plan took is not to advance development and further fragment wildlife habitat.

Vail's predecessor, and owner of JHG&T, was CSX. They applied to the County to get resort Designation for JHG&T. They had plans to build a very large hotel and other development as well.

Resort zones allow higher intensity of use and multiple uses.

When the Teton County Commissioners considered this request in 1999, they voted 3-2 against allowing resort designation as it was thought the area was a residential area with a golf course, located distant from Jackson and did not make sense to be a resort zone. The following year, one commissioner resigned his term and at the election timeframe, a candidate ran on making it a resort zone and won. Consequently it was taken up to a new vote, and won 3-2 in favor of a resort. Neighbors maintain the resort designation is not appropriate to this residential area.

Vail purchased CSX and in the transition and two ensuing two years' worth of applications and county hearings on the new JHG&T clubhouse, cabins, etc., the hotel was removed. The Master Plan was finalized and approved in 2002.

Per the County Land Development Regs (LDRS) section 3.3 -Future land use in a resort zone recognizes the basic right of landowner to apply for additional development. However it needs to be performance-based, and evaluate what are the public benefits and related indicators. One could argue that Vail's application to add the development and the various park operations to JHG&T has no public benefit.

County Traffic Analysis from 2002 MP

The county conducted a traffic analysis. A scale from A- F was used to rate intersections.

Sagebrush Drive and Hwy 89 was an F (vehicles had to wait 4 minutes or more).

Spring Gulch Road and Hwy 22 was an F (vehicles had to wait 4 minutes or more).

The expectation of growth for the 20 years also rated F.

The side streets from neighborhoods at the time were not as impacted but are now in a major way.

Since Vail is proposing adding a warehouse operation to serve their in-park hotels and retail locations, administrative and other functions, as well as adding housing to house employees who work throughout Grand Teton NP, the traffic impacts will be significant and add harmful greenhouse gas emissions.

Vague Proposal

In reading Vail's 2019 application one has to ask, exactly what is Vail Resorts proposing? The application states Vail seeks to create flexibility for staging crews and operations at Jackson Hole Golf & Tennis (JHG&T) on Spring Gulch Road to serve their other unrelated business concessions under contract with the National Park Service inside Grand Teton National Park (GTNP) and at Flagg Ranch on the John D. Rockefeller Memorial Parkway (JDRMP).

- Do they wish to have one employee at JHG&T or a several dozen?
- Is it someone sitting at a computer or is it a construction/maintenance crew?
- Is it a pick-up truck or a fleet of construction trucks?
- What type of warehouse operation are they proposing to serve all their concession business operations inside GTNP from Jenny Lake to Flagg Ranch?
- What type of housing units? How many will be housed?

The same vagueness is presented to justify adding wireless communication towers

- How many towers?
- Where?
- What will they look like?
- How tall?
- When did free standing cell towers become “a required utility” for a golf course?

The application does not answer any of these questions and instead presents the goal of flexibility. Their application does not state what they intend to do, and if the application is approved, the County will be powerless to establish limits later.

Not only does this application make it impossible to know what is proposed or what the County is asked to approve, it creates this unpredictability after the Jackson Hole community emphasized greater predictability in land use decisions. A point of emphasis in our County Comprehensive Plan calls for greater predictability in land use decisions.

- The Comp Plan says to allow development that is a “base right.” (policy 3.3.c) -- Allowing the staging of operations and employees at JHG&T on Spring Gulch Road to serve other unrelated business operations in the Park is not a “base right.”
- The Comp Plan says that discretionary land use tools are not appropriate for managing growth and development (policy 3.3.c). – a land use application designed to create flexibility is not an appropriate way to manage growth.

The County Commissioners have taken significant actions to implement these planning goals. The Land Development Regulations have been revised to remove uncertainty and increase predictability in land use decisions. Most significant was the removal of Planned Unit Developments, which is a highly discretionary planning tool.

There is nothing in the currently approved JH Golf and Tennis plan that suggests or allows the Spring Gulch Road site can serve as a staging area of developments inside GTNP and at Flagg Ranch on the JDRMP. This application for flexibility contradicts our desire for predictability in land use decisions. It contradicts our adopted policies and it contradicts decisions we have made to change the development regulations. The Grand Teton Lodge Company concession business operations located inside of Grand Teton National Park are separate and unrelated to Vail’s Jackson Hole Golf & Tennis business.

Wildlife Habitat, NRO

The Vail Resorts application proposes expansion in the part of the Jackson Hole Golf and Tennis that has meaningful wildlife habitat and is designated by Teton County as the Natural Resource Overlay (NRO). It is a location at the confluence of two rivers. This site has been analyzed thoroughly dating back to the original approval of JH Golf and Tennis and an amendment in 2002. These early EAs identified area

“most suitable” and “less suitable” for development. The early approvals limited development to the “most suitable” areas. This application proposes two-thirds of the expansion outside of these “most suitable” areas. One-half of the proposed development will be in an undisturbed area. The applicant attempts to justify the impact on the NRO as a minor increase in the application. This faulty rational could in theory justify hundreds of incremental expansions into prime habitat areas. Every encroachment into important habitat would be cumulative when considered in entirety. Eventually what habitat would we be left? (page 20 – 22 of 2017 EA, which is resubmitted with current application) If the applicant still proposes to construct JHG&T seasonal employee trailer sites, where will they be located? If a trailer park is still proposed it would be in conflict with the **LDRs which prohibit camping and campgrounds in the NRO.**

LDR and Resort Zones (LDR section 4.3.1)

JH Golf and Tennis is one of a few Resort Planned Unit Developments that are allowed in the County. The Land Development Regulations (LDR) are very explicit on what these resorts are allowed to do. This application violates the Purpose and Intent of the resort zoning by proposing flexibility to erect undescribed communication towers and to stage personnel, operations, and warehousing at JHG&T on Spring Gulch Road to serve their concession businesses in Grand Teton National Park and at Flagg Ranch on the JDRMP.

The LDR state that the Purpose and Intent of the resort zones is to allow development that

- has “a high degree of self-containment” and
- establish “a level of predictability in the maximum potential size and character.”

This proposal conflicts the purpose and intent of the very land use regulation it relies on for approval.

- This application seeks to add land uses that serve other remote business operations by using a regulation that calls for a high degree of self-containment.
- This application seeks to create flexibility by using a regulation that calls for predictability.
- This application seeks the right to erect cell towers with no description of their number, height, appearance, or any other feature.

Resort District or Residential Subdivision with a Golf Course

Resort Developments are clearly defined in the County’s Land Development Regulations. They are mixed used developments that contain recreational, retail and service-oriented activities. When JH Golf and Tennis was proposed as a resort, it was first denied resort zoning status on the basis that it is the wrong location for a mix of commercial land uses. After a change on the Board of County Commissioners, resort status was revisited and then approved by the County Commissioners.

At that time, JH Golf and Tennis was proposed as a mixed use resort area with a hotel and convention facility in addition to the golf course. However, the hotel and convention facility were later deleted from the plans and replaced with more residential development.

JH Golf and Tennis does not meet the definition of a resort and does not meet the intention of resort status that is lined out in the County’s LDR. Golf and Tennis has always been, and continues to be today, a residential development with a golf course. JH Golf and Tennis should be returned to the residential zoning that existed before the resort status was granted to the hotel – convention center plans.

This proposal to stage operations and personnel that serve business enterprises in distant locations, and to erect communication towers, moves even further away from the existing use and character of the JH Golf and Tennis area. The Grand Teton Lodge Company concession business operations located inside of Grand Teton National Park are separate and unrelated to Vail's Jackson Hole Golf & Tennis business. **Furthermore the Grand Teton Lodge Company's contract with the National Park Service expires in 2021. The National Park Service will issue a RFP in 2020. There is no guarantee that the Grand Teton Lodge Company will be awarded the next contract.**

I urge you to recommend that Vail and the Grand Teton Lodge Company not be permitted to combine and stage their unrelated in-park businesses and industrial operations at their other separate business, Jackson Hole Golf and Tennis, which is located at the center of several residential neighborhoods in a county designated Rural Zone. Additionally Vail should not be allowed to add a cell tower as a part of their application to amend the master plan. Cell communication companies should seek permits directly with Teton County to install cell towers as is the typical practice. If one is needed in the vicinity of JHG&T, Teton County has a parcel of land adjacent to Cattleman's Bridge that has space for a cell tower installation 150 ft. from the Gros Ventre River.

Thank you.

Joan Anzelmo
270 Cottonwood Drive
Jackson, WY

Dr. Bradley Bartel
6355 North Spring Gulch
Jackson, WY 83001

Email To: planningcom@tetoncountywy.gov

Subject Line - Comments: PUD2019-0002 & AMD2019-0004

October 11, 2019

As a homeowner who lives adjacent to the Jackson Hole Golf and Tennis Club, I am writing today to express my concerns over Vail Resorts most recent application to amend the 2002 Master Plan. AKA PUD2019-0002 & AMD2019-0004.

I have been a Teton County, Wyoming homeowner, taxpayer and concerned citizen since 2010. I have attended meetings at the County to stay abreast of and to express my concerns as Vail Resorts submits their latest updated application. Quite frankly, like many of my neighbors, I am suffering from "Vail Fatigue."

Not only is the most recent Vail proposal vague as they request to erect a 'staging area' on Spring Gulch, which most of us understand to be a warehouse, it deserves even more scrutiny as exactly how this 'staging area' will support the other Vail Resort business lines that operate in Grand Teton National Park ("GTNP").

Of note:

1. Vail Resorts GTNP business operations are concessionaire properties. These concessionaire properties are not permanent businesses and are operated under leases from the US Government and are not subject to auto-renewal.
2. Vail Resorts GTNP concessionaire properties are upwards over an hour away from JH Golf and Tennis, without traffic.
3. Vail Resorts GTNP concessionaire properties are not operated on a year-round basis.
4. Vail Resorts currently has a substantial warehouse within GTNP that has sufficiently served their concessionaire properties for many years.
5. GTNP, as recently as September of this year, approved plans for 9 mobile phone towers along with 63 miles of fiber optic cable, thus rendering a mobile tower in our neighborhood as unnecessary and irrelevant.

In just a few days the golf course will close for the next 6 months, the property will have a restaurant that operates a few days each week and a skeleton staff to clean the workout room and groom the cross-country track. It is time that JH Golf and Tennis and its ownership, Vail Resort, come to the realization that they are a lovely golf course that operates with-in a residential development and (a) not a multi-use year-round resort or (b) a warehouse operator for Vail's concessionaire properties.

Respectfully submitted,

cc: Teton County Board of Supervisors – by USPS Mail
Wendy Myering, Mountain Property Management

Hamilton Smith

Subject: FW: Comments: PUD2019-0002 & AMD2019-0004

From: Patricia Denny <pdenny@chapman-usa.com>

Sent: Monday, October 14, 2019 2:26 PM

To: County Planning Commission <planningcom@tetoncountywy.gov>

Subject: Comments: PUD2019-0002 & AMD2019-0004

We reside at Jackson Hole Golf and Tennis and are concerned about and object to Vail's proposal to Amend the 2002 Master Plan. This proposal to stage operations and personnel that serve business enterprises in distant locations, and to erect communication towers, moves even further away from the existing use and character of the JH Golf and Tennis area.

Wildlife Habitat, NRO

The Vail Resorts application proposes expansion in the part of the Jackson Hole Golf and Tennis that has meaningful wildlife habitat and is designated by Teton County as the Natural Resource Overlay (NRO). It is a location at the confluence of two rivers. This site has been analyzed thoroughly dating back to the original approval of JH Golf and Tennis and an amendment in 2002. These early EAs identified area “most suitable” and “less suitable” for development. The early approvals limited development to the “most suitable” areas. This application proposes two-thirds of the expansion outside of these “most suitable” areas. One-half of the proposed development will be in an undisturbed area. This impact on the NRO is justified as a minor increase in the application. This rationale could in theory justify hundreds of incremental expansions into prime habitat areas. Every encroachment into important habitat can be justified as an incremental impact that is small in the big picture. After a lot of incremental expansions, what habitat would we have left? (page 20 – 22 of 2017 EA, which is resubmitted with current application)

LDR and Resort Zones (LDR section 4.3.1)

JH Golf and Tennis is one of a few Resort Planned Unit Developments that are allowed in the County. The Land Development Regulations (LDR) are very explicit on what these resorts are allowed to do. This application violates the Purpose and Intent of the resort zoning by proposing flexibility to erect undescribed communication towers and to stage personnel and operations on Spring Gulch Road to serve their concession businesses in the Grand Teton National Park and at Flagg Ranch on the JDRMP.

The LDR state that the Purpose and Intent of the resort zones is to allow development that

- has “a high degree of self-containment” and
- establish “a level of predictability in the maximum potential size and character.”

This proposal conflicts the purpose and intent of the very land use regulation it relies on for approval.

- This application seeks to add land uses that serve other remote business operations by using a regulation that calls for a high degree of self-containment.
- This application seeks to create flexibility by using a regulation that calls for predictability.
- This application seeks the right to erect communication towers with no description of their number, height, appearance, or any other feature.

Thank you.

Patti Denny

William M Fausone
5600 N Stone Creek Lane
Jackson, WY 83001

Teton County Planning Commission

October 13, 2019

RE: Comments: PUD2019-0002 & AMD2019-0004

I reside at the above address which abuts Jackson Hole Golf & Tennis along the 13ht (Par3) hole. I am writing to give you my comments re Vail Associates proposal to amend the PUD at JHG&T.

Having spent 40 years as a commercial real estate developer, I find their proposal lacking in many respects but most surprisingly in the lack of specificity. Vail Associates has a plan however they have not shared the details with the County. They state wanting to create flexibility for their operations at G&T and to serve other unrelated business concessions within GTNP. The application vaguely references housing and warehouse operations; how many employees would they be housing, what type of warehouse operations? The application doesn't address these questions, rather presents a goal of flexibility. That may be their goal, but I don't believe that's how the county approval process is intended to work.

There is nothing in the currently approved JHG&T plan that suggests or allows for Spring Gulch Rd site to serve as a staging area for developers or concessions in GTNP. This application for flexibility contradicts the County's desire for predictability in land use decisions.

JHG&T is one of a small number of Resort Planned Unit Developments allowed in the County. The Land Development Regulations (LDR section 4.3.1) are very explicit on what these resorts can do. This application violates the Purpose and Intent of the resort zoning by proposing flexibility to erect an undescribed communications tower and to stage personnel and operations on Spring Gulch to serve their concession business in GTNP.

The LDR state that the Purpose and Intent of the resort zones is to allow development that has a "high degree of self-containment" and establish "a level of predictability in the maximum potential size and character".

This proposal conflicts the purpose and intent of the very land use regulation it relies upon for approval. They seek to add land uses that serve other remote business operations by using a regulation that calls for a high degree of self-containment. This application seeks to create flexibility by using a regulation that calls for predictability.

Today JHG&T does not meet the definition of a resort nor does it meet the intention of resort status that is outlined in the County's LDR. G&T has always been and continues to be, a residential development with a golf course no different than Teton Pines and 3 Creek Ranch. Let's correct the misclassification of JHG&T by returning it to the residential zoning that it clear has become.

I strongly urge the Plan Commission to deny this application.

Respectfully,

William M Fausone

To: Teton County Planning Commission

Re: PUD2019-0002 & AMD2019-0004

Dated: October 14, 2019

Dear Planning Commissioners,

I am writing to offer comments on the applications submitted on behalf of Jackson Hole Golf and Tennis ("JHGT") to amend its 2002 master plan and to amend LDR Text (the "Applications"). PUD2019-0002 & AMD2019-0004. Our home is located directly across from the JHGT property to which these Applications relate (the "Property"). I understand that Vail Resorts ("Vail") owns Grand Teton Lodge Company ("GTLC") and that GTLC owns JHGT. This letter reflects my concerns about the Applications.

The Applications are voluminous and as a result of the extremely broad and vague way in which they are drafted, it is impossible to understand what is being proposed, other than that JHGT is requesting "flexibility"¹ to use the property for a variety of housing, maintenance, administration, operations and warehousing uses, which may or may not be related to the business of JHGT, and to install cell towers (without any limitation) on the Property. My take away from the Applications is that, although the Applications are submitted on behalf of JHGT, Vail is using JHGT as a surrogate to broadly and vaguely expand the use of the Property to support the operations of Vail's other businesses.

Vail is requesting that the permitted use of the Property be expanded to support GLTC's in-park operations (going beyond shared back office services with JHGT), seemingly to include GLTC's in-park operations that are unrelated to JHGT's current business. Specifically, what "operations" are they talking about here? Warehousing to service GLTC's needs is vaguely mentioned, without specifics. Why is it appropriate to expand the commercial use of the Property to support businesses outside the scope of JHGT's current business?

Vail is also requesting permission to increase housing units on the Property to accommodate employees of JHGT and GLTC, regardless of whether these individuals work JHGT's location. Presumably, many of these individuals would be commuting from the Property to work locations at other sites. What will the traffic impact be? How can JHGT justify the development of additional housing on the Property (which goes well beyond what was proposed in the 2016, 2017 and 2018 applications) by arguing that it is beneficial because it is on-site? Yes, it would be on the site of the Property, but not necessarily on the site where the residents work. It seems to me that creating a staging area for the employees and operations of Vail's unrelated businesses in the heart of a residential community is not an appropriate use of

¹ The word "flexibility" is used over 40 times in the Applications.

JHGT's Property.

In closing, I would like to thank the Planning Commission in advance for taking my concerns into consideration and respectfully request that the Planning Commission reject the amendments proposed in the Applications.

Sincerely,



Kathy A. Gleason
450 E Spruce Drive
Jackson, WY 83001

Hamilton Smith

Subject: FW: PUD2019-0002 & AMD2019-0004

From: Nanci Halper <nhalper@gmail.com>

Sent: Sunday, October 13, 2019 12:45 PM

To: County Planning Commission <planningcom@tetoncountywy.gov>

Subject: PUD2019-0002 & AMD2019-0004

Dear Teton County Planning Commission,

My name is Nanci Halper and I reside at 375 E. Cottonwood Dr. in the JHG&T estates. My property is within 800' of the proposed application to amend the 2002 master plan PUD2019-0002 & AMD2019-0004. I have participated in the previous public processes and continue to be opposed to the newly proposed application by Vail.

Vail is a multi billion \$ corporation who continually disrespects its neighbors during this process. They have only consulted with the neighborhood in an "after the fact" manner and even then, have not been forthcoming about their plans. As a neighbor, Vail has continually flouted the rules for containing trash in bear proof containers, allowing overflow and unsecured closure of the trash. In addition, they have allowed the spread of invasive weeds all over the golf course and onto neighboring property, including mine, after repeated requests to treat it. Vail's track record in our neighborhood has shown that they only look out for themselves and their bottom line. They have not properly screened their maintenance facilities and it continues to be an eyesore in a residential neighborhood.

Vail wants additional communication towers erected which is curious as they already have one in the clubhouse. Erecting another tower in the proposed area will disrupt wildlife and be an eyesore. It will also be too close to the GrosVentre river corridor. Vail's concessions in the park have nothing to do with the running of JHG&T. To use JHG&T as a proposed staging of operations for their outside ventures is not the intended land use. JHG&T is a Residential development with a golf course and should be treated as such.

I am hopeful that you will not allow Vail's proposal to advance beyond your hearing.

Thank you,

Nanci Halper

Hamilton Smith

Subject: FW: Vail resorts proposal at Jackson Hole Golf and Tennis

From: Bob Halper <rmhalper@gmail.com>

Sent: Sunday, October 13, 2019 10:48 AM

To: County Planning Commission <planningcom@tetoncountywy.gov>

Subject: Vail resorts proposal at Jackson Hole Golf and Tennis

Dear Commission,

We currently live in Jackson Golf and Tennis Estates, in the immediate vicinity of the planned Vail expansion. We have participated in previous public processes and opposed Vail's proposals in the past. We are quite disturbed by the new proposal by Vail Resorts that seeks to create a flexible site for staging crews and operations at Jackson Hole Golf and Tennis on Spring Gulch Road. We are adamantly opposed to this proposal. Vail's plan is intended to serve Vail's other business concessions (unrelated to Jackson Hold Golf and Tennis) currently under contract with the National Park Service inside Grand Teton National Park and at Flagg Ranch on the John D. Rockefeller Memorial Parkway. Vail has been very uncommunicative regarding the plan. It is unclear how many employees will be involved, whether a maintenance or construction crew is planned, what type and amount of truck traffic is expected, whether a warehouse structure will be built, what size and height, and above all why this is needed at this location. Vail has also requested adding wireless communication towers, but has not indicated how many, at what location, how tall, or what they will look like. Current land use regulations for Jackson Hole Golf and Tennis contain nothing that would suggest or allow the Spring Gulch Road site to serve as a staging area for the remote business developments inside GTNP or Flagg Ranch.

In addition, Vail's proposal would allow construction extend to and encroach on meaningful wildlife habitat and corridors for moose, mule deer, and other wildlife. Protection of this land and wildlife habitat dates back to 2002 during the initial analysis and approval process. This area is designated by Teton County as a Natural Resource Overlay given the confluence of two rivers. An early approval limited further expansion into only most suitable areas (**meaning those least punitive to wildlife habitat**), distinct from less suitable areas, yet Vail's proposal is for 2/3 of the expansion outside the most suitable areas into less suitable areas. One half of the proposed development will be in undisturbed area. To allow this would be a tacit approval for future incremental expansions into prime habitat areas.

The Vail proposal also violates the Land Development Regulations under which JHGT was permitted in the county. The LDR's for resorts allowed for very few developments with "high degree of self-containment" and a "level of predictability in the maximum potential size and character". The Vail proposal is intended to allow land uses for businesses that are remote from Spring Gulch Road. Even though JHGT was originally denied resort category because it was thought to be the wrong location for mixed commercial land use, it was reinstated as a resort but subsequently hotel and conventional facility were deleted from the plans and replaced with more residential development. Therefore, JHGT does not meet the definition of a resort and has always been and continues to this day to be a residential development with a golf course. That is the only status that should be designated now, not a resort status. To add staging operations, additional personnel, trucks, warehousing, communication towers to serve remote business operations of Vail Resorts would violate the intent and character of the existing JHGT community, threaten wildlife, and create significant more traffic problems. It is an unneeded and unwanted intrusion into this community and I strongly oppose the Vail proposal. Thank you for your consideration of this matter.

Sincerely,
Robert M. Halper
375 East Cottonwood Drive
Jackson, Wy. 83001
10/13/19

Hamilton Smith

Subject: FW: Comments: PUD2019-0002 & AMD2019-0004

From: Tim Heffernan <ffeh@comcast.net>

Sent: Saturday, October 12, 2019 9:04 AM

To: County Planning Commission <planningcom@tetoncountywy.gov>

Subject: Comments: PUD2019-0002 & AMD2019-0004

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

Dear Teton County Planning Commissioners,

We are writing to express our concerns regarding Vail Resorts' application to amend the Jackson Hole Golf & Tennis Master Plan. We currently live at 5805 Lupine Dr. which is about two hundred yards from the proposed site. As you know, this is a well established residential neighborhood. Like many of our community members, we purchased our home in the Jackson Hole Golf & Tennis community because of its majestic beauty and its location in the quiet heart of Jackson Hole. The 2002 Master Plan set a high standard for the future of this community and our expectation is that these standards will be upheld and maintained.

With that being said, we oppose the lack of detail and specifics regarding site design, resident numbers and footprint. Without more detail, it's difficult to assess the impact this will ultimately have on our neighborhood and the Gros Ventre Watershed more broadly.

We ask that you please review this proposal carefully to ensure this decision remains consistent with the original plan and is mutually beneficial to all parties.

Thank you for your consideration,
Tim & Judy Heffernan
5805 Lupine Dr.
Jackson, WY 83001

5765 Spring Gulch
Jackson, WY 83001
October 13, 2019

Teton County Planning Commission
planningcom@tetoncountywy.gov

Commissioners,

Our following comments refer to PUD2019-0002 & AMD2019-0004.

Our home is across Spring Gulch from the location of the Vail proposals mentioned above, thus we would be the most directly impacted. There are already employee housing and maintenance buildings for Golf and Tennis across from our home. Since the proposals seem to require “flexibility” in the scope of these documents, what would actually be built across the road? Would there be many additional Vail employees working out of this location? What would the size of the building/buildings be? Would Vail be able to build the RV pads that were previously proposed? Spring Gulch is already a high traffic road. How might these additions increase traffic on Spring Gulch and on the highway into the parks?

Will Vail continue to be the concessionaire in the parks? If not, what might happen to the proposed maintenance development?

Would the Commissioners approve these requests if they were to be built across from Teton Pines, Three Creeks, or Shooting Star? What if this were built across from your own homes?

Thank you for giving our concerns your consideration. As you can see, we are not in favor of Vail’s proposals.

Sincerely,

Terry and Del Johnson
5765 Spring Gulch
Jackson WY 83001

Hamilton Smith

Subject: FW: PUD2019-0002 &AMD2019-0004

From: Kathleen Macker <catalinamacker@gmail.com>

Sent: Monday, October 14, 2019 5:11 PM

To: County Planning Commission

Cc: ICE #1 Tim C Macker

Subject: PUD2019-0002 &AMD2019-0004

Dear Teton County Planning Commission,

For many years my husband and I were visiting and looking to buy property in Sun Valley, Idaho. Then 14 years ago we were staying at Spring Creek Ranch and played golf at JHGTC. A trailer was set up to sell the three phases of the cabins that were to be built, and also showed the plans of the new clubhouse. We decided that Jackson had everything that Sun Valley could offer plus so much more. The natural beauty of Jackson Hole and the abundance of wildlife convinced us that this was the place we would like to be. We carefully selected the site and reviewed all the proposals of what else was to be built including the clubhouse, affordable housing and more seasonal employee housing for employees of JHGTC. All that was being built was being sensitive to the migratory paths of the animals that move around the area during the different seasons.

Vail completed the three phases of the cabins of which we are in the second phase. Our phase had to be partially torn down because they had hired people that were not building to code and had to be built correctly. Phase 1 had similar problems. Vail has a history of trying to take the cheap route. The Clubhouse and Affordable housing were also completed. Now Vail is trying to change for the 3rd time an already approved seasonal housing plan.

We think that Vail Resorts is misleading the County and the neighbors of the JHGTC. The County should stick with the prior approval of the project which was reviewed many years ago and is now being "skinnied Back" by the Vail Resorts people purely for money-saving reasons of their own. We are sure that the seasonal workers that were to be residing at this location would be far happier in the originally approved units rather than the new proposal. Who wins with this application? Solely Vail Resorts bottom line! The workers are short changed being stuck with lesser accommodations with higher density than promised. Now Vail wants to also add trailer pads also. The neighbors who weighed in years ago, who evaluated the total project and reluctantly approved on-site employee housing only to find Vail compromising the environmental and aesthetic concerns for one reason, saving money. The neighbors and cabin homeowners have become victims of a bait and switch by Vail Resorts. If they don't want to build the previously approved project, then don't build it.

Disapproval of the applicant's proposed changes is the only solution. Vail should consider itself lucky to have received the original approval, and not have the gall to come back and ask for anything more.

Thank you,

Kathleen and Timothy Macker
5860 Coneflower Dr.
Jackson, WY

Linda and Thomas Markovits
6290 Junegrass Rd
Jackson Wy 83001

We live in Jackson Hole Golf and Tennis Homesites less than ½ mile from the proposed site. Please do not approve the proposal by Vail to amend the 2002 Master Plan PUD2019-0002 & AMD2019-0004

We have been to all the Planning Commission hearings on this proposal by Vail. We were shocked that Vail now seems to have enlarged the scope of their proposal to punish the community and the neighbors for not supporting their previous proposals. Vail cannot be allowed to proceed with their application.

What is Vail Resorts proposing? The application states Vail seeks to create flexibility for staging crews and operations at Jackson Hole Golf & Tennis (JHG&T) on Spring Gulch Road to serve their other unrelated business concessions under contract with the National Park Service inside Grand Teton National Park (GTNP) and at Flagg Ranch on the John D. Rockefeller Memorial Parkway (JDRMP).

- Do they wish to have one employee at JHG&T or a few dozen?
 - Is it someone sitting at a computer or is it a construction/maintenance crew?
 - Is it a pick-up truck or a fleet of construction trucks?
 - What type of warehouse operation are they proposing to serve all their concession business operations inside GTNP, from Jenny Lake to Flagg Ranch?
- Their contract with the park may not even be renewed.

Vail also is trying to get a cell tower so that they may profit from it, instead of placing it by Catleman's bridge where the county can get the rent and use it for the whole community. A 75 foot tower so close to so many neighborhoods is just wrong

There is nothing in the currently approved JH Golf and Tennis plan that suggests or allows the Spring Gulch Road site to serve as a staging area of developments inside GTNP and at Flagg Ranch on the JDRMP. This application for flexibility contradicts our desire for predictability in land use decisions. It contradicts our adopted policies and it contradicts decisions we have made to change the development regulations.

The Vail Resorts application proposes expansion in the part of the Jackson Hole Golf and Tennis that has meaningful wildlife habitat and is designated by Teton County as the Natural Resource Overlay (NRO). It is a location at the confluence of two rivers.

This proposal to stage operations and personnel that serve business enterprises in distant locations, and to erect communication towers, moves even further away from the existing use and character of the JH Golf and Tennis area.

Thank you


Thomas and Linda Markovits

My name is Patty McDonald, and I own Cabin 2 at Jackson Hole Golf and Tennis Club. I am writing to express my complete opposition to Vail Resort's latest proposal to amend the 2002 JHG&T Master Plan.

As you know, Vail has been attempting for several years to gain county approval for constantly-changing proposals to allow additional development in its maintenance yard across from JHG&T clubhouse on Spring Gulch Road. In 2016 they tried to sneak through a proposal to build 13 concrete pads for an employee housing RV Park. They did not inform neighboring homeowners about their plans, and when we found out at the 11th hour, we united in opposition. While we supported Vail's need for additional employee housing, we pointed out that Vail already had the right under the 2002 JHG&T Master Plan to build additional employee housing similar to, and next to, the existing employee housing buildings. We maintained that the proposed RV Park would intrude on sensitive wildlife habitat in the adjoining NRO and that it would be inconsistent with the character of the community. Faced with fierce opposition from the surrounding community, Vail finally met with us and admitted that they didn't want to shoulder the cost of new employee housing buildings.

Vail then proposed bringing in some tiny homes for employee housing, but again didn't want to pay for them. Instead they sought private investors who would be required to lease the tiny homes back to JHG&T's summer employees. Unfortunately no one was interested due to the minimal returns that would be realized on such an investment.

In 2018 Vail again applied to build the RV Park and at the last minute included a proposal for a 75 ft. cell tower after Verizon's application to build such a cell tower was denied by Teton County. The Planning Commission recommended against the cell tower and for reducing the trailer sites from 13 to 6, subject to a conditional use permit. This was in part due to concern over Vail's past spotty management of the maintenance yard, which was never properly screened as originally promised and where trash containers are often overflowing.

Now Vail has submitted a new application to amend the 2002 Master Plan and LDR. It would completely change the land use of JHG&T by allowing them to stage crews and operations serving their unrelated concessions operations in Grand Teton National Park and John D. Rockefeller Memorial Parkway. While the proposal is vague, among other things Vail and JHG&T could apparently build a two-story, 11,000 sq. foot warehouse, house over 64 people including some in RVs (far more than needed at JHG&T), and again build the cell tower. Some of these developments would be in close proximity to the Gros Ventre River Channel even though the State of Wyoming requires a 150' setback.

The seven neighborhoods adjoining JHG&T are united in their opposition to this latest proposal. It would change the character of the neighborhood, add major commercial/industrial operations to a long-standing golf and tennis community, threaten wildlife habitat, add noise, increase traffic, and likely reduce property values. The proposal fails to provide many specifics and answer many questions, and if approved would give Vail wide license to do whatever they wanted without anyone being able to stop them. We are disappointed with Vail for consistently planning these far-reaching proposals in secret and failing to consult with us about them, for refusing to shoulder the cost of building and paying for quality employee housing, for now seeking to build major new developments next to our clubhouse and

homes, and for seemingly caring less and less about the special values of our quiet community and the wishes of the people who are proud to call JHG&T home.

I respectfully urge the Teton County Planning Commission to reject Vail's proposal in its entirety.

Sincerely,

Patty McDonald

847 E. Wild Rye Drive, Jackson, WY 83001

Hamilton Smith

Subject: FW: Comments for PUD2019-0002 and AMD2019-0004

From: andream@sio.midco.net <andream@sio.midco.net>

Sent: Sunday, October 13, 2019 6:08 PM

To: County Planning Commission <planningcom@tetoncountywy.gov>

Subject: Comments for PUD2019-0002 and AMD2019-0004

Dear Madam/Sir,

We would like to submit our comments regarding Vail Resorts Application to Amend the 2002 Master Plan PUD2019-0002 and AMD2019-0004.

1. Proposals violates Land Development Regulations , specifically section 4.3.1, by proposing flexibility to erect vaguely described communication towers and to stage personnel and operations on Spring Gulch Road to serve concession businesses in the Grand Teton National Park and at Flagg Ranch on JDRMP. Although LDR states that purpose and intent of the resort zones is to allow development that

- has high degree of self-containment and

- establish a level of predictability in the maximum potential size and character

This proposal conflicts the purpose and intent of the land use regulation because

- it seeks to add land uses that serve other remote business operations by using a regulation that calls for a high degree of self-containment

- it seeks flexibility by using a regulation that calls for predictability

- it seeks the right to erect communication towers with no description of their number, height, appearance, and other technical characteristics. We don't see need for communications towers for our neighborhood and we strongly oppose it.

2. JH Golf and Tennis does not meet the definition of a resort and does not meet the intention of resort status that is lined out in the County's LDR. It has been and continues to be, a residential development with a golf course. The proposal does show intent to move further from existing use and character. Current residents of the JHGT would not benefit from current proposal.

3. Vagueness of the proposal. This leaves decision about the size of the project entirely on Vail Resorts. It would be difficult, likely impossible to request adjustment or changes after process starts.

4. We have expressed our concerns with previous proposal as well and this one hasn't addressed them at all. It would not serve for a benefit of the neighborhood or GTNP and migration of the wildlife.

Thank you very much for taking our concerns into considerations. We hope you understand residential concerns and will support us.

Sincerely,

Marian and Andrea Petrasko
205 East Spruce Drive

Hamilton Smith

Subject: FW: Vail proposed amendment

From: Mary Scott <mgibscott@gmail.com>

Sent: Saturday, October 12, 2019 3:21 PM

To: County Planning Commission <planningcom@tetoncountywy.gov>

Subject: Vail proposed amendment

Dear Planning Commission,

I am a county resident that resides north of town proximate to Golf and Tennis. I support employee housing as described, and in the location noted, in the approved Vail Golf and Tennis master plan. The proposed amendments being considered are not well thought out, are in direct conflict with many elements of the Comprehensive Plan, and would introduce new uses (warehousing) inconsistent with a residential neighborhood.

The proposal is vague as to locations for uses being proposed, the need for a cell tower within a resort, and exactly why the proponent wants to export development from within the national park and into a residential neighborhood. It is important to note that Vail has no guarantee of a continued contractual operation within Grand Teton National Park beginning in 2021. The opportunity for other potential national concessioners to compete against Vail for the facilities within the park - Jenny Lake Lodge, Jackson Lake Lodge, Colter Bay cabins and restaurant - will occur sometime next year.

Moving development from the already disturbed area into the intact cottonwood/willow habitat would result in several significant impacts. These include: continued erosion of the NRO overlay and fragmentation of habitat integrity; loss of critical moose habitat and winter range; impact on the elk migration corridor; and finally, impacts to avian species' habitat, including raptors and songbirds. There should be a 150 foot set back of any development from the Gros Ventre River Channel. Further, this is not the place for a cell tower.

Any vegetative mitigation should be done with similar habitat types and specimen trees. I understand that screening is proposed, but spruce is not an equivalent habitat species for the wildlife noted above.

Because this is critical moose habitat, the same restriction applied to the affordable housing area developed to the east should be applied here, i.e. no dogs.

Thank you for the opportunity to comment on this important matter.

Sincerely

Mary Gibson Scott

Hamilton Smith

Subject: FW: Comments: PUD2019-0002 & AMD2019-0004

From: william sellay <wsellay@gmail.com>

Sent: Friday, October 11, 2019 1:44 PM

To: County Planning Commission

Subject: Comments: PUD2019-0002 & AMD2019-0004

Dear Commissioners:

My name is William Sellay and my wife Donna and I are full time residents at 6000 Aspen Drive in JHGT. I am writing to strongly object to the Vail proposal to change the character of our neighborhood by adding buildings, facilities and uses that at odds with the original plan that was relied upon by us when we purchased our home. Moreover, Vail's proposed use of the JHGT property to service and benefit their commercial activities and business operations outside of JHGT is completely beyond boundary and protections of the Master Plan. It proposes and would accommodate and benefit Vail's commercial activity which has no relationship with the residential and golfing community of JHGT. We strongly object to the proposal. Please stand as protectors of the language and spirit of Master Plans and Comprehensive Plans against the chipping away by well financed commercial interests.

Respectfully submitted

William and Donna Sellay

Oct 14, 2019

To: Teton County Planning Commission
Subject: PUD2019-0002 & AMD2019-0004

Dear Planning Commissioners,

My name is Kelly Smith and I live at 250 E Spruce Dr – JHGT

Thank-you for taking my comments regarding Vail Resorts application to amend the 2002 Master Plan. I support Vail in their efforts to provide employee housing as outlined in the **2002 Plan** as specified. And if I could site pg. 17 part A of the Master Plan summary – it states:

“The concept of the Master Plan Amendment 2002 is to create a 1st class 5 star resort that is uniquely different from other Valley destinations. This diversity however, is **not** to be provided at the expense of the character of Teton County and the existing neighborhoods.”

To emphasize “existing neighborhoods” – I would say there is not one neighborhood HOA in the community or even Teton County in general that would allow a camper, trailer, RV, boat, or any other recreational vehicle to be parked for more than a 24-48 hr period. There’s a reason for these commonly adopted covenants. By any standard, campers and trailers are not an appropriate or accepted means of housing in any neighborhood - you would need to build a guest house at the very least. Their recognized use is in KOAs across the country, and locally at Gros Ventre campground, Colter Bay campground, Headwaters campground, etc. all of which are managed by Vail.

It was almost 3 years ago Vail proposed this 13 pad trailer park in our community, bordering Spring Gulch, and across from the front door of the Golf and Tennis Club. A committee of residents representing the HOA associations and homeowners met with Vail's representative – Mr Alex Klein – several times to express our opposition to any change of the 2002 Master Plan and to help find alternatives for employee housing, other than trailers, that would comply with the Master Plan – tiny houses, another dormitory, duplex, etc..

Mr Fodor at the 2018 planning commission meeting suggested maybe 6 trailers as some sort of compromise – but this change of the Master Plan would not solve their needs & to provide a parking lot for 6 trailers is hardly a solution. Not to mention a couple cars, barbeque grills, satellite dishes, probably a few bicycles and other paraphernalia that go along with trailer camping.

Screening was suggested but is not an option – there is no way to totally screen a campground. Even the maintenance/equipment/dumpster yard they now have - according to the 2002 Master Plan - was to be totally screened by 75% - it's been almost 2 decades and it is maybe 15% screened at this point ?? Are there any enforcement procedures available for this violation of the 2002 Master Plan?

Why was a plan ever considered that had very limited benefit - that flies in the face of JHGT homeowners, and would not enhance the scenic byway of Spring Gulch that thousands of people traverse daily and is non-compliant with the '02 Master Plan?

I sincerely believe that approach was beyond arrogant on the part of Vail, after so much deliberation with the community, not to recognize that the will of the neighbors is for them to comply with the standards already set forth. Or maybe Mr. Klein just never translated our sentiment to corporate, so they could be – quote - – “one with the community,” and make the proper investment for housing.

Vail is a company that had in excess of 2 billion in revenue last year and has spent 30 million on legitimate employee housing in other parts of the country – places they own like Park City, Whistler-Blackcomb, Vail, & Breckenridge to name a few, and a company that profits from being the concessionaire in our local national parks. Yet corporate instructs Mr Klein it will only allow him a few hundred-thousand dollars to put in a parking lot for employee owned trailers, rather than construct housing units as already specified and required! This is difficult to believe that they are still requesting pads for employee owned trailers for employee housing after 3 years of adamant public opposition and non-compliance use according to the '02 Master Plan.

They should unequivocally comply with the agreement, by providing – again -
“housing in **character** with Teton county” as stated in the 2002 Master Plan. **For a company headquartered in Colorado to dictate to us** - what they will and won't do in our backyard is not right and would establish a bad precedent if we were to allow this billion dollar company to make changes from the original Master Plan for employee housing for JHGT operations.

It appears now Vail is broadening the content in their new application to amend the 2002 Master Plan.

Any request by Vail to provide housing and warehouse facilities for non-JHGT operations (park concessions) in this new requested amendment should be categorically denied and would be vigorously opposed by all in our JHGT community. This would not be compliant with the “character of the neighborhoods” as specified in the '02 Master Plan, and is not a “base right” according to the Comprehensive Plan.

They do not need additional “flexibility” to operate Golf & Tennis. Any “flexibility” for staging other business operations should be totally rejected as it’s not part of the intended land use. If Vail needs to provide additional employee housing for JHGT employees they should go back to the '02 Master Plan and build according to the guidelines as already set forth.

Thank-you
Kelly Smith

I and hundreds in our community adamantly oppose any consideration to Vail, to amend the 2002 Master Plan.

Hamilton Smith

Subject: FW: JH Golf & Tennis - PUD2019-002 & AMD2019-0004

From: Kristin Walker <kristinpatricewalker@gmail.com>

Sent: Tuesday, October 15, 2019 2:54 PM

To: County Planning Commission <planningcom@tetoncountywy.gov>

Subject: JH Golf & Tennis - PUD2019-002 & AMD2019-0004

Hello,

My name is Kristin Walker. I grew up on a house by JH Golf & Tennis on Spring Gulch Road, and continue to live in an ARU on the same property. My parents continue to reside there and my brother, his wife and two kids just bought a house within the JH Golf & Tennis community last month. JH Golf & Tennis has been home base for me and my family for 20 years.

I write today in full support of the proposed plans from JH Golf & Tennis to build employee housing, be it apartments, dorms or RV sites. As you all know, this community is in dire need of housing of all types. This is an appropriate location for employee housing that could help reduce traffic and provide additional housing, potentially freeing up other housing in town and around the county.

We need to say 'yes' to private sector housing in appropriate locations, like this, whenever we can!

Thanks for your consideration and your work on the Planning Commission!

Kristin

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Kristin Walker

kristinpatricewalker@gmail.com

307-690-4705

Hamilton Smith

Subject: FW: Vail Resorts Application to Amend the 2002 Master Plan

From: Gregg Ward <greggward4@gmail.com>
Sent: Saturday, October 12, 2019 3:39 PM
To: County Planning Commission
Subject: Vail Resorts Application to Amend the 2002 Master Plan

Re: PUD2019-0002 & AMD2019-0004

Thank you for the opportunity to comment on the latest proposal of the Vail Corporation to make significant changes at Jackson Hole Golf and Tennis Club. As I understand it, their current proposal would not be permitted under existing regulations and they therefore seek County approval to amend those regulations.

My name is Gregg Ward. I live at 175 E. Cottonwood Drive in the Golf and Tennis community. I have commented previously on Vail's earlier submissions which, by comparison to the current proposal, were much less expansive and intrusive. The former proposals were not approved by the County Commissioners.

To be clear, the residents and members of JHG&T have consistently supported additional housing for JHG&T employees. We have simply asked that the housing be compatible with the rest of the neighborhood (we have opposed a recreational vehicle campground as a solution). Oddly, Vail built an affordable housing complex one half mile north of the the proposed development site approximately 12 years ago which has received positive acclaim from all parties. However, the top regional Vail representative has stated on multiple occasions over the last three years that Vail Corporation, a company with a market cap of approximately \$50 billion, cannot afford to build housing for its Golf and Tennis employees today. Really?

I am opposed to the third iteration of this plan for the following reasons:

- 1). The concession for the Grand Teton Park functions which Vail supervises will be bid in 2020, awarded later that year or possibly in 2021. It makes absolutely no sense for either the Planning commission or the County Commissioners to consider any proposal from a Corporation which may or may not be the company of record in two years. At a minimum, the Planning Commission should defer consideration until or unless it is clear that Vail will remain a Grand Teton Park concessionaire in the future.
- 2). I do not consider Vail's submission to be a plan. In reading their document(s) it appears to be more of a wish list. It does not include any actionable detail, no programmatic specificity, no clear roadmap, no nothing. What it does contain is vagueness, ambiguity and "flexibility". A "plan" should be definitive and should leave no uncertainty as to what the applicant is proposing. In fact, the County's own Comprehensive Plan places top emphasis on predictability and clear intent. On that basis alone, Vail's proposal should be rejected.
- 3). JHG&T should not become an industrial dumping ground for the Grand Teton Lodge Company. The Land Development Regulations clearly state that there should be a high degree of self-containment" between developments. This proposal obviously violates that principle. Additionally, JHG&T should be permitted as a residential zone and it is my understanding that the residents will soon be filing an application with the County to do so. Any casual observer of the neighborhood would quickly agree with that designation. The neighborhood currently operates under a 20 year old permit which was issued when the owner at the time, the CSX Corporation, planned to construct a hotel and other related amenities. The hotel and the amenities never materialized yet the permit has not been updated.
- 4). JHG&T is an historic neighborhood, now over 50 years old. It is arguably the oldest "suburban" neighborhood in the

County. It is a small, quiet, friendly place. The prospect that an out-of-state corporation is consciously attempting to violate the basic precepts of Jackson's Comprehensive Plan and the LDR's is very hard for us to accept. The notion that, if approved, the scale and proportionality of our neighborhood will inevitably change from small and quiet to loud and busy, from residential to industrial, from neighborhood to Park adjunct is highly disturbing. It just isn't right.

Thank you for the chance to offer my views. Please don't let Vail Corporation transform JHG&T into its regional dumping ground.

Joseph W. Wenger

255 EAST COTTONWOOD DRIVE • JACKSON, WYOMING 83001-9202

October 12, 2019

Hamilton Smith
Principal Planner
Planning & Development
Teton County, WY

RE: Jackson Hole Golf & Tennis Resort Master Plan Amendment

Dear Mr. Smith:

We received a letter from you regarding the abovementioned plan and hearings. There have been a number of development proposals made by JHG&T in recent years, and I have responded positively to them with reasonable conditions. However, this latest proposal appears to be totally out of line with the nature of this neighborhood. It is actually kind of crazy and insulting to us as neighbors of the golf course. Let me tell the county, again, what I have stated in the past.

I am *not* opposed to increased employee housing for JHG&T. Something of the nature of what is existing is fine. It needs to be similarly screened as the current housing.

I am *not* opposed to a small number of RV pads used by JHG&T employees in the summer months. This needs to be heavily screened from Spring Gulch Rd. with a 4 ½' + landscape mound populated with mainly spruces so as to maintain the screen year-round. The entrance needs to be designed so that no RV's can be seen from the road. This needs to be for employees only. No dogs should be allowed. Sufficient parking for these employees needs to be provided (two per pad) since the proposal was to allow two unrelated people to reside in each RV.

The existing screening for the maintenance building should be similarly screened. One can plainly see the original screening was allowed to die. All screening for new and existing facilities should be restored, irrigated and maintained to encourage growth over the years.

Apparently the requirement is that cottonwoods are to be planted in order to replace the ones lost through development. We need screening that is year round which requires evergreens, preferably native spruces. The golf course season lasts longer than the leaves on the trees do. The county can either allow a variance to use spruces instead of cottonwoods, or it can allow the required number of cottonwoods to be located in the levee area along the river which apparently is where the county feels they are needed anyway.

I am *not* opposed to a cellular tower. However, it should not be located near where people work or live for safety reasons. My earlier suggestion was to locate the tower near the Gros Ventre River whether it is golf course or county property. The tower needs to be adequately disguised. Verizon has provided me pictures of tree-like towers (I have previously provided a picture to the county). The one located in Laramie should be the model for this one.

I am **strongly** opposed to any space on JHG&T property for any employees, administration, storage, or anything at all to do with the Grand Teton Lodge Co. That space and their employees belong in the park, not on Spring Gulch Rd, outside the park, creating more density, traffic, etc. When the Spring Gulch Rd. paving is completed, the traffic will definitely experience a quantum leap in use. Bringing GTLC onto the road will only make things worse. The contract that GTLC has with the park is temporary, whereas the golf course is permanent. It just does not make sense to include GTLC in this development. This is just totally incompatible with the area.

Sincerely,

J. W. Wenger

PLANNING & DEVELOPMENT



www.tetonwyo.org

May 3, 2018

Mr. Guy Evans
Jackson Hole Golf and Tennis, Inc.
5000 North Spring Gulch Road
Jackson, WY 83001
Via email: gevans@gtlc.com

RE: Planning Director Environmental Analysis Update Recommendation for Jackson Hole Golf and Tennis Environmental Analysis (EVA2017-0033) PIDN 22-42-16-27-4-15-001

PO Box 1727
200 South Willow Street
Jackson, Wyoming 83001

ph: 307.733.3959
fax: 307.733.4451

Dear Mr. Evans,

Planning Staff has reviewed the Environmental Analysis Update (EA) dated March 2018 that was prepared by LT Environmental, Inc. (LTE), the County hired consultant, who conducted the EA on the Jackson Hole Golf and Tennis site. The EA submittal was deemed sufficient on March 20, 2018.

The Jackson Hole Golf and Tennis Club is a Planned Resort containing residential and recreational uses. Jackson Hole Golf and Tennis is proposing six small dwelling units to accommodate seasonal employee housing and long term rental housing on an approximately 6.3 acre site that is designated for Golf Maintenance and Employee Housing in the Master Plan. This EA updates a previous EA (EVA2016-0022) that reviewed the impacts of proposed recreational vehicle pads to accommodate seasonal employee housing. EVA2016-0022 received the Planning Directors recommendation May 15, 2017.

As part of this EA, LTE conducted an update to the Habitat Inventory and a development impact analysis. Planning Staff determined that due to the limited locations for alternatives, constraints of the Master Plan Employee Housing area, and existing disturbed areas that an alternatives analysis would not be required.

A review of an EA is neither an approval of an EA, nor an approval of a physical development plan. It is a requirement of the Teton County Land Development Regulations (LDRs), which must precede a physical development application. The purpose of this EA review and recommendation is to analyze the findings made by the county hired EA consultant, LTE, guided by the Jackson/Teton County Comprehensive Plan, and consistent with the LDRs, Section 8.2.2., Div. 5.1., and Div. 5.2.

This property is zoned Planned Resort (PR) and is partially within the mapped area of the Natural Resources Overlay (NRO). The 6.3 acre site consists of a mix of developed landcover, and native upland vegetation. The developed landcover contains golf course maintenance, employee housing structures, gravel parking, staging areas, wash stations, fuel tanks, trash and recycling containers, and a public pathway. In addition the site contains both above and underground infrastructure including irrigation plumbing. The vegetation covertype is mesic deciduous forest.

The eastern area of the site contains a man-made irrigation ditch. The EA did not identify any protected wetlands.

In reference to the Jackson/Teton County Comprehensive Plan, the Jackson Hole Golf and Tennis site is located in the County Valley Character District 9 and in Sub Area 9.1, Jackson Hole Golf and Tennis. Comprehensive Plan district map features are illustrative of the character of an area and do not imply desired regulatory boundaries or specific locations for certain attributes. Because this proposal is for workforce housing, it complies with the preserving workforce housing vision of the Subarea. The site is not located in the Scenic Resources Overlay, however the proposed seasonal workforce housing will not affect the visual buffer from North Highway 89 due to distance from the State highway. While the natural character will be temporarily impacted during construction, the applicant is proposing vegetated screening to offset visual impacts in the long term. The proposed location of the housing reduces impacts by partially utilizing existing disturbed areas and clustering around existing infrastructure and development. Additional workforce housing on site will reduce employee commuter trips, potentially reducing wildlife vehicle collisions.

Waterbodies and Wetlands: LTE previously conducted desktop and site visit evaluation for wetlands and reviewed a wetland determination conducted by Biota Research and Consulting. LTE found no documented changes to mapped hydrological features, relative to the January 2017 Habitat Inventory and determined that no further field assessments were needed.

A Gros Ventre River channel originates at an upstream diversion point on the Gros Ventre River and flows seasonally (May through October) through the rear or eastern side of the site. While the named channel is managed like a ditch with numerous diversions and in channel control structures its fluvial geomorphology resembles that of a stream or side channel. This EA and previous EAs and the associated physical development reviews considered the Channel a ditch. This includes the Golf and Tennis Affordable Housing Condominium project (S/D2009-0015). During the most recent Plan Review Committee review, Teton Conservation District identified the waterbody as a river side channel. This identification was confirmed by the State Engineers Office. The 2016 Wetland determination by Biota Research and Consulting identified a wetland fringe in the channel as “clearly irrigation induced”. The proposed and previous employee housing application located improvements in compliance with the 15 foot ditch setback. If the channel is considered a river channel, then the setback is 150 feet making the proposed improvements non-compliant. Prior to application for physical development, a final determination of the required setback will be necessary. Planning Staff has proposed a condition to address this issue.

Vegetative Cover Types: Vegetation analysis was previously conducted using a combination of GIS Vegetation layer, and fieldwork. The predominant vegetation covertype is upland forest consisting primarily of cottonwoods, willows, grasses, and sedges. Medium Narrowleaf Cottonwood and Mature Narrowleaf Cottonwood make up 2.1 acres (33%) of the project area. Developed land comprises approximately 4.2 acre (66%) of the project area. LTE found no documented changes to mapped habitats protected by the NRO relative to the January 2017 Habitat Inventory and determined that no further field assessments were needed.

Wildlife: The site was previously evaluated for NRO protected species, migratory birds, amphibians, bears and Special Status Species. The site only represented suitable habitat for six species; elk, mule deer, moose, bald eagle, gray wolf and grizzly bear. Gray wolf and grizzly bear were eliminated from further evaluation due to those species requiring large areas of undisturbed habitat and minimal human presence. The EA further evaluated eagle, elk, moose and mule deer. Wyoming Game and Fish Department (WGF) provided review, stating that there are no significant changes in wildlife in the area and the original comments from review correspondence dated April 19, 2017 and August 2, 2017 are still relevant. Conditions are recommended to address WGF concerns.

No repeatedly used bald eagle perch or roost trees were identified on or near the site. The project area is not located within WGF designated crucial elk habitat or migration corridors, although it is in a WGF designated noncrucial seasonal (spring-summer-fall) elk habitat. No evidence of elk presence was observed within the project area. The project area is located within the eastern bounds of a WGF designated moose crucial winter/yearlong range as mapped by the NRO. Forage opportunities, cover, and unhindered movement

corridors are more limited within the disturbed area in and surrounding the project area. The Golf Maintenance and Housing Area is largely disturbed and provides only marginal winter habitat for moose. The project area is not located within WGF designated mule deer crucial habitat or a designated migration corridor.

The Jackson Hole Golf and Tennis site falls within Bear Conflict Priority Area 1. WGF recommends that bear resistant containers are provided and that employees receive education about proper storage of food, garbage, pet food and other bear attractants.

Wyoming Game and Fish Department provided a review statement dated April 19, 2017 that is attached to this memo. WGF review states, *“Moose utilize the Gros Ventre River corridor extensively in the winter, but likely avoid the 6.3-acre JHGTC maintenance area due to human activity. The site of the proposed development provides very little forage in the form of native shrubs for wintering moose and lacks dense understory of hiding/security cover. Therefore, wintering moose are more likely to use habitats closer to the main river corridor. Therefore, we expect development of 0.17 acres of mesic cottonwood habitat adjacent to an existing disturbed area to have very minimal impacts on moose.”*

In reference to Mule Deer, WGF recognizes the area as year round habitat, likely due to backyard feeding and residential landscaping. They recommend that seasonal employees who reside on site are prohibited from wildlife feeding and that pets are required to be leashed at all times.

LTE found no documented changes to mapped habitat for special status species, or habitats protected by the NRO relative to the original and updated Habitat Inventory and determined that no further field assessments were needed.

On a site visit March 27, 2018, Planning Staff located one recent set of moose tracks. The tracks led to immature cottonwood and shrub species along the ditch banks, where browsing was evident. No development is proposed in the ditch setback.

Natural Resources Overlay (NRO): LTE had previously provided a review of the location of the NRO on site. The partial location in the NRO is due to the area being designated crucial moose winter/yearlong range, as discussed above. LTE also conducted an analysis of the accuracy of the NRO mapping. The EA states that the NRO boundary is inaccurate due to 67% of the NRO containing existing development and poor quality habitat. The NRO analysis continues with a comparison of patch habitat versus core habitat. The site represents small patch area relative to moose home range and the patch is fragmented by residential and recreational uses. The NRO analysis concludes, *“In this case, the fragment of habitat in which the Golf Maintenance /Employee Housing Area lies is, itself, fragmented, providing patches of suitable vegetation for moose rather than suitable habitat.”*

Impacting the NRO: Regardless of the determination that the NRO boundary is inaccurate, the NRO map is a regulatory requirement and as such Sec. 5.2.1 Natural Resources Overlay Standards are applicable. Impacts to higher ordinal value vegetation within the NRO shall be mitigated at 2:1.

Impact Analysis: LTE conducted an Impact Analysis as part of the EA update based on a proposed site design provided by the applicant. The proposal is for six (6) small houses to accommodate seasonal employee housing from April through October and long term rental housing during the remaining months at the Golf Maintenance/ Employee Housing Site as identified on the Jackson Hole Golf and Tennis Club Master Plan. Each of the six employee houses will be approximately 20-feet wide and 35-feet long. Patio decks will be constructed for each housing space. Between each house will be a paved surface, approximately 15-feet wide, intended for parking two personal vehicles. The development site is approximately 0.74 acres and is nearly identical to the previous RV pad development envelope. All necessary utilities exist on or adjacent to the site. The compact footprint of the proposed development has been designed to minimize disturbance and loss of open space.

Updated impacts are described below:

- **Wetland and Waterbody Impacts:** No impacts to wetlands or waterbodies are proposed. All proposed development meets the 15 foot ditch setback but does not meet the 150 foot river setback. Planning Staff has proposed a condition to address this issue.

- **Vegetation Impacts:** A small area of the site is located outside of the NRO. Approximately half of the proposed development is located in previously disturbed areas. Approximately 0.3 acres will produce long term impacts to existing mesic deciduous forest. Upland vegetation covertypes protected by the NRO are proposed for removal and as such 2:1 mitigation is required. Fifty Narrowleaf cottonwood trees and 23 native mesic shrubs are proposed for removal. Sheet number M-1, Mitigation Plan proposes numerous mitigation sites located east and northeast of the dwelling units suitable for mitigation. The mitigation sites are generally located in openings in or adjacent to existing habitat. Staff has a concern that some of the infill mitigation sites are located closer to the road than was recommended in the WGF review. The recommendation by WGF was that the mitigation be located closer to the Gros Ventre River and no closer to the site than the southeast side of the RV pads, now small houses.

- **Wildlife Impacts:** As stated above the proposed development is located in the eastern bounds of crucial moose winter/ yearlong range. The area surrounding the site along the river is consistent with winter foraging habitat because it provides thermal and escape cover, as well as a year-round contiguous movement corridor for moose.

Forage opportunities, cover, and unhindered movement corridors for moose, elk, and mule deer are abundant to the south and east of the development area but these features are more limited within the disturbed area in and immediately surrounding the development area. It was also determined that potential suitable habitat for neotropical migratory birds and amphibians may be present.

The EA update determined that construction and operation actions would likely result in low to moderate impacts to moose, elk, and mule deer, neotropical migratory birds, and amphibians, since the ground disturbing impact is small compared to the available habitat in the surrounding environment. Short-term impacts would include avoidance of the area during construction and displacement of individuals to adjacent habitats, while long-term impacts would be minimal following final reclamation. Replacement of the mature cottonwood with immature higher ordinal species located closer to the river will help offset the long term impacts.

Avoidance and minimization of impacts has been accomplished by locating, to the extent practicable on previously disturbed surfaces and clustering in and adjacent to existing infrastructure. 59% of the permanent impacts will occur on existing developed areas and 41% on undeveloped areas. The EA concludes that the proposed development is not likely to significantly impact essential habitat within the NRO area.

- **Project Vicinity Impacts:** In evaluating the half-mile vicinity zone the EA states that the proposed development would have little to no significant adverse effects to surface and groundwater features or protected species and habitats.

Master Plan: The Resort Master Plan classifies potential development areas into 3 categories:

1. **Areas "Unsuitable" for Development-** Protected natural resources and their respective protective setbacks as identified in the Comprehensive Plan.
2. **Areas "Less Suitable" for Development-** These areas do not encompass protected natural resource or their setbacks but, relative to remaining areas on the subject property, are more important to sensitive wildlife species.
3. **Areas "Most Suitable" for Development-** These areas would cause the least adverse impact to habitats of sensitive wildlife species or other protected natural resources.

LTE conducted an analysis of suitability as defined in the Master Plan and determined that the site contains 4.2 acres that are “less suitable” for development, and 2.1 acres that are “most suitable for development. Zero acres were designated “unsuitable.”

Planning Staff Review and Recommendation of the EA: It is Planning's Staff's determination pursuant to Section 8.2.2.F.6. that the applicant has demonstrated an effort to reduce impacts by utilizing previously disturbed areas, to the extent practicable.

Consideration of the Jackson/Teton County Comprehensive Plan is required and should be viewed through the applicable Policy Objectives and subarea. These objectives include preserving workforce housing stock, reducing wildlife transportation impacts, incorporating wildlife friendly design and increasing wildlife permeability. The proposed project represents an opportunity to improve workforce housing stock and reduce transportation impacts and wildlife vehicle collisions by providing housing at the place of employment. The proposed housing reduces impacts by partially utilizing existing site development and clustering around existing infrastructure and development. Clustering the housing in and adjacent to existing development will help achieve a wildlife friendly design and maintain permeability.

In correspondence dated April 19, 2017, the Wyoming Game & Fish stated, “*we expect that development of 0.17 acres of mesic cottonwood habitat adjacent to an existing disturbed area to have very minimal impacts on moose.*” WGF provided recommendations on locating mitigation plantings away from Spring Gulch Rd., using non bear attracting shrub species and providing education to the seasonal residents. Planning Staff has provided a condition to address these concerns, which will be applied to physical development permits.

The EA update contains a conceptual mitigation or habitat improvement plan that includes 2:1 mitigation for impacts to native vegetation as required in the LDRs. Planning staff agrees with the EA findings that the larger site lends itself to onsite mitigation.

Planning Director's Recommendation: An EA review and recommendation is not an approval of an EA or a physical development plan. It is merely a component required for a pending application for physical development.

Pursuant to Section 8.2.2.F.7. of the LDRs, the Planning Director makes the following recommendation based upon the analyses and data set forth in the Environmental Analysis, upon the Jackson/Teton County Comprehensive Plan, and the Teton County Land Development Regulations, Section 8.2.2., Div. 5.1., and Div. 5.2. The Planning Director recommends the applicant's impact analysis site design with the following recommended conditions for consideration, should the applicant proceed with submittal of an application for physical development:

1. Bear proof trash containers shall be installed and Jackson Hole Golf and Tennis shall provide education and information materials to its employees and other residents about wildlife feeding, proper storage of food, garbage, pet food and other bear attractants.
2. Pets shall be leashed at all times.
3. Mitigation plantings shall be required to be moved closer to the Gros Ventre River, but no closer to the site than the southeast side of the Nigger Channel. Shrub mitigation plantings shall consist of shrub species preferred by ungulates and not berry producing shrub species.
4. At or prior to submittal of any Grading and Erosion Control Permit(s), a Final Mitigation Plan shall be submitted, subject to review and approval by the Planning Director. The Final Mitigation Plan shall provide actual impact and mitigation amounts with specific locations. Pursuant to the LDRs, the Final Mitigation Plan shall include (but may not be limited to) species specific plantings, a monitoring plan and remedial measures to ensure mitigation project success. In addition, prior to issuance of any Grading and Erosion Control Permits, a cost estimate and surety for mitigation implementation is required.
5. Should the applicant proceed with plans for physical development, a final determination of the required setback will be necessary. If Nigger Channel is determined to be a river channel, approval for relief from the river setback shall be required prior to physical development approval.

Should you have any questions or concerns, please contact Roby Hurley at (307) 733-3959 or via email at rhurley@tetoncountywy.gov.

Sincerely,



Tyler Sinclair
Planning Director

cc: Lindsay Sanders, LT Environmental, LLC
Robert Infanger, Y2 Consultants

Enclosures: WGF Correspondence

October 19, 2019

Dear Town of Jackson Planning Commission:
via Tiffany Stolte

Subject: PUD Amend - JHG&T (P19-219)

I am writing to request your support in opposing Vail Resort's application to amend the Jackson Hole Golf and Tennis (JHG&T) Master Plan. As the owner of a cabin at JHG&T, I encourage you to reject their proposed changes to the Master Plan for the following reasons:

- The Cabins at JHG&T is a planned community, supported by an existing Master Plan that was approved by the county. It sets the high standards for the community, including unified design elements and wildlife protection. It was a material consideration in attracting us to JHG&T and has been relied upon by the surrounding community in their decision to be a part of this community.
- The proposal by Vail Resorts represents a material change to the Master Plan and would unnecessarily compromise the high standards that attracted the owners to JHG&T and have been a hallmark of the planned community for the past several years.
- Vail Resorts, on its web page, claims "Our Product is the Great Outdoors" and goes on to say " **Everything** we do needs to be aligned with our five stakeholders: Our Guests, Our Employees, **Our Communities, Our Natural Environment** and Our Shareholders." Yet, it seems clear that the vast majority of residents (the Community) are not aligned with Vail Resorts on their proposal and the proposed changes.
- The cell tower is a case in point. While Vail has claimed they are obligated to provide access for another cell tower, a closer review would show that this is simply not the case. Verizon *Wireless* is NOT a regulated utility and Vail is under no obligation to lease the land for such a tower. Vail's interest is purely financial. And the community it would serve appears to be vehemently opposed.
- The uncertain and ever changing proposal by Vail to stage employees and operations that support Vail's other properties in Grand Teton National Park and Jackson Hole Lodge was never anticipated for the JHG&T community and is a clear change to the Master Plan that adds no value to the JHG&T community.

- While I strongly support the need for Vail to provide housing for its seasonal employees, their proposal is based in their self interest to lower their costs at the expense of lowering the design elements and the wildlife protection provisions that have been in existence since the Master Plan was approved. There are other ways to deal with employee housing than an RV Park. I would caution the Commission to avoid approval based on the allure of additional affordable housing without requiring Vail to do so in a way that is acceptable to the JHG&T community of residents.

I would encourage the Board to avoid rewarding Vail Resorts with a concession that is effectively designed to serve their financial interests. Instead, Vail Resorts should uphold the high standards of the current Master Plan and require Vail Resorts to follow it and construct actual housing units in the areas designated by the current Master Plan.

Respectfully,
Frank & Nancy Boyer
5870 Mountain Mahogany Ln
(Cabin #13 at JHG&T)
Jackson, WY 83001

My name is Patty McDonald, and I own Cabin 2 at Jackson Hole Golf and Tennis Club. I am writing to express my complete opposition to Vail Resort's latest proposal to amend the 2002 JHG&T Master Plan.

As you know, Vail has been attempting for several years to gain county approval for constantly-changing proposals to allow additional development in its maintenance yard across from JHG&T clubhouse on Spring Gulch Road. In 2016 they tried to sneak through a proposal to build 13 concrete pads for an employee housing RV Park. They did not inform neighboring homeowners about their plans, and when we found out at the 11th hour, we united in opposition. While we supported Vail's need for additional employee housing, we pointed out that Vail already had the right under the 2002 JHG&T Master Plan to build additional employee housing similar to, and next to, the existing employee housing buildings. We maintained that the proposed RV Park would intrude on sensitive wildlife habitat in the adjoining NRO and that it would be inconsistent with the character of the community. Faced with fierce opposition from the surrounding community, Vail finally met with us and admitted that they didn't want to shoulder the cost of new employee housing buildings.

Vail then proposed bringing in some tiny homes for employee housing, but again didn't want to pay for them. Instead they sought private investors who would be required to lease the tiny homes back to JHG&T's summer employees. Unfortunately no one was interested due to the minimal returns that would be realized on such an investment.

In 2018 Vail again applied to build the RV Park and at the last minute included a proposal for a 75 ft. cell tower after Verizon's application to build such a cell tower was denied by Teton County. The Planning Commission recommended against the cell tower and for reducing the trailer sites from 13 to 6, subject to a conditional use permit. This was in part due to concern over Vail's past spotty management of the maintenance yard, which was never properly screened as originally promised and where trash containers are often overflowing.

Now Vail has submitted a new application to amend the 2002 Master Plan and LDR. It would completely change the land use of JHG&T by allowing them to stage crews and operations serving their unrelated concessions operations in Grand Teton National Park and John D. Rockefeller Memorial Parkway. While the proposal is vague, among other things Vail and JHG&T could apparently build a two-story, 11,000 sq. foot warehouse, house over 64 people including some in RVs (far more than needed at JHG&T), and again build the cell tower. Some of these developments would be in close proximity to the Gros Ventre River Channel even though the State of Wyoming requires a 150' setback.

The seven neighborhoods adjoining JHG&T are united in their opposition to this latest proposal. It would change the character of the neighborhood, add major commercial/industrial operations to a long-standing golf and tennis community, threaten wildlife habitat, add noise, increase traffic, and likely reduce property values. The proposal fails to provide many specifics and answer many questions, and if approved would give Vail wide license to do whatever they wanted without anyone being able to stop them. We are disappointed with Vail for consistently planning these far-reaching proposals in secret and failing to consult with us about them, for refusing to shoulder the cost of building and paying for quality employee housing, for now seeking to build major new developments next to our clubhouse and

homes, and for seemingly caring less and less about the special values of our quiet community and the wishes of the people who are proud to call JHG&T home.

I respectfully urge the Teton County Planning Commission to reject Vail's proposal in its entirety.

Sincerely,

Patty McDonald

847 E. Wild Rye Drive, Jackson, WY 83001

October 21, 2019

To: Town of Jackson Planning Commission

Dear Planning Commissioners,

I am writing to offer my comments and concerns about Vail Resorts and their subsidiary, Grand Teton Lodge Company, and their latest application to amend the 2002 master plan and now also applying to amend LDR Text. PUD Amend - JHG&T (P19-219)
Teton County - PUD2019-0002 & AMD2019-0004.

This is the fourth iteration of Vail's constantly changing proposals and the issue is complex. Therefore I am taking the time in this letter to share some history and my concerns related to this application. I have participated in each step of Teton County's process for Vail's changing applications since April 2016. Thus my comments are substantial. I hope you will thoroughly consider my comments.

HISTORY

For the last four years Vail has applied to add new development at Jackson Hole Golf & Tennis without gaining County approvals. With each new application they have not proactively informed the 7 neighborhoods that adjoin JHG&T of their proposals. Instead neighbors only learn of Vail's plans when those who live within 800 feet of the project area receive letters from Teton County advising of a Planning Commission hearing. This is the third Planning Commission hearing being held related to Vail's various applications on this matter.

Vail's initial application in 2016 was to construct 13 concrete trailer pads for seasonal employees of JHG&T in an undeveloped area in the NRO that would require removal of 48 cottonwood trees and 23 willows in critical moose and nesting bird habitat. Vail sought an exception not to be required to conduct an EA for the 2016 proposal. Initially Teton County allowed the exception but eventually withdrew that and Vail was required to contract for a new EA. Vail did not do the required public notice for that application and once a hearing before the County Commissioners was underway in May 2016, the BCC Chair would not allow a hearing to proceed due to lack of adequate public notice by the applicant.

Vail pressed pause for several months and in 2017 considered adding 6 tiny homes to house between 13 and 26 seasonal JHG&T employees and not construct trailer pads. However Vail was unwilling to fund the tiny homes from their own capital and sought private individuals to buy them and lease them to JHG&T seasonal employees in the summer and then have them for their own use. Eventually Vail abandoned this plan as there were no interested investors for such a bizarre method to house Vail's own seasonal JHG&T employees on site.

In July 2018 Vail applied to amend the 2002 Master Plan and construct 13 trailer pads to house 13 to 26 seasonal JHG&T employees in the employee's personal trailer or rv. Oddly in this application Vail also proposed adding a 75 ft. cell tower above their current employee dorm as a part of a master plan amendment. This application was heard by the Planning Commission on December 10, 2018. At that meeting the PC voted and recommended that the trailer sites be reduced from 13 to 6 and placed on a Conditional Use Permit in order to achieve better compliance from Vail for management for a non-conforming seasonal trailer park. This was in part due to concerns raised by countless neighbors about Vail frequently found not to be complying with County regulations at JHG&T. Their non-compliance entails not complying with County regulations at JHG&T, including improper garbage storage, not

controlling invasive weeds, lack of required screening of the maintenance yard and installing an outdoor event tent instead of constructing an event building as Vail promised it would do when working towards approval of the 2002 Master Plan. Additionally the PC recommended that Vail not be permitted to add a 75 ft. cell tower as part of the application to amend the master plan. Vail added the cell tower into the application just prior to the 2018 PC meeting because Verizon had not gotten approval from Teton County as the proposed location was less than the State of WY required 150 ft. setback from the Gros Ventre River Channel. At the subsequent BCC meeting on this application on January 8, 2019, the BCC also questioned the addition of the cell tower to the application to amend the master plan.

The January 8 BCC meeting ran long and so it was extended until February 19. Just prior to the February meeting, Vail requested a postponement until May 7. In April, Vail submitted a much expanded proposal to the County Planning staff to be included in their application for the May BCC hearing. However the planning staff determined the additions were so significant that a new application and a new process would be required. At the May 7 meeting the BCC voted to remove the Vail's application from the agenda and concurred with staff recommendation that Vail would be required to begin an entirely new application and review process.

Fast forward to July 2019, Vail submitted a new application to amend the master plan and in August they submitted an amendment to the LDR text. This is the application before you now.

Concerns Related to Current Application

In reviewing Vail's new application one has to keep the Comp Plan and LDRs in mind.

A primary goal of the Comp Plan is **to preserve and protect wildlife habitat and connections between wildlife habitat.**

The comp plan also prioritizes Character Districts. One goal was to develop areas in town and country appropriate for complete neighborhoods that allow density, workforce housing and concentration of people and uses. By contrast Rural areas would have a goal to reduce future growth and place a priority on preservation. Jackson Hole Golf & Tennis is located in the Rural Zone with sensitive lands that border the Gros Ventre River, include critical wildlife habitat and a migration corridor.

Conservation and preservation

The Comp Plan places a high value on wildlife protections, improved connectivity of habitat and to preserve open space. The future in rural areas is envisioned to be more natural. Another goal is to increase wildlife permeability and utilize best practices for wildlife preservation.

In the 2017 EA Vail's consultant, LT Environmental LLC, completed the EA for the 2016 application. LT Environmental evaluated the area for development on a landscape level. However county land use decisions are to be made at the parcel level, and subdivision level, not at the landscape level.

The area proposed for development sits in the County's designated Natural Resource Overlay, (NRO), is a platted lot and it requires a site specific EA. This was not done for the previous application and none has been conducted for this new massive proposal outlined in Vail's 2019 application.

By contrast, the Vail 2002 Master Plan and the original EA conducted by Biota, identified the areas least desirable for development and more desirable for development. The present day maintenance yard was built in the most desirable area for development based on this. The 2002 EA also recommended no

further development be added past the snack shop towards the maintenance yard on the Gros Ventre River side of this area.

The previous 2017 EA should have looked at site specific proposed development in how it would disturb vegetation, wildlife habitat and wildlife habitat connectivity. It did not do this.

The perspective the County's Comp Plan took is not to advance development and further fragment wildlife habitat.

Vail's predecessor, and owner of JHG&T, was CSX. They applied to the County to get resort Designation for JHG&T. They had plans to build a very large hotel and other development as well.

Resort zones allow higher intensity of use and multiple uses.

When the Teton County Commissioners considered this request in 1999, they voted 3-2 against allowing resort designation as it was thought the area was a residential area with a golf course, located distant from Jackson and did not make sense to be a resort zone. The following year, one commissioner resigned his term and at the election timeframe, a candidate ran on making it a resort zone and won. Consequently it was taken up to a new vote, and won 3-2 in favor of a resort. Neighbors maintain the resort designation is not appropriate to this residential area.

Vail purchased CSX and in the transition and two ensuing two years' worth of applications and county hearings on the new JHG&T clubhouse, cabins, etc., the hotel was removed. The Master Plan was finalized and approved in 2002.

Per the County Land Development Regs (LDRS) section 3.3 -Future land use in a resort zone recognizes the basic right of landowner to apply for additional development. However it needs to be performance-based, and evaluate what are the public benefits and related indicators. One could argue that Vail's application to add the development and the various park operations to JHG&T has no public benefit.

County Traffic Analysis from 2002 MP

The county conducted a traffic analysis. A scale from A- F was used to rate intersections.

Sagebrush Drive and Hwy 89 was an F (vehicles had to wait 4 minutes or more).

Spring Gulch Road and Hwy 22 was an F (vehicles had to wait 4 minutes or more).

The expectation of growth for the 20 years also rated F.

The side streets from neighborhoods at the time were not as impacted but are now in a major way.

Since Vail is proposing adding a warehouse operation to serve their in-park hotels and retail locations, administrative and other functions, as well as adding housing to house employees who work throughout Grand Teton NP, the traffic impacts will be significant and add harmful greenhouse gas emissions.

Vague Proposal

In reading Vail's 2019 application one has to ask, exactly what is Vail Resorts proposing? The application states Vail seeks to create flexibility for staging crews and operations at Jackson Hole Golf & Tennis (JHG&T) on Spring Gulch Road to serve their other unrelated business concessions under contract with the National Park Service inside Grand Teton National Park (GTNP) and at Flagg Ranch on the John D. Rockefeller Memorial Parkway (JDRMP).

- Do they wish to have one employee at JHG&T or a several dozen?
- Is it someone sitting at a computer or is it a construction/maintenance crew?
- Is it a pick-up truck or a fleet of construction trucks?
- What type of warehouse operation are they proposing to serve all their concession business operations inside GTNP from Jenny Lake to Flagg Ranch?
- What type of housing units? How many will be housed?

The same vagueness is presented to justify adding wireless communication towers

- How many towers?
- Where?
- What will they look like?
- How tall?
- When did free standing cell towers become “a required utility” for a golf course?

The application does not answer any of these questions and instead presents the goal of flexibility. Their application does not state what they intend to do, and if the application is approved, the County will be powerless to establish limits later.

Not only does this application make it impossible to know what is proposed or what the County is asked to approve, it creates this unpredictability after the Jackson Hole community emphasized greater predictability in land use decisions. A point of emphasis in our County Comprehensive Plan calls for greater predictability in land use decisions.

- The Comp Plan says to allow development that is a “base right.” (policy 3.3.c) -- Allowing the staging of operations and employees at JHG&T on Spring Gulch Road to serve other unrelated business operations in the Park is not a “base right.”
- The Comp Plan says that discretionary land use tools are not appropriate for managing growth and development (policy 3.3.c). – a land use application designed to create flexibility is not an appropriate way to manage growth.

The County Commissioners have taken significant actions to implement these planning goals. The Land Development Regulations have been revised to remove uncertainty and increase predictability in land use decisions. Most significant was the removal of Planned Unit Developments, which is a highly discretionary planning tool.

There is nothing in the currently approved JH Golf and Tennis plan that suggests or allows the Spring Gulch Road site can serve as a staging area of developments inside GTNP and at Flagg Ranch on the JDRMP. This application for flexibility contradicts our desire for predictability in land use decisions. It contradicts our adopted policies and it contradicts decisions we have made to change the development regulations. The Grand Teton Lodge Company concession business operations located inside of Grand Teton National Park are separate and unrelated to Vail’s Jackson Hole Golf & Tennis business.

Wildlife Habitat, NRO

The Vail Resorts application proposes expansion in the part of the Jackson Hole Golf and Tennis that has meaningful wildlife habitat and is designated by Teton County as the Natural Resource Overlay (NRO). It is a location at the confluence of two rivers. This site has been analyzed thoroughly dating back to the original approval of JH Golf and Tennis and an amendment in 2002. These early EAs identified area

“most suitable” and “less suitable” for development. The early approvals limited development to the “most suitable” areas. This application proposes two-thirds of the expansion outside of these “most suitable” areas. One-half of the proposed development will be in an undisturbed area. The applicant attempts to justify the impact on the NRO as a minor increase in the application. This faulty rational could in theory justify hundreds of incremental expansions into prime habitat areas. Every encroachment into important habitat would be cumulative when considered in entirety. Eventually what habitat would we be left? (page 20 – 22 of 2017 EA, which is resubmitted with current application) If the applicant still proposes to construct JHG&T seasonal employee trailer sites, where will they be located? If a trailer park is still proposed it would be in conflict with the **LDRs which prohibit camping and campgrounds in the NRO.**

LDR and Resort Zones (LDR section 4.3.1)

JH Golf and Tennis is one of a few Resort Planned Unit Developments that are allowed in the County. The Land Development Regulations (LDR) are very explicit on what these resorts are allowed to do. This application violates the Purpose and Intent of the resort zoning by proposing flexibility to erect undescribed communication towers and to stage personnel, operations, and warehousing at JHG&T on Spring Gulch Road to serve their concession businesses in Grand Teton National Park and at Flagg Ranch on the JDRMP.

The LDR state that the Purpose and Intent of the resort zones is to allow development that

- has “a high degree of self-containment” and
- establish “a level of predictability in the maximum potential size and character.”

This proposal conflicts the purpose and intent of the very land use regulation it relies on for approval.

- This application seeks to add land uses that serve other remote business operations by using a regulation that calls for a high degree of self-containment.
- This application seeks to create flexibility by using a regulation that calls for predictability.
- This application seeks the right to erect cell towers with no description of their number, height, appearance, or any other feature.

Resort District or Residential Subdivision with a Golf Course

Resort Developments are clearly defined in the County’s Land Development Regulations. They are mixed used developments that contain recreational, retail and service-oriented activities. When JH Golf and Tennis was proposed as a resort, it was first denied resort zoning status on the basis that it is the wrong location for a mix of commercial land uses. After a change on the Board of County Commissioners, resort status was revisited and then approved by the County Commissioners.

At that time, JH Golf and Tennis was proposed as a mixed use resort area with a hotel and convention facility in addition to the golf course. However, the hotel and convention facility were later deleted from the plans and replaced with more residential development.

JH Golf and Tennis does not meet the definition of a resort and does not meet the intention of resort status that is lined out in the County’s LDR. Golf and Tennis has always been, and continues to be today, a residential development with a golf course. JH Golf and Tennis should be returned to the residential zoning that existed before the resort status was granted to the hotel – convention center plans.

This proposal to stage operations and personnel that serve business enterprises in distant locations, and to erect communication towers, moves even further away from the existing use and character of the JH Golf and Tennis area. The Grand Teton Lodge Company concession business operations located inside of Grand Teton National Park are separate and unrelated to Vail's Jackson Hole Golf & Tennis business. **Furthermore the Grand Teton Lodge Company's contract with the National Park Service expires in 2021. The National Park Service will issue a RFP in 2020. There is no guarantee that the Grand Teton Lodge Company will be awarded the next contract.**

I urge you to recommend that Vail and the Grand Teton Lodge Company not be permitted to combine and stage their unrelated in-park businesses and industrial operations at their other separate business, Jackson Hole Golf and Tennis, which is located at the center of several residential neighborhoods in a county designated Rural Zone. Additionally Vail should not be allowed to add a cell tower as a part of their application to amend the master plan. Cell communication companies should seek permits directly with Teton County to install cell towers as is the typical practice. If one is needed in the vicinity of JHG&T, Teton County has a parcel of land adjacent to Cattleman's Bridge that has space for a cell tower installation 150 ft. from the Gros Ventre River.

Thank you.

Joan Anzelmo
270 Cottonwood Drive
Jackson, WY

From: [Ann Messana](#)
To: [Tiffany Stolte](#)
Subject: Comments:PUD Amend - JHG&T (P19-219)
Date: Tuesday, October 22, 2019 1:36:42 PM

Town Council:

We are writing to strongly object to Vail/JHG&T's attempt to amend the original 2002 Master Plan in order to expand options for seasonal employee housing, including a seasonal employee trailer park.

We purchased our JHG&T cabin and Homesite parcel knowing exactly where the NRO zones had been established to protect important wildlife corridors. For more than a decade, we have seen first-hand how these corridors have protected wildlife and respected the cottonwoods and willows growing throughout JHG&T. The attempt to place an employee trailer park and a cell tower right the middle of an NRO zone seems nonsensical. The County has previously rejected any changes to the Master Plan and the 2002 Plan should continue to prevail without any change. To be sure, Vail's proposed housing totally contradicts all CC&R's that are imposed on residents of JHG&T. The covenants are highly restrictive yet the proposed housing proposal will break all design guidelines. In the end, Vail's blatant attempts to side-step established zoning is simply a bid to overcome its own lack of planning and foresight with regard to seasonal employees. As homeowners, we do not oppose seasonal housing but do request that this be done in **accordance** with the 2002 Master Plan.

We are very proud to be homeowners in JHG&T and to be surrounded by others who feel strongly that our 2002 Master Plan should remain unchanged.

Sincerely,

Mark and Ann Messana

Jackson Hole Golf and Tennis

5910 Coneflower Avenue

6070 Junegrass Avenue

I am a county resident that resides north of town proximate to Golf and Tennis. I support employee housing as described, and in the location noted, in the approved Vail Golf and Tennis master plan. The proposed amendments being considered are not well thought out, are in direct conflict with many elements of the Comprehensive Plan, and would introduce new uses (warehousing) inconsistent with a residential neighborhood.

The proposal is vague as to locations for uses being proposed, the need for a cell tower within a resort, and exactly why the proponent wants to export development from within to park and into a residential neighborhood. It is important to note that Vail has no guarantee of a continued contractual operation within Grand Teton National Park begins 2021. The opportunity for other potential concessioners to compete against Vail for the facilities within the park - Jenny Lake Lodge, Jackson Lake Lodge, Colter Bay cabins and restaurant - will not occur until sometime next year.

Moving development from the already disturbed area into the intact cottonwood/willow habitat would result in several significant impacts. These include: continued erosion of the NRO overlay and fragmenting of habitat integrity; loss of critical moose habitat and winter range; impact on the elk migration corridor; and finally, impacts to avian species habitat, including raptors and songbirds. There should be a 150 foot set back of any development from the Gros Ventre River Channel. Further, this is not the place for a cell tower.

Any vegetative mitigation should be done with similar habitat types and specimen trees. I understand that screening is proposed, but spruce is not an equivalent habitat species for the wildlife noted above.

Because this is critical moose habitat, the same restriction applied to the affordable housing area developed to the east should be applied here, i.e. no dogs.

Thank you for the opportunity to comment on this important matter.

Sincerely

Mary Gibson Scott



TOWN OF JACKSON PLANNING COMMISSION AGENDA DOCUMENTATION

PREPARATION DATE: NOVEMBER 1, 2019
MEETING DATE: NOVEMBER 6, 2019

SUBMITTING DEPARTMENT: PLANNING
DEPARTMENT DIRECTOR: PAUL ANTHONY
PRESENTER: PAUL ANTHONY

SUBJECT: **ITEM P18-229** A REQUEST TO AMEND THE TETON VILLAGE MASTER PLAN PURSUANT TO SECTION 8.7.3, PLANNED UNIT DEVELOPMENT (PUD) AND SECTION 4.3.1.D OF THE TETON COUNTY LAND DEVELOPMENT REGULATIONS.

APPLICANT/AGENT: BILL COLLINS

PROPERTY OWNER: JACKSON HOLE MOUNTAIN RESORT

REQUESTED ACTION

Jackson Hole Mountain Resort is requesting to amend the Teton Village Master Plan by submitting the following application:

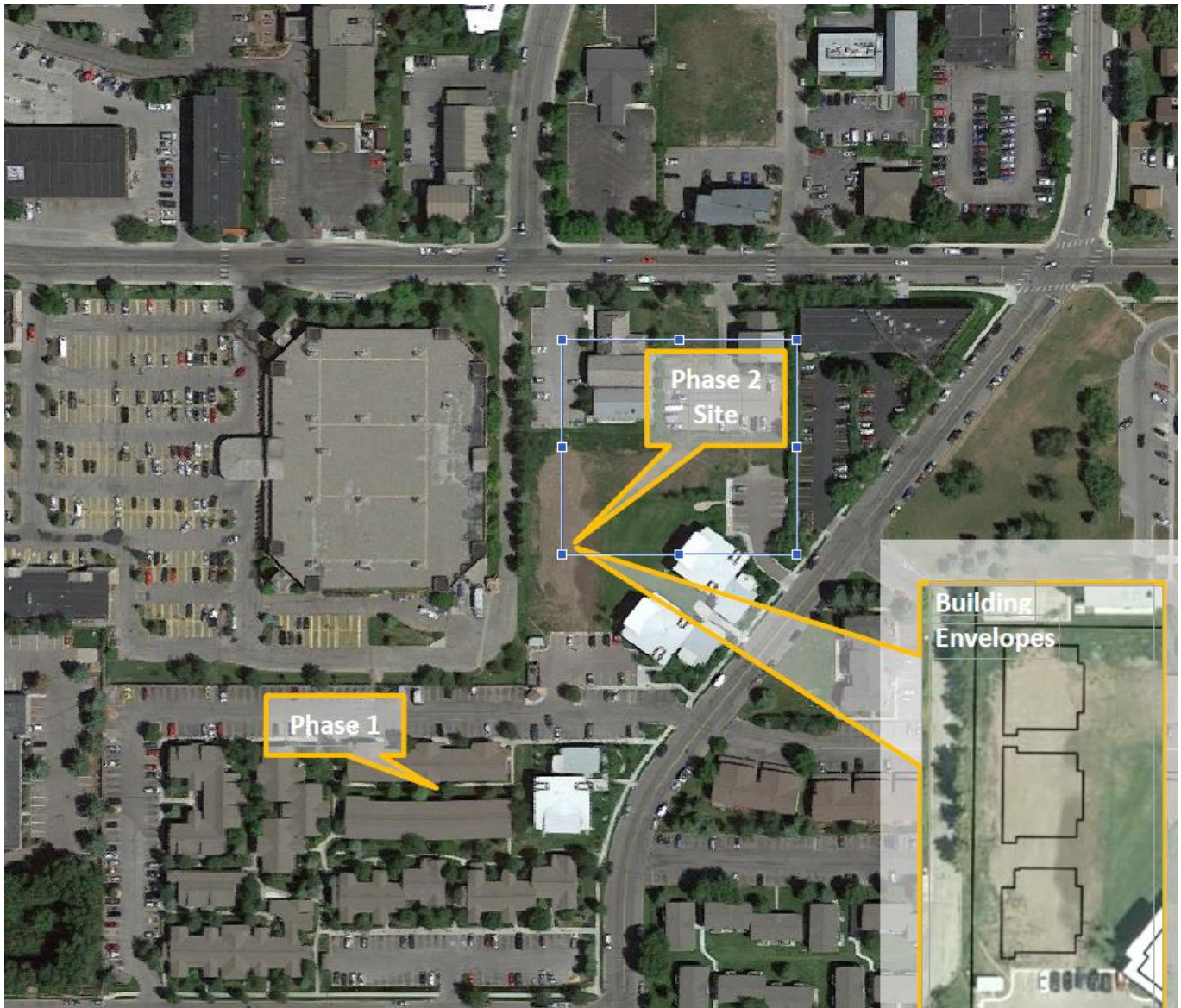
- Amend the TVMP pursuant to Sections 8.7.3 and 4.3.1.D. of the Teton County Land Development Regulations, Planned Unit Development (PUD) (PUD2019- 0001)
- Per the applicant's provided summary, JHMR is requesting to amend the text of the Teton Village Master Plan Section VII. A: Provision of Employee Housing. This amendment will only change the outcome of housing projects required within Teton Village Area 1. If adopted, this amendment will only affect the TVMP, no LDR changes have been proposed by JHMR at this time.

APPLICABLE REGULATIONS

Division 4.3 Planned Resort Zones
Section 4.3.1.E.4 Joint Review by Town and County
Section 8.7.3 Planned Unit Development

LOCATION MAP

Zoning/Vicinity Map



BACKGROUND/PROJECT DESCRIPTION

JHMR is requesting to amend the Teton Village Master Plan to allow ‘dormitory-style’ housing units to be used to satisfy employee housing mitigation requirements for non-residential development in Area 1 of Teton Village. In the County Land Development Regulations (LDRs), a “dormitory” is defined as a housing unit that allows four or more unrelated people to live in the same housing unit. This type of housing avoids the limitation imposed on all other residential unit types that are limited to ‘single-family’ uses only, which are defined as having not more than three unrelated people living in the same residential unit.

The need for the amendment stems from the fact that the applicant has already obtained approval for and partially built a large, dormitory housing PUD project located on Powderhorn Lane in the Town of Jackson. The purpose of this dormitory PUD is to provide deed-restricted housing to meet mitigation requirements for existing and new/future commercial development located in Teton Village. However, because the new affordable workforce housing mitigation requirements adopted by the Town and County in July, 2018, specifically prohibit the use of dormitories to meet housing mitigation requirements, the applicant became concerned that their dormitory units at Powderhorn might not be allowed to be used as mitigation units for existing and future development at Teton Village as intended. Thus, the proposed amendment is intended to allow dormitories to meet employee housing mitigation in the TVMP, specifically for non-residential development in Area 1 of Teton Village.

Please see the County Planning staff report and applicant's submittal for more detail on the proposal.

Staff and the applicant will provide a brief presentation and opportunity for questions at the meeting.

STAFF ANALYSIS

According to Sec. 4.3.1.E.4 of the Teton County LDRs, each jurisdiction shall receive and consider recommendations from the other jurisdiction when a Planned Resort application is submitted for review or amendment. The text of Sec. 4.3.1.E.4 is as follows:

4. **Joint Review by Town and County.** The County Planning Commission and the Board of County Commissioners shall receive and consider recommendations from the Town Planning Commission and Town Council regarding any Planned Resort master plan application in the County. For the same purpose, The County Planning Commission and Board of County Commissioners shall make recommendations to the Town Planning Commission and Town Council regarding any Planned Resort master plan application within the Town of Jackson.
 - a. **Purpose.** The purpose of the County's and Town's review of any Planned Resort in the other 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.
 - b. **Intent.** The intent of review is for the Town Planning Commission and Town Council to have an opportunity for review and comment on a proposed Master Plan. The Town's role is advisory only and does not include a voting participation in review of the Planned Resort master plan.

The County Planning Staff identified two key issues with the applicant's request: 1) Will this amendment uphold the general spirit of the Teton Village Master Plan and more specifically all language therein concerning Employee Housing? and 2) Will this amendment uphold the general spirit of the LDR's?

The County staff answer both questions in the affirmative. Town staff generally concur with the reasoning and conclusions of the County staff. Please see the County staff report for more detail on these two key issues.

Town staff further conclude that the proposed amendments should not have any significant adverse impacts on the Town of Jackson. The Powderhorn Housing PUD was originally approved as an innovative dormitory-style employee housing development and we find that allowing the PUD to continue to serves its intended purpose of using dormitory-style units to meet employee housing requirements is to the benefit of both the public and applicant.

ATTACHMENTS

- Applicant Submittal
- Town County Staff Report
- Departmental Reviews
- Public Comment

SUGGESTED MOTION

The LDRs state that the PC does not have a 'voting participation' in the review of a Resort Master Plan amendment, thus no motion is intended. However, the Town Planning Commission is expected to provide any recommendations and comments as appropriate.



Planning Commission - Staff Report

Subject: Jackson Hole Resort PUD Text Amendment (Dormitories)

Agent: Bill Collins

Applicant: Jackson Hole Mountain Resort

Property Owner: Cody Lane Development Cooperation

P.O. Box 7290

Teton Village, WY 83025

(307) 799.2701

Presenter: Andrew Bowen, *Senior Planner*

REQUESTED ACTION SUMMARIES

Jackson Hole Mountain Resort (JHMR) is requesting to amend the Teton Village Master Plan (TVMP) by submitting the following application:

Amend the TVMP pursuant to Sections 8.7.3 and 4.3.1.D. of the Teton County Land Development Regulations, Planned Unit Development (PUD) (PUD2019- 0001)

Per the applicant's provided summary, JHMR is requesting to amend the text of the Teton Village Master Plan **Section VII. A: Provision of Employee Housing**. This amendment will only change the outcome of housing projects required within Teton Village Area 1. If adopted, this amendment will only affect the TVMP, no LDR changes have been proposed by JHMR at this time.

If this amendment is approved, housing units that are occupied by unrelated individuals may be used to comply with workforce housing requirements in perpetuity for development project requirements within TV Area 1. This amendment will apply only to developments within the boundaries of the Teton Village Master Plan – Area 1 that are required to provide workforce housing.

PURPOSE AND INTENT

In amending this portion of the TVMP, the applicant seeks two primary outcomes:

1. Permit Choice: This amended language will allow JHMR to operate under a previous iteration of the LDR's that allowed dormitory-style dwellings to be used for employee housing use.

2. Dormitories Added: This amended language will allow JHMR to satisfy employee housing requirements by developing and using dormitory-style units in perpetuity for TV area 1.

In its application, this amendment would grant JHMR the right to utilize Phase I of the Powderhorn Apartment complex and build Phase II in relatively the same design in order to satisfy employee housing requirements.

This amendment was made necessary because of a County initiated text amendment (July.18) to the County's LDR's which barred the use of dormitory style units to fulfill employee housing regulations. It is for this reason that JHMR seeks to secure an amendment prior to funding the construction of Powderhorn Phase II.

BACKGROUND/DESCRIPTION

PROJECT HISTORY

1. Jackson Hole Mountain Resort has a long history in providing employee housing for its workforce which included owning an apartment building in Webster Laplant (now Aspen Meadows) behind Kmart.

2. JHMR purchased the ground that is the last phase of Aspen Meadows and in 2013 obtained approval from the Town of Jackson to build 46 – 48 four-bedroom apartments for employee housing.
3. This development was approved for two phases of construction. Phase 1 has been built with three buildings on Powderhorn Lane. Phase 2 has PUD and sketch plan approval and will be located behind the existing buildings, abutting the rear of Kmart.
4. Before proceeding with plans for Powderhorn, JHMR requested assurances that their financial investment would allow the company to use four-bedroom apartments/ dormitories to comply with workforce housing requirements that may be used as credits for future employee housing requirements.
5. As part of the planning and approval process, JHMR collaborated with town and county planning departments and the Teton County Housing Authority to prepare the attached *Operating Principles, Employee Housing Credits for WL Lot 23, March 26, 2013*.
6. Upon completing the application process, JHMR gained approval of the *Operating Principles* from the Town Council, Teton County Planning Director, and the Board of County Commissioners.
7. Phase 1 of Powderhorn was constructed and deed restricted for employee housing in accordance with the attached *Operating Principles*. Phase 2 is currently being planned for a near term construction.
8. Recently adopted amendments now define housing units occupied by unrelated individuals as dormitories and the amendments further prohibit the use of dorms to satisfy workforce housing requirements.
9. The proposed amendment to the housing section of the T.V. Master Plan – Area 1 will allow the use of dormitories to satisfy housing requirements when these requirements result from development within Teton Village – Area 1. The amendment will restore the previous approval that allowed JHMR to use the Powderhorn Employee Housing development to comply with workforce housing requirements

JULY 18 LDR AMENDMENT PURPOSE

In speaking with Stacy Stoker, employee housing standards were changed in July of 2018 for the purpose of insuring that the development of affordable housing units within the county facilitated a quality of life for residents. In doing so, the development of traditional apartments was prioritized as provided below:

A required affordable or workforce housing unit shall be a detached single-family unit (6.1.4.B.), attached single-family unit (6.1.4.C.), apartment (6.1.4.D.), or accessory residential unit (6.1.11.B.). No other residential or lodging unit type shall be required affordable workforce housing. **Note: this clause is what struck dormitories from the code's definition of allowable employee housing forms**

PAST INTERPRETATIONS

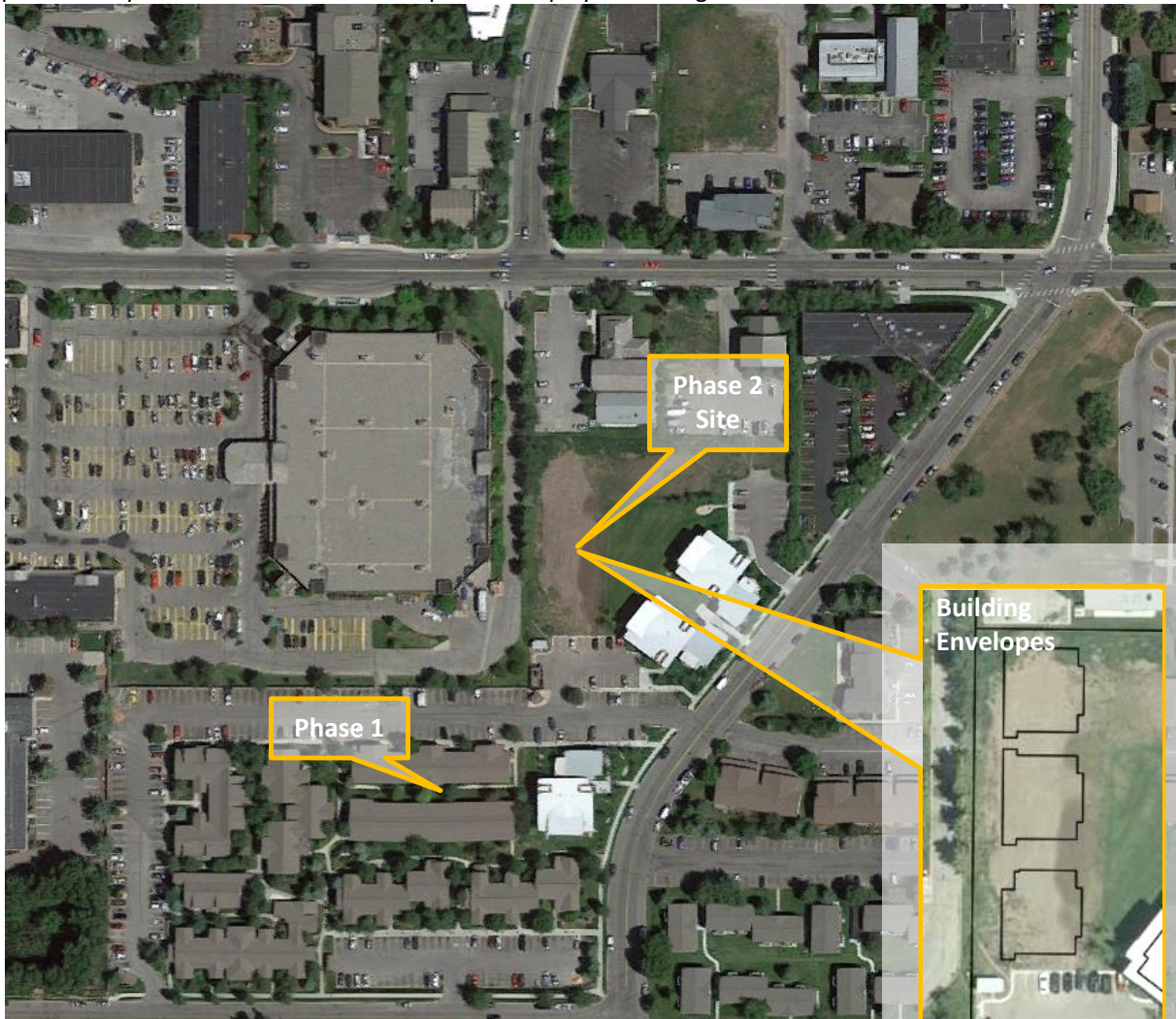
On August 23rd, 2019, JHMR received an interpretation from Interim Planning Director Keith Sbiral (INT2019-0001), which is attached as an exhibit. In their request for interpretation, JHMR sought clarification on two primary questions. Does the development of Phase I, align with the purpose and intent of all applicable LDR's at the time of permit and construction? And, does said development in good faith create a vested development right for JHMR to build Phase II under the same terms and regulations?

In his interpretation, Mr. Sbiral found JHMR had indeed in good faith fulfilled their obligations for Phase I and in doing so had vested the right to construct Phase II under the same LDR standards.

While this interpretation grants JHMR the right to construct Powderhorn Phase II for the purposes of employee housing provision, JHMR has requested a text amendment to add an additional element of finality and formality before beginning additional construction.

EXISTING SITE CONDITIONS

While this amendment is not solely tied to Powderhorn Phase I and II, these are and likely will be the most critical developments that will be allowed through the amendment. Currently, Phase I has been constructed and has been permanently deed-restricted in order to provide employee housing.



STAFF ANALYSIS

Applicable Regulatory Texts

LDR Reference

Type of Affordable Workforce Housing Required (7/18/18)

The affordable workforce housing required by this Division shall comply with the following requirements to ensure its affordability and livability.

A. Unit Types Allowed

A required affordable or workforce housing unit shall be a detached single-family unit (6.1.4.B.), attached single-family unit (6.1.4.C.), apartment (6.1.4.D.), or accessory residential unit (6.1.11.B.). No other residential or lodging unit type shall be required affordable workforce housing.

F. Dormitory Definition

1. Definition. A dormitory is a residential unit occupied by a group of unrelated people not residing as a single family. a. Includes: i. boarding houses or rooming houses ii. residential facilities for students and staff of schools iii. residential facilities associated with other types of instruction, education, training, and religious activity

2. Standards a. Maximum density. For purposes of the density calculation, a room shall mean a sleeping room designed for an occupancy of no more than 2 people.

Per section A. above (*Type of Affordable Workforce Housing Required*), the provision of employee housing is limited for single-family uses. For this reason, JHMR is no longer permitted to use dormitory-style dwellings to fulfill employee housing requirements, except for what approvals have occurred for Powderhorn Phase I and II (please see INT2019-0001 for greater detail).

KEY ISSUES

KEY ISSUE 1: Will this amendment uphold the general spirit of the Teton Village Master Plan and more specifically all language therein concerning Employee Housing?

Answer The purpose of section VII of the TVMP, is to ensure that a basic level of employee housing can be maintained in tandem with commercial and market rate site development within Teton Village. It is not the purpose of this proposition to contradict this priority, but simply to gain greater flexibility in what employee housing looks like. In speaking with Stacy Stoker and representatives of JHMR, dormitory-style dwellings better suite the typical employee of JHMR as they are often both single-occupant and seasonal. While JHMR is enhancing its year-round visitation yields by introducing off and shoulder-season activities such as mountain biking, climbing and other such activities, the majority of visitation and employment need arises during winter. It is for this reason that that the development of a traditional affordable housing stock may not be the highest and best requirement for JHMR.

KEY ISSUE 2: Will this amendment uphold the general spirit of the LDR's?

Answer In granting this amendment, the County will grant JHMR permit choice, which will allow them to develop Powderhorn Phase II in the design and functionality that was approved prior to regulatory changes. At that time, the development was in line with the spirit of the LDR's. As stated within Key Issue 1, it is not JHMR's pursuit to lesson or circumvent any regulation, but only to develop employee housing opportunities that better-align with their workforce.

STAKEHOLDER ANALYSIS

Please see attachments

LEGAL REVIEW

Graham

RECOMMENDATIONS

PLANNING DIRECTOR RECOMMENDATION

Planning Director recommends **APPROVAL** of (PUD2019-0001) dated December 3, 2019, subject to the 5 conditions recommended below, based on the findings recommended below.

PLANNING DIRECTOR RECOMMENDED CONDITIONS OF APPROVAL

Whenever a dormitory complex is to be use for employee housing fulfillment, the following shall be required:

1. Dormitory-style dwellings shall only be used to fulfill JHMR's employee housing requirements.
2. There shall be one (1) unit that meets the standards provided with all current Teton County LDR's (inclusive of 7.28.18 amendment), for every twenty (20) dormitory bedrooms provided. Said units shall be within the same structure.
3. Each lavatory shall be shared between a maximum of four bedrooms.
4. Each bedroom shall have individual lock off ability.
5. Each dwelling shall have access to a kitchen area located on the same floor as the dwelling.

PLANNING DIRECTOR RECOMMENDED FINDINGS

Per Section LDR 8.7.3 Prior to approving a text amendment to the TVMP, the following findings shall be made:

1. Consistency with Comprehensive Plan. CAN BE MADE

The Planned Resort master plan is consistent with the goals and objectives of the Jackson/Teton County Comprehensive Plan. The T.V. Master Plan is currently approved and this proposed amendment is minor in scope and will not cause the Plan to fall out of compliance with the Comprehensive Plan. Tangentially, the proposed amendment facilitates completion of the Powderhorn Employee Housing development that essentially establishes the gold standard for compliance with the Comprehensive Plan. Not only does Powderhorn provide privately funded employee housing, it does so in a location that implements multiple Comprehensive Plan goals.

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. CAN BE MADE

Section 4.3.1.A of the LDR establishes a long list of "purpose and intent statements" for a resort master plan. The nature and limited scope of this proposed amendment 3 does not conflict with any of these statements and the T.V. Master Plan, as amended, will remain in full compliance with the purpose and intent statements.

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. CAN BE MADE

The proposed amendment is exactly on point with Finding #3 and would restore for JHMR the assurance needed for the company to continue constructing high quality employee housing that suites their employees.

4. Design Guidelines. The Planned Resort master plan must contain design guidelines that a) establish standards for buildings, spaces, etc., b) promote design concepts set forth in the regulations, and c) establish a method of consistent implementation. CAN BE MADE

The Teton Village master plan for Area One was approved based on its compliance with the regulations, which include the requirement for design guidelines. This approval remains active and valid. The proposed amendment to the master plan does not involve a physical development that invokes the design guidelines or alters any part of the TVMP that changes the resort design. Any future development that contains dormitories will be reviewed for compliance with the design guidelines.

5. Transportation Element. The planned resort master plan must contain a traffic impact analysis and traffic demand management plan. CAN BE MADE

The TVMP for Area One was approved based on its compliance with the regulations, which include the requirement for a transportation element. This approval remains active and valid. The proposed amendment to the master plan does not involve a physical development that invokes transportation

concerns or alters any part of the TCMP that changes the transportation requirements. Any future development in Teton Village that contains dormitories will be reviewed for compliance the master plan transportation element.

6. Capital Improvements Plan. The Planned Resort master plan must contain a capital improvements plan that ensures infrastructure and essential services will be provided. **CAN BE MADE**

The TVMP for Area One was approved based on its compliance with the regulations, which include the requirement for a capital improvements plan. This approval remains active and valid. The proposed amendment to the master plan does not involve a physical development that invokes infrastructure concerns or alters any part of the TVMP that changes the capital improvements plan. Any future development in Teton Village that contains dormitories will be reviewed for compliance the capital improvements plan.

7. Land Use Element. The Planned Resort master plan must promote land uses that support and maintain the character of the resort. **CAN BE MADE**

The proposed amendment adds variety in the types of residential development, including types of workforce housing, that are allowed in Teton Village. Furthermore, workforce housing is an essential land use for the operation of the resort. This amendment is consistent with land development regulations that state that residential land uses and other uses that are necessary in the operation of the resort shall be permitted.

8. Phasing Plan. The Planned Resort master plan must contain a phasing plant that ensures development, including amenities and public facilities, occur in a logical sequence. **CAN BE MADE**

The TVMP for Area One was approved based on its compliance with the regulations, which include the requirement for a phasing plan. This approval remains active and valid. The proposed amendment to the master plan does not involve a physical development that invokes phasing concerns or alters any part of the T.V. master plan that changes the phasing plan. Any future development in Teton Village that contains dormitories will be reviewed for compliance the phasing plan.

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 of the resort. **CAN BE MADE**

The Teton Village master plan for Area One was approved based on its compliance with the regulations, which include the requirement that the resort development was in keeping with the community's character and the character of the resort vicinity. This approval remains active and valid. The proposed amendment to the master plan does not involve a physical development that invokes character concerns or alters any part of the T.V. master plan that changes the character of the community or the resort. Any future development in Teton Village that contains dormitories will be reviewed for consistency with the community's and the resort's character.

ATTACHMENTS

Jackson Hole Mountain Resort's Application for a PUD Amendment
Department Comments
INT2019-001

SUGGESTED MOTION

Planning Director recommends **APPROVAL** (PUD2019- 0001) dated December 3, 2019, subject to the 5 conditions required below in accord with Sections 8.7.3 of the Teton County Land Development Regulations and based upon the nine findings made in review of said application dated May 28, 2019.

1. Dormitory-style dwellings shall only be used to fulfill JHMR's employee housing requirements.
2. There shall be one (1) unit that meets the standards provided with all current Teton County LDR's (inclusive of 7.28.18 amendment), for every twenty (20) dormitory bedrooms provided. Said units shall be within the same structure.
3. Each lavatory shall be shared between a maximum of four bedrooms.
4. Each bedroom shall have individual lock off ability.
5. Each dwelling shall have access to a kitchen area located on the same floor as the dwelling.

DEPARTMENTAL REVIEWS

Response from Stacy Stoker



MEMORANDUM

To: Andrew Bowen
Senior Planner, Teton County Planning and Building

From: Stacy Stoker
Housing Manager, Teton County Housing Department

Re: Amendment to Teton Village Master Plan
PUD2019-0001

Date: October 9, 2019

The applicant is requesting an amendment to the Teton Village Planned Unit Development Master Plan. Jackson/Teton County Affordable Housing Department (Housing Dept.) staff's review is based on the Jackson/Teton County Housing Department Rules and Regulations.

The applicant is requesting to be allowed to use dormitories to satisfy their future housing requirements. The proposed language states, *"The Powderhorn Phase 1 and Phase II dormitory-style units constructed by the Jackson Hole Mountain Resort Corporation ("JHMR") in the Town of Jackson, Wyoming may specifically be used by JHMR (or their assignee or designee) to satisfy employee housing obligations arising out of this standards and conditions document."* The language should include that any *assignees or designees* that wish to satisfy their housing requirement using the dorms must do so within fifteen (15) years of Certificate of Occupancy. After fifteen (15) years, only JHMR may use the units to satisfy their requirement. The language should also include that the dorm units may not be fractioned. An entire unit must be used at a time.

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

Response from Kathy Clay

Hi Andrew: As time is of the essence, I will cut to the chase and omit the form letter!

Dorms will be required to follow the most current version of the IFC and NEC.
That will be good for the initial comments. Nothing further at this time.

Kathy Clay
Battalion Chief Fire Marshal
Jackson Hole Fire/EMS
Desk 307-732-8506
kclay@tetoncountywy.gov



PLANNING PERMIT APPLICATION
Planning & Building Services Department
Planning Division

200 S. Willow St. | ph: (307) 733-3959
P.O. Box 1727 | www.tetoncountywv.gov
Jackson, WY 83001

RECEIVED

MAY 28 2019

**Teton County
Planning Office**

For Office Use Only		
Fees Paid	\$5000.00	
Check #	11247	Credit Card _____ Cash _____
Application #s	PUD 2019-0001	

PROJECT

Name/Description: Teton Village PUD Text Amendment
Physical Address: 3395 Cody Lane Teton Village WY 83025
Lot, Subdivision: Teton Village PIDN: n.a.

OWNER

Name: Jackson Hole Mountain Resort Phone: 307-739-2701
Mailing Address: P.O. Box 290 Teton Village WY ZIP: 83025
E-mail: bill.schreiber@jacksonhole.com

APPLICANT/AGENT

Name: Bill Collins Phone: 307-690-4436
Mailing Address: P.O. Box 7441 Jackson WY ZIP: 83002
E-mail: collinsplanning@bresnan.net

DESIGNATED PRIMARY CONTACT

____ Owner ☒ Applicant/Agent

TYPE OF APPLICATION Check all that apply; see the applicable application submittal checklists and Planning Fee Schedule online.

Use Permit	Physical Development	Interpretations
____ Basic Use	____ Sketch Plan	____ Formal Interpretation
____ Conditional Use	____ Development Plan	____ Zoning Compliance Verification
____ Special Use		
Relief from the LDRs	Development Option/Subdivision	Amendments to the LDRs
____ Administrative Adjustment	____ Development Option Plan	____ LDR Text Amendment
____ Variance	____ Subdivision Plat	____ Zoning Map Amendment
____ Beneficial Use Determination	____ Boundary Adjustment (replat)	☒ Planned Unit Development
____ Appeal of an Admin. Decision	____ Boundary Adjustment (no plat)	

RECEIVED

PRE-SUBMITTAL STEPS Pre-submittal steps, such as a pre-application conference, environmental analysis, or neighborhood meeting, are required before application submittal for some application types. See Section 8.1.5, Summary of Procedures, for requirements applicable to your application package. If a pre-submittal step is required, please provide the information below. If you need assistance locating the project number or other information related to a pre-submittal step, contact the Planning Department. If this application is amending a previous approval, indicate the original permit number.

Pre-application Conference #:	N.A.	Environmental Analysis #:	N.A.
Original Permit #:	N.A.	Date of Neighborhood Meeting:	N.A.

SUBMITTAL REQUIREMENTS Please ensure all submittal requirements are included. The Planning Department will not hold or process incomplete applications. Partial or incomplete applications will be returned to the applicant.

- ☒ **Application Fee** Fees are cumulative. Applications for multiple types of permits, or for multiple permits of the same type, require multiple fees. See the currently adopted Planning Fee Schedule on the county website for more information.
- ☒ **Electronic Submittal** A complete digital file of the application with attachments/plans.
- ☒ **Hard Copy Submittal** A complete printed file of the application with attachments/plans.
- ☒ **Notarized Letter of Authorization** A notarized letter of consent from the landowner is required if the applicant is not the owner. Please see the Letter of Authorization template on the county website for a sample.
- ☒ **Corporations and Partnerships** If the owner is a partnership or corporation, proof that the owner can sign on behalf of the partnership or corporation.
- ☒ **Response to Submittal Checklist** All applications require response to applicable review standards. These standards are outlined on the submittal checklists for each application type. If a pre-application conference is held, the submittal checklists will be provided at the conference. If no pre-application conference is required, please see the website for the applicable checklists. The checklist is intended as a reference to assist you in submitting a sufficient application; submitting a copy of the checklist itself is not required.

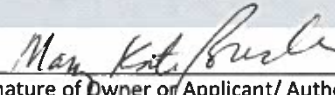
FORMAT

The main component of any application is demonstration of compliance with all applicable Land Development Regulations (LDRs) and Resolutions. The submittal checklists are intended to identify applicable LDR standards and to outline the information that must be submitted to sufficiently address compliance with those standards.

For some submittal components, minimum standards and formatting requirements have been established. Those are referenced on the checklists where applicable. For all other submittal components, the applicant may choose to make use of narrative statements, maps, drawings, plans and specifications, tables and/or calculations to best demonstrate compliance with a particular standard.

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

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



Signature of Owner or Applicant/ Authorized Agent
Mary Kate Buckey

Name Printed

4/19/19

Date
President

Title/Role

Teton County Planning and Development
200 S. Willow, P.O. Box 1727
Jackson, WY 83001
Phone (307)733-7030 Fax (307) 739-9208



LETTER OF AUTHORIZATION BY OWNER

THE LETTER OF AUTHORIZATION IS TO BE SUBMITTED ONLY IF THE APPLICANT/AGENT IS NOT THE RECORDED OWNER OF THE PROPERTY. THE RECORDED OWNER MUST SIGN THE LETTER OF AUTHORIZATION AND HAVE IT NOTARIZED.

OWNER, CO-OWNER, OR CORPORATE OWNER:

Name: Jackson Hole Mountain Resort
Physical Address of Property: N/A no specific property; amendment to the original Teton Village Master Plan
Mailing Address: PO Box 290; Teton Village, WY
Zip code: 83025 Phone: 733-2292
Email: bill.schreiber@jacksonhole.com

AGENT OR CONTRACTOR: (If authorizing Agent and Contractor, fill out a form for each)

Name: Collins Planning Associates (Bill Collins)
Mailing Address: PO Box 7441; Jackson, WY
Zip code: 83002 Phone: 690-4436
Email: collinsplanning@bresnan.net

Owner, Co-Owner, or Corporate Owner, ("Owner") which property is specifically described as N/A (no specific property; applicable to all of the original Teton Village Master Plan) hereby authorizes Agent or Contractor, as stated above, to represent and/or act for Owner in making application for, receiving, and accepting on Owner's behalf, any permits or other action by the Teton County Commissioners, Planning and Development, Building, and/or Engineering Departments relating to Owner's Property in Teton County, and the modification, development, planning, platting, replatting, improvements, use or occupancy of land, or energy mitigation in Teton County. Owner acknowledges and agrees to be bound and must abide by the written terms or conditions of issuance of any such named Agent or Contractor, whether actually delivered to Owner or not. Owner agrees that no modification, development, planning, platting or replatting, improvements, use or occupancy of land, or energy mitigation involved in any application, as it relates to Owner's Property, shall take place until approved by the appropriate official(s) of Teton County, in accordance with all applicable codes and regulations. Owner agrees to pay any fines and/or mitigation fees to Teton County and will be liable for any other penalties arising out of the failure to comply with the terms of any permit or arising out of any violation of the applicable laws, codes, and/or regulations applicable to the action sought to be permitted by the application authorized herein. Owner agrees and authorizes Agent or Contractor to pay any fines and/or mitigation fees to Teton County and for the Agent or Contractor to accept and receive any reimbursement or fee payments due to Owner from Teton County, including but not limited to energy mitigation fees.

Under penalty of perjury, the undersigned swears that the foregoing is true and correct, and if signing on behalf of co-owners, multiple owners, corporation, partnership, limited liability company, or other entity, the undersigned hereby swears that this authorization is given, to the full extent required, with the necessary and appropriate approval, which authorizes the undersigned to act on behalf of such entity and/or owners.

OWNER. CO-OWNER. CORPORATE OWNER:

Print Name: Mary Kate Buckley
Signature: *Mary Kate Buckley*
Title: President

STATE OF Wyoming SS.
COUNTY OF Teton

Subscribed and sworn to before me by Mary Kate Buckley this
2 day of April, 2019.

WITNESS my hand and official seal.

My commission expires: 02/10/2021

[Signature]
Notary Public



PROPOSED AMENDMENT
TETON VILLAGE MASTER PLAN – AREA 1
Regarding Workforce Housing Requirements

Proposed Amendment

This amendment will allow dormitory-style housing units occupied by unrelated individuals to be used when in satisfaction of Teton Village workforce housing requirements. See the proposed definition of “dormitory” in amended Section VII. A., Provision of Employee Housing (page 16) of the *Teton Village Planned Unit Development for Planned Resort Standards and Conditions*.

Applicant

Jackson Hole Mountain Resort Corporation; principal contact Bill Schreiber; agent Bill Collins

Effect, Applicability of the Amendment

If this amendment is approved, dormitory-style housing units that are occupied by unrelated individuals (specifically including Powderhorn Phase I and Powderhorn Phase II in the Town of Jackson, Wyoming) may be used to satisfy workforce housing requirements. This amendment will apply only to developments within the boundaries of the Teton Village Master Plan – Area 1 that are required to provide workforce housing.

Background Information

1. Jackson Hole Mountain Resort has a long history in providing employee housing for its workforce which included owning an apartment building in Webster Laplant (now Aspen Meadows) behind Kmart.
2. JHMR purchased the ground that is the last phase of Aspen Meadows and in 2013 obtained approval from the Town of Jackson to build 46 – 48 four-bedroom dormitory-style apartments for employee housing.
3. This development was approved for two phases of construction and Phase 1 complete with three buildings on Powderhorn Lane that have already been permanently deed-restricted as workforce housing by the Jackson Hole Mountain Resort. Powderhorn Phase 2 has PUD and sketch plan approval and will be located behind the existing Powderhorn Phase I, abutting the rear of Kmart. Powderhorn Phase II is substantially similar to Powderhorn Phase I except that the ground floor units shall consist of two two-bedroom apartments in each building. The dormitory-style units will be substantially similar to Powderhorn Phase I and satisfies the rules and regulations promulgated by the Jackson Teton County Housing Authority.

4. Before proceeding with plans for Powderhorn Phase II, JHMR wants assurance that their financial investment will allow them to use four room lock-off style apartments (and specifically Powderhorn Phase 2) when complying with future workforce housing requirements.
5. As part of the planning and approval process, JHMR collaborated with town and county planning departments and the Teton County Housing Authority to prepare the attached *Operating Principles, Employee Housing Credits for WL Lot 23, March 26, 2013*.
6. Upon completing the attached, JHMR gained approval of the *Operating Principles* from the Town Council, Teton County Planning Director and the Board of County Commissioners.
7. Phase 1 of Powderhorn was constructed and deed restricted for employee housing in accordance with the attached *Operating Principles*. Phase 2 is currently being planned for a near term construction.
8. Recent amendments to the LDR now prohibit the long-planned Powderhorn development from being used to comply with housing requirements because the apartments are not occupied by families, but rather are occupied by unrelated individuals.
9. Recently adopted amendments now define housing units occupied by unrelated individuals as dormitories and the amendments further prohibit the use of dorms to satisfy workforce housing requirements.
10. The proposed amendment to the housing section of the T.V. Master Plan – Area 1 will allow the use of dormitory style apartments to satisfy housing requirements when these requirements result from development within Teton Village – Area 1. The amendment will restore the previous approval that allowed JHMR to use the Powderhorn Employee Housing development to comply with workforce housing requirements.

Findings for Approval

A Planned Resort master plan, and any amendments to a master plan, shall comply with the following findings for approval.

1. Consistency with Comprehensive Plan. The Planned Resort master plan is consistent with the goals and objectives of the Jackson/Teton County Comprehensive Plan.

The T.V. Master Plan is currently approved and this proposed amendment is minor in scope and will not cause the Plan to fall out of compliance with the Comprehensive Plan. Tangentially, the proposed amendment facilitates completion of the Powderhorn Employee Housing development that essentially establishes the gold standard for compliance with the Comprehensive Plan. Not only does Powderhorn

provide privately funded employee housing, it does so in a location that implements multiple Comprehensive Plan goals.

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.

Section 4.3.1.A of the LDR establishes a long list of “purpose and intent statements” for a resort master plan. The nature and limited scope of this proposed amendment does not conflict with any of these statements and the T.V. Master Plan, as amended, will remain in full compliance with the purpose and intent statements.

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.

The proposed amendment is exactly on point with Finding #3 and would restore for JHMR the assurance needed for the company to continue constructing one of the best employee housing developments in the community.

4. Comply with the Findings for an LDR Text Amendment and a Zoning Map Amendment

The proposed amendment does not change the text of the LDR or the Zoning Map.

TETON VILLAGE PLANNED UNIT DEVELOPMENT FOR PLANNED RESORT STANDARDS AND CONDITIONS

I. LAND DEVELOPMENT PROGRAM:

Maximum amounts of square footage of certain land uses and of maximum average peak occupancy (APOs) shall limit the overall amount of development at Teton Village. Each commercial lot or tract will be allocated a portion of the total allowable APOs and commercial square footage. Trading of the allocated development potential is permitted to provide for flexible development options. Each lot and tract shall also be limited by the applicable dimensional limitations and permitted uses.

A Maximum Caps. The overall development at Teton Village will be limited by the following caps:

1. Commercial Square Footage:
 - a. 208,000 Square Feet of commercial development shall be permitted at Teton Village.
 - b. Commercial development shall be defined as any business that is not a lodging use, a resort support use, an administrative use, an institutional use or a residential use. Commercial development shall include but not be limited to uses such as restaurants, retail establishments, and offices.
2. Lodging, including hotels, motels, and short term rental of residences.
 - a. A maximum average peak occupancy of 5240 guests or APOs will be permitted at Teton Village.
 - b. An A.P.O. is the average number of people housed at peak occupancy. Each unit type is assigned a number of APOs. A hotel, motel room or similar lodging unit will hold an average of two people at peak occupancy and has an APO of 2 per bedroom. Dwelling units such as condominiums and single family homes used for short term rental each have an APO of 4. Other lodging units that do not meet these definitions shall have an APO of 2 per bedroom in accordance with Section 2180 of the Teton County Land Development Regulations.
 - c. Lodging uses are not included in the Commercial Square footage limitation. Lodging uses are defined as a building or a portion of a building containing rooms, areas or separate spaces intended for temporary overnight occupancy by paying guests. Accessory uses located within the building may include associated office spaces; meeting space / conference facilities no larger than necessary to accommodate lodge guests; restaurant facilities solely for lodge guests such as breakfast bars; spa; health club; lounge lobby; and similar service / support facilities. Accessory uses located outside the building may include outdoor dining areas that serve customers other than lodge guests. Accessory uses shall not be considered commercial uses.
3. Institutional Uses:
 - a. At least 27,000 square feet of institutional uses shall be ultimately constructed at Teton Village. 27,000 shall be a minimum amount of square feet constructed prior to buildout, not a maximum.
 - b. No more than 20,000 square feet of this space shall consist of common meeting or conference facilities. Meeting facilities in individual hotels shall not count as institutional square footage.
 - c. Institutional uses include public and semi-public uses such as religious buildings, public performing space, common meeting and conference facilities, non-retail

oriented visitor's centers, fire stations, post offices, related administrative offices and similar uses. These uses shall not be considered commercial uses.

4. Resort Support Uses:

- a. Resort support uses are not limited by a maximum cap.
- b. A resort support use is defined as a facility that provides amenities or that is utilized to operate the overall resort. Resort support uses include: skier services such as skier ticketing, public restrooms, skier and employee locker facilities, medical clinic, ski school training facilities, daycare facilities, eating areas not specifically associated with an establishment selling food, outdoor eating establishments, nordic skiing facilities; employee housing; maintenance facilities; and offices related to resort operations (chamber of commerce, visitor information, interpretive center, JHSC office, etc.); None of the above shall be considered commercial uses.

B Allocation and Transfer of Square Footage and APOs.

1. Allocation of square footage and APOs. Each lot and tract at Teton Village is allocated a portion of the total permitted commercial square footage and a portion of the total permitted APOs.
 - a. Table 1, Allocation of APOs shows the APOs allocated to each commercial lot and tract.
 - b. Table 2, Allocation of Commercial Square Footage shows the commercial square footage assigned to each commercial lot or tract.
 - c. Institutional square footage is not allocated. Institutional development is anticipated to occur mainly in the lower lot area immediately north of the southeast parking structure. However, institutional development may occur on any lot or tract within Teton Village in accordance with other standards and dimensional limitations.
2. Transfer of APOs and commercial square footage. APOs and commercial square footage may be transferred between lots and tracts for which lodging and commercial uses are permitted, allowing flexible development of individual lots while maintaining the same overall amount of development at Teton Village.
 - a. APOs and commercial square footage may be transferred by private agreement between property owners. Prior to the effectiveness of transfers and approval of APOs or commercial square footage above and beyond allocated amounts on any lot or tract, a document shall be recorded with the Teton County Clerk, indicating that the APOs or commercial square footage are being transferred to the receiving lot or tract (transferee) and are no longer available to the sending lot or tract (transferor). Owners of both the sending and receiving properties shall sign this document.
 - b. Notwithstanding increased development of APOs or Commercial square footage, lots shall be required to adhere to all other applicable standards indicated in Table 3 Dimensional Limitation Schedule.

C Permitted Uses. Table 4. Use Schedule indicates what uses are permitted on each lot at Teton Village. The uses are defined in the Teton County Land Development Regulations, Article II. Specific limitations indicated in the Teton County Land Development regulations are applicable unless otherwise specified in this document or in Section 2180 of the Teton County Land Development Regulations.

D Planned Unit Development Boundary. The boundary of the Planned Unit Resort District and the land use designation of areas within the Planned Unit Development are shown in the Diagram entitled Teton Village – Land Use Diagram – PUD District for Planned Resort.

E Commercial Area. The Diagram entitled Teton Village – Land Use Diagram – Commercial Lots, shows the locations of the commercial lots and tracts referred to in the allocation tables. The proposed locations of parking structures are also shown.

II. SITE PLAN:

A. Building Envelope Plan

1. Platted Lots

- a. Building envelopes for the platted lots are identified on Diagram A, Building Envelope Plan. Any building erected on any commercial lot shall meet the setback requirements of Table Three, Dimensional Limitations Schedule.
- b. Lot 20a line adjustment. Any owner or owners of Lots 3 through 16 (the "Expandable Lot," whether one or more) and the owner of the adjacent portion of Lot 20a, by mutual agreement, shall be entitled to adjust the lot line between Lot 20a and the Expandable Lot to increase the area of the Expandable Lot and diminish the area of Lot 20a. In no event, however, shall any Expandable Lot be entitled to expand by an amount greater than 110% of the current square footage of that Expandable Lot by virtue of such a lot line adjustment. If any lot line adjustment agreement is reached under the requirements of this paragraph, the owner of the Expandable Lot affected by the lot line adjustment shall prepare, and obtain the necessary governmental approvals, and record, at its expense, an amended plat map depicting the new lot lines. Before any construction on an Expandable Lot, the owner shall obtain all necessary permits and approvals. Improvements constructed on the expanded portion of an Expandable Lot shall not exceed twenty-five feet (25') in height. In the event of any inconsistencies between this paragraph and Section III, Design Guidelines, the provisions of the Section III shall control.

2. Unplatted Tracts

- a. Building envelope lines internal to the unplatted tracts suggest preliminary locations only, and shall be allowed to be adjusted as necessary to accommodate allowable APO's and commercial square footage. Tracts shall be subdivided and platted as part of the approval process for individual development applications.

B. Mall Pond. Diagram B, Mall Pond Concept Plan, shows the preliminary elevations above grade of the boardwalk. Commercial owners shall develop the boardwalk fronting their property. Minor modifications may be made if the resulting design is better overall, and meets all other requirements of Section III, Design Guidelines.

C. Stilson Ranch

1. The Stilson Ranch Development Permit (DEV 96-0047) Approval Ordinance of 1997, approves the site plan for 1325 parking spaces; of which 600 are permanent and the use of the remaining 725 were conditioned on the approval of the Teton Village Master Plan. The approval of the Teton Village Master Plan satisfies condition #6 of the Stilson Ranch development permit, and allows the use of 725 overflow parking spaces in Stilson Ranch.
 2. Stilson Ranch Variance Permit (VAR 97-0014) conditions the use of the 1,325 parking spaces to require that the JHSC substantiate to the satisfaction of the Board of County Commissioners by monitoring acceptable to the Planning Director, that in actual practice the representations that the parking required for the skiing public at Teton Village can be accommodated on the site with certain construction, maintenance and management practices as outlined in JHSC's application for the variance, are proven correct.
- D. Michael Drive. 70 units and 280 APO shall be permitted on the Michael Drive development area, identified on Teton Village Master Plan Land Use Diagram - PUD District for Planned Resort.

III. DESIGN GUIDELINES

- A. Purpose. The purpose of the design guidelines is to implement the physical character that is being envisioned in the Teton Village Planned Unit Development for Planned Resort. The guidelines reflect the goals of the Planned Unit Development in striving to create a true "village" with variety, pedestrian activity, and a unique and identifiable regional character which make the resident and visitor experience more memorable. These design guidelines define a character that bridges the early alpine style favored in many ski resorts in the United States, and a more regional architecture reminiscent of the great buildings in nearby Grand Teton and Yellowstone National Parks. The inclusion of elements from both of these sources creates a powerful and unique style for Teton Village.
- B. Applicability. All development on commercial lots or tracts at Teton Village shall be in accordance with the design guidelines.
- C. Relationship to Covenants and other regulations. The design guidelines are part of the Teton Village Planned Unit Development for Planned Resort and are supplemental to restrictions and procedures established in the Teton Village Architectural Committee Compilation of Declaration of Restrictive Covenants JHSC Addition through Sixth Amendment.
- D. The Design Guidelines are incorporated into this document by reference and are included in this document as Attachment B. These Design Guidelines shall be amended by the same procedure as the main body of this document.

IV. PROCEDURE FOR REVIEW OF DEVELOPMENT PROPOSALS AT TETON VILLAGE

- A. Authority of Teton Village Architectural Committee (TVAC). No building or improvement shall be commenced, constructed or erected upon any lot, nor shall any landscaping, exterior addition, change or alteration be made until plans and specifications have been submitted to and approved in writing by the TVAC as set forth in this document.
 - 1. The TVAC shall review and take action on the submitted plans for conformity with the design guidelines and the dimensional limitations. The TVAC will not administer the remaining portions of the Teton Village Planned Unit Development. The Teton Village Architectural Committee will also administer the Compilation of Declaration of Restrictive Covenants Jackson Hole Ski Corporation Addition Through Sixth Amendment.
 - 2. When a submission is received by the TVAC, the TVAC shall have 14 days to certify the application complete or sufficient. After the TVAC has determined the application to be complete the TVAC shall have 60 days to review and act upon a submission.
- B. Authority of Teton County. No building, improvement, addition or alteration to structures or grading shall be made until the plans and specifications have been submitted to and approved in writing by Teton County as set forth in this document.
 - 1. Teton County shall review the submitted plans for consistency with the Teton Village Planned Unit Development and the Teton County Land Development Regulations.
 - 2. Unless otherwise noted in this document, all provisions of the Teton County Land Development Regulations shall apply. In the event of a contradiction between the approved Planned Unit Development Standards and Conditions and the Teton County Land Development Regulations, the Planned Unit Development Standards and Conditions shall govern.
- C. Minor Development Plans.
 - 1. Review and approval by Teton County. At the discretion of the Teton County Planning Director, development proposals meeting the definition of a minor development plan according to the Teton County Land Development Regulations may be reviewed according to the procedures described for a minor development by Teton County Land Development Regulations. A preapplication conference with the Planning Director is required.
 - 2. Review and Approval by TVAC. The review by TVAC shall be the same procedure required for the review of all applications described below under paragraph D.
- D. Review and Approval for Intermediate and Major Developments. Any development which meets the definition of an Intermediate or Major development or which is not defined as Minor according to subsection C, above, shall be reviewed according to the procedure described in this section. Table 5 Submission Process Outline delineates this procedure.
 - 1. Preapplication Conference. This conference shall take place prior to submitting a sketch plan to TVAC or Teton County. The purpose of the preapplication conference is to allow

an informal review of the proposal before commitments of time and money have been made. Teton County and the TVAC shall provide information on the required review process and submittal requirements, on issues that should be given special consideration and a preliminary response to the proposal . Any preliminary comments shall be for informational and guidance purposes only and shall in no way bind the TVAC, Teton County or the applicant.

2. Sketch Plan Review. Teton County and the TVAC will review the sketch or concept plan. Public hearings will be held before the Planning Commission and the Board of County Commissioners. This review will provide the applicant with the opportunity to discuss the design concept and receive feedback from the TVAC, Teton County and the Public before significant amounts of time and money are spent on the design.
 - a. The following findings must be made in order to approve a sketch plan.
 - (1) That the proposal is consistent with the provisions and intent of the design guidelines and dimensional limitations.
 - (2) That the proposed structures and improvements orient to and contribute to the adjoining streets and public spaces.
 - (3) That the proposed bulk and scale are appropriate to the site and it's surroundings.
 - (4) That the proposal utilizes sunlight in its design and, to the maximum extent possible, preserves the solar access of adjacent properties.
 - (5) That the structure and improvements are sited and designed to blend into the natural, existing features and profile of the property.
 - (6) That the site plan preserves significant, existing trees to the maximum extent possible.
 - (7) That pedestrian circulation has been provided for in accordance with the design guidelines and pedestrian circulation plan approved as part of the Teton Village Planned Unit Development for Planned Resort.
 - (8) That a conceptual but workable Transportation Demand Management Plan, parking plan and employee housing plan have been included as part of the proposal.
 - (9) That the proposal is consistent with all other provisions of the approved Teton Village Planned Unit Development.
 - b. Based on how the development proposal meets the above findings, the TVAC shall approve the sketch plan with or without conditions, deny the sketch plan or return the submission to the applicant for modification or further study if they find there is insufficient evidence to make the above findings. Such a return, for the purposes of any time periods required by these design guidelines, covenants and/or Land Development Regulations shall be deemed disapproval.
 - c. Based on how the development proposal meets the above findings, Teton County shall approve the sketch plan approve the sketch plan with conditions, or deny the sketch plan. Teton County will not approve or deny the sketch plan application until TVAC has had an opportunity to review and act on the proposal. In all other regards, Teton County's review of the sketch plan shall be in accordance the Teton County Land Development Regulations, Article V.
 - d. Sketch Plan approval from both Teton County and the Teton Village Architectural Committee is required.
 - e. The sketch plan approval shall expire if a Final Development Plan has not been submitted within one year of the sketch plan approval.
3. Final Development Plan Review.

- a. **Public Hearing and Notification Not Required.** If the submitted final development plan is consistent with the approved sketch plan, including conformance with the above findings, a public hearing or public notification will not be required prior to review or approval of the final development plan. The Teton County Planning Director shall have the authority to approve the final development plan if the plan is consistent with the approved sketch plan and with all provisions of the Teton County Land Development Regulations and the Teton Village Planned Unit Development.
 - b. **TVAC Review and Approval.** Based on consistency with the approved sketch plan proposal, conditions and required findings, consistency with the Dimensional Limitations and Design Guidelines, and consistency with other relevant documents such as the Teton Village Covenants, the TVAC shall approve the final plan with or without conditions, deny the final plan or return the submission to the applicant for modification or further study if there is insufficient evidence to make the above findings. Such a return, for the purposes of any time periods required by these design guidelines and/or the covenants, shall be deemed disapproval.
 - c. **Teton County Review and Approval.** Based on consistency with the approved sketch plan proposal, conditions and required findings, consistency with provisions of the Teton Village Planned Unit Development and applicable provisions of the Teton County Land Development Regulations, Teton County Planning Director shall approve the final plan, with or without conditions or deny the final plan. Teton County will not approve the final development plan until TVAC has reviewed and acted on the proposal. The building permit application may be submitted to Teton County and reviewed concurrent with the final development plan.
 - d. A development plan shall require approval from both Teton County and the Teton Village Architectural committee.
 - e. The Final Development Plan approval shall expire if a building permit application has not been submitted within one year of the final development plan approval. If a building permit is not required, construction must commence within one year of final development plan approval.
4. **Review of Construction Documents and Construction Activity:** The TVAC will review construction plans and monitor the building during the construction period in order to:
- a. Determine that the construction is consistent with plans approved by the TVAC.
 - b. Review the construction activity to minimize the off-site construction impacts on the surrounding residents.
 - c. Check construction progress relative to the construction schedule.
 - d. In addition, prior to construction, the applicant shall install a temporary construction fence delineating the limits of the immediate building site and construction area. The enclosed area shall be as small as practicable in order to protect the existing vegetation. All construction activity shall take place inside the fence.
 - e. In the event construction differs materially or significantly from the approved final development plan, TVAC shall halt construction activity and notify the owner and Teton County of the potential violation. A hearing, at which the owner shall be invited will be held within 72 hours after the discovery of the violation or as soon thereafter as is reasonably practicable. The TVAC may revoke its approval following the hearing if it is determined the constructed improvements differ materially or significantly from the approved plans. In this event the development permit issued by TVAC shall become void or suspended.

5. Construction Review by Teton County. Teton County shall also conduct building inspections and enforcement proceedings in accordance with all regulations and policies in effect.
6. Deviation from the Design Guidelines or Dimensional Limitations. An applicant may request a deviation from the provisions of the Design Guidelines or the Dimensional Limitations. Deviation from other provisions of the approved Teton Village Planned Unit Development is not permitted. TVAC and Teton County shall review the requested deviation by the procedures included in this section.
 - a. A majority vote is required of the TVAC and the Teton County Board of County Commissioners to grant a deviation under the provisions of this section.
 - b. Teton County shall review the requested deviation by the same procedures that a variance to the Land Development Regulations is reviewed, except that the findings listed below shall be the required findings.
 - c. Teton County will not approve or deny the deviation request until TVAC has had an opportunity to review and act on the proposal.
 - d. The following findings shall be made prior to the approval of the requested deviation:
 - (1) That special or extraordinary circumstances apply to the subject property that do not apply to other building sites within Teton Village.
 - (2) That the special circumstances do not result from actions of the applicant.
 - (3) That the granting of a deviation allows a creative and positive design solution and the deviation will not adversely affect the intent and purpose of the design guidelines, Teton Village Planned Unit Development and Village Covenants.
 - (4) That the design solution proposed by the applicant is as good as or better, given the underlying intent and purpose of the design guidelines, than that provided for in the design guidelines.
 - e. Based on meeting the above findings, the TVAC and Teton County will approve the deviation with or without conditions, deny the deviation plan or return the submission to the applicant for modification or further study if it finds there is insufficient evidence to make the above findings. Such a return, for the purposes of any time periods required by these design guidelines and/or the covenants, shall be deemed disapproval.
7. Submission Requirements: Submission requirements are determined by Teton County and by TVAC. The requirements are available upon request from the TVAC and Teton County. The submission requirements are not included as part of this document as they may change from time to time.

V. PROCEDURE FOR MINOR AMENDMENTS OF THE APPROVED TETON VILLAGE PLANNED UNIT DEVELOPMENT

- A. Purpose. The Teton Village Planned Unit Development is intended to be in effect for many years. As development at Teton Village progresses, amendments to the Planned Unit Development may be necessary. The Teton County Land Development Regulations, Article II, Section 2180, specify a procedure for amendments to the approved Planned Unit Development for Planned Resort through a joint Teton County and Town of Jackson review process. For some minor amendments, however, a simpler procedure may be appropriate. This Section outlines a procedure for the Planning Director to approve minor amendments to the Teton Village Planned Unit Development.

- B. **Applicability.** This procedure for minor amendments to the approved Teton Village Planned Unit Development shall apply only to proposed amendments to the Design Guidelines and Transportation Sections that meet the following criteria.
1. The proposed amendment does not increase the total amount of development permitted at Teton Village.
 2. The proposed amendment does not materially affect other property owners at Teton Village.
 3. The proposed amendment is consistent with the purposes of the Planned Unit Development and with the purposes of the approval standards.
 4. The proposed amendment is consistent with Section 2180 of the Teton County Land Development Regulations.
 5. The proposed amendment is consistent with the Teton County Comprehensive Plan.
- C. **Procedure.** For minor amendments to the approved Teton Village Planned Unit Development, which meet the specified criteria, the Planning Director shall have the authority to approve, approve with conditions or deny the proposed amendment, according to the standards of the Teton County Land Development Regulations, Article V, Section 5120, Provisions of General Applicability.

VI. TRANSPORTATION

- A. **Traffic Impact Study.** The provisions of this section are based upon the results of the Traffic Impact Study for Teton Village prepared by Felsburg, Holt and Ullevig. The Traffic Impact Study is attached to this document as Attachment C.
- B. **Jackson / Teton County Transportation Plan.** At the time of this Planned Unit Development approval, the Jackson / Teton County Transportation Plan is not yet complete. A fair and equitable level of participation by the Teton Village commercial owners will be determined when the community Transportation Plan is complete.
- C. **Transportation Demand Management Program.** The purpose of the Transportation Demand Management Program is to establish strategies that influence travel mode choices and reduce the number of automobile trips made. This will in turn reduce the negative traffic impacts created by Teton Village, particularly on Highway 390. The TDM Program seeks to discourage automobile use by lessening the need for vehicular travel and by encouraging use of public transit and carpooling.
1. **Expansion of Existing Bed Base and Supporting Commercial Uses at Teton Village.** Provision of additional lodging facilities and commercial services at Teton will allow Teton Village to become a more self-sufficient community and the need for trips to other parts of the community such as the Town of Jackson will be reduced if the other TDM strategies identified in this section are implemented.
 2. **A variety of strategies are identified as part of the TDM Program.** The strategies identified in this document shall be implemented as described. The combination and

emphasis of these strategies may be altered over time; however, as described in the subsection below entitled Transportation Demand Management Monitoring.

3. At the time of development permit application, the applicant or developer shall submit a Transportation Demand Management Program for that particular development. The strategies listed in this section may be included.
4. The strategies which will be implemented at the time of Planned Unit Development approval or soon thereafter, as indicated, include the following:
 - a. Winter Season Strategies:
 - (1) Provide season bus passes to all JHSC employees and to employees of any new development approved on commercial lots or tracts under this Planned Unit Development. These bus passes shall be provided at no cost to the employee unless the employer demonstrates that an unreasonably high fee is being charged by the transit provider, in which case the bus passes may be only partially subsidized. Season bus passes will not be required for employees if the Transit schedule does not accommodate the employee's work schedule.
 - (2) Provide "Carpool Bucks" for JHSC employees. This program offers discounted merchandise at JHSC retailers as a reward for car pooling by JHSC employees who cannot access transit.
 - (3) Require that employees who choose to drive regardless of the above incentives park at Stilson Ranch. This shall apply to employees of JHSC and to employees of any new development approved on commercial lots or tracts under this Planned Unit Development. Employees whose work schedules require arriving or departing when transit is not available to Stilson may be exempt from this requirement.
 - (4) Provide free parking at Stilson Ranch, with a free round trip shuttle service to Teton Village.
 - (5) Use marketing and promotion to encourage use of modes of transportation other than automobiles. Information regarding transit and other travel modes will be made available to visitors and residents through the Teton Village Association, individual lodging facilities and JHSC Marketing. This information will include a description of the availability of alternative modes of travel, such as bus, shuttle and trails and the lack of need for an automobile.
 - b. Summer Season Strategies:
 - (1) Provide free season bus passes to all JHSC employees and to employees of any new development approved on commercial lots or tracts under this Planned Unit Development. These bus passes shall be provided at no cost to the employee unless the employer demonstrates that an unreasonably high fee is being charged by the transit provider, in which case the bus passes may be only partially subsidized. Season bus passes will not be required for employees if the Transit schedule does not accommodate the employee's work schedule.
 - (2) Provide "Carpool Bucks" for JHSC employees. This program offers discounted merchandise at JHSC retailers as a reward for car pooling by JHSC employees who cannot access transit.
 - (3) Require that employees who choose to drive regardless of the above incentives park at Stilson Ranch. This shall apply to employees of JHSC and to employees of any new development approved on commercial lots or tracts under this Planned Unit Development. This strategy shall be implemented during the winter only unless the biennial monitoring and review indicates that it should be implemented in the summer as well. Employees whose work schedules require

arriving or departing when transit is not available to Stilson may be exempt from this requirement.

- (4) The TVA shall encourage more activities at Teton Village to reduce the need for summer guests to leave the village.
5. Strategies that will be implemented in the future. Some strategies will be implemented as called for through the monitoring and review program rather than after Planned Unit Development approval. These TDM Strategies have been identified, but will not be needed until additional development has occurred at Teton Village. At the time of this approval, it is difficult to predict when these additional strategies will be required. The necessity and desirability of implementing these strategies will be evaluated during each biennial review of the TDM program. During that review Teton County may require or the TVA may propose that some or all of these strategies be implemented.
 - a. Provide an internal village shuttle that serves the residential area as well as the commercial area. This shall be administered by the Teton Village Association in cooperation with the Village Condominium Transportation Service.
 - b. Provide bicycles for use by village guests and residents.
 - c. Consolidation of Village Support Services from Outside Providers. Village developments such as restaurants, lodges or retail stores may find it necessary to seek services such as laundry, custodial, utility, security, or lawn / landscape services from outside providers. If all property owners at Teton Village utilize a single provider for each type of service, redundant trips by different providers will be avoided. This coordination will be a responsibility of the Teton Village Association.
 - d. Providing bus passes with ski and hotel packages for guests to Teton Village.
 - e. Provide a location for a National Park Service and US Forest Service to construct an interpretive center for the Village.
 - f. Promote a special transit service between Teton Village and Town for special events during the summer months.
 - g. Provide special event parking at Stilson with shuttle service to Teton Village.
 - h. Promote a special shuttle between Teton Village and GTNP locations such as Jenny Lake.
 - i. Provide and promote a staging area for outfitters, guides and rafting companies.
 - j. Provide a Village-wide meeting facility.
 - k. Implement a Village wide Transportation Demand Management program which will apply to existing as well as new commercial development. The TVA would administer this program.
 - l. Provide an information and central reservation center. This will also function as a pick up location for tour operations based in the Village.
 - m. Provide a comprehensive system of pedestrian / bicycle trails that make necessary connections both internal to Teton Village and to regional trail systems.
 - n. Charge a fee for parking at Teton Village. A fee will be implemented for daily parking when the first parking structure is constructed at Teton Village. In addition, if Teton County feels that this measure is necessary to discourage single occupancy trips to Teton Village, Teton County may require this measure to be implemented prior to the construction of any parking structures at Teton Village.
 - D. Transportation Demand Management Monitoring. The TDM Program consists of a combination of strategies that may need to be altered over time in order to insure effectiveness. The effectiveness of the TDM program will be monitored during each summer and winter season by the TVA or the JHSC starting in 1998. Every two years, Teton County

will review the data collected through this monitoring program. The first review will take place in the year 2000.

1. Data Gathering. The TDM program will be monitored to insure that the goal of reducing traffic is being effectively achieved. The TVA will monitor the TDM program during each summer and winter season. The following elements will be included in the monitoring program:
 - a. Parking Surveys. The number of parked vehicles for both visitors and employees will be counted periodically at the Teton Village Lots and at Stilson Ranch. Parking stickers will be issued to all employees of JHSC and other commercial businesses at Teton Village.
 - b. Travel Surveys. Travel surveys will be performed every two years in the winter and summer during the same weeks that traffic counts are being conducted, as outlined in paragraph C.1.c. The travel surveys will include that information necessary to measure the effectiveness of the TDM program as stated in paragraph C.2.c.(2), an appropriate amount of detail to provide a sufficient amount of information to reasonably determine TDM effectiveness. The following information will be obtained:
 - (1) Guest Surveys:
 - (a) Mode of Arrival.
 - (b) Length of Stay.
 - (c) Local Trips per day during stay.
 - (d) Mode of travel for local trips.
 - (e) Vehicle occupancy for local trips.
 - (2) Skier Surveys.
 - (a) Mode of Arrival.
 - (b) Vehicle Occupancy.
 - (3) Employee Surveys.
 - (a) Mode of Travel.
 - (b) Vehicle Occupancy.
 - (c) Location of Parking.
 - c. 24-Hour Traffic Volume Counts. 24-hour traffic volume counts will be collected every year during one week in mid to late February and one week in July.
 - (1) Counts indicating travel direction shall include:
 - (a) Teton Village Entrance Road.
 - (b) Highway 390 South of Teton Village Entrance Road.
 - (c) Highway 390 North of Stilson Access.
 - (2) Peak hour turning movements counts shall include.
 - (a) Highway 390 & Village Entrance Road
 - (b) Highway 390 & Highway 22
 - (c) Stilson Ranch Entrances and Exits
 - d. Transit Data: The TVA will obtain available transit information related to resort travel from transit operators. This data will include:
 - (1) Peak Transit Operational Periods.
 - (2) Trip Purpose (work, skiing, shopping, dining, etc.)
 - (3) Trip makers (i.e. residents versus visitors)
 - e. General Data. The following general data will be recorded for use in evaluating Travel Data.
 - (1) Seasonal Data.
 - (a) Number of Resort Employees. This will include both JHSC and other commercial properties.

- (b) Number of Employees participating in special programs such as the "Carpool Bucks" program.
 - (2) Weekly Data.
 - (a) Occupancy rate at Teton Village Hotels, Lodges and short term rental accommodations shall be reported on a weekly basis, except that occupancy rates shall also be given for all lodging facilities on the days that traffic counts are performed.
 - (3) Daily Data:
 - (a) Number of Skiers.
 - (b) Number of Transit Riders.
 - (c) Number of Parked Vehicles (both skier and employee)
2. Review. The TDM program shall be reviewed by the Teton County every two years, with the first review occurring in 2000. At this review, the effectiveness of the TDM program shall be reviewed and changes to the combination or emphasis of strategies may be required by Teton County or proposed by the JHSC, TVA or other property owner at Teton Village. The Board of County Commissioners shall have the authority to approve, approve with conditions or deny any proposed changes.
- a. Submittal. The TVA shall submit to Teton County in June of every other year, a review that includes the data described in Monitoring Program above. Furthermore, the data shall be synthesized and analyzed to determine the following:
 - (1) Vehicle trip generation rates for the following trip types:
 - (a) Trips by Day skiers per number of skiers and per Comfortable Carrying Capacity of the ski mountain,
 - (b) Trips by overnight guest per APO.
 - (c) Trips by employee per total daily number of employees.
 - (2) Total number of trips generated by Teton Village as a whole.
 - (3) Mode Split Estimates for:
 - (a) Skier Trips.
 - (b) Overnight Guest Trips.
 - (c) Employee Trips.
 - (d) Total Trips.
 - (4) Level of Service shall be determined for the following:
 - (a) Highway 390,
 - (b) Intersection of Village Entrance Road and Highway 390,
 - (c) Intersection of Highway 22 and 390,
 - (d) Stilson Ranch entrances and exits
 - b. Review. The Planning Director will review the submittal and make recommendations to the Board of County Commissioners. The Board of County Commissioners will have the authority to approve the submitted program or to require that the TDM program be changed. The Planning Director's review and any requirements by the Board of County Commissioners will be in accordance with the standards described below.
 - c. Measures of Effectiveness. If the following measures of effectiveness are exceeded the Transportation Demand Management Program should be amended by adding or deleting strategies or by altering the strategies themselves.
 - (1) If the total number of trips generated on the Village Entrance Road during the peak hour by Teton Village exceeds:
 - (a) 1220 Vehicles trips per Hour in the winter season.
 - (b) 1125 Vehicle trips per Hour in the summer season.

- (2) If, in years 0 through 10 of the Planned Unit Development, the total trip generation for Teton Village exceeds 130% of the trips predicted for the development existing at that time by the Traffic Impact Study, included as attachment C to this document. If, in Years 10 through 20 of the Planned Unit Development, the total trip generation exceeds 115 % of the total trips predicted for the development existing at that time by the Traffic Impact Study included as attachment C to this document. If Teton Village reaches buildout prior to 20 from the approval of this PUD, the total trip generation exceeds the total trips generated for the buildout of Teton Village. After this Planned Unit Development has been in effect for 20 years, the total trip generation shall not exceed the total trips predicted for the development existing at that time. When baseline trip generation numbers as measured in 1998 are available, these numbers may be revisited. The trip generation rates predicted by the Traffic Impact Study are as follows:
 - (a) .75 daily vehicle trips by overnight guests in the Village per APO.
 - (b) .23 daily vehicle trips by skiers per CCC of the mountain.
 - (c) 1.43 daily vehicle trips by employee per total daily number employees at Teton Village.
- (3) The actual Level of Service will be compared to the predicted level of service at the locations including the following; Highway 390, the Village Entrance Road, the intersection of Highway 22 and Highway 390, the intersection of Highway 390 and the Village Entrance Road and at the Stilson Ranch Entrances and Exits. If the actual level of service falls below the predicted level of service and it is determined that the traffic generated by Teton Village is the main contributing factor and that changes to the TDM program could reduce the traffic generation, Teton County may require changes to the TDM program.
- d. Altering the Transportation Demand Management Program. The TDM program may be altered during the biennial review process or the TVA or JHSC may request to change the program at any time.
 - (1) During the biennial review process the Board of County Commissioners may require that the TDM program be altered if the measures of effectiveness indicated above show that the TDM program is not sufficiently effective.
 - (2) The TVA, JHSC or other commercial property owner may request to amend the TDM program at any time. The proposed changes and a justification for these changes shall be submitted to the Planning Director. The Planning Director shall make a recommendation to the Board of County Commissioners and the Board shall approve, with or without conditions, or deny the proposed changes within 45 days of receiving the request.
 - (3) The required parking standard specified in subsection D. The Board of County Commissioners may also amend the Parking Program if the Monitoring Program indicates that different standards are appropriate.

E. Parking Program.

1. Parking Requirements. It shall be the responsibility of the applicant or developer of each project to provide adequate parking. Parking shall be provided concurrently with the proposed development. Parking spaces shall initially be required at the following rates. These parking rates may be altered during the biennial review process.
 - a. 1 space for each 8.2 skiers accommodated by Comfortable Carrying Capacity.
 - (1) CCC is 4957 at the time of the approval of this Planned Unit Development, requiring 604 spaces.

- (2) CCC is a proposed 7690 skiers at buildout, requiring 938 spaces, at the currently required rate.
 - b. .75 parking spaces for each Hotel Room and .75 spaces per 2 APOs for other lodging types.
 - (1) At the time of this Planned Unit Development approval, there are currently 618 APOs, requiring 233 parking spaces.
 - (2) At build out 5240 APOs are proposed, requiring 1965 parking spaces. Some of these will be provided on individual lots.
 - c. 1 space per 2 employees for commercial uses. Commercial space is estimated to generate 3.5 employees per 1000 square feet.
 - (1) At the time of this Planned Unit Development approval, there are currently 80,374 square feet of commercial space at Teton Village, requiring 141 spaces.
 - (2) The predicted commercial square footage at buildout is 208,000 square feet, requiring 364 spaces at the currently required rate. Some of these spaces may be provided on individual lots.
 - d. .57 spaces for each new employee of the Jackson Hole Ski Corporation. .71 spaces shall be provided for each of the 502 employees of the JHSC at the time of this Planned Unit Development Approval.
2. Parking Provision: The TVA will construct parking lots and structures that will serve skiers, mountain employees and the commercial properties at Teton Village.
- a. Platted commercial lots 1-16, 18, 19, 22, 23, and 175 at Teton Village shall each be entitled to 30 parking spaces in the common lots shown on the Land Use Diagram – Commercial Lots. Although these spaces may be provided by the TVA, the spaces must be available concurrently with any proposed development. Any parking requirements over 30 spaces shall be purchased in an existing or proposed parking structure. Commercial Lot owners may also propose onsite parking provided the proposal complies with the design guidelines and dimensional limitations.
 - b. Commercial property which is unplatted at the time of this Planned Unit Development approval, as shown on the Land Use Diagram – Commercial Lots shall provide parking on site, unless, an agreement with the TVA is provided allocating parking spaces in the common lots or structures.
 - c. Parking shall generally be provided in the following facilities:
 - (1) Lower Lot, redesigned with 2 levels: 605 spaces.
 - (2) Inn Lot redesigned with 2 levels: 259 spaces.
 - (3) Upper Lot with 4 levels: 744 spaces.
 - (4) Maintenance Parcel with 2 levels: 270 spaces.
 - (5) Stilson: 600 spaces, with 725 overflow spaces.
 - d. Dimension of Parking Facilities.
 - (1) The required dimensions for surface parking spaces shall be 9 feet by 18 feet.
 - (2) The required dimensions for structured parking spaces shall be 8 ½ by 18 feet.
 - (3) However, during the TDM monitoring process, it must be demonstrated that the parking management measures allow these dimensions to accommodate the proposed number of cars. If the proposed dimensions are not shown to be adequate to accommodate the proposed number of cars, the Board of County Commissioners may require that larger parking dimensions be implemented..
3. Timing or phasing of parking provision. See phasing.

F. Roadway Improvements.

1. Improvements to be completed by Teton Village Association or Jackson Hole Ski Corporation.
 - a. Improvements Within Teton Village:
 - (1) Intersection of Rachel Way and McCollister Drive and realignment of McCollister Drive shall be constructed in accordance with the approved Building Envelope Plan.
 - (2) Other Teton Village Roads, in accordance with the approved Building Envelope Plan..
 - b. Stilson Ranch Access and Exit Roads. The entrances and exits to Stilson Ranch shall be constructed in accordance with the approved Development Plan for Stilson Ranch and with the site plan
 - c. Intersection of Highway 390 and Teton Village Access Road.
 - (1) A right-turn acceleration lane along southbound 390 to accommodate outbound site traffic.
 - (2) A left-turn deceleration lane along northbound 390 to accommodate in bound site traffic.
 - (3) An outbound (eastbound) left-turn lane/bay along the Teton Village Road if future traffic counts warrant for safety reasons.
2. Teton County or the Wyoming Department of Transportation have jurisdiction over the following improvements. These entities shall determine the manner in which these improvements are financed and constructed. Some cost sharing by beneficiaries may be required.
 - a. Realigned Teton Village Access Road.
 - b. Highway 390: Speed change, turning, acceleration and deceleration lanes may be required along portions of Highway 390.

VII. EMPLOYEE HOUSING:

- A. Provision of Employee Housing. Employee Housing shall be provided in conjunction with all non-residential development ~~in at~~ Teton Village Area 1 in accordance with the Teton County Land Development Regulations in effect at the time an development application for such development permit is deemed sufficient by the Planning Department, Article IV, Section 49600, Employee Housing Standards for Planned Unit Development (PUD) District for Planned Resort.. Notwithstanding the Teton County Land Development Regulations then in effect, employee housing requirements imposed by these Standards and Conditions may be satisfied by the provision of housing units defined or referred to as dormitory units or dorm-dormitory-style residential units consisting of lock-off bedrooms, bathrooms, and a shared kitchen, whether such units are located in the Town of Jackson, Wyoming or Teton County, Wyoming, such units can be occupied by multiple unrelated individuals, and such units comply with the provisions of the Jackson/Teton County Housing Department Rules and Regulations in effect at the time such units are constructed. The Powderhorn Phase I and Phase II dormitory-style units constructed by the Jackson Hole Mountain Resort Corporation ("JHMR") in the Town of Jackson, Wyoming may specifically be used by JHMR (or their assignee or designee) to satisfy employee housing obligations arising out of this standards and conditions document.

1. Employee Housing shall be provided by each Commercial Property Owner. When each commercial tract is developed or redeveloped an employee housing mitigation plan shall be submitted with the development proposal.

2. At least twenty percent (20%) of the total employee housing requirement for each development shall be provided at Teton Village. In general, this requirement is intended to be met on the proposed development site, however, it may be provided at other locations within Teton Village. Housing for JHSC employees associated with mountain operations such as lift operators, ski patrollers or grooming is exempt from the 20% requirement and may be provided entirely off site. Resort support uses not related to ski area operations and that have a reasonable physical development opportunity for creating employee housing on site, shall provide 20 percent of the housing on site. Administration and maintenance facilities constructed on the maintenance parcel shall also be exempt from this 20% requirement if a restriction on the maintenance parcel prohibiting this use is in place.
 3. The applicant is responsible for obtaining all necessary development permits from either the Town or County, for the construction of all employee housing. Approval of all Final Development Plans for any development shall be contingent on approval of any necessary development plans to construct employee housing.
- B. Projected Number of Employees at Teton Village. Table 6 shows the projected number of employees at Teton Village at build out. These projections will be finalized as development plans are approved for individual developments at Teton Village.

VIII. CAPITAL IMPROVEMENTS.

- A. Stormwater Management. The purpose of the stormwater management standards included in this section is to comply with Teton County Land Development Regulations and to reduce the impacts to Fish Creek and neighboring property owners. Fish Creek will be protected against degradation by providing multiple barriers against stormwater pollutants entering Fish Creek.
1. Limitation of stormwater runoff. No development shall cause adjacent landowners, water courses, channels or conduits to receive stormwater runoff from a development site at a higher peak flow rate than would have resulted from the same storm event occurring over the site of the development with the land in its undeveloped condition. The range of storms considered shall be the one (1) year through the ten (10) year event.
 2. The Teton Village Association shall work in association with owners of developed and undeveloped property to assure that the cumulative runoff from the 10 year storm event on the Teton Village commercial area does not exceed the predevelopment runoff rate, at the location where it discharges from Teton Village.
 3. The methodology for calculating peak rate of runoff from developed and undeveloped areas of Teton Village shall be the "Rational Method." The methodology for calculating the volume of storage shall be the "modified rational method." The runoff calculations shall be based on 120 percent of the Jackson intensity-duration-frequency data as published in Section 4920 of the Teton County Land Development Regulations.
 4. Stormwater runoff generated by the 1 to 10 year storm events on roads and parking areas shall pass through treatment facilities to remove and trap settleable solids and floating petroleum products. The treatment facilities shall be designed, constructed and maintained to remove as much of the settleable solids and petroleum products from the

stormwater as practical without re-suspension of solids from runoff by subsequent storm events. Best Management Practices at the time of construction shall be utilized.

5. The Teton Village Association shall sweep the roads and parking areas periodically. The sweeping shall be frequent enough to prevent the accumulation of sand, gravel, and noxious debris on the roads and parking surfaces. Sweeping shall take place at least twice a year.
6. Non-contaminated stormwater runoff from roofs and landscaped areas shall be allowed to flow into natural drainage channels. However, the rate of flow shall not exceed the predevelopment rate for the 1 to 10 year storm event.
7. Stormwater runoff generated by the 1 to 100 year storm event shall be conveyed by pipe, gutter, and/or ditch to a stormwater detention / retention basin. The discharge rate for the stormwater basin shall not exceed the Teton Village predevelopment rate for the 10 year through the 100-year storm.
8. All stormwater originating in the developed area of Teton Village shall pass through a grate or trash rack. The maximum opening width of the grate or trash rack shall be 1 ½ inches.
9. The owners of property in Teton Village shall be responsible for cleaning and maintaining all stormwater conveyance, treatment and storage facilities on their property. The Teton Village Association shall maintain common facilities.
10. Subsurface conveyance facilities shall be sized to carry the runoff from the 25-year storm event if reasonably practicable. If it is not reasonably practicable to carry the 25-year storm, no less than the 10-year storm event shall be conveyed. Surface conveyance facilities, i.e. gutters, roads and ditches shall be designed to carry additional runoff from the 100-year storm event.
11. Runoff from Forest Service property shall be diverted around Teton Village and / or facilities shall be provided to convey mountain runoff from the 100-year storm event through Teton Village.
12. For the purposes of determining the predevelopment runoff rate, 1964 shall be considered the predevelopment date.
13. Teton County shall approve easements on neighboring property that may be used to construct stormwater conveyance facilities, detention facilities, and outfall facilities for runoff from the 1 through 100 year storm. These easements, if mutually agreed to by the subject property owner, may be considered a development exaction for future development on that property. If this land is not available for detaining the 1 through 100-year storm, it may or may not be feasible to sustain the release of stormwater at predevelopment flows for the 1 through the 100 year storm and, therefore, the Jackson Hole Ski Corporation shall propose an alternative stormwater management plan..
14. The 1 through 100 year detention facility, the conveyance ditch from the Teton Village boundary to the detention facility, and the conveyance ditch from the detention facility to Fish Creek shall be constructed no later than December 31, 1999, provided that the

easements for said conveyance ditches and detention facilities are obtained on or before December 31, 1998.

15. Prior to December 31, 1999, stormwater facilities shall be constructed to collect the runoff from a 10 year frequency storm occurring on the southern half of the lower parking lot, the Inn parking lot and the upper parking lot. Prior to December 31, 2005 stormwater facilities shall be constructed to collect the runoff from a 10 year frequency storm occurring over the northern half of the lower parking lot. The stormwater shall be conveyed to the offsite detention facilities.
16. Stormwater facilities, as proposed in the Teton Village Stormwater Master Plan, shall be constructed when the roads and parking structures are constructed.
17. Jackson Hole Ski Corporation, Teton Village Association, and Snake River Associates will use best efforts to incorporate snow storage into the overall stormwater management plan for Teton Village.

B. Water and Sewer.

1. Individual property owners shall be responsible for providing all feeder and on site collection lines, water feeder lines and any necessary pretreatment improvements prescribed by District rules and regulations for water and sewer.
2. The Teton Village Water and Sewer district shall provide for all off site and common water mains, common wastewater collection lines, well and treatment facilities within the district. In this case, off site shall refer to improvements not located on the specific commercial lot or tract.

A. PHASING

The phasing plan is included as part of this Planned Unit Development for Planned Resort to insure that common facilities necessary for safety, convenience and mitigation of the negative impacts caused by the proposed development are constructed in a logical and timely fashion.

- A. Individual lots, tracts and mountain improvements. Individual lots and mountain improvements will be constructed according to market demands.
 1. There is no required timeline or sequence to the development of individual lots or mountain improvements, except that all performance standards and other requirements of this PUD approval must be adhered to. These requirements include such things as employee housing, transportation demand management programs and stormwater management plans.
 2. When a lodging facility is developed west of lots 12-15 or when the upper parking lot is constructed McCollister Drive shall be realigned and the intersection of McCollister Drive and Rachel Way shall be realigned as shown on the site plan.

3. Each individual lot owner shall construct all walkways and pathways adjoining or crossing their property at the time that the lot is developed or redeveloped as indicated on the figure entitled Implementation Plan.
- B. Triggers. The phasing plan does not require that improvements adhere to a strict timeline, but rather indicates what development will trigger the requirement for certain improvements.
 - C. Transportation Demand Management. The Transportation Demand Management Program shall be implemented and phased as described in Section VI, Transportation. Some Transportation Demand Management strategies are listed in this section for clarity. This phasing plan shall be a guideline, however the strategies may be altered according to Section VI Transportation.
 - D. Parking. Adequate parking shall be provided in accordance with Section VI, D. Parking Program. Parking shall be available concurrently with the development requiring the parking. The 1325 parking spaces at Stilson may be credited towards required parking prior to constructing new parking at Teton Village, except that 20 percent of the parking required for the current CCC shall be reserved to account for peak day skier parking. Once a new parking structure is constructed at Teton Village, the spaces at Stilson may again be credited as required parking prior to constructing subsequent parking facilities at Teton Village. Construction of parking facilities shall trigger the improvements as indicated below:
 1. Hay Meadow Lot Lease Expires or Hay Meadow Capacity Exceeded. When the lease on the Hay Meadow lot expires or when the required amount of parking exceeds the capacity of the Hay Meadow lot, the proposed parking lot at Stilson Ranch shall be constructed.
 2. Stilson Ranch Parking Lot. When the Stilson Ranch parking lot has been constructed the following requirements shall apply:
 - a. Employees of the Jackson Hole Ski Corporation and other commercial properties shall park at Stilson Ranch as required by the Transportation Demand Management Program included in Section VI, Transportation, of this document.
 - b. A fee may be charged for parking at Teton Village in accordance with Section VI, Transportation, of this document.
 - c. JHSC or TVA shall implement a free shuttle from Stilson Ranch to Teton Village in accordance with Section VI, Transportation, of this document.
 - d. TVA and JHSC will develop marketing materials promoting transit and mode alternatives in accordance with Section VI, Transportation, of this document.
 3. Inn Lot. When the parking lot shown as the "Inn Lot" on the Teton Village Planned Unit Development for Planned Resort is developed the following requirements shall apply:
 - a. Within one year of redeveloping the Inn Lot for surface parking by filling in the pond and within one year of completion of the temporary boardwalk around the Mall Pond, the TVA shall construct a permanent walkway from the Inn Lot to the Mall Pond.
 - b. When the Inn Lot is developed as a structured parking lot, TVA shall construct the common walkway from the Inn lot to the Mall Pond, if the walkway has not yet been completed.
 4. Lower Lot. When the parking lot shown as the "Lower Lot" on the Teton Village Planned Unit Development, Land Use Diagram, Commercial Lots is constructed or substantially improved, the following requirements shall apply.

- a. The Post Office shall be relocated to the location shown as the “Lower Lot Parcel” on the Teton Village Planned Unit Development, Land Use Diagram, Commercial Lots, or other location acceptable to Teton County and the TVAC.
 - b. If the Drop Off Loop serving the clock tower area is constructed prior to the construction or realignment of the County Road, the development plan approval for the Drop Off Loop shall propose a program for the reconstruction of these improvements at the time of the realignment of the County Road.
 - c. The TVA shall construct internal walkways serving the Lower Lot. These include the walkways connecting the Mall Pond and Tram to the Lower Parking Lot.
 - d. An Intra-village shuttle shall be implemented as described in Section VI, Transportation, of this document. This shuttle shall serve the entire village including the residential area.
 - e. Regional Trail Easements shown on the Teton Village Planned Unit Development, Pedestrian Trails Plan, shall be granted.
 - f. The central stormwater piping system shall be constructed in accordance with Section VIII, Capital Improvements, of this document.
5. Maintenance Lot. When the parking lot shown as the “Maintenance Lot” on the Teton Village Planned Unit Development, Land Use Diagram, Commercial Lots is constructed or improved, the following improvements shall be made.
 - a. The fire station shall be relocated from the maintenance lot to a new location.
 - b. The JHSC Maintenance and Administration Buildings shall be constructed if the fire station displaces the existing JHSC maintenance location.
 - c. Internal walkways connecting this structure to other parts of Teton Village shall be constructed by the TVA.
 6. Upper Lot. When the parking lot shown as the “Upper Lot” on the Teton Village Planned Unit Development, Land Use Diagram, Commercial Lots, is constructed or improved, the following improvements shall be made:
 - a. McCollister Drive shall be realigned and the intersection of McCollister Drive and Rachel Way shall be upgraded as shown on the approved Site Plan. If a lodging facility is constructed above lots 12-15 prior to the construction of the Upper lot, then these improvements shall be completed concurrent with the lodge.
 - b. TVA shall build the common walkway connection from the Upper Lot to the Mall Pond area.

E. Roadway Improvements.

1. County Road Improved or Realigned. When Teton County obtains the required right of way to widen or to realign the Teton Village access road, TVA shall construct turn lanes as indicated in Section VI, Transportation. If TVA elects to construct turn lanes prior to this realignment, at the time that a development permit is obtained for those improvements they shall propose a mechanism for financing the reconstruction of the turning lanes.
2. Required Stormwater Facilities. When any roadway improvement is made at Teton Village, the associated Stormwater Management Facilities shall also be constructed.

TVA:

- A. An entity which may be called the Teton Village Association (TVA) shall be created that equitably represents the Teton Village commercial landowners to assume the responsibility for providing certain common resort services as well as certain services typically provided by local government, and the responsibility of administering the monitoring program required as part of the resort PUD.
1. This entity shall be created as a legal entity within six months of the approval of the Master Plan or the Master Plan shall become null and void.
 2. Responsibilities. The TVA shall undertake or cause to be undertaken the following responsibilities at the appropriate or required times:
 - a. Providing a year-round staffed security position.
 - b. Operating information booths within the Village commercial district.
 - c. Coordinating special events within the Village commercial district.
 - d. Designing, constructing and operating a common meeting facility.
 - e. Designing, constructing and maintaining a visitor welcome center and/or central check-in facility.
 - f. Provide capital improvements and maintenance for the public trails connecting to the regional system.
 - g. Providing capital improvements and maintenance for the Mall pond and operating summer and winter programs at the pond as well as services at the pond recreation building.
 - h. Providing snow removal for the Village commercial district roads, parking and common areas.
 - i. Administering a monitoring program to collect and analyze data for evaluating achievement of TDM performance objectives and preparation of an evaluation report as detailed in Section VI. C of this document.
 - j. Design, construction and maintenance of the parking lots and structures, and associated improvements including landscaping, drainage, signage and lighting, that will serve skiers, mountain employees and the commercial properties within the commercial district as detailed in Section VI. D.2. of this document.
 - k. Construction of the common roadway improvements within the Village commercial district and at the Village entry intersection as detailed in Section VI. E. of this document.
 - l. Design and construction of the treatment facilities for stormwater runoff from roadways and parking structures within the Village commercial district as detailed in Section VIII. A.4. of this document.

- m. Maintenance of the common roads and parking areas as detailed in Section VIII. A.5. and A.9. of this document.
 - n. Design and construction of the common subsurface conveyance facilities within the Village commercial district as detailed in Section VIII. A. 10. of this document.
 - o. Operation of the Village-wide shuttle system in cooperation with the condominium management firms in accordance with Section VI of this document.
 - p. Development of marketing materials promoting transit and mode alternatives in accordance with Section VI. of this document.
 - q. Facilitate consolidated support services from outside providers if warranted in the TDM plan.
 - r. Design and construction of the common area elements including grading, pedestrian plazas and walkways, planting, irrigation, directional and informational signage and lighting.
 - s. Construction of the temporary boardwalk as defined in the diagram Implementation Plan within Attachment B - Design Guidelines of this document.
 - t. Maintenance of the common area as defined in the diagram Implementation Plan within Attachment B - Design Guidelines of this document.
 - u. Providing a location for the relocated Post Office and Fire Station at the time such a relocation is warranted.
1. JHSC and other developers shall play a supportive role in responsibilities c., i., k., p., r., u., however, TVA shall bear the primary responsibility.
 2. The Board of County Commissioners shall have the authority to approve changes to the responsibilities of the TVA.
 3. Financial. A portion of the administrative and operational funds will be generated by the commercial district land owners.

1. Improvements to be completed by Teton Village Association or Jackson Hole Ski Corporation.
 - a. Improvements Within Teton Village:
 - (1) Intersection of Rachel Way and McCollister Drive and realignment of McCollister Drive shall be constructed in accordance with the approved Building Envelope Plan.
 - (2) Other Teton Village Roads, in accordance with the approved Building Envelope Plan..
 - b. Stilson Ranch Access and Exit Roads. The entrances and exits to Stilson Ranch shall be constructed in accordance with the approved Development Plan for Stilson Ranch and with the site plan
 - c. Intersection of Highway 390 and Teton Village Access Road.
 - (1) A right-turn acceleration lane along southbound 390 to accommodate outbound site traffic.
 - (2) A left-turn deceleration lane along northbound 390 to accommodate in bound site traffic.
 - (3) An outbound (eastbound) left-turn lane/bay along the Teton Village Road if future traffic counts warrant for safety reasons.
2. Teton County or the Wyoming Department of Transportation have jurisdiction over the following improvements. These entities shall determine the manner in which these improvements are financed and constructed. Some cost sharing by beneficiaries may be required.
 - a. Realigned Teton Village Access Road.
 - b. Highway 390: Speed change, turning, acceleration and deceleration lanes may be required along portions of Highway 390.



VII. EMPLOYEE HOUSING: - CHANGES SAVED.

- A. Provision of Employee Housing. Employee Housing shall be provided in conjunction with all non-residential development in Teton Village Area 1 in accordance with the Teton County Land Development Regulations in effect at the time an application for development permit is deemed sufficient by the Planning Department. Notwithstanding the Teton County Land Development Regulations then in effect, employee housing requirements imposed by these Standards and Conditions may be satisfied by the provision of dormitory-style residential units consisting of lock-off bedrooms, bathrooms, and a shared kitchen, whether such units are located in the Town of Jackson, Wyoming or Teton County, Wyoming, such units can be occupied by multiple unrelated individuals, and such units comply with the provisions of the Jackson/Teton County Housing Department Rules and Regulations in effect at the time such units are constructed. The Powderhorn Phase I and Phase II dormitory-style units constructed by the Jackson Hole Mountain Resort Corporation ("JHMR") in the Town of Jackson, Wyoming may specifically be used by JHMR (or their assignee or designee) to satisfy employee housing obligations arising out of this standards and conditions document.
 1. Employee Housing shall be provided by each Commercial Property Owner. When each commercial tract is developed or redeveloped an employee housing mitigation plan shall be submitted with the development proposal.
 2. At least twenty percent (20%) of the total employee housing requirement for each development shall be provided at Teton Village. In general, this requirement is intended



TOWN OF JACKSON PLANNING COMMISSION AGENDA DOCUMENTATION

PREPARATION DATE: NOVEMBER 1, 2019
MEETING DATE: NOVEMBER 6, 2019

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

SUBJECT: **ITEM P19-201:** 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 4.4.2 Planned Unit Development – Town
Section 8.7.1 LDR Text Amendment
Section 8.7.2 Zoning Map Amendment

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

At three (3) meetings in September and October 2018, the Town Planning Commission reviewed a previous amendment the Snow King Master Plan (2018 Amendment). At the October 3 meeting the Commission recommended approval of the application to Town Council with 27 suggested amendments. Subsequent to the Planning Commission recommendation, the Town Council reviewed the application over a series of approximately nine meetings. After much consideration and review of the application by the public, applicant and Council the applicant chose to withdraw the application on February 26, 2018. Please see the letter attached for justification for the withdrawal at that time.

The current application is a completely separate application and not a continuation of the previous application, however, much of the content is similar and builds on the previous review process. In fact, the applicant essentially agrees with all the 25 amendments from the Council, except those regarding temporary special events and uses. For this reason, this staff report summarizes the content of the previous suggested amendments because, except where noted, the content of those recommendation have been incorporated into the current application.

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

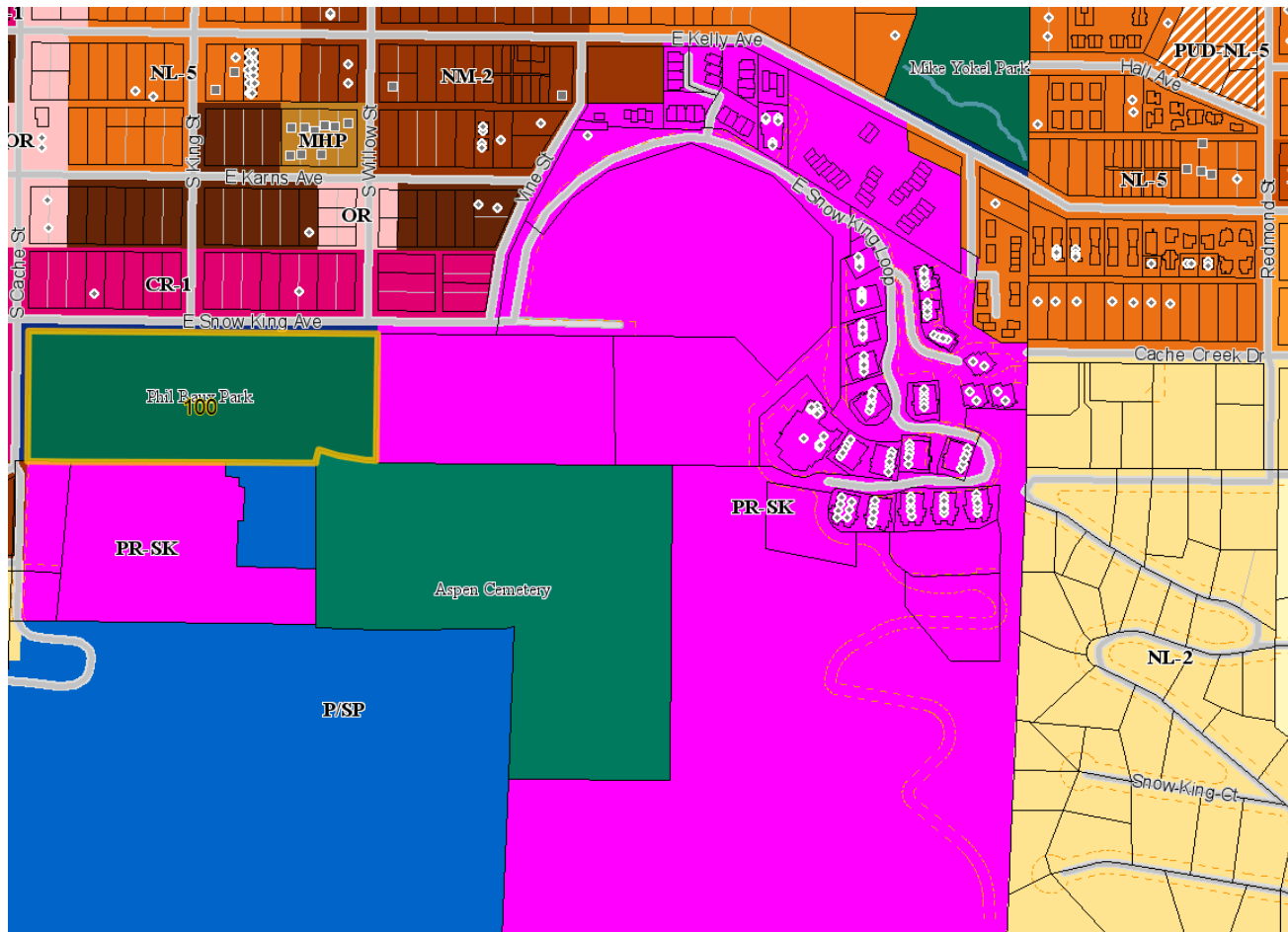
LOCATION

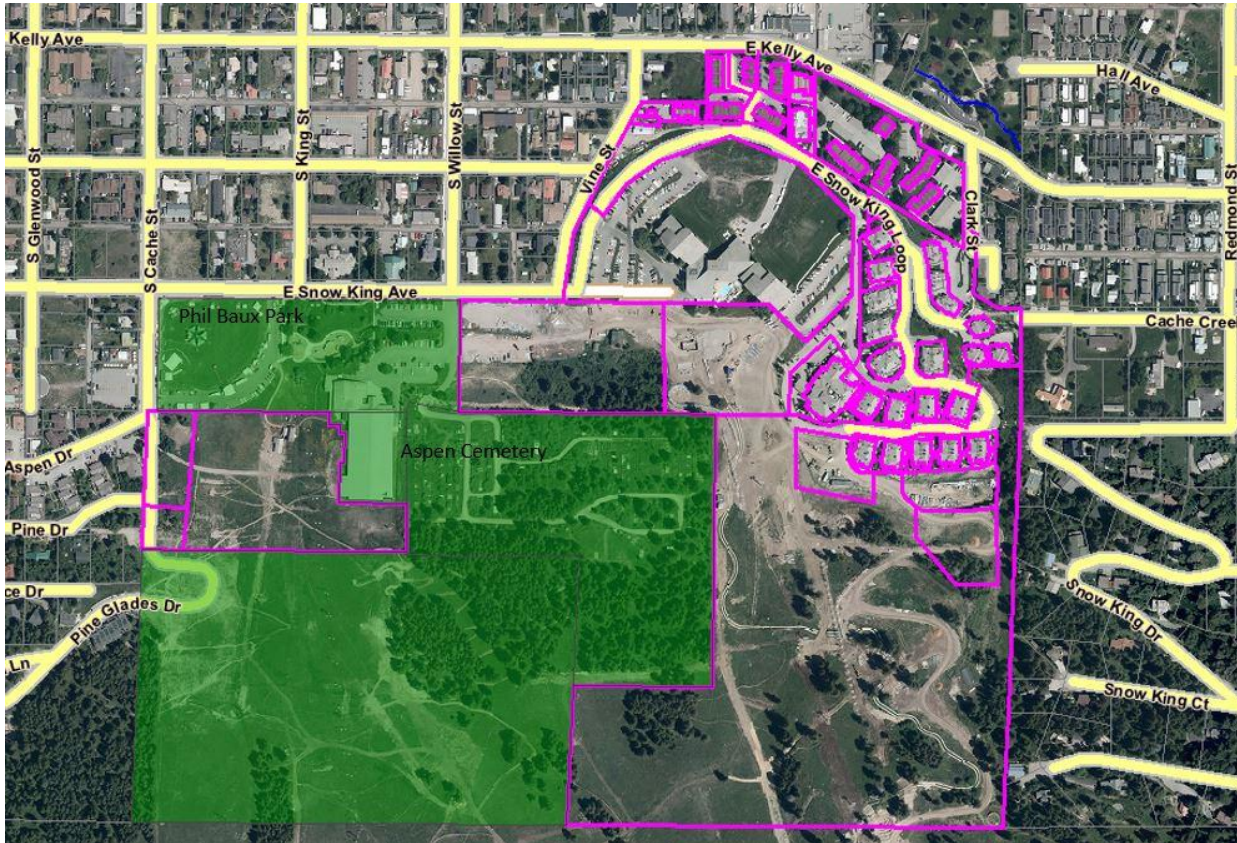
Character District: 2: Town Commercial Core

Subarea: 2.1 - Snow King Resort

Zone: Planned Resort - Snow King (PR-SK) pink on below map

Overlay: N/A





PROJECT DESCRIPTION

Following is a brief summary of the proposed changes to the Snow King Planned Resort District Master Plan provided by the applicant including changes included in the 2018 review, the conditions required in response to the 2018 review, and the changes that are new for the 2019 proposed amendment.

2018 Amendments by Chapter (not adopted due to withdrawal of application):

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

- VII. Dimensional Limitations
 - Added specific considerations for sub-areas 3, 4, and 5 with respect to dimensional limitations.
 - Clarified FAR definition to reflect usage within the Master Plan.
 - Updated Sub-Area Maps.
- VIII. Housing Element
 - Updated housing mitigation plan to change from a static mitigation rate to one that mirrors current Land Development Regulations.
 - Added reference to proposed employee housing complex on Vine St.
 - Updated housing requirements to be in-line with other ski resort housing requirements in Teton County.
- IX. Transportation Elements
 - Updated section on street improvements to include reference to proposed improvements in the area of Phil Baux Park.
 - Added requirement for parking analysis associated with transportation demand monitoring requirement.
- XI. Phasing and the Snow King Resort Master Association
 - Updated SKRMA requirements and role within the Resort District.
- XII. Community Services Element
 - Added proposals for mountain sports training complex, support for a second sheet of ice, and Lodge Room enhancements.
 - Updated references to the community service elements that Snow King currently provides that were not noted on the prior Master Plan.
 - Added information on winter/summer uphill travel policies.
 - Updated trail system access support references.
 - Updated references to how Snow King directly supports and caters to community non-profits.

Master Plan amendments that were requested or required by the Town Council and Town Planning Staff as part of the 2018 Master Plan amendment review process (not adopted due to withdrawal of application):

1. Chapter 2: Revised to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.
2. Chapter 3: References to Land Development Regulations have been updated to reflect most recent LDRs.
3. Chapter 4: Sub-area maps have been updated to ensure buildings fall entirely within one sub-area and uses are more consistent within each sub-area.
4. Chapter 4: The existing condominium area (sub-area 7) was added back to the master plan and it has been indicated that all property owners within the sub-area will be encouraged to be a part of SKRMA.
5. Chapter 5: No changes have been proposed to the land use schedule. A zip-line is proposed for sketch plan approval as part of the master plan in sub-area 4.
6. Chapter 5: Changes have been made to indicate the importance of temporary uses and events within the resort district as well as indicating how these uses are consistent and permitted at other resort districts in the region.
7. Chapter 5: Day care/education has been added as an allowed basic use in all building envelopes.
8. Chapter 5: Example development chart has been updated to reflect new proposed sub-areas and associated uses.
9. Chapter 6: A requirement has been added that all buildings be reviewed for compliance with Master Plan

Design Guidelines by the Town Design Review Committee.

10. Chapter 7: Language has been added that additional landscaping and screening could be added at time of development plan for lots 53, 57, & 58 and building designs have been updated to include architectural plans that were previously approved for construction by the Town of Jackson.
11. Chapter 7: A requirement for alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive has been added.
12. Chapter 7: A revised building plan for buildings on Vine St. has been provided with a maximum building height of 39 feet listed.
13. Chapter 7: The use table has been revised to allow for light industrial uses in sub-area #4 and #5.
14. Chapter 7: Language has been added that all development within the Master Plan shall meet LDR Hillside Development Requirements.
15. Chapter 7: Sub-area #5 has been revised to include an option for a second sheet of ice.
16. Chapter 7: A revised plan is presented for a gondola that does not land disturb the area commonly known as Phil Baux Park. The plan includes a gondola landing on leased land for the operation of the ski area to the South of the existing parking lot with design considerations for circulation, building placement, and street level elevation as suggested upon review.
17. Chapter 8: Statement that all future development shall be subject to TOJ Housing requirements in the LDRs has been added.
18. Chapter 8: Language regarding banking credits for housing units has been removed from Chapter 8.
19. Chapter 9: TDM requirements have been revised to include free or reduced level bus passes to all employees, free or reduced level bus/bike passes to guests, off-site parking for employees, the promotion of alternative modes of transportation including START bikes, and the promotion of transit usage in marketing and website promotional material. TDM requirement has been updated to include a minimum of 5 TDM strategies at all times.
20. Chapter 9: The most current TDM report has been included with the Master Plan.
21. Chapter 9: The gravel lot in sub-area must be paved in conjunction with development of a gondola as a temporary measure prior to development of the sub-area 2 parcel. This lot will be designated for tour bus parking with appropriate signage to direct guests to amenities within the resort.
22. Chapter 9: Master plan is revised to state that resort district will participate in TDM programs with surrounding property owners and users in the future.
23. Chapter 9: Master plan is revised to require the provision of parking counts for all surface parking lots over 10 spaces as part of TDM requirements.
24. Chapter 10: A paragraph pertaining to the existing engineering plans has been added to address topics raised by the Town Engineer.
25. Chapter 11: A collection of phasing and specific entity requirements has been added to this chapter as discussed by Town Council. These include the following additions:
 - a. Statement that SKRMA bylaws have been provided to the Town of Jackson outlining membership and participation requirements.
 - b. A 1% funding fee requirement has been adopted by SKRMA and the agreement will be provided to the TOJ.
 - c. Requirement has been added that if private shuttle services stops then SKRMA will have to contribute to START.
 - d. Requirement that Snow King Mountain will maintain 49 hours of operation a week during the winter and maintain access to current user groups has been added.
 - e. Requirement that SKRMA provide an annual report to the TOJ has been added.
 - f. Requirement for TDM plan compliance remains in effect.

New changes proposed as part of the 2019 Master Plan Amendment:

1. Sub-area 1 has been updated to reduce the number of additional wings proposed on the Snow King Hotel from five to two and it is proposed that the use change from hotel rooms to condominiums.

2. The Snow King Loop Road is proposed to be moved in order to accommodate additional employee housing buildings on Vine St.
3. Additional buildings are proposed on Vine Street to meet the higher mitigation rates of the Town of Jackson updated employee housing requirements.
4. An optional change in use for the conference center in sub-area 2 is proposed so that it could be considered for indoor recreation or conference space at the time of development plan.
5. A zip-line is proposed to land in sub-area 4 in place of sub-area 5 and sketch plan level drawings are included for the zip-line.
6. Additional detail has been provided for buildings on lots 53,57, and 58 including architectural plans for buildings on lots 53 and 57. These architectural plans were previously approved for construction by the Town of Jackson.
7. A site plan for a gondola landing to the south of the parking lot in Phil Baux park on land currently leased for ski area operations has been included for sketch plan approval.

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 Commission of the concurrent review/approval processes going on related to Snow King Mountain. Staff recommends that the Commission limit their comments primarily to the Town Master Plan amendment but not to be overly concerned about which Master Plan or lease agreement a public comment is addressing as in some instances staff finds it important to consider improvements or commitments made outside the Town Master Plan as they impact or relate to the amendments proposed to the Town Master Plan being reviewed.

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 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 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 and modify the following statements as shown below:

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.

In the past, Jackson desired a full-service, year-round convention center to complete its array of visitor services; however, today, Jackson has a wide range of convention space that serves the community well. This proposed Master Plan offers the community the opportunity to shift from a focus on convention space to a greater focus on recreation in a manner that will benefit the entire downtown area.

The deleted and new language (red) would remove the current emphasis of the convention center as a key component to the overall purpose and vision of the Master Plan and introduce the use of this area for recreation as an alternative to convention space. Staff notes that there is no proposed change to the location of the large convention facility located in Sub-area #2 at this time just the introduction of indoor recreation as an allowed use in this space. Staff finds that 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 Commission should discuss the proposed changes and determine what level of importance the convention center should play in the Master Plan going forward and whether the new indoor recreational use is appropriate. 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 future location of proposed buildings primarily on the eastern edge of the Master Plan that are proposed to be amended in later Chapters. In addition, while 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, inclusion of the plan should in no way imply approval of said plan by the Town.

Staff has noted some inconsistencies throughout the Plan regarding whether properties located in sub-area #6 Existing Condominium Area, are required to be part of SKRMA or not, although many were developed before the adoption of the Master Plan in 2000.

Staff Recommended Amendments:

- The applicant shall revise the Master Plan to clearly articulate the role, function and location of the convention center portion of the Master Plan going forward.
- The applicant shall retain the statement proposed for deletion shown on page 8.
- The applicant shall revise the included zoning map to reflect current zoning.
- The applicant shall revise the plan to clarify whether properties in sub-area 6 are required to be part of SKRMA or not.

Chapter 2: Consistent with the Comprehensive Plan

The applicant has proposed changes to this Chapter to include reference to the 1994 and 2012 Comprehensive Plan previously not included. Staff finds this acceptable as the Master Plan was based upon and remains rooted in the 1994 Comprehensive Plan but should also be reviewed for consistency with the 2012 Comprehensive Plan to determine whether the required findings of approval can be made, especially for projects proposed in the future.

Staff has proposed a condition of approval that the applicant work with staff to include some additional detail from the 2012 Plan in the document to allow a thorough review for consistency. In addition the condition requires consideration of the interrelatedness of the 1994 and 2012 Plans.

Staff Recommended Amendments:

- 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

The application has proposed no significant changes to this Chapter except for updated references to the Land Development Regulations to incorporate the current Land Development Regulations. 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. 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.

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-areas #1 and #3. The applicant has proposed to reduce the total number of Sub-areas from 7 to 6. This was accomplished by consolidating two previous sub-areas into a new Sub-area #3 which includes similar condominium style of development. Sub-area #3 was also 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 addition of Day Care Center Group as a basic use. Staff is supportive of this addition. 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 46-47). 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 Commission may want to consider if any of the proposed amenities should not be allowed to be proposed.

The applicant has proposed that a zip line be allowed to be proposed in sub-area #4 only. This would preclude the applicant from proposing a zip line in any other sub-area of the plan and only in sub-area #4 upon approval of a Conditional Use Permit (CUP). The proposed location of the zip line will be further addressed below. Staff recommends that the Commission discuss whether a zip line should be allowed through a CUP in this area. A conditional use is one found to be generally compatible with the area but in need of a more specific detailed review of compliance with the surrounding neighborhood when conditions addressing items including but not limited to hours of operation, days of operation, noise, light, visual impacts, etc. can be addressed.

The applicant has added a discussion on page 47, regarding proposed expansion of the United States Forest Service resort boundary to accommodate a new access road to the summit, ski terrain and other amenities. The applicant goes on to state that the expansion of the USFS permit boundary is not inconsistent with the 2012 Comprehensive Plan to prohibits resort district expansion on private lands. Although staff generally concurs with this statement it may not be appropriate for inclusion in the Master Plan.

The applicant has added temporary special events as permitted by right. Although staff is generally comfortable with this request as it is on private property and generally compatible with the resort, discussion during the Town Council review in 2018 sought to limit these types of uses. Staff requests Commission discussion of this use and whether it is appropriate to permit by right, permit by right within certain parameters (not visible from a public road, certain number a year, noise levels, amplified sound, hours of operation, etc.), allowed only through approval by Town Council similar to special events on public property, allowed through a Conditional Use Permit, or not allowed.

The final page of this Chapter provides a revised Example Development chart incorporating all proposed changes to sub-areas and associated uses and square footages. Staff notes that the purpose of this chart was not to bind the applicant to the square footages and uses indicated in it, but it is helpful to illustrate a possible development example of how the total amount of square footage could generally be allocated throughout the Master Plan. 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.

The applicant has also added a paragraph in this chapter stating that all proposed facilities located outside the PRD boundaries are provided for reference only and are not part of this application.

Staff Recommended Amendments:

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

Chapter 6: Design Guidelines

The only significant design change to this Chapter is related to the type of roof materials that may be used. Staff has no concerns with the proposal. In addition, the applicant is proposing 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 supportive of 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 proposed Master Plan amendments call for amendments to the Building Envelopes and allowed uses within Sub-areas 1, 2, 3, 4 and 5.

Sub-Area #1

The 2019 proposed Master Plan amendment for Sub-Area 1 proposes a significant decrease in hotel rooms replaced with an increase in condominiums and employee housing. The applicant is proposing to replace the previously approved 5 additional wings off the existing hotel totaling approximately 50,000 ft² each, with two (2) standalone condominium buildings of approximately 60,000 ft² each. This is a reduction of approximately 130,000 ft² of hotel rooms. The proposed site design leaves significant additional landscape area for temporary events associated with the facilities. Staff is generally supportive of the proposal as condominium uses are an allowed use within the resort and the proposed building locations seem to provide an opportunity for adequate site circulation and additional open space advantageous to the Master Plan. Final parking requirements and building designs will be addressed at time of Development Plan review. Staff has placed as a condition of approval that a maximum building height for both structures be determined at this time.

In addition, the sub area has been redrawn to include all of the resort property on Vine Street proposed to house three new buildings utilized for a combination of required workforce affordable housing and market rate apartments. In order to accommodate these structures, the existing resort loop road will need to be shifted and the existing parking reconfigured. The design of these buildings on Vine Street will include a sidewalk and complete street cross section connecting the facilities to the resort and a maximum building height of 39 feet and three stories above grade.

Staff is supportive of the removal of industrial uses previously proposed for the area along Vine Street removing the concern over the compatibility of the previously proposed residential and industrial uses in the area. The proposed structures maximum height of 39 feet is consistent with the adjacent NM-2 and NH-1 zoning districts. Staff has some concern regarding the bulk and scale of the proposed buildings along Vine Street including the proposed 10-foot front setback. Staff has recommended increasing the setback to 15-20 feet to allow for adequate landscaping and screening adjacent to the structures and to be able to accommodate all features of a complete street along Vine Street accommodating all modes of transportation including START buses and pedestrians and bikes specifically in a safe and inviting manner. Staff has also requested the applicant provide information regarding the elevation of the proposed structures and the height of the adjacent resort loop road to better be able to consider the height of the proposed structures. Staff is not supportive of the proposed vehicle access drive located near the Snow King and Vine Street intersection. The appropriate amount and type of parking will be determined at the time of Development Plan.



Current



Proposed

Sub-Area #2

There are no proposed changes to the physical layout of this sub-area. As described above the applicant has proposed amending the Master Plan to remove the current emphasis of the convention center as a key component to the overall purpose and vision of the Master Plan and introduce the use of this area for recreation as an alternative to convention space. Staff notes that there is no proposed change to the location of the large convention facility located in Sub-area #2 at this time just the introduction of indoor recreation as an allowed use in this space. Staff finds that 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 Commission should discuss the proposed changes and determine what level of importance the convention center should play in the Master Plan going forward and whether the new indoor recreational use is appropriate. 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.

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 story structures in a single building. Currently structures in this area are allowed to be 2 stories in height and are broken into multiple smaller buildings. The applicant has provided conceptual elevations of the proposed structures on lots 53 and 57 with the inclusion of language 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.

The applicant is proposing to complete the bike and pedestrian connection from the resort to Cache Creek Drive as part of the development of this sub-area.

Sub-area #4

The most significant changes in Sub-area #4 are the removal of the Mid-Mountain Lodge and location of a zip line facility completely within the Resort Boundary. During the review of previous applications and through public comment it was recommended that if a zip line were to be included in the Master Plan this location was preferred over along the western edge of the Master Plan landing in Phil Baux Park. With the approval of the proposed Master Plan amendment the specific review of the zip line would be required through a Conditional Use Permit process to determine compatibility specifically including but not limited to hours and days of operation, lighting, noise, height, screening, etc. Staff is recommending the Commission discuss the appropriateness of the proposed zip line as part of the overall Master Plan as part of your review of the application. Staff generally finds that the location in close proximity with the other similar mountain amenities including the mountain coaster, alpine slide, mini-golf and maze is the appropriate location concentrating these outdoor recreational amenities internally within Sub-Area #4. With that being said the cumulative effect of concentrated noise, lighting, and other impacts should be considered as part of a future Conditional Use Permit, including review and limitations of the operational characteristics of all outdoor recreation facilities in this area.



In addition, the applicant has added light industrial uses as an allowed use in this Sub-Area. Staff recommends that all light industrial uses be reviewed and approved as a Conditional Use Permit to determine their compatibility with the surrounding uses and specifically in this area the cumulative impact of these uses along with outdoor recreation in this area.

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 and/or a second sheet of ice. 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 within the Master Plan but especially the proposed mountain maintenance facility meet all LDR hillside development requirements in place at the time of Development Plan. Staff does have concern with the limited area proposed in the Master Plan for light industrial uses associated with mountain operations and overall resort maintenance. Staff has placed as a condition of approval further discussion of this topic in order to determine if more space is needed for this use and if so where it will be located.



Staff Recommended Amendments for all Subareas:

- Applicant shall provide a maximum building height for all structures within Sub-Area #1.
- Applicant shall revise Sub-Area #1 to include a 15-20-foot setback along Vine Street to allow for adequate landscaping and screening adjacent to the proposed structures and to be able to accommodate all features of a complete street along Vine Street including all modes of transportation including START buses, pedestrians and bikes in a safe and inviting manner.
- Applicant shall provide information in Sub-Area #1 regarding the elevation of the proposed structures along Vine Street and the height of the adjacent resort loop road to better be able to consider the height of the proposed structures prior to approval of the amendment.
- The applicant shall remove the proposed vehicle access drive located near the Snow King and Vine Street intersection.
- 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.
- 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.
- Applicant shall revise Sub-area #4 to state the review of a Conditional Use Permit for the proposed zip line shall include the review of all outdoor recreational uses operational characteristics in this area to determine the overall cumulative effect including but not limited to hours and days of operation, noise, lighting, and other associated impacts to the area.
- 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.
- The applicant shall provide discussion on whether appropriate areas for light industrial uses associated with mountain operations and overall resort maintenance have been provided for in Sub-Area #4 and

#5 or other areas of the Master Plan to determine if more space is needed for this use and if so where it will be located.

- The applicant shall revise the Master Plan to require all light industrial uses be reviewed and approved through Conditional Use Permit process.
- Applicant shall revise all building elevations to include the appropriate sub-areas and buildings.

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. Staff has added a condition that the applicant revise the Master Plan throughout to refer to Affordable Workforce Housing Requirements and not Employee Housing Requirements. In addition, staff is very supportive of the inclusion of the proposed housing along Vine Street. Staff anticipates that these units will accommodate a mix of unit types and sizes to meet the diverse needs of employees within the Master Plan. The applicant has proposed the use of dormitories to meet their Housing requirements currently not allowed by the LDRs. Although staff is generally supportive of this request due to the unique diversity of employees within a resort compared to more traditional town businesses staff finds that there should be a limit to the number of dormitories that can be used to meet Housing Requirements. Staff has recommended that no more than 25% of the total required Housing be satisfied through the use of dormitory units. Staff is supportive of the amendment that requires the Snow King Resort Master Association (SKRMA) to monitor all Housing requirements within the District.

Staff Recommended Amendments:

- Applicant shall revise the Master Plan throughout to refer to Affordable Workforce Housing Requirements and not Employee Housing Requirements.
- Applicant shall revise the Master Plan to state that no more than 25% of the total required Housing be satisfied through the use of dormitory units.

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 Commission (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 Commission 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 this Chapter. 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 previously recommended and the applicant has included the following be requirements of the TDM program moving forward:

- Provide free or reduced-level bus passes to all employees

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

In addition, the applicant has revised the TDM to require a minimum of 5 strategies be implemented instead of the current requirements of only two.

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 and the applicant has included that they 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 at the time of construction of the gondola. In addition, staff has included for consideration the use of these lots for parking for downtown employees. 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.

Staff Recommended Amendments:

- Applicant shall revise the Chapter to incorporate the most current data and transportation improvements that have been made.
- 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 and the downtown.
- Applicant agrees to participate in a TDM program development for the entire Snow King Base area with other surrounding property owners and users.

Chapter 10: Capital Improvement Plan

The Town Engineering Department has 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.

Staff Recommended Amendments:

- Applicant shall address all conditions in the Town Engineer.

Chapter 11: Phasing and the Snow King Resort Master Association

Chapter 12: Community Services Element

The applicant has proposed amendments to these Chapters to clarify the 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.

Although much progress has been made on this topic staff finds that additional information and discussion should be provided by the applicant to ensure all parties are clear of the requirements and consequences for non-compliance moving forward.

The following section from Chapter 11 of the proposed amendment best describes the SKRMA responsibilities moving forward:

The responsibilities of SKRMA include serving as the conduit for all major development applications within the resort district, and assessing dues and fees for landscaping, snowplowing, and common area road repairs within the district. SKRMA is tasked with the responsibility of carrying out the Transportation Demand Monitoring plan associated with this master plan and submitting results as required to the Town of Jackson. The organization will have one primary point of contact for all inquiries, billing, and organizational requests. SKRMA will exist in perpetuity to oversee the administration and development plans of the resort district and to ensure that resort commitments within this Master Plan are transferable to all new future owners of property within the district. SKRMA members will pay dues on an annual basis to cover costs associated with the management and operation of the organization. In July, 2019 SKRMA adopted a resort wide 1% fee on overnight lodging and income generated within the resort district as a funding mechanism for the district. It is proposed that all property owners within the resort district contribute to SKRMA via this resort wide fee structure.

In addition, the applicant has provided amendments and updated Chapter 12 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. Specifically, the applicant has revised the Master Plan to include the following:

- a. Statement that SKRMA bylaws have been provided to the Town of Jackson outlining membership and participation requirements.*
- b. A 1% funding fee requirement has been adopted by SKRMA and the agreement will be provided to the TOJ.*
- c. Requirement has been added that if private shuttle services stops then SKRMA will have to contribute to START.*
- d. Requirement that Snow King Mountain will maintain 49 hours of operation a week during the winter and maintain access to current user groups has been added.*
- e. Requirement that SKRMA provide an annual report to the TOJ has been added.*
- f. Requirement for TDM plan compliance remains in effect.*

Staff finds that the above language and the rest of the chapter does provide some additional detail regarding the SKRMA responsibilities going forward. However, there is still missing identification of the related action that will be taken if the defined responsibilities are not met.

Specifically, staff still has questions regarding whether all properties located in Sub-areas 1-6 are required to be members of SKRMA and what specifically the 1% fee can be used for.

In addition, staff finds that the applicant should address the areas identified during the Snow King Stakeholder engagement process specifically as part of this application review 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.)

Furthermore, staff finds it is important to clearly define the role of SKRMA separate from the role and responsibilities of Snow King Mountain. Specially, staff finds that the applicant should address as part of this application 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.

Staff’s comment includes that significantly more detail and an associated phase 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

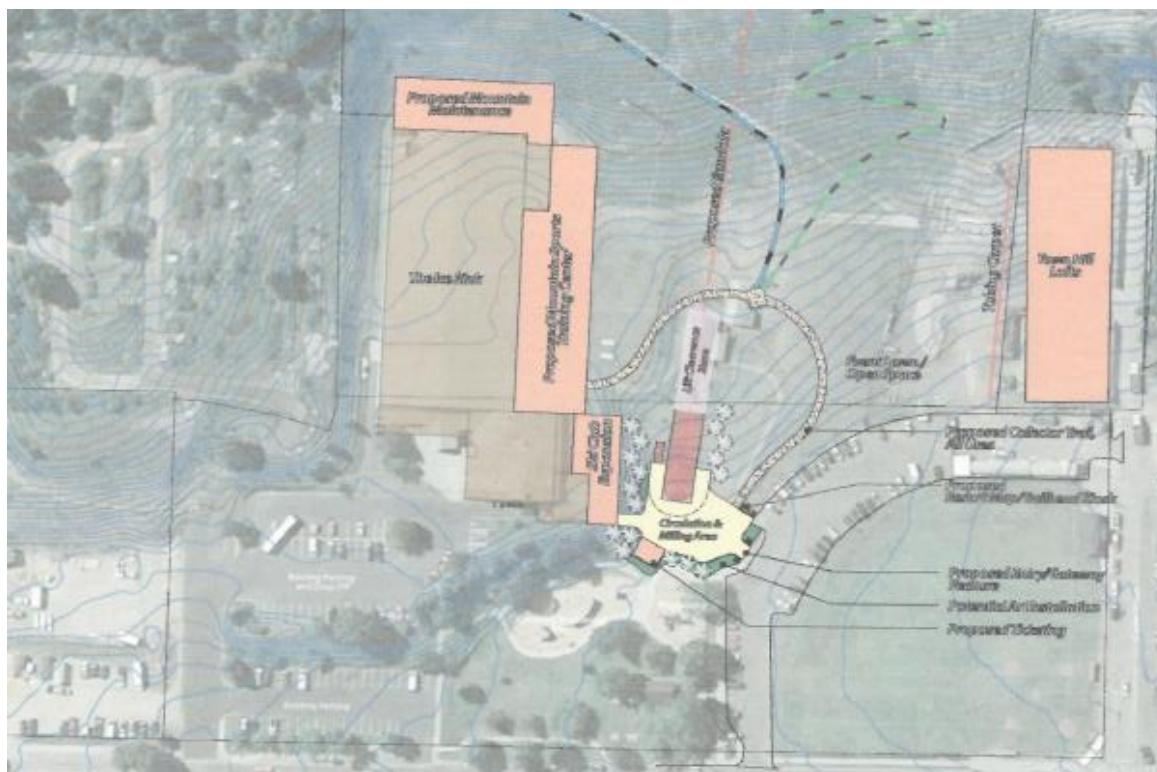
United States Forest Service related to activities on the mountain. Staff would have the Commission consider what specific details and timelines should be associated with the Master Plan and other developments on adjacent property in order to approve this amendment.

Staff Recommended Amendments:

- Applicant shall revise these Chapters to provide specific details as 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.
- Applicant shall revise this Chapter to provide specific details and timelines associated with providing the community services element of this plan.

Town Property

Staff finds it appropriate to provide the Commission comment on the proposed gondola 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. The applicant has initiated a request to the Town for a Conditional Use Permit for the proposed gondola which is when the details of site circulation, pick up and drop off, hours and days of operation and other site compatibility issues would be addressed. Please see detailed comments from the Parks and Recreation Director attached, along with minutes from the Parks and Recreation Board meeting when this topic was discussed.

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 and previous applications. 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 Commissioner will discuss this item on November 11, 2019 followed by discussion by the Teton County Board of County Commissioners on December 3, 2019.

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.

- 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 Sketch Plan 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 Sketch Plan, 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 located in Section 8.3.1 Sketch Plan 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

Departmental Reviews

Applicant Submittal

Snow King Mountain Resort withdrawal letter, dated February 26, 2019

United States Forest Service Submission - <https://www.fs.usda.gov/project/?project=54201>

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

RECOMMENDATIONS/ CONDITIONS OF APPROVAL

Item A: The Planning Director recommends **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. The applicant shall revise the Master Plan to clearly articulate the role, function and location of the convention center portion of the Master Plan going forward.
2. The applicant shall retain the statement proposed for deletion shown on page 8.
3. The applicant shall revise the included zoning map to current zoning.
4. The applicant shall revise the plan to clarify whether properties in sub-area 6 are required to be part of SKRMA or not.
5. Applicant shall revise Chapter II to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.
6. Applicant shall revise the proposed land use schedule to require a Conditional Use Permit for all Outdoor Amusement/recreation and Commercial Amusement uses.
7. Applicant shall provide a maximum building height for all structures within Sub-Area #1.
8. Applicant shall revise Sub-Area #1 to include a 15-20-foot setback along Vine Street to allow for adequate landscaping and screening adjacent to the proposed structures and to be able to accommodate all features of a complete street along Vine Street including all modes of transportation including START buses, pedestrians and bikes in a safe and inviting manner.
9. Applicant shall provide information in Sub-Area #1 regarding the elevation of the proposed structures along Vine Street and the height of the adjacent resort loop road to better be able to consider the height of the proposed structures prior to approval of the amendment.

10. The applicant shall remove the proposed vehicle access drive located near the Snow King and Vine Street intersection.
11. 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.
12. 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.
13. Applicant shall revise Sub-area #4 to state the review of a Conditional Use Permit for the proposed zip line shall include the review of all outdoor recreational uses operational characteristics in this area to determine the overall cumulative effect including but not limited to hours and days of operation, noise, lighting, and other associated impacts to the area.
14. 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. The applicant shall provide discussion on whether appropriate areas for light industrial uses associated with mountain operations and overall resort maintenance have been provided for in Sub-Area #4 and #5 or other areas of the Master Plan to determine if more space is needed for this use and if so where it will be located.
16. The applicant shall revise the Master Plan to require all light industrial uses be reviewed and approved through Conditional Use Permit process.
17. Applicant shall revise all building elevations to include the appropriate sub-areas and buildings.
18. Applicant shall revise the Master Plan throughout to refer to Affordable Workforce Housing Requirements and not Employee Housing Requirements.
19. Applicant shall revise the Master Plan to state that no more than 25% of the total required Housing be satisfied through the use of dormitory units.
20. Applicant shall revise the Chapter to incorporate the most current data and transportation improvements that have been made.
21. 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 and the downtown.
22. Applicant agrees to participate in a TDM program development for the entire Snow King Base area with other surrounding property owners and users.
23. Applicant shall address all conditions in the Town Engineer.
24. Applicant shall revise these Chapters to provide specific details as 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.
25. Applicant shall revise this Chapter to provide specific details and timelines associated with providing the community services element of this plan.

Item B: The Planning Director recommends **approval** of a Sketch Plan for the Snow King Planned Resort District Master Plan subject to the department reviews and the amendments/conditions provided above for Item A.

Please note that these recommendations are subject to the applicant making all the recommended amendments to the satisfaction of the Planning Director prior to final approval by Town Council. Upon review and acceptance by the Planning Director of the recommended amendments, the Director may have additional conditions to be applied to the Sketch Plan.

SUGGESTED MOTIONS

Item A: Based upon the findings for a Planned Unit Development as presented in the staff report and by the applicant 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 for Item P18-208, I move to recommend **approval** to the Town Council 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. The applicant shall revise the Master Plan to clearly articulate the role, function and location of the convention center portion of the Master Plan going forward.
2. The applicant shall retain the statement proposed for deletion shown on page 8.
3. The applicant shall revise the included zoning map to current zoning.
4. The applicant shall revise the plan to clarify whether properties in sub-area 6 are required to be part of SKRMA or not.
5. Applicant shall revise Chapter II to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.
6. Applicant shall revise the proposed land use schedule to require a Conditional Use Permit for all Outdoor Amusement/recreation and Commercial Amusement uses.
7. Applicant shall provide a maximum building height for all structures within Sub-Area #1.
8. Applicant shall revise Sub-Area #1 to include a 15-20-foot setback along Vine Street to allow for adequate landscaping and screening adjacent to the proposed structures and to be able to accommodate all features of a complete street along Vine Street including all modes of transportation including START buses, pedestrians and bikes in a safe and inviting manner.
9. Applicant shall provide information in Sub-Area #1 regarding the elevation of the proposed structures along Vine Street and the height of the adjacent resort loop road to better be able to consider the height of the proposed structures prior to approval of the amendment.
10. The applicant shall remove the proposed vehicle access drive located near the Snow King and Vine Street intersection.
11. 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.
12. 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.
13. Applicant shall revise Sub-area #4 to state the review of a Conditional Use Permit for the proposed zip line shall include the review of all outdoor recreational uses operational characteristics in this area to determine the overall cumulative effect including but not limited to hours and days of operation, noise, lighting, and other associated impacts to the area.
14. 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. The applicant shall provide discussion on whether appropriate areas for light industrial uses associated with mountain operations and overall resort maintenance have been provided for in Sub-Area #4 and #5 or other areas of the Master Plan to determine if more space is needed for this use and if so where it will be located.
16. The applicant shall revise the Master Plan to require all light industrial uses be reviewed and approved through Conditional Use Permit process.
17. Applicant shall revise all building elevations to include the appropriate sub-areas and buildings.

18. Applicant shall revise the Master Plan throughout to refer to Affordable Workforce Housing Requirements and not Employee Housing Requirements.
19. Applicant shall revise the Master Plan to state that no more than 25% of the total required Housing be satisfied through the use of dormitory units.
20. Applicant shall revise the Chapter to incorporate the most current data and transportation improvements that have been made.
21. 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 and the downtown.
22. Applicant agrees to participate in a TDM program development for the entire Snow King Base area with other surrounding property owners and users.
23. Applicant shall address all conditions in the Town Engineer.
24. Applicant shall revise these Chapters to provide specific details as 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.
25. Applicant shall revise this Chapter to provide specific details and timelines associated with providing the community services element of this plan.

Item B: Based upon the findings for a Sketch Plan as presented in the staff report and by the applicant 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 for Item P18-208, I move to recommend **approval** to the Town Council approval of a Sketch Plan *for the Snow King Planned Resort District Master Plan subject to the department reviews and amendments and conditions described for Item A.*

Town of Jackson
Project Plan Review History
PLANNING

Project Number P19-201	Applied 8/19/2019	STOL
Project Name Master Plan Amend - Snow King	Approved	
Type MASTER PLAN	Closed	
Subtype AMENDMENT	Expired	
Status STAFF REVIEW	Status	

Applicant _____ **Owner** SNOW KING MOUNTAIN RESORT, LLC

Site Address	City	State	Zip
10 E SNOW KING AVENUE	JACKSON	WY	83001

Subdivision	Parcel No	General Plan
	22411634300003	

Type of Review	Status	Dates			Remarks
		Sent	Due	Received	
Contact Notes Building Kelly Sluder (8/22/2019 10:25 AM STOL) All new construction should meet the current building codes when permits are applied for.	APPROVED W/COND	8/19/2019	9/9/2019	8/22/2019	
Fire Kathy Clay The most current edition of the International Fire Code and the International Wildland Urban Interface Code and the National Electrical Code shall be applied. Fire department access shall be maintained throughout the construction phase.	APPROVED W/COND	8/19/2019	9/9/2019	8/26/2019	
Joint Housing Dept Stacy Stoker (9/18/2019 12:13 PM SAS)	APPROVED W/COND	8/19/2019	9/19/2019	9/18/2019	

Housing Element:

The applicant is proposing that any new development shall comply with whatever employee housing requirements are in effect at the time of the application. This would imply that certain types of units may not be allowed depending on the LDRs in place at the time of application.

The applicant should be clear about which types of units are allowed to be used to satisfy mitigation, and that these types of units will be allowed regardless of housing requirements in effect at the time of application. An example of this is dormitories. The current LDRs do not allow dormitories and it seems as though the amendment is proposing dormitories to be allowed (this too is unclear), however, this conflicts with the proposed amendment that states whatever employee housing requirements are in effect at time of application will be used.

The proposed amendment states that when developed housing exceeds the required needs of a phase of development it will be credited towards the requirements of future phases. To track this properly, the housing that exceeds phasing requirements should be restricted as Banked Housing Units. Otherwise, they would be considered existing housing stock and should only be considered on a case by case basis.

All units shall meet the Livability Standards in place at the time they are being built.

Legal	8/19/2019	9/19/2019
Lea Colasuonno		

Type of Review Contact Notes	Status	Dates			Remarks
		Sent	Due	Received	
Parks and Rec Steve Ashworth		8/19/2019	9/18/2019		
Pathways Brian Schilling		8/19/2019	9/18/2019		
Planning Tyler Sinclair		8/19/2019	9/19/2019		
Police Todd Smith (8/21/2019 9:05 AM STOL) No comments at this time.	NO COMMENT	8/19/2019	9/9/2019	8/20/2019	
Todd Smith					
Public Works Brian Lenz	APPROVED W/COND	8/19/2019	9/17/2019	10/23/2019	

Type of Review	Status	Dates			Remarks
		Sent	Due	Received	
Contact					
Notes					
(10/23/2019 5:32 PM BTL)					
Master Plan Amendment – Approved with Conditions					

P18-210

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

October 23, 2019

Brian Lenz, 307 733-3079

We have reviewed the proposed amendment to the Snow King Planned Resort District Master Plan (the “Plan”) submitted August 2019.

No significant changes were noted in the application pertaining to Public Works review. The applicant provided a qualitative review letter from Nelson Engineering stating that the changes to the Master Plan did not significantly impact Town of Jackson infrastructure any more than at the time of the previous master plan and that the key infrastructure to manage is the West Karns Avenue Sewer line.

GENERAL

1. Revisions to the grading, access, utilities, and streetscape along Vine Street and Snow King Avenue will need to be addressed in more detail.

All previous conditions from 2000 still apply in addition, to the new conditions stated in 2018 review as included below.

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.

Type of Review	Status	Dates			
		Sent	Due	Received	Remarks
Contact					
Notes					
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 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 charrette process. The mitigation fee to 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 permit.					
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.					

Type of Review	Status	Dates			Remarks
		Sent	Due	Received	
Contact					
Notes					
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.
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

Type of Review	Status	Dates			Remarks
		Sent	Due	Received	
Contact					
Notes					
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:					
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		8/19/2019	9/17/2019		
Darren Brugmann					



SNOW KING
MOUNTAIN RESORT since 1939

February 26, 2019

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,

Following Town Council review of the proposed amendment to the Snow King Resort District Master Plan on February 4th, we discussed the outcome with members of SKRMA. Based upon internal discussions and the Council's suggestion that we may need to wait until the conclusion of the USFS environmental review before proceeding, we have decided that it is best to withdraw the amendment from the planning process at this time.

We greatly appreciate the substantial efforts of the planning staff to work with us throughout this process. It is very disappointing that we could not reach a mutually beneficial agreement that supported both the USFS and Town Master Plans. We were under the impression that the entire 7-month stakeholder and community engagement process was to get feedback from the community on both the Base Area Master Plan and USFS Plan. One workshop night alone brought out 450 people alone to weigh in on proposals for the mountain and complete surveys on each component of proposed plans for both the base area and USFS land. We feel like the entire process, which we volunteered to participate in, was above and beyond what other applicants are required to do, and was not taken into consideration by the Town Council. Nevertheless, we intend to incorporate feedback from staff, Town Council, and the community into a revised amendment to the Snow King Resort District Master Plan for consideration in the future.

Sincerely,

Ryan Stanley



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 additional 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/cafe/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-intermttn-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 marymoore@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

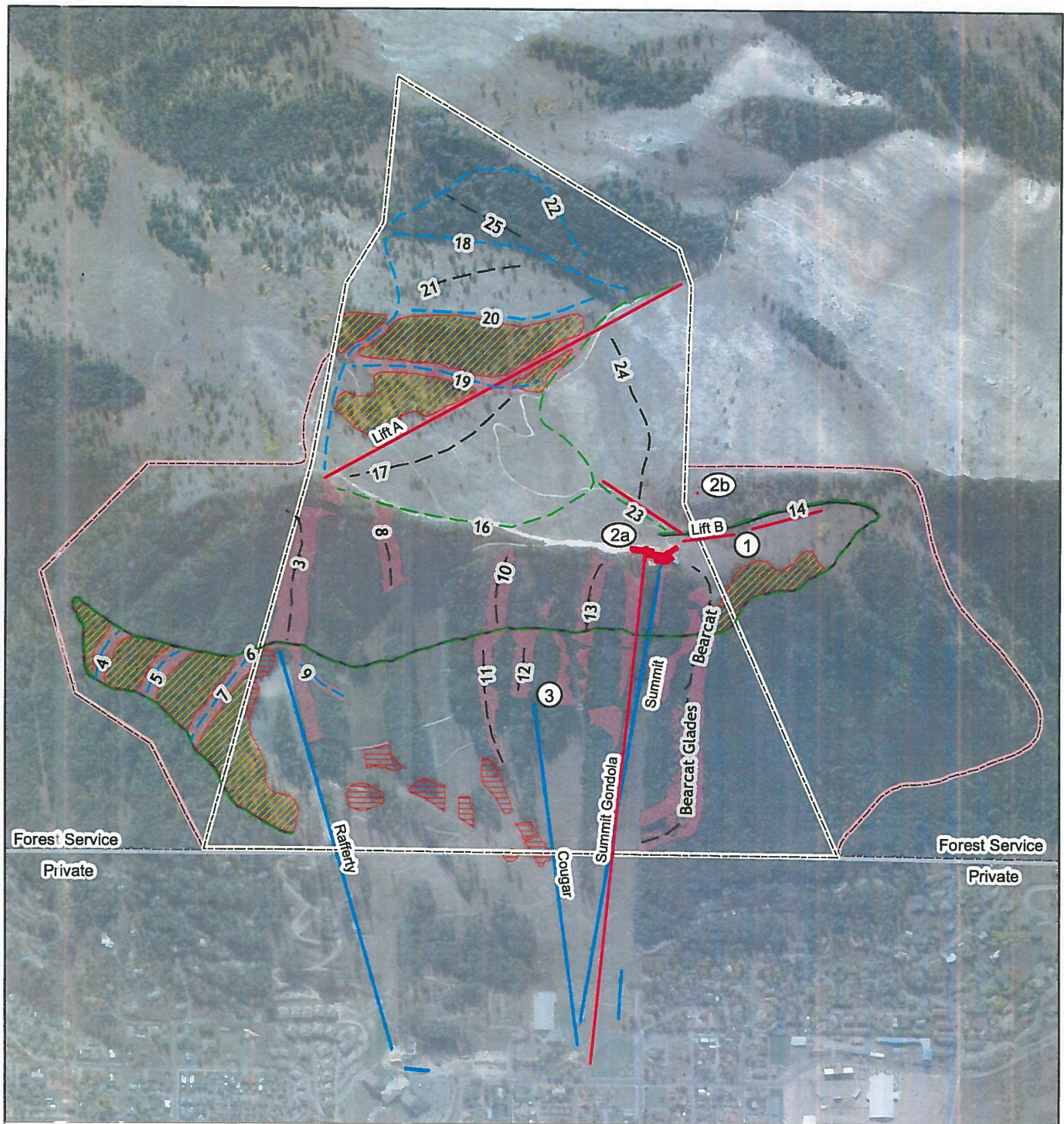
cc: Ryan Stanley, General Manager, Snow King Mountain Resort
Tyler Sinclair, Planning Director, Town of Jackson
Mark Newcomb, Chair, Teton County Board of Commissioners
Mary Moore, Jackson District Ranger
Derek Ibarguen, Deputy Forest Supervisor

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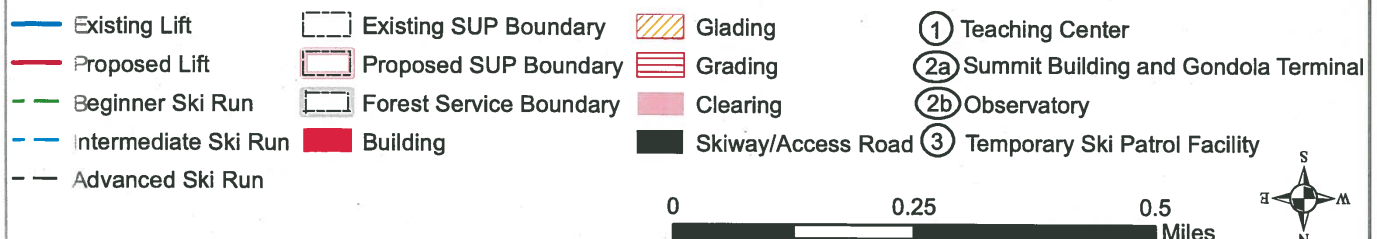
Persons with disabilities who require alternative means of communication for program information (e.g., Braille, large print, audiotape, American Sign Language, etc.) should contact the responsible Agency or USDA's TARGET Center at (202) 720-2600 (voice and TTY) or contact USDA through the Federal Relay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

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.

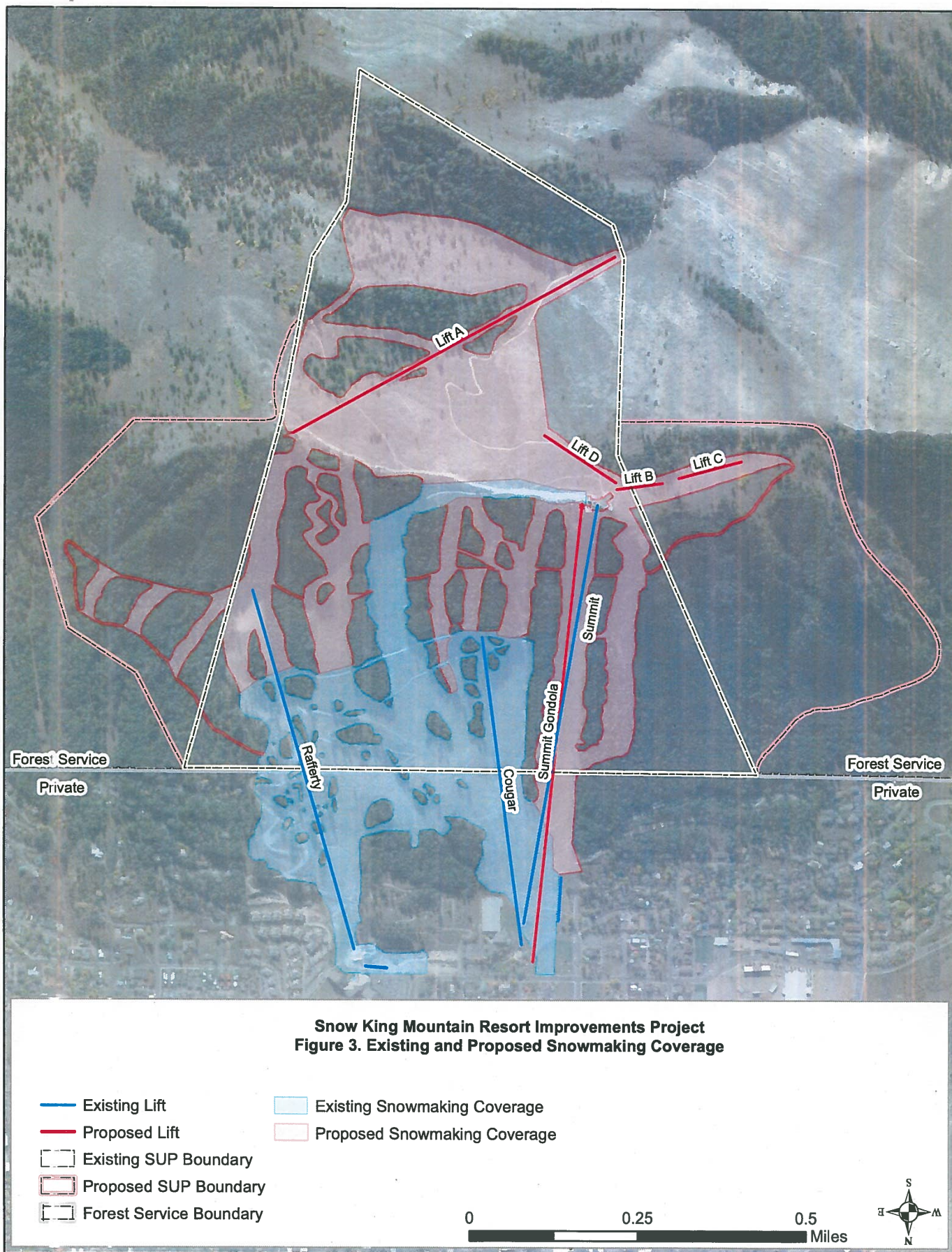
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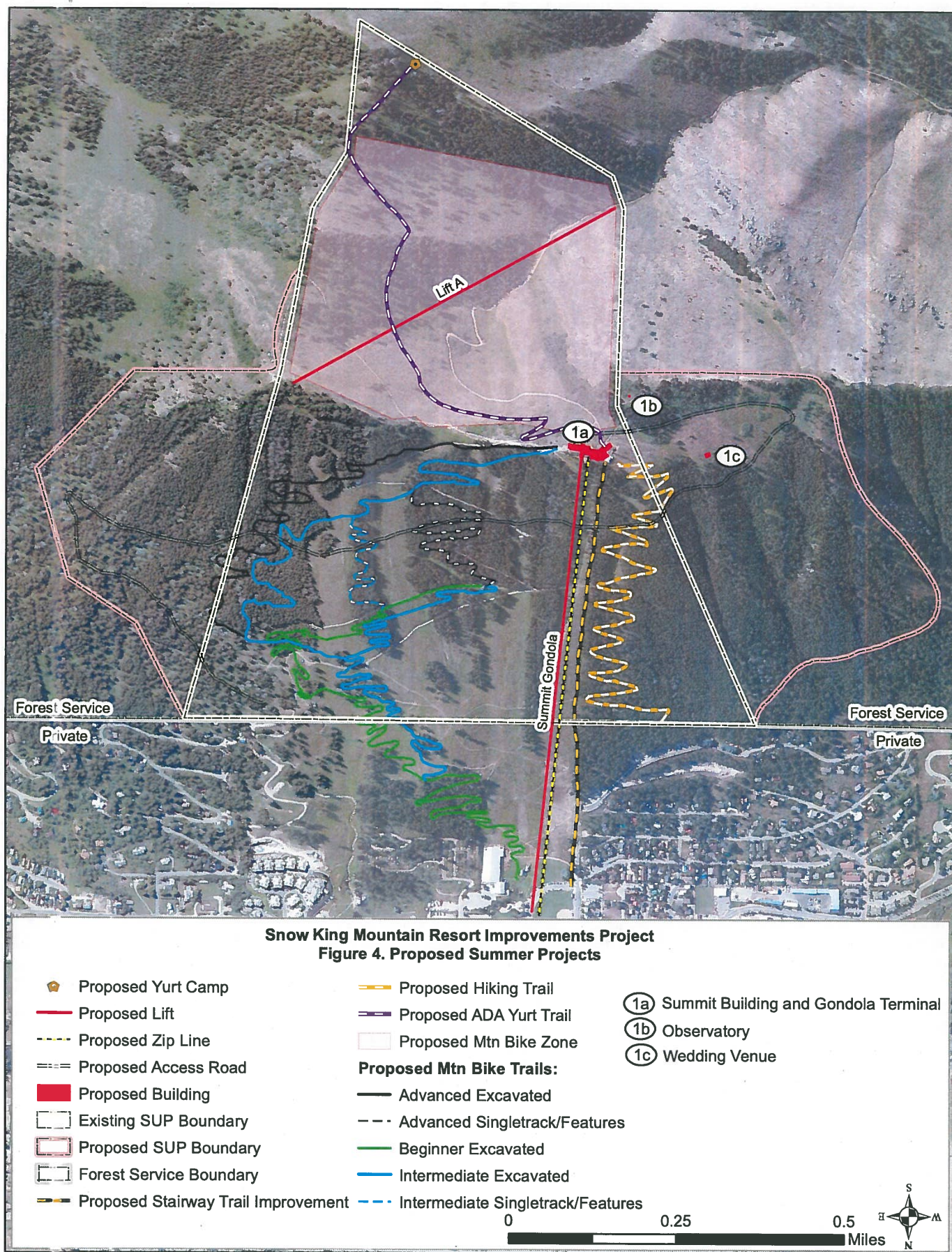


Snow King Mountain Resort Improvements Project
Figure 1. Proposed Winter Projects









Snow King Mountain 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

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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

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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

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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."

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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.

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- 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.***

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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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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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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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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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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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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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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

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From: [Geneva Chong](#)
To: [Pete Muldoon](#); [Town Council](#)
Cc: [Tyler Sinclair](#); [Snow King Engagement](#)
Subject: Comments regarding the Snow King Master Plan
Date: Thursday, October 31, 2019 10:29:48 PM

Dear Mayor Muldoon and Council,

Please consider my comments regarding the Snow King Resort District proposed master plan changes. I am writing as a private town property owner (taxpayer) and as a Ski Club parent. I served on the Snow King Stakeholder Group last year regarding proposed changes to the ski area.

A fundamental reason the Ski Area has proposed expansion and added entertainment is the claim that the Ski Area cannot survive financially without them. However, the Resort District as a whole is not fulfilling its original agreement regarding provision of funding from real estate and lodging for the community benefit of a ski area. The original intent was in exchange for extraordinary private development rights in the heart of a land-poor town, the community would continue to have the benefit of the mighty King - the iconic ski area.

I rely on you and your staff - planning, legal and the Town Manager, to make our town whole in regard to the Resort District upholding the benefit to the town and much larger ski community of having Snow King, the mountain, funded in part, regardless of ownership, by Resort District fees. Fees could be from sales, rentals and lodging (e.g., hotel) and could be managed by a board including owners, users and the town.

As a taxpayer I feel robbed that the original community benefit of financial support for the ski area was never enacted or upheld. I believe it is your fiduciary responsibility to make this right moving forward. I feel that the owners' threat of shutting down the ski area unless all the requested expansions and attractions are allowed - including additional impacts to and uses of our town public land- is despicable, especially when the original intent of the zoning agreement is being ignored.

Fundamentally, there must be a means to fund community benefit from the extraordinary private development opportunity the Resort District provides. Personally, I want this benefit to include Snow King skiing. However, as a taxpayer, in the end I don't care what it is as long as it is something meaningful and significant - 1% assessment on every sale, lease or rental to a fund for emergency and public safety services, for example.

Please take this issue seriously now to correct past mistakes that are costing us immeasurably, not only in lost financial contributions to a community benefit(s), but also in community division and distrust.

Thank you for considering my comments and for your work for our community.

Geneva Chong
East Jackson
307-699-0330

From: [Jim LaRoe](#)
To: [Town Council](#); [Pete Muldoon](#)
Cc: [Snow King Engagement](#); [Tyler Sinclair](#)
Subject: RE: Amendment to SK Resort Master Plan -- A Challenge and a Solution
Date: Thursday, October 31, 2019 4:23:12 PM

Dear Mayor Muldoon & Councilors,

As always —Thank you for your service .

I am speaking for myself, as a full-time citizen of the TOJ and a full-time resident with-in the PRD Legacy Properties on Snow King Loop —Sub Area 7 (New map 6).

Summary:

I am actually fine with the TOJ Taxing short-term rentals in the PRD — to support the TOJ and citizens.

However, I am adamantly against private SKRMA Taxing our properties and worse giving SKRMA the Authority and control over how that money is used.

This is a critical opportunity for the TOJ to create a “two-sided” agreement with the private entity of SKRMA.

All my comments are focused on:(Page 173-174 Final)

XI. PHASING AND THE SNOW KING RESORT MASTER ASSOCIATION

SKRMA voting structure and authority.

The voting structure as written (and to date) has given full Authority to a very small group of people that have a huge influence over one of the most important Property Sections in the TOJ. I cannot think of any circumstance where such a small group (I believe 3-4) can wield Power and Authority over a much larger group of properties and the entire PRD, with little or no say—and no benefit to the TOJ.

One serious flaw is language that sets voting rights by "property valuation"—not by individual members.

This document also lets “that Authority” extend beyond SKRMA —to the entire PRD. For no reason.

It is stated there is a Broad of 7. But does their "voting power" truly represent all members and owners ?

Does that vote control the entire PRD? Is this voting power aligned with the interests of the TOJ ?

Example: This no different than a Building HOA with 5 expensive Penthouses that because of “valuation”

can over-rule the other 50 owners in that building. Is that legal ? Is it OK for the TOJ to condone this ?

I have no interest in becoming part of SKRMA. It has no benefits or power to property owners.

Easements are already in place in the underlying Titles of properties that address all common issues such as snow plowing, maintenance et...

A clean and simple solution for all:

Keep the PRD as-is. Separate the individual Property Owners from SKRMA with-in the PRD. The PRD can easily have two separate Sections—the PRD stays intact—and better benefits the TOJ.

Section 1) The individual Property owners Sub Area 3,5,6 (new map)

Section 2) SKRMA Sub Area 1,2,4 (new map)

Benefit to SKRMA—It allows SKRMA to manage "its own" affairs and its own voting.

Benefit to Property Owners—Fair and legal representation—the easements are already in place.

Benefit to TOJ. —TOJ gets Taxing Authority over the PRD—and how that money is used.

This is simple to do by changing the language in page 174 to create a PRD Board that has the same powers, but truly represents all owners—and aligns with the interests of the TOJ.

It can be difficult to speak up regarding a powerful private entity such as SKRMA.

I appreciate your respect and your consideration for my views.

Best, Jim LaRoe

Jackson, WY jtlaroe7@gmail.com

307-200-6779 (H/O) 301-956-0649 (M)

From: [Skye Schell](#)
To: [Snow King Engagement](#); [Tyler Sinclair](#); [Paul Anthony](#)
Cc: [Town Council](#); [County Commissioners](#); dibarguen@fs.fed.us; [Moore, Mary C -FS](#); [Brian Krill](#)
Subject: Alliance comments re: SKRMA fee to support the ski area, in the base area masterplan amendment
Date: Friday, November 01, 2019 12:33:06 PM
Attachments: [Town Planning Commission comments - Alliance - Nov 2019.pdf](#)
[Town Planning Commission snow hill comments - Sept 2019 - Alliance.pdf](#)
[Snow King base masterplan comments Nov 2019 - Alliance.pdf](#)

Dear Planning Commissioners,

Thank you for your time reviewing the proposed amendment to the Snow King Base Area Masterplan. Please see our attached comments - just one page on a key issue. There are also many outstanding issues from last year's discussions, so I have re-attached those comments for your convenience.

- Current Nov 2019 comments: focusing on the SKRMA fee that should support the ski area, and a housing mitigation question
- Sept 2018 comments: history of the original masterplan deal, and why we believe an effective SKRMA fee is so critical
- Nov 2018 comments: discussion of the deals we have with other resorts in the county; highlight on the proposal to weaken key language re: SKRMA. Note that our request for KM6 to be included has come to fruition.

Please see [our website for our balanced vision for Snow King](#) - we believe Snow King can succeed as our town hill, and doesn't need to become an amusement park covered in condos. I'd also encourage you to keep [Bob McLaurin's excellent guest shot about community purchase](#) in mind, and not feel like this is an "all or nothing" proposal.

Please be in touch if I can help with any other information or discussion, and thanks again for your time and dedication.

Thank you,
Skye

CC other interested/involved parties just FYI

--

Skye Schell
Executive Director
Jackson Hole Conservation Alliance
He/him/his



office (307) 733-9417 x1
www.jhalliance.org

fb [JHConservationAlliance](#)

Help Build [Safe Wildlife Crossings for JH!](#)

November 1, 2019



Town of Jackson Planning Commission

Dear Town Planning Commissioners:

Thank you for the opportunity to comment on the Snow King base area master plan amendment. We want Snow King to succeed as our Town Hill, not an amusement park covered in luxury short-term rental condos at the base.

We appreciate that the Town, County, and Forest Service are working together to make holistic decisions about Snow King. Within that context, please understand that this base area master plan amendment is strictly about future private real estate development – not skiing – and that the developers are proposing a radical shift from the deal our town made in 2000. Please see our attached Sept. 2018 comments for more of that history.

One of the key issues in last year's discussions was how to get SKRMA fees to support the ski hill operations, as called for in the 2000 Base Area Masterplan. The proposal from SKRMA is a nice start, and we are glad to see that SKRMA is open to the fee. However, there is much to improve in the proposal. Primarily, unlike most or all nearby resorts, SKRMA does not levy a transfer fee on condo sales (see attached Nov. 2018 comments). And the investors don't want to use the fees to support the ski hill – in fact, they are trying to weaken that language. These are major flaws.

Please recommend to the town council that SKRMA fees:

- (1) Be **mandatory** and legally attached to all properties within SKRMA (please ask legal staff to investigate which properties already have fees in their deed, and which do not, especially given the rumor that Manuel Lopez gave one property a waiver)
- (2) Be a **minimum of 1%**, to line up with other resorts in Teton County (please ask staff to present an overview of transfer fees and resort taxes in all the other resorts)
- (3) Cover *all* commercial transactions, including not only hotel rooms and other short-term rentals, retail, and restaurants, but especially **condo/home sales**
- (4) Be used to **fund the Snow King ski area** in perpetuity, so the ski area has a stable funding source (removing the “need” for ziplines and other intrusive developments).

Please remember that this is not a philanthropic proposal. The various investors stand to gain a lot from this amendment, like being able to cash out on many new condos on Lots 53/57/58, more condos at the hotel (instead of the currently-approved hotel rooms that may not be as profitable as short-term-rentable condos), and a more-marketable KM6¹. So if allowing more condos, please make sure our community finally gets a fair fee on commerce at the base, so Snow King can be financially sustainable without more amusement park development or harmful-to-wildlife boundary / footprint expansions.

On a separate note: since the state legislature is again looking at taking away our housing mitigation program, please ask staff to analyze **what would happen to housing mitigation in the Masterplan** area if that bill passes, and how we can maintain mitigation in the SKRMA area in perpetuity.

Thank you for your dedication to our community,

Skye Schell
Executive Director
Jackson Hole Conservation Alliance

¹ Would the “indoor recreation” proposed for KM6 allow a movie theater? Is this an end-run to sell KM6 for movie theater / hotel development, proposed in 2015? See [“Councilman calls for comprehensive look at King.”](#) by Ben Graham, *JH News & Guide*, Feb. 18, 2015.

September 18, 2018



Dear Town Planning Commissioners:

Thank you for the opportunity to comment on the Snow King base area master plan amendment. We believe Jackson Hole can be a national model of a strong community living in balance with nature, and Snow King can be the greatest example of this balance: a ski hill built on our community values of protecting wildlife and providing access to nature on our public lands. We want Snow King to succeed as our Town Hill, not an amusement park covered in new condos at the base.

We appreciate that the Town, County, and Forest Service are all working together to make holistic decisions about the future of Snow King. Within that context, please understand that **the base area master plan amendment you are currently reviewing is entirely about future private real estate development – and the developers are proposing a radical shift from the deal our town made in 2000.**

In 2000, our town made a deal with Snow King to allow dramatically more commercial and lodging development at the base – 915,000 square feet, the equivalent of almost 10 Marriotts or two Four Seasons – in exchange for that development serving as the “financial and operational platform” for the ski area¹. Essentially, local government created many millions of dollars of commercial property value through an upzone, and gave it to the investors. In total, that development equates to 550 new condos or 1100 new hotel rooms – about half of it still latent. Nearby condos are currently selling for \$1.5-2 million, so 550 condos means \$800 million to a billion dollars of condo revenue. A small portion of that revenue was supposed to – and easily could – support the winter skiing operations.

The investors agreed to use some of the additional revenues from the increased lodging and commercial development to fund “community-oriented activities” like operating the ski area. The Resort Master Plan was crystal clear on how this would work:

“The Snow King ski area provides a venue for the junior ski racing programs, adult ski racing as well as recreational skiing and snowboarding, both day and night. ... It must be noted that many of our community partnership activities mentioned above often come at a high cost to Snow King. **Resort operation of lodging and other facilities provides the financial and operational platform and the resources to support these and other community-oriented activities.**” [172-173]

This is normal for ski resorts – most don’t make their money on lift tickets, they make money on lodging, real estate, and commercial development at the base.

So, Snow King’s investors agreed to create the Snow King Resort Master Association (SKRMA). The simplest way to understand SKRMA is that it’s like a Homeowners’ Association (HOA) for everyone who owns land or does business at Snow King. SKRMA was empowered to charge dues on all the property owners. According to the Resort Master Plan:

“SKRMA will act as a pseudo improvement district and be entitled to assess and collect dues and assessments from all property owners, renters, resort guests and from any

¹ *Snow King Planned Resort District Master Plan [2000]*, page 172-173.

entities performing management functions, owning property or obtaining revenues within this Planned Resort District. These dues are intended to cover all of SKRMA's costs including various mitigation plans, constructing and maintaining any improvements that are its responsibility including landscaping, roads, utilities, employee housing, parking, pathways, recreation, district promotion, common signage, transportation, marketing and any other aspects associated with the proper and successful implementation of this Master Plan and its goals and objectives." [171]

The deal was clear: the community gave Snow King's investors additional commercial value and revenue; in return, the investors agreed to use part of that revenue to pay for community benefits. Unfortunately, Snow King's investors never carried out their end of the deal. They never levied dues through SKRMA to fund the "community-oriented activities" with those dues. According to the Wyoming Secretary of State's website, SKRMA stopped even filing its paperwork, so the State dissolved it in 2014.² (Snow King has since re-filed SKRMA's paperwork.)

It gets more complicated. When our community made the deal with Snow King in 2000, the same investors owned everything: the ski area, the hotel, and the vacant land at the base, so it would have been easy for them to set up SKRMA. But over time, the investors made short-term business decisions to sell off key parcels like the hotel and the new condos, sacrificing part of their "financial and operational platform" for fast cash. As a result, there are now more owners at the SKRMA table, making it more complicated to get agreement on how to levy and spend dues – but that doesn't change their responsibilities.

We hoped the investors would try to fix this situation through the amendment in front of you. Unfortunately, they're doing just the opposite. **The new investor group wants to delete their responsibilities from that deal with the Town, and instead set up a new deal in which intrusive on-mountain amusements like a zipline serve as the "financial platform" for the mountain.** They want to do this by changing the base master plan text as follows (see the "track changes" version, PDF page 366 in the P18-208 transmittal memo):

Current text	Proposed text
Resort operation of lodging and other facilities provides the financial and operational platform and the resources to support these and other community-oriented activities.	"operation of lodging, conference, and on mountain activities provide the financial and operational platform and the resources to support these and other community-oriented activities."

However, they want to keep the remaining 500,000 sf of commercial development they received from the Town in 2000. We believe that the investors need to decide whether to have their cake or eat it, but not both. Either they follow through with the 2000 master plan deal and use the development and commercial revenue to support the ski hill, as promised, or we should undo the deal entirely (and remove the massive future commercial development potential) and they can use new zipline revenues to support the ski hill.

²WY Secretary of State website:

<https://wyobiz.wy.gov/business/FilingDetails.aspx?eFNum=142033254045148183251016013178103047250038006104>

Here are two simple options:

	Town: Base master plan	USFS: On-mountain
Option 1: stick with deal	Follow through with 2000 deal: use revenues from the base to support ski area, keep 500,000 sf of latent development	Don't need to build new amusements to generate revenue, since revenue comes from base
Option 2: new deal	Undo 2000 deal: don't use base revenues to support ski area – and remove 500,000 sf of latent hotel/condo/commercial development	Build new amusements to generate on- mountain revenue to support ski area, since no revenue from base

Before our community gives Snow King's investors even more economic benefits on our Town Hill, we and our Town Council need to hold them accountable to the deal they already agreed to. *Before* we approve anything new, Snow King's investors should get together with the other resort property owners and agree on a legally-binding SKRMA funding structure, dues, and what those dues will go to. They should commit (in binding documents, with bonding) to keep the lifts spinning, maintain free uphill public access to our public lands, build workforce housing, and invest in transit and parking for their new summer traffic – with the dues from their commercial and lodging revenues.

How this relates to decisions on Town land

The investors also want to take over more Town land in Phil Baux Park, to land a private gondola and zipline. The Parks & Rec director and board both rejected a zipline on Town land, and the board also rejected the proposed gondola location. Whatever Parks & Rec *does* approve should be part of a comprehensive negotiation about the entire future of Snow King – public and private land. Please work with your Parks & Rec colleagues to come up with a joint recommendation for:

1. Re-negotiating the base area masterplan [you recommend, Town decides]
2. Re-negotiating Town lease agreements for Phil Baux Park, the almost 30 acres of ski area the Town owns, half the ice rink building, etc [Parks & Rec recommends, Town decides]
3. Allowing new amusements like ziplines [Town recommends, Forest Service decides]

Please look at all these processes holistically and comprehensively, so that our community can best negotiate a great outcome for our Town Hill.

Please let me know if we can be of assistance.

Sincerely,



Skye Schell
Executive Director
Jackson Hole Conservation Alliance



November 5, 2018

Dear Mayor Muldoon & Councilors:

Thank you for your thoughtful review of the proposed Snow King base area masterplan amendment. We want Snow King to succeed as our Town Hill, where local kids learn how to ski, where we catch up with friends and watch wildlife, and where, in the words of a recent [great short film](#) from Stio, we run our dogs and enjoy quiet sunsets.¹ We would like to add these new comments and analysis for your consideration:

A new perspective on the deal the Town made 18 years ago

Please see our attached comments to the Planning Commission regarding the history of the base area masterplan from 2000. We have one new point to add. The County's recent review of the Grand Targhee Resort base masterplan brought up a very interesting comparison: What was the public benefit promised in *other* local resort masterplans?¹

- **Village masterplan:** 1% transfer fee on all Shooting Star sales (to START Bus)
- **Grand Targhee masterplan:** 600 acres conservation easements + 1% transfer fee on all sales (potentially changing, but still significant and binding)
- **Snake River Sporting Club masterplan:** 1% transfer fee on all sales (to school district)
- **Snow King 2000 masterplan:** what *did* Snow King promise?

In exchange for almost a million square feet of commercial and lodging development, what did Snow King agree to do in return? If there was no required public benefit, *unlike* every other resort, why did the Town Council give the owners such a massive windfall of new development? We believe the promised public benefit in the Snow King masterplan is actually quite clear: they would keep the lifts running for our community. The masterplan states:

"The Snow King ski area provides a venue for the junior ski racing programs, adult ski racing as well as recreational skiing and snowboarding, both day and night. ... It must be noted that many of our community partnership activities mentioned above often come at a high cost to Snow King. Resort operation of lodging and other facilities provides the financial and operational platform and the resources to support these and other community-oriented activities."
[2000 masterplan pg. 172-173, highlight added]

Town LDRs for the Snow King resort base area are even more crystal clear:

Factors and resort characteristics important in Snow King's future development include...
Continued provision of the amenities of "town hill" skiing. [Town LDR 4.3.2.B.]

If the new investors refuse to honor this deal, please go back to the meeting minutes from the mid-90's resort zoning and the 2000 base masterplan and look for evidence clarifying the deal. We recognize this may take time, but it is a critical step. Negotiations to change the deal must start from a shared understanding of the current deal – otherwise the investors could try to keep all their benefits from the deal (500,000 square feet of commercial development still to go), without honoring any responsibilities from the deal. *Before renegotiating the deal, please come to a clear understanding about the existing deal.*

¹ <https://www.stio.com/blogs/news/a-love-letter-to-our-town-hill>

What is in the proposed amendment?

The base area masterplan amendment you are currently reviewing is entirely about future private real estate development. The investors seek three significant changes:

1. Prepare Lots 53, 57, and 58 for development and sale
2. Change the plan for the whole area and KM-6 away from a “world-class convention center” to more general “commercial development”
3. Weaken the above-highlighted key language from 2000

Lots 53/57/58

The owners want to amend the masterplan for three lots that so they can develop more condos or sell the parcels to another developer. It is not entirely clear how many condos could be built on this site, or why the owners want this change. *Please ask staff to analyze how many condos (or other development) could be built now vs. after this amendment, before approving any changes.*

More important: it seems everyone agrees that one of the main problems with the 2000 agreement was that it allowed investors to sell off key properties and make SKRMA dues harder to collect. Selling off three more parcels would make that situation worse. *Please require enforceable agreements that revenues from Lots 53/57/58 will support running the lifts, in perpetuity, before making it easier for investors to sell them.*

Overall area and KM-6 plan

The investors are trying to prevent our community from creating a comprehensive new vision for the entire base area including the hotel lot and KM-6 (the largest undeveloped parcel at the base). A Snow King representative recently told you that KM-6 is off the table because of the process MOU you signed in 2017.²

Remarkably, at the same time, they submitted this amendment to make KM-6 more commercial and more sell-able. Previous KM-6 development proposals like the 2015 movie theater idea failed because they did not match the specific convention center vision in the masterplan.³ So the investors want to change the masterplan. In their September 28 comments to the Town Planning Commission, the investors wrote that

District 2 is where commercial development should be targeted. Instead of having the focus of the Snow King Master Plan be on development of conference and convention space ... we suggest that the purpose shift to driving the goals for District 2 from the Comprehensive plan.

As you'll see in the “track changes” version of the amendment, by stripping convention center language throughout the masterplan, the investors would make future development of KM-6 easier without allowing the community (or Town Council) any input on the future of that parcel and the overall area vision.

Luckily, the process MOU just expired on November 1, so the whole masterplan is fully on the table. *Especially since the owners are trying to change that subarea plan without allowing community input, please update the entire masterplan including KM-6.*

² Jeff Golightly, comments to Town Council, September 4, 2018: Item IV A2, minute 40:25. <https://jacksonwy.swagit.com/play/09042018-1721>

³ “Council debates plan for lot by Snow King, January 21, 2015. https://www.jhnewsandguide.com/news/town_county/article_0ce5ba16-b926-5ad3-b41b-7fe2106112ab.html]

Weakening key language from 2000

Finally, the investors are trying to remove their responsibility to use this commercial development to actually support the hill, which was the heart of the existing masterplan. They want to do this by changing the base master plan text as follows (see the “track changes” version, PDF page 366 in the P18-208 transmittal memo):

Current text	Proposed text
Resort operation of lodging and other facilities provides the financial and operational platform and the resources to support these and other community-oriented activities.	... operation of lodging, conference, and on mountain activities provide the financial and operational platform and the resources to support these and other community-oriented activities.

Adding “on mountain activities” to the list essentially means that new ziplines would support running the lifts – not a bad idea in the abstract, but in practice this means that all the commercial development the Town gave them in 2000 would be off the hook for supporting the hill. *If so, please reconsider whether to still allow 500,000 more square feet of development.*

What is not in this amendment?

The amendment as currently proposed lacks four key elements:

1. Updated studies. Surprisingly, the traffic studies are from 1996-1999:

These volumes are from the traffic count data in the 1996 Jackson Hole Transportation Study and additional traffic counts conducted by O'Malley Engineering & Mapping between August 16 and September 2, 1999. This data has also been checked with traffic counts acquired by Nelson Engineering in August/September 1997. [Page 95 in amended masterplan]

Much has changed since 1999. *Please update all studies before approving any amendments.*

2. Clear and binding agreements tying all revenue centers to community benefits

This is the crux. Under the 2000 deal, Snow King owners agreed to use the revenue from commercial and lodging development to pay for the ski hill. Instead, they sold off key assets – the hotel, the new ballpark condo lot – for cash. New owners are now asking for *new assets* (zipline, etc.) to pay for the ski hill. What’s to prevent them from selling off more assets – like the roller coaster, or a zipline, or Lots 53/57/58 – and in a few more years, yet more new owners come back to the Town and ask for *yet more new assets* to pay for the ski hill?

Please require a strong and binding agreement that all profit centers at Snow King – whether on-mountain or base lodging/commercial – will permanently pay for keeping the lifts running at affordable and accessible prices for locals.

3. A comprehensive new vision for Snow King

First: please fairly compare Snow King with our other ski resorts. Jackson Hole Mountain Resort and Grand Targhee were ski resorts first, and housing and hotels sprang up to serve the resorts. Snow King is entirely different. It started 80 years ago as a ski area by locals, for locals. Skiing sprang up to serve the real community that already existed – the Town of Jackson. Our new mountain and base vision for Snow King should honor this history and community.



We believe there must be a balance point between resort promotion and locals' use. Please don't let overcommercialization displace locals from our historic activities on our Town Hill. Locals may not want to hike the bootpack anymore if there's a zipline overhead, or enjoy the "quiet sunsets" if a gondola brings 1500 people to the ridgetop every hour. *Please use your authority over Town land, and your role as a Cooperating Agency with the Forest Service, to craft a new and balanced vision for our Town Hill.*

4. An equitable deal for Town of Jackson residents

The investors are asking the Town Council to broaden their revenue streams at the direct expense of town residents, particularly those at the base of the mountain. Giving them new revenue centers and up-zoned development both on-mountain (ziplines) and at the base (500,000 square feet) would create a "double whammy" for town residents, in terms of tourism impacts, traffic, and short-term rentals – and our community could be considerably degraded.

What's more, the investors are trying to charge town residents for uphill human-powered travel, for the first time in 80 years of operations, even though the town gives Snow King sweetheart leases on almost 30 acres of town land. This feels like a lot of "take" and very little "give."

Breaking the 2000 agreement would betray the promises made to the people of Jackson by the original owners (and their successors) and the former Town Council in 2000. The Town of Jackson remains one of few resorts where the community is, in fact, a community. Please support that by holding the investors accountable to their almost-20-year-old obligations that were designed to maintain our community character. *Living up to the promises of the 2000 deal helps control the negative impacts of development and makes it more equitable to town residents.*

In conclusion

We need your leadership: please prevent piecemeal changes that let the new investors evade the responsibilities they bought into. Instead, please create a comprehensive new vision for all of Snow King – both the mountain and the base – that respects our community values, wildlife, and locals.

Thank you for your careful review and diligent work on behalf of all of our community members and our ecosystem.

Sincerely,

Skye Schell
Executive Director
Jackson Hole Conservation Alliance

ⁱ It's interesting to compare this deal to the deals that other local ski resorts have – with Snow King receiving much more development for a much smaller ski operation:

	APOs (guests)	Square footage	Ski area carrying capacity
Snow King	2,095	915,000 sf commercial / lodging	1,780
JHMR	5,240	208,000 sf commercial	7,700
Grand Targhee	3,500	150,000 sf nonresidential 450 housing & lodging units	5,130

Note: This was the best available information we could find. Please ask staff to confirm or correct these numbers.



TOWN OF JACKSON PLANNING & BUILDING DEPARTMENT

TRANSMITTAL MEMO

Town of Jackson

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

Joint Town/County

- ☒ Parks and Recreation
- ☒ Pathways
- ☒ Housing Department

Teton County

- ☐ Planning Division

- ☐ Engineer
- ☐ Surveyor- *Nelson*
- ☐ Assessor
- ☐ Clerk and Recorder
- ☐ Road and Levee

State of Wyoming

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

Federal Agencies

- ☐ Army Corp of Engineers

Utility Providers

- ☐ Qwest
- ☐ Lower Valley Energy
- ☐ Bresnan Communications

Special Districts

- ☒ START
- ☒ Jackson Hole Fire/EMS
- ☐ Irrigation Company

Date: August 20, 2019	REQUESTS: The applicant is submitting a request for an Amendment to the Resort Master Plan for Snow King Master Association located at 10 E. Snow King Ave., legally know as PT NW1/4SW1/4, SEC. 34, TWP. 41, RNG. 116 TRACT B. For questions, please call Tyler Sinclair at 733-0440, x1301 or email to the address shown below. Thank you.
Item #: P19-201	
Planner: Tyler Sinclair Phone: 733-0440 ext. 1301 Fax: 734-3563 Email: tsinclair@jacksonwy.gov	
Owner/Applicant: Snow King Resort Master Association c/o Ryan Stanley PO Box 1846 Jackson, WY 83001	
Please respond by: September 2, 2019 (Sufficiency) September 9, 2019 (with Comments)	

RESPONSE: For Departments not using Trak-it, please send responses via email to:
tstolte@jacksonwy.gov



August 12, 2019

Max C. Chapman Jr.
President
Snow King Resort Master Association

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

Dear Tyler,

On behalf of the Snow King Resort Master Association (SKRMA) Board we would like to submit for review a proposed amendment to the Snow King Planned Resort District Master Plan. We greatly appreciate the time and effort you and the Town of Jackson have put into providing public feedback for this proposal over the past three years. We look forward to working with you as part of this review process over the coming months.

Sincerely,

Max C. Chapman Jr.

LETTER OF AUTHORIZATION

Snow King Resort Master Association "Owner" whose address is: 400 E. Snow King Ave, Jackson, WY 83001
(NAME OF ALL INDIVIDUALS OR ENTITY OWNING THE PROPERTY)

_____, as the owner of property
more specifically legally described as: PT NW 1/4 SW 1/4, SEC. 34, TWP. 41, R. 116, Tract B

(If too lengthy, attach description)

HEREBY AUTHORIZES Ryan Stanley as
agent to represent and act for Owner in making application for and receiving and accepting
on Owners behalf, any permits or other action by the Town of Jackson, or the Town of
Jackson Planning, Building, Engineering and/or Environmental Health Departments
relating to the modification, development, planning or replatting, improvement, use or
occupancy of land in the Town of Jackson. Owner agrees that Owner is or shall be deemed
conclusively to be fully aware of and to have authorized and/or made any and all
representations or promises contained in said application or any Owner information in
support thereof, and shall be deemed to be aware of and to have authorized any subsequent
revisions, corrections or modifications to such materials. Owner acknowledges and agrees
that Owner shall be bound and shall abide by the written terms or conditions of issuance of
any such named representative, whether actually delivered to Owner or not. Owner agrees
that no modification, development, platting or replatting, improvement, occupancy or use of
any structure or land involved in the application shall take place until approved by the
appropriate official of the Town of Jackson, in accordance with applicable codes and
regulations. Owner agrees to pay any fines and be liable for any other penalties arising out
of the failure to comply with the terms of any permit or arising out of any violation of the
applicable laws, codes or regulations applicable to the action sought to be permitted by the
application authorized herein.

Under penalty of perjury, the undersigned swears that the foregoing is true and, if signing
on behalf of a corporation, partnership, limited liability company or other entity, the
undersigned swears that this authorization is given with the appropriate approval of such
entity, if required.

OWNER:

Max C. Chapman
(SIGNATURE) (SIGNATURE OF CO-OWNER)

Title: President

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

STATE OF Wyoming

COUNTY OF Teton

)
)SS.
)

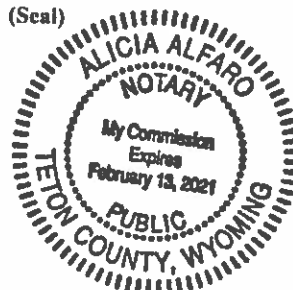
The foregoing instrument was acknowledged before me by Max Chapman this 13 day of
August, 2019.

WITNESS my hand and official seal.

(Notary Public)

My commission expires: Feb 13, 2021

(Seal)





PLANNING PERMIT APPLICATION
Planning & Building Department

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

For Office Use Only

Fees Paid _____

Date & Time Received _____

Application #s _____

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

PROJECT.

Name/Description: Snow King Resort Master Association - Resort District Amendment

Physical Address: 10 E. Snow King Ave, Jackson WY 83001

Lot, Subdivision: PT NW 1/4 SW 1/4 Sec 34, TWP 41, RNG 116 Tract B, Deed 090086

PIDN: 22-41-16-34-3-00-003

PROPERTY OWNER.

Name: Snow King Resort Master Association - CO Ryan Stanley

Phone: 307 734-3351

Mailing Address: PO Box 1846, Jackson WY

ZIP: 83001

E-mail: ryan@snowkingmountain.com

APPLICANT/AGENT.

Name: Ryan Stanley

Phone: 307 734-3351

Mailing Address: PO Box 1846, Jackson, WY

ZIP: 83001

E-mail: ryan@snowkingmountain.com

DESIGNATED PRIMARY CONTACT.

____ Property Owner ☒ Applicant/Agent

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

Use Permit

____ Basic Use

____ Conditional Use

____ Special Use

Relief from the LDRs

____ Administrative Adjustment

____ Variance

____ Beneficial Use Determination

____ Appeal of an Admin. Decision

Physical Development

____ Sketch Plan

____ Development Plan

____ Design Review

Subdivision/Development Option

____ Subdivision Plat

____ Boundary Adjustment (replat)

____ Boundary Adjustment (no plat)

____ Development Option Plan

Interpretations

____ Formal Interpretation

____ Zoning Compliance Verification

Amendments to the LDRs

____ LDR Text Amendment

____ Map Amendment

Miscellaneous

☒ other: Resort Amendment

____ Environmental Analysis

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

Pre-application Conference #: 8/16/19

Environmental Analysis #: _____

Original Permit #: _____

Date of Neighborhood Meeting: _____

8/31/19

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

Have you attached the following?

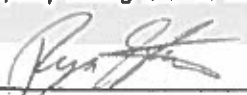
☒ **Application Fee.** Fees are cumulative. Go to www.townofjackson.com/200/Planning and select the relevant application type for the fees.

☒ **Notarized Letter of Authorization.** A notarized letter of consent from the landowner is required if the applicant is not the owner, or if an agent is applying on behalf of the landowner. Please see the Letter of Authorization template at www.townofjackson.com/DocumentCenter/View/102/Town-Fee-Schedule-PDF.

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

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

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



Signature of Property Owner or Authorized Applicant/Agent

Ryan Stanley

Name Printed

Aug 13, 2019

Date

Vice President

Title



SNOW KING
MOUNTAIN RESORT since 1939

August 13, 2019

Ryan Stanley
Vice President
Snow King Mountain Resort
Jackson, WY 83001

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

RE: Summary of 2019 Snow King Planned Resort District Master Plan Amendment

Dear Tyler,

An extensive list of conditions for approval were negotiated as part of the 2018 Snow King Resort District Master Plan Amendment process which occurred between October 2017 and January 2019. These conditions were brought up by planning staff, Planning Commission, and the Town Council. We have incorporated all of these conditions of approval into the proposed 2019 Master Plan Amendment with the exception of conditions related to temporary uses and events.

Follows is a brief summary of the proposed changes to the Snow King Planned Resort District Master Plan including changes made prior to the 2018 review, those conditions required in response to the 2018 review, and those changes that are new for the 2019 proposed amendment.

The following changes were made to the master plan prior to the 2018 review and remain in the 2019 amendment:

General Changes:

- Maps and associated text have been updated to reflect development that has occurred since the original Master Plan was created in 2000.
- Added employee housing complex, mountain sports training facility, and maintenance shop to proposed master plan map.
- Indicated platted condominium/housing lots 53, 57, and 58 on maps.
- Included a second sheet of ice and expansion of the existing Lodge Room to the maps for visual presentation recognizing that they fall outside the area governed by the master plan.
- Sub-areas were updated to be consistent with use within the sub area i.e. condo, hotel, recreation.
- 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.

2018 Changes by Chapter:

I. Statement of Purpose and Existing Conditions

- Updated references to importance of conference business.
- Updated reference to Pine Lodge (now One Town Hill Condominiums).



- Updated references to Sub-Area 7.
 - Updated maps to include satellite imagery of existing conditions and ownership changes since 2000.
 - Updated ski area map and added map of accepted USFS Master Plan for the ski area.
- IV. Master Site Plans
- Updated Proposed Master Plan Map & Sub-Area Maps.
- V. Land Use Plan
- Updated uses permitted within the recreation land use zone.
 - Added a paragraph on uses not governed by this Master Plan.
- VI. Design Guidelines
- Changes to section on roof materials and design.
 - Changes to reflect sub-area numbering changes on maps.
- VII. Dimensional Limitations
- Added specific considerations for sub-areas 3, 4, and 5 with respect to dimensional limitations.
 - Clarified FAR definition to reflect usage within the Master Plan.
 - Updated Sub-Area Maps.
- VIII. Housing Element
- Updated housing mitigation plan to change from a static mitigation rate to one that mirrors current Land Development Regulations.
 - Added reference to proposed employee housing complex on Vine St.
 - Updated housing requirements to be in-line with other ski resort housing requirements in Teton County.
- IX. Transportation Elements
- Added requirement for parking analysis associated with transportation demand monitoring requirement.
- XI. Phasing and the Snow King Resort Master Association
- Updated SKRMA requirements and role within the Resort District.
- XII. Community Services Element
- Added proposals for mountain sports training complex, support for a second sheet of ice, and Lodge Room enhancements.
 - Updated references to the community service elements that Snow King currently provides that were not noted on the prior master plan.
 - Added information on winter/summer uphill travel policies.
 - Updated trail system access support references.
 - Updated references to how Snow King directly supports and caters to community non-profits.



The following are changes that have been added to the proposed 2019 Master Plan amendment that were requested or required by the Town Council and Town Planning Staff as part of the 2019 Master Plan amendment review process:

1. **Chapter 2:** Revised to include compliance with the 2012 Comprehensive Plan and the interrelatedness of the 1994 and 2012 Comprehensive Plans.
2. **Chapter 3:** References to Land Development Regulations have been updated to reflect most recent LDRs.
3. **Chapter 4:** Sub-area maps have been updated to ensure buildings fall entirely within one sub-area and uses are more consistent within each sub-area.
4. **Chapter 4:** The existing condominium area (sub-area 7) was added back to the master plan and it has been indicated that all property owners within the sub-area will be encouraged to be a part of SKRMA.
5. **Chapter 5:** No changes have been proposed to the land use schedule. A zip-line is proposed for sketch plan approval as part of the master plan in sub-area 4.
6. **Chapter 5:** Changes have been made to indicate the importance of temporary uses and events within the resort district as well as indicating how these uses are consistent and permitted at other resort districts in the region.
7. **Chapter 5:** Day care/education has been added as an allowed basic use in all building envelopes.
8. **Chapter 5:** Example development chart has been updated to reflect new proposed sub-areas and associated uses.
9. **Chapter 6:** A requirement has been added that all buildings be reviewed for compliance with Master Plan Design Guidelines by the Town Design Review Committee.
10. **Chapter 7:** Language has been added that additional landscaping and screening could be added at time of development plan for lots 53, 57, & 58 and building designs have been updated to include architectural plans that were previously approved for construction by the Town of Jackson.
11. **Chapter 7:** A requirement for alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive has been added.
12. **Chapter 7:** A revised building plan for buildings on Vine St. has been provided with a maximum building height of 39 feet listed.
13. **Chapter 7:** The use table has been revised to allow for light industrial uses in sub-area #4 and #5.
14. **Chapter 7:** Language has been added that all development within the Master Plan shall meet LDR Hillside Development Requirements.
15. **Chapter 7:** Sub-area #5 has been revised to include an option for a second sheet of ice.
16. **Chapter 7:** A revised plan is presented for a gondola that does not land disturb the area commonly known as Phil Baux Park. The plan includes a gondola landing on leased land for the operation of the ski area to the South of the existing parking lot with design considerations



for circulation, building placement, and street level elevation as suggested upon review.

17. **Chapter 8:** Statement that all future development shall be subject to TOJ Housing requirements in the LDRs has been added.
18. **Chapter 8:** Language regarding banking credits for housing units has been removed from chapter 8.
19. **Chapter 9:** TDM requirements have been revised to include free or reduced level bus passes to all employees, free or reduced level bus/bike passes to guests, off-site parking for employees, the promotion of alternative modes of transportation including START bikes, and the promotion of transit usage in marketing and website promotional material. TDM requirement has been updated to include a minimum of 5 TDM strategies at all times.
20. **Chapter 9:** The most current TDM report has been included with the Master Plan.
21. **Chapter 9:** The gravel lot in sub-area must be paved in conjunction with development of a gondola as a temporary measure prior to development of the sub-area 2 parcel. This lot will be designated for tour bus parking with appropriate signage to direct guests to amenities within the resort.
22. **Chapter 9:** Master plan is revised to state that resort district will participate in TDM programs with surrounding property owners and users in the future.
23. **Chapter 9:** Master plan is revised to require the provision of parking counts for all surface parking lots over 10 spaces as part of TDM requirements.
24. **Chapter 10:** A paragraph pertaining to the existing engineering plans has been added to address topics raised by the Town Engineer.
25. **Chapter 11:** A collection of phasing and specific entity requirements has been added to this chapter as discussed by Town Council. These include the following additions:
 - a. Statement that SKRMA bylaws have been provided to the Town of Jackson outlining membership and participation requirements.
 - b. A 1% funding fee requirement has been adopted by SKRMA and the agreement will be provided to the TOJ.
 - c. Requirement has been added that if private shuttle services stops then SKRMA will have to contribute to START.
 - d. Requirement that Snow King Mountain will maintain 49 hours of operation a week during the winter and maintain access to current user groups has been added.
 - e. Requirement that SKRMA provide an annual report to the TOJ has been added.
 - f. Requirement for TDM plan compliance remains in effect.



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The following are new changes made as part of the 2019 Master Plan Amendment Submission:

1. Sub-area 1 has been updated to reduce the number of additional wings proposed on the Snow King Hotel from five to two and it is proposed that the use change from hotel rooms to condominiums.
2. The Snow King Loop Road is proposed to be moved in order to accommodate additional employee housing buildings on Vine St.
3. Additional buildings are proposed on Vine St to meet the higher mitigation rates of the Town of Jackson updated employee housing requirements.
4. An optional change in use for the conference center in sub-area 2 is proposed so that it could be considered for indoor recreation or conference space at the time of development plan.
5. A zip-line is proposed to land in sub-area 4 in place of sub-area 5 and sketch plan level drawings are included for the zip-line.
6. Additional detail has been provided for buildings on lots 53, 57, and 58 including architectural plans for buildings on lots 53 and 57. These architectural plans were previously approved for construction by the Town of Jackson.
7. A site plan for a gondola landing to the south of the parking lot in Phil Baux park on land currently leased for ski area operations has been included for sketch plan approval.

Sincerely,

Ryan Stanley



SNOW KING
MOUNTAIN RESORT since 1939

August 13, 2019

Ryan Stanley
Vice President
Snow King Mountain Resort
Jackson, WY 83001

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

RE: Findings for Approval

Dear Tyler,

Follows are the findings of approval for applicable sections of the Teton County Land Development Regulations required for submittal of an amendment to the Snow King Planned Resort District Master Plan.

8.7.3 Findings for Approval:

1. The extent to which the PUD enhances the implementation of the desired future character for the land of the proposal beyond what could be achieved by base zoning:
 - This amendment helps implement key components of the Comprehensive Plan. One of the Comp Plans Goals is to focus commercial activity in the Downtown core around the Town Square and at Snow King. This amendment will ensure commercial development occurs in this desired location. Additionally, this amendment memorializes more stringent workforce housing mitigation requirements that will ensure that more workforce housing is built. This will help achieve the community and comprehensive plan goal of housing 65% of our workforce locally.
2. The findings for the applicable PUD option found in Article 4. - 4.3.1.D defines the findings for approval as
 1. Consistency with the Comprehensive Plan - See above
 2. Consistency with the purpose and intent of 4.3.1.A
 - o Encourage recreational Activities - This Master Plan Amendment includes Gondolas, trails, Expansion of Park use, and a mountain training facility.
 - o Provide flexibility for planning and developing recreational resort facilities - This Master Plan Amendment allows flexibility and creativity that is reflective of an extraordinary public process that allowed us to meld community wishes into the proposal. It allows us to serve visitor and local's experiences.
 - o Create a collaborative process between landowners and local government - This process has set a standard for collaboration to date, and the Amendment ensures that collaboration will continue as future applications for construction will require further public input.
 - o Permit resort development that expands winter and shoulder economic seasons - Our amendment is directly aimed at all seasons, but the gondola (centerpiece of the amendment) will ensure the ski area's viability to transport skier's for generations to come and will impact winter economic conditions for the town.
 - o Ensure that resort plans incorporate a mix of land uses - Mountain Biking, hiking trails, climbing, mountain training, and skiing are all included. Additionally, sidewalks and pedestrian friendly components are built in to the plan already. The amendment adds seasonal workforce



SNOW KING
MOUNTAIN RESORT since 1939

housing on site to alleviate traffic from employees not needing to commute to work. Finally, the amendment calls out a pilot shuttle to cut down on traffic

- o Ensure resort plans are consistent with the comp plan. - See above
- o Enable long range planning for infrastructure and predictability - This amendment sets out maximum size of potential development, and gives ability for investing for long range infrastructure development with items like the proposed gondola and workforce housing.
- o Ensure a balance between tourism and community - This amendment has strong tourism and community based proposals. The mountain Training facility came from local input. The gondola will serve tourists and local kids and parents learning to ski, racing or recreating. Trails will be used by both locals and visitors, with a lean towards locals traffic.
- o Produce resort plans that make significant contributions towards protecting attributes of the community - This amendment will ensure the viability of the state's oldest ski area, and ensure that Jackson has a function ski are in town for generations to come. This will be the recreation hub for the community.

3. Affordable and Employee Housing - This plan will move us to the current LDR's and adds seasonal workforce housing that is beyond the requirements.

3. NA

4. 8.7.1 findings lay out

1. Is consistent with LDR's - This amendment is consistent with the LDR's
2. Improves consistency with LDR's - This amendment moves us to current LDR standards in the way we describe building massing and workforce housing mitigation.
3. Provides flexibility for landowners in character - This amendment allows flexibility for landowners to develop amenities and assets that facilitate recreation and further the comp plan.
4. Is necessary to address changing conditions, public necessity - An aging summit lift and old workforce housing mitigation standards are among many other factors that necessitate this amendment.
5. Improves Implementation of the comp Plan - See above
6. Is consistent with Town Ordinances - This amendment is consistent with Town Ordinances.

5. NA

Sincerely,

Ryan Stanley

August 14, 2019

SKRMA
ATTN: Ryan Stanley, General Manager Snow King Mountain Resort
PO Box 3520
Jackson, WY 83001

Re: 2019 Masterplan Update Utility Review

Dear Ryan:

It is my pleasure to have the opportunity to review the 2019 Snow King Resort Masterplan Update in regards to the utility needs associated with the proposed Resort Masterplan modifications from the Town Approved 2000 Masterplan. The utility review Nelson Engineering conducted looked specifically at the water supply, sanitary sewerage, and storm sewer infrastructure needs as well as electrical power and communications. Please note that at your request, this utility review is limited to a comparison of the Updated Masterplan to the 2000 Masterplan to determine if any significant changes to the utility masterplan are required or recommended. The review, therefore, reviews the utilities in a qualitative rather than a quantitative design specific manner and also does not include a conceptual design of utility infrastructure.

Summary

In summary, our study of the 2000 and 2019 masterplans concluded that the proposed changes to the masterplan development will not significantly affect the 2000 utility masterplan in regards to impacts to Town infrastructure. This conclusion was drawn because the development proposed in the 2019 masterplan is similar to the types of development and number of square feet previously analyzed and approved and is essentially reorganized to occur in slightly different locations or configurations and therefore, will have a very similar impact on infrastructure as the 2000 Masterplan. In the 2000 Masterplan it was identified that the only impact to Town utilities was the need for an upgrade from 8-inch diameter to 10-inch diameter to the sanitary sewer which parallels West Karns Avenue located between Mateosky Park and Flat Creek Drive. If this line was upgraded by the Town since that time then the sewer capacity of the Town collection system is considered adequate to serve the 2019 Snow King Masterplan Improvements. However, if this segment, or a portion of this segment, of sewer remains 8-inch diameter, it will need to be upgraded prior to the flow in the line reaching 80% of the 593 gpm full-flow capacity. In summary, this review concludes that the Town water and sewer and stormwater systems are currently adequate and should remain so to support the proposed development within the 2019 Masterplan with the exception of the sewer segment discussed which will require an upgrade to a 10-inch collector if verification confirms it is 8-inches in diameter.

Water Supply

In regards to water supply, the 2000 Masterplan concluded that the Town of Jackson water system has sufficient water supply and storage to meet the maximum day demand of 548 gpm and the peak fire flow and domestic demand of 2300 gpm. This 2000 conclusion was drawn by calculating the {then} current demands at Snow King and the demands of the development proposed in the masterplan, and by running these demands in an analysis of the Town of Jackson water system. Development proposed in the 2019 Masterplan is not expected to significantly increase the demands that the 2000 Masterplan development would have put on the Town System and therefore it is reasonable to conclude that the Town System can still provide sufficient supply and storage to meet the 2019 Masterplan water supply needs. This conclusion is further supported with the understanding that the Town of Jackson replaced an 800,000 gal storage tank in east Jackson with a 1.2M gallon tank a number of years ago.

Specific extensions to the Town systems to serve the 2019 Masterplan development will be privately owned water mains and services and will be designed as the development phases occur in the future.

Sanitary Sewer

In regards to sanitary sewer collection, the 2000 Masterplan concluded that the Town of Jackson systems were deficient only within the segment of the collection system which parallels West Karns Avenue located between Mateosky Park and Flat Creek Drive. It should be verified if this section of sewer main was already increased to a 10-inch diameter sewer by the Town of Jackson. If any portion of this main remains 8-inch in size, then it should be upsized to 10-inch at the point when the flows in the 8-inch pipeline reach 80% of the 593 gpm full-flow capacity. It is recommended that the size of pipe within this reach be verified and if any segments are 8-inch diameter, then the flow in this pipeline segment should be measured to ascertain the current peak hour flow rate and projections made as to when the line will need to be increased in size. Specific extensions to the Town sewer collection system to serve the 2019 Masterplan development will be privately owned sewer mains and services and will be designed as the development phases occur in the future.

Stormwater

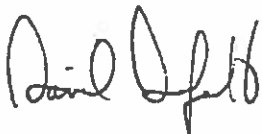
Stormwater controls in the 2019 Masterplan remain the same as the 2000 Masterplan. Essentially, it is understood that no development proposed shall cause landowners, water courses, or conduits to receive stormwater runoff from the proposed development at a higher peak flowrate than would result from the same 10 to 100-year storm event occurring over the site if the land was in its undeveloped condition. Therefore, on-site infiltration and detention, collection and transport systems with controlled release rates will still be required to be designed and implemented during development of any of the proposed 2019 Masterplan improvements. Due to controlled release rates and on-site detention and infiltration, there will be no impacts to the town of Jackson's stormwater infrastructure due to the development proposed in the 2019 Masterplan. 1 to 10-year stormwater runoff events from roads and parking lots will pass through treatment facilities to remove and trap settleable solids and floating petroleum products from the stormwater without resuspension of the contaminants by runoff from subsequent storm events. Stormwater runoff generated by 10 to 100-year storm events will bypass the treatment facilities and proceed directly to Town of Jackson collection facilities, but shall not discharge at a rate greater than the pre-development rate for the corresponding 10 to 100-year events.

Other Utilities

The Snow King Resort is currently supplied with sufficient capacity of electrical, natural gas, telephone and communications lines. If development exceeds these systems capacities, the Resort will work directly with the utility provider(s) to expand the facilities as needed for the Resort.

Please let me know if you have any questions.

Sincerely,



Dave Dufault, PE
Senior Project Manager

RELEASED	
INDEXED	
ABSTRACTED	
SCANNED	

WARRANTY DEED

Snow King Holdings, LLC, a Wyoming limited liability company, GRANTOR, of Teton County, State of Wyoming, for and in consideration of TEN DOLLARS (\$10.00) and other good and valuable consideration, in hand paid, receipt of which is hereby acknowledged, CONVEYS AND WARRANTS to Snow King Mountain Resort, LLC, a Wyoming limited liability company, GRANTEE, whose mailing address is P.O. Box 1846, Jackson, Wyoming, 83001, the following described real estate, situated in the County of Teton, State of Wyoming, hereby waiving and releasing all rights under and by virtue of the homestead exemption laws of the State of Wyoming, to-wit:

See Exhibit "A" attached hereto and by this reference made a part hereof.

State Parcel ID No.: 22-41-16-34-3-00-003

Together with and including all oil, gas, and other minerals and mineral rights appurtenant thereto and owned by Grantor, if any, and all improvements and all other appurtenances and hereditaments thereunto belonging; subject to general taxes for the year of closing, local improvement districts, guaranteed revenues to utility companies, building and zoning regulations, city, county and state subdivision and zoning laws, easements, restrictive covenants, and reservations of record.

WITNESS our hands this 27 day of NOVEMBER, 2017.

GRANTOR: SNOW KING HOLDINGS LLC
GRANTEE: SNOW KING MOUNTAIN RESORT LLC
Doc 0940086 Filed At 14:53 ON 11/28/17
Sherry L. Daigle Teton County Clerk fees: 18.00
By Mary D Antrobus Deputy

Snow King Holdings LLC, a
Wyoming limited liability company

By: Max C. Chapman, Jr.
Max C. Chapman, Jr.
Manager

STATE OF WYOMING)
) ss
COUNTY OF TETON)

The foregoing instrument was acknowledged before me by Max C. Chapman Jr., who is personally known to me or has established his identity and authority to me by reasonable proof, as Manager of Snow King Holdings, LLC, a Wyoming limited liability company, this 27 day of November, 2017.

Witness my hand and official seal.



[Signature]
Notary Public

February 13, 2021

EXHIBIT A
LEGAL DESCRIPTION
FOR
TRACT B, EXCEPTING
PINE LODGE ADDITION

A Parcel of land located in the NW1/4 SW1/4, Section 34, Township 41 North, Range 116 West, 6th PM, Town of Jackson, Teton County, Wyoming, said Parcel of Land being all of Tract B of that Map to Accompany Lot Division Application recorded as Map T-718 in the Office of the Clerk of Teton County, EXCEPTING THEREFROM the Pine Lodge Addition to the Town of Jackson, recorded as Plat No. 1257 in the Office of the Clerk of Teton County, said Parcel being more particularly described as follows:

Beginning at a Point on the northerly boundary line of said Tract B, Record Map T-718, said Point of Beginning also being the northeast corner of Lot 1, of said Pine Lodge Addition, Plat 1257 and being N89°54'18"E, 145.07 feet, from the NE Corner common to Sections 33 and 34 of said Township 41 North, Range 116 West;

Thence along the northerly boundary of said Tract B, N89°54'18"E, 409.06 feet, to the northwest corner of Tract A of said Record Map T-718;

Thence along the westerly boundary of said Tract A as follows:

S0°45'37"W, 37.21 feet;
Thence S89°08'12"E, 35.13 feet;
Thence S1°36'36"W, 26.18 feet;
Thence S89°01'27"E, 16.06 feet;
Thence S0°46'07"W, 90.01 feet;
Thence N88°57'07"W, 14.01 feet;
Thence S0°58'04"W, 120.04 feet, to the southwest corner of said Tract A;

Thence along the southerly boundary of said Tract A, S89°02'41"E, 206.99 feet, to the southeast corner of said Tract A;

Thence along the easterly boundary of said Tract B, S0°18'16"E, 147.86 feet, to the southeast corner of said Tract B;

Thence along the southerly boundary of said Tract B, N89°50'34"E, 682.90 feet, to the southeast corner of Lot 2 of said Pine Lodge Addition, Plat No. 1257;

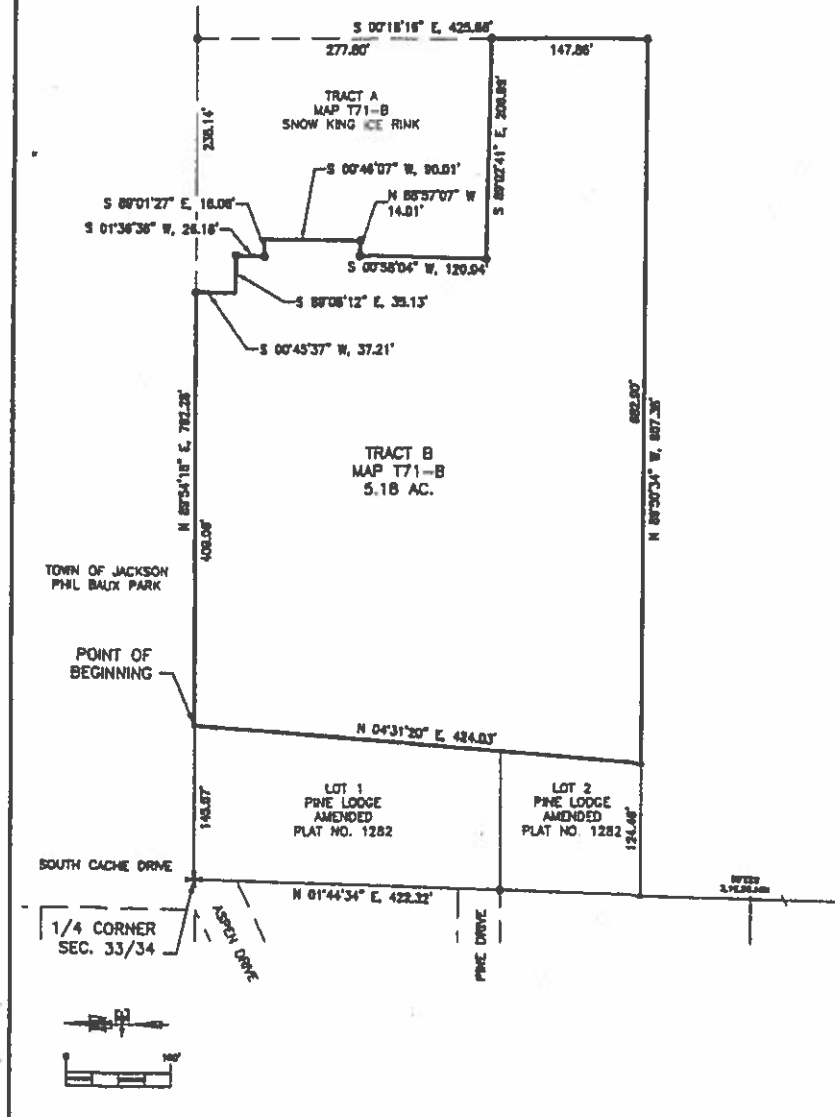
Thence along the easterly boundary of said Pine Lodge Addition, N4°31'20"E, 424.03 feet, more or less, to the Point of Beginning.

As shown on Exhibit B, attached hereto and by this reference made a part hereof.

Said parcel contains 5.18 acres, more or less, and is subject to any easements, rights-of-way, reservations or restrictions of right and/or of record.

Michael Quinn
Wyoming PLS 4270
Nelson Engineering
Project 17-126-01

EXHIBIT B



DRAWING NO 1	DRAWING TITLE EXHIBIT B	NELSON ENGINEERING P.O. BOX 1999, JACKSON WYOMING (307) 733-8087	DATE 11/11/2017	BY JEN
JOB NO 17-845-01			CHECKED JEN	DATE 11/11/2017

Snow King
Planned Resort District
Master Plan

SNOW KING RESORT MASTER DEVELOPMENT PLAN

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AFFIDAVIT AFFECTING TITLE

Re: Snow King Planned Resort District Master Plan

COMES NOW JEANNE JACKSON, MAYOR OF THE TOWN OF JACKSON, WHO,
BEING SWORN ON HER OATH, DEPOSES AND SAYS:

That the Town of Jackson Town Council on December 18, 2000 did approve the Snow King Planned Resort District Master Plan and Conditions, attached. The Snow King Master Plan includes background information and explanations and is intended to specifically govern development at Snow King Resort.

Further your Affiant sayeth naught.

Jeanne Jackson

STATE OF Wyoming
COUNTY OF Teton

The foregoing Affidavit Affecting Title was subscribed, sworn to
acknowledged before me by JEANNE JACKSON
this 16th day of July, 2001

WITNESS my hand and official seal.



Cynthia A. Nicholson
Notary Public

My commission expires: 2/2002

RELEASED	
INDEXED	
ABSTRACTED	
SCANNED	

Grantor: TOWN OF JACKSON
Grantee: THE PUBLIC
Doc 0547519 bk 429 pg 1-211 Filed at 07:55 on 07/19/01
Sherry L Daigle, Teton County Clerk fees: 444.50
By KIMBERLEE JANSEN Deputy

INTRODUCTION

Background

In August of 2018, the Town of Jackson and Teton County adopted specific regulations to allow for the review and approval of Planned Resort districts within each jurisdiction. The regulations, included as Division 4.3 of the Town's Land Development Regulations (LDRs), outline the Purpose and Intent, Applicability, Procedure, Standing, Amendments, Expiration, Extension and Reconsideration, Standards Applying to all Planned Resorts, and Findings of Approval applicable in the Planned Resort District. In the Town of Jackson, the only Planned Resort District is the Snow King Ski and Summer Resort. Division 4.3.2 of the Town's LDRs specifically pertains to the review of the Snow King Ski and Summer Resort located within the Town of Jackson. Thus, this Snow King Resort Master Plan has been reviewed and approved according to the procedures outlined in Division 4.3 and is not be subject to the other requirements of the Town's LDRs.

This Snow King Resort Master Plan has gone through a series of Joint Town and County Planning and Zoning Commission, Town Council and Board of County Commissioners meetings and workshops prior to the submission and approval of this final document. The original approval of the Snow King Resort Master Plan took place on December 18, 2000.

Since the approval of the Snow King Resort Master Plan, the Town of Jackson and Teton County LDRs have been updated. Division 4.3.2 of the current (2018) LDRs provide clarity in regards to what square footage is included when calculating the total allowable square footage allowed in the Snow King Master Plan.

The review process of this Snow King Resort Master Plan included a thorough review of each Chapter of the plan by the Town and County Planning and Zoning Commissions. Subsequent to the comments and suggestions raised by the Commissions, the document was revised to address the identified issues. Staff made all the required findings for approval and recommended approval with conditions that have been incorporated into this final document.

At the December 13, 2000 Joint Town and County Planning and Zoning Commission meeting both Commissions forwarded a positive recommendation to Town Council on the proposed Master Plan. At their December 18, 2000 meeting, the Town Council unanimously approved this Master Plan. All the conditions for Approval that were part of the motion have been incorporated into this final document.

This Master Plan applies to all properties located within the Snow King Planned Resort District. This approved Master Plan acts as a Sketch Plan as per Division 8.3 Physical Development Permits of the Town's LDRs. Prior to commencement of construction or operation of a new land use within the Planned Resort District; each individual application will be required to obtain a development permit, grading permit and/or Building Permit from the Town per the regulations set forth in Division 8.3 of the LDRs for Physical Development Permits.

This Snow King Resort Master Plan addresses all the specific submittal components outlined in Section 4.3.1.D of the LDRs, which includes the following:

1. Statement of Purpose
2. Master Site Plan
3. Dimensional Limitation Plan
4. Design Guidelines
5. Transportation Demand Management Plan
6. Housing Mitigation Plan
7. Capital Improvements Plan
8. Land Use Plan
9. Phasing Plan

Chapter 1: Statement of Purpose and Existing Conditions

The LDRs state that the intent of this Chapter is to describe the rationale for the proposed resort expansion and describe the design theme for the resort. In addition, the Chapter should also describe how the resort master plan fulfills the intent of this Division 4.3, as specified in Section 4.3.1.A, Purpose and Intent.

This document clearly articulates the overall intent of the resort master plan and the rationale for the expansion of the resort in statements such as the following:

"A primary purpose of this Master Plan is to create a vibrant mixed-use resort complex including a multi-faceted conference/convention center and community facility for Jackson, a facility that contributes to the economy of downtown and also serves as a permeable border between the town and the mountain."

"As a community partner Snow King offers the community, through this Master Plan, limits of development predictability, preserved open space, access to forest lands, and many other positive attributes discussed in this document."

The purpose and intent as described in Division 4.3.1.A is further defined and clarified by this plan on pages I.A.5 and 6 with an additional twenty-four bullet points describing the purpose and intent to be achieved by the Master Plan in terms of the built environment, impacts on the community and the role the resort will play in the greater Jackson Hole area.

The second purpose of this chapter is to provide a background for the master plan by describing the existing conditions, extent of the master plan, and land ownership within the subject area. This purpose has been additionally addressed through the inclusion of both written and visual descriptions of the subject property and explanation of both existing and planned resort development. This section also clarifies how the existing development already in place within the Planned Resort District is dealt with after this Master Plan was adopted.

Chapter 2: Consistent with the Comprehensive Plan

The purpose of this chapter is to ensure that the resort master plan is consistent with the goals and objectives of the Jackson/Teton County Comprehensive Plan. This document provides a clear documentation as to how the proposed plan meets the goals and objectives of the Comprehensive

Plan. Staff concurred with this document's statement that a balance between what the resort brings to the community in terms of jobs, tax revenue, meeting space and recreational opportunities must be balanced with the associated impacts of these benefits on public infrastructure (roads, sewer and water systems, transit, etc.), and demand for employee housing. It is important to recognize that the Comprehensive Plan anticipated the growth and expansion of all resort areas in Teton County while at the same time maintaining the community character of Jackson Hole as shown in the following statements from the 2012 Comprehensive Plan:

“Nonresidential development not associated with agriculture should be clustered in Complete Neighborhoods and Planned Resorts where nonresidential character already exists.”

“In the future, the (Snow King Resort) 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 build 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 area along Snow King Avenue to attract residents and visitors to the many amenities and recreational opportunities found there.”

Staff found that the proposed plan is consistent with the Comprehensive Plan by providing a well-designed and thought out plan that will be a benefit to local residents and visitors while at the same time addressing the associated impacts of the proposed expansion on the local community.

Chapter 3: Compliance with the Land Development Regulations

The LDRs in Division 4.3 Planned Resort District state that an applicant for a Planned Resort master plan may propose, and the Town Council may approve, alternative standards for development that are consistent with the purpose and intent of Division 4.3. In addition, Division 4.3 states that it is fully consistent with the Division that Planned Resorts may have dimensional, design, and other development standards different from those described in other sections of these LDRs due to the unique circumstances of, and community objective for, resort development. Staff determined that this master plan meets the requirements for a sufficient application per Division 4.3 LDRs and is thus in compliance with the LDRs. Furthermore, as described in Chapter 1: Statement of Purpose and further described in this chapter the proposed master plan is consistent with Section 4.3.1.A which defines a Planned Resort District. Finally, the chapter addresses the required findings as per Section 4.3.1.D LDRs.

Chapter 4: Master Site Plans

The master site plans depicted in this Chapter clearly illustrate the proposed development and the site characteristics. This Chapter stresses that the backbone of the master plan is the pedestrian circulation routes that run through the resort connecting the various outdoor and indoor facilities and activities. These routes are clearly shown by the Snow King Resort Circulation, Pathways and Sidewalks Map and the Snow King Resort Vicinity Trail Network Map included in this Chapter. The summer/winter master site plan clearly illustrates the location of development, vehicular and pedestrian circulation and interaction between the built and natural environment making up the resort. The inclusion of a sub-area plan shows the resort in more focused and centralized areas for more detailed discussion throughout the remainder of the master plan.

Chapter 5: Land Use Plan

The intent of the land use plan is twofold. First, to identify the allowable land uses within a proposed Planned Resort. Second, to describe the amount and type of development that is to be expected as a result of the proposed master plan.

The land use designations are consistent with both the master plan's design theme and the character objectives for the resort, as specified in Chapter VI Design Guide lines of this master plan.

Various conditions for approval have been incorporated into the body of this Chapter.

This Chapter also includes a chart depicting the amount and type of development proposed in the master plan in an Example Development Chart. This proposed development example is only to be used as an example of what may be developed on site. The example development scenario is necessary in order to determine the possible impacts and required facilities and services as a result of the proposal. The proposed development example is consistent with the need for resort expansion as well as with the primary purpose of the master plan to: *"create a vibrant mixed-use resort complex including a multi-faceted conference/convention center and community facility for Jackson, a facility that contributes to the economy of downtown and also serves as a permeable border between the town and the mountain."*

Chapter 6: Design Guidelines

The intent of this Chapter is to provide design guidelines to establish standards for buildings, spaces signs and lighting within the resort district along with a mechanism for the implementation. The LDRs state that the design theme of the resort shall be defined by the applicant and be consistent with the standards of Division 4.3.

Division 4.3.1.D.4 establishes seven individual criteria upon which the proposed Design Standards are to be evaluated.

The first criteria described as General in the LDRs establishes whether the proposed Guidelines will create a sense of place. The master site plan satisfies this requirement with three defined primary outdoor spaces. Each one of these locations (Entry Court, Pedestrian Plaza, Pool Courtyard) is designed for a specific function, provide connectivity between the various elements of the resort and take advantage of the natural features found in the area.

The second criteria: Architecture, is satisfied by the proposed Guidelines including sections on Building Form, Massing and Character, Roofs, Exterior Materials, Windows, Commercial Frontage, Entryway, Decks and Balconies, color and Sub-Area 2 Specific Guidelines. The description and criteria provided in these sections will provide base standards upon which individual Final Development Plans can be evaluated for consistency with the master plan.

The third criteria: Bulk and Scale, has been addressed in the Building Form, Massing and Character section of this Chapter. In addition, the Chapter VII Dimensional Limitations graphically shows the three-dimensional building envelope dimensions, Circulation Overlay Zone and Building Envelope Sections designed to control the bulk and scale of the proposed development.

The fourth and fifth criteria: signage and lighting, although addressed in the master plan, shall be further researched and approved as separate sections prior to the submission of the first Final Development Plan for the resort.

The sixth criteria: Site Planning, has been adequately addressed in the master plan in various chapters including Chapter II Master Site Plans, Chapter VI Design Guidelines, Chapter VII Dimensional Limitations Plan and Chapter IX Transportation Elements.

The seventh criteria: Character element, as per Section 4.3.2- Section 4.3.7, has been incorporated successfully into the proposed Design Guidelines. The resort will have a definable architectural character and site design that meets the standards identified in Section 4.3.2-Section 4.3.7 of the LDRs for the Snow King Resort.

Chapter 7: Dimensional Limitation Plan

The intent of the proposed Dimensional Limitation Plan is to specify dimensional limitations necessary to achieve the design theme identified for the master plan. The plan includes floor areas and floor area ratios, densities, landscape ratios, height, setbacks, building envelopes, etcetera, or other lines delineating areas on which restrictions of development are to be imposed and areas in square feet for each lot or building. Any dimensional limitations unspecified by the Planned Resort master plan shall follow the design theme identified in the resort Master plan.

This Master plan accomplishes this through a method of three-dimensional building envelopes presented primarily in graphic format. The proposed three-dimensional building envelopes provides the ability to review proposed Final Development Plans against the proposed envelopes for consistency with the master plan. The building envelopes provide both height and setback requirements for the plan. In addition, standards for setbacks, open space, landscape surface area, landscape surface ratio, building floor area, lodging capacity and floor area ratio are also included as part of the master plan. The various dimensional limitation standards provided in this Chapter ensure that the proposed resort character is maintained.

Chapter 8: Housing Element

The intent of the housing element is to ensure a supply of affordable and employee housing that is commensurate to the demand for housing created by development within the Planned Resort.

The Housing Element adequately addresses the estimated demand and proposed location of employee housing required as a result of the proposed master plan.

Chapter 9: Transportation Element

The intent of the proposed transportation element is to ensure that the resort development does not produce an amount of vehicular traffic that undermines the community's character, and endangers the public health, safety and welfare (i.e. noise, air quality and traffic impacts). The Snow King Planned Resort master plan provides an optimum mix of automobile, transit and pathway facilities within the resort, encourage coordination of all resort transportation facilities with the County-wide transportation system, promote design and management which encourages shifts from single - occupancy vehicle trips to multi-occupancy trips, or other transportation modes, and provide equitable cost sharing for facilities and services.

The Traffic impact analysis adequately addresses the requirements described in Section 4.3.1.F.8 of the LDRs. The proposed plan demonstrates how the travel behavior of resort visitors and employees will be managed to minimize the number of vehicle trips on the roadway network resulting from the resort development. Thirteen strategies are proposed that may be used to influence mode choice and reduce automobile trips as required by the plan.

The proposed shared parking analysis in combination with the proposed onsite parking will more than adequately meet the anticipated supply and demand for parking at the resort based on the example development plan. In addition, the proposed Entry Plaza planned as the vehicular hub for the resort will adequately handle the volume and wide range of vehicle types that will be utilizing the facility.

Chapter 10: Capital Improvement Plan

The intent of the capital improvements element is to ensure that infrastructure and essential services will be provided in an efficient and timely manner to accommodate projected resort demands. The capital improvements element identifies service providers, analyzes impacts and proposes a capital improvements plan for facilities and services needed by the resort.

This Masterplan accurately identified and acknowledged the necessary service providers required for the development of the proposed master plan. The impact analysis adequately meets the requirements outlined in Section 4.3.1.F.9.

The provided capital improvements program is consistent with the required impact analysis and clearly specifies how the deficiencies in infrastructure will be remedied or mitigated, including descriptions of the infrastructure improvements, the responsibility and sources of funding for the improvements, and the timing for completion of improvements. Concept plans for required improvements are also provided.

Chapter 11: Phasing and the Snow King Resort Master Association

The intent of the phasing element is to ensure that development within the resort occurs in a logical sequence, including amenities and necessary public service expansions. The resort is required to not only provide the necessary improvements and services as a result of the resort expansion, they are also responsible for the monitoring and long-term maintenance and replacement of all facilities, both on and off site.

The proposal to have all responsibilities for the phasing plan and implementation of the master plan be controlled by the Snow King Master Association (SKRMA) meets this requirement. This Association will be able to implement, control and monitor the required improvements and services required as part of this master plan. Detailed descriptions of the duties of this Association are described in this chapter.

Chapter 12: Community Services Element

The Snow King Resort has long played an important role in the community, providing facilities and recreational opportunities to both out of town visitors and the local community. Snow King is utilized as the primary conference/meeting room facility in the Town of Jackson. The Snow King

area provides an abundant array of recreational opportunities both summer and winter from hiking, mountain biking, and the alpine slide ride to skiing, tubing and ice skating.

Conditions of Approval

When the Jackson Town Council approved this Master Plan certain conditions were incorporated into the approval. Most of them are incorporated into the body of the various Chapters of this Master Plan. Other conditions that were part of the approval are:

- All Final Development Plans shall include a detailed Landscape Plan for the review and approval by the Town.
- A detailed signage program for the entire resort will be prepared by the resort and reviewed and approved by the Planning Director prior to the first Final Development Plan application.
- A detailed exterior lighting program for the resort will be prepared by the applicant and reviewed and approved by the Planning Director prior to the first Final Development Plan application.
- The applicant shall provide an employee housing requirement for Indoor/Outdoor Recreational Facilities to be and reviewed and approved by the Planning Director prior to the first Final Development Plan Application.
- The applicant shall be required to implement a minimum of two and a maximum of all thirteen proposed Transportation Demand Management strategies in order to meet the goals as described in the Transportation Element of this Master Plan.
- The applicant shall be required to implement the Travel Demand Management Monitoring System as described in the Transportation Element of this MasterPlan.
- The applicant shall be required to update the proposed shared parking analysis provided as part of the Transportation Element upon substantial completion of this Master Plan to ensure that the Example Development scenario used to develop the original analysis is working.
- The Capital Improvements Plan and other Chapters of this Master Plan include conditions of approval that were part of the approval of this Master Plan.
- The horizontal and vertical Building envelopes fronting Snow King Avenue have been revised in this final version of this Master Plan to comply with condition #28 of the Master Plan approval concerning the human scale aspect of Sub-Area 2 adjacent to the public thoroughfare.
- This Final Version of this Master Plan incorporates all the conditions that were part of the Town Council's approval and is the complete Final Version of the Snow King Master Development Plan as approved by the Jackson Town Council on December 18, 2000.

I. STATEMENT OF PURPOSE

Snow King has been a community resource and a community partner for over 60 years. This Master Plan presents a well-balanced next-generation vision of this partnership.

As stated in Section 4.3.1.A, the purpose of the Planned Resort Zone is to provide for a mix of recreational, retail, and service-oriented activities which have a high degree of self-containment and provides economic and other benefits to the community. The planned Resort Zone is intended to guide the creation or continuation of a planned development configured around a major recreational activity.

Although sometimes repetitive, this Master Plan is consistent with the Comprehensive Plan, complies with the Land Development Regulations and adheres to all the procedures and standards of Division 4.3 of the Land Development Regulations. The Goals, Objectives and Criteria listed in this Statement of Purpose are the guiding principles of this Master Plan.

Prologue

From a bird's eye view, the Town of Jackson is nestled into a narrow space between the Elk Refuge and the mountains, built at the fork of Cache Creek and Flat Creek and extending along the creeks at the foot of the mountains. The Town Square is at the center of this unique topography. The quality that makes the Town of Jackson attractive is the way in which it fits into this topography so that human habitation is seen as a natural part of the much larger landscape.

Snow King Resort, now and when developed as proposed in this Master Plan, aims to be an extension of this defining quality of the town of Jackson. As the border between the town and the mountains, Snow King "fits into the country" and it completes and compliments the downtown core.

As a blend between a visitor-serving resort and a community-serving facility, Snow King is a place where local residents and visitors share space comfortably. This proposed development is consistent with the traditional style of Jackson Hole hospitality: Snow King Resort invites visitors to join right in, relax and take part in the life of a unique community.

A primary purpose of this Master Plan is to create a vibrant mixed-use resort complex including a multi-faceted conference/convention center and community facility for Jackson, a facility that contributes to the economy of downtown and also serves as a permeable border between the town and the mountain.

Access to public lands (US Forest Service) from town through our private land in a seamless transition has always been a priority at Snow King. In fact, so unnoticeable is this transition that most people do not realize that they are entering private property. This tradition is intended to continue.

Among the stated purposes and intent of the resort district, as stated in the Land Development Regulations and the Comprehensive Plan, is to provide recreational opportunities that rely on indigenous natural attributes of the area. These opportunities are provided to both the community and the visitor through the development of Snow King's resort facilities. Snow King has provided the Town of Jackson, and the community at large, with in-town recreational facilities since 1939.

The ski area provides a venue for the junior ski racing programs, adult ski racing as well as recreational skiing and snowboarding, both day and night. During the summer the area provides a trail system, which has become a staple hiking, running, biking and riding area for residents and visitors alike. In turn other resort facilities and on mountain activities provide the financial and operational platform, which support and provide the ability to maintain and expand these recreational opportunities to both valley residents and visitors.

This Snow King Planned Resort Master Development Plan establishes the development standards and serves as a guide to all future development within the Snow King Planned Resort District. This Planned Development document represents a carefully balanced and well thought out development plans for the properties, it is organized in a clear manner responding to each Section of Division 4.3.1 of the Land Development Regulations and is intended to expand on prior foundations through a collaborative plan, design and approval process between Snow King, the Town of Jackson and Teton County. This foundation is defined in the Land Development Regulations and is consistent with prior approvals dating back to 1972 and with prior presentations approved under the Complete Neighborhood provisions of the old Town of Jackson Development Guidelines.

Since the first chair lift was built in 1939, Snow King has been a community resource and a community partner. When the hotel opened in 1976, Snow King Resort opened its doors to a great variety of community meetings and events. Snow King has pioneered innovative relationships with the U.S. Forest Service, with the Town of Jackson and with many community organizations such as the Teton County Parks and Recreation Department, the Jackson Hole Ski Club, the Jaycees and many other community organizations. Virtually every non-profit organization in Teton County uses Snow King facilities to bring people together. Many local people regularly use Snow King's hiking and skiing trails as well.

Snow King Resort has, for years, been one of the largest employers in the Town and County. Among the large employers, we pride ourselves in maintaining a very stable level of employment throughout the year.

A very important consideration in this plan is to develop the property with porous edges and inviting corridors that allow circulation to the National Forest lands from the Town. It also considers the property as a bridge connecting the East and West ends of the Town via trails and pathways. Rather than stand out at the base, Snow King Resort melts into the mountain.

As owners of the largest contiguous land parcels within the Town of Jackson, we have planned and given a great deal of thought to the future development of these lands. We have also proven our slow and careful approach to development. As a community partner Snow King offers the community, through this Master Plan, limits of development, predictability, preserved open space, access to forestlands, and many other positive attributes discussed in this document. Additionally, Snow King is operationally integrated in the community. As resort operators we differ from the standard sub - division developer since we continue to operate the product of our construction/development phase providing assurances of ongoing responsibility to the community.

In addition to the recreational facilities, the Snow King Resort Hotel has provided the largest year round meeting and conference facilities in the county since 1976.

Within the resort core all buildings are interconnected by indoor and outdoor circulation corridors alleviating the need for guest and visitors to drive to services. Pedestrian and shuttle connections are planned to be developed and improved to connect the Multi Agency Campus, Town Square and Snow King. This Master Plan also encourages East/West and North /South pedestrian connections that complement the fabric of the Town and connect it to its mountain roots.

Functionally, visitors will be able to step out of our meeting rooms directly into the mountain environment. The pedestrian circulation system links the Resort to the mountain on both the north/south and the east/west axis so that Resort use is an integrated part of the mountain trail system. Outdoor recreation is the defining characteristic and largest land use of Snow King Resort summer and winter.

On the Town side, the entire downtown core is viewed as part of the resort in the sense that downtown amenities complement the convention facilities and lodging located on our site. Downtown shops and restaurants will be part of the immediate visitor experience, with both transit and pedestrian pathways linking Snow King to the Town Square conveniently. In the past, Jackson desired a full-service, year-round convention center to complete its array of visitor services; however, today, Jackson has a wide range of convention space that serves the community well. This proposed Master Plan offers the community the opportunity to shift from a focus on convention space to a greater focus on recreation in a manner that will benefit the entire downtown area.

The proposed development also blends sensitively with the adjacent residential neighborhood, as lodging facilities are bordered by condominiums and employee housing as a buffer for the residential neighborhood to the north and east. In addition, the Resort intends to provide an attractive Cache Street terminus that marks the end of the commercial development of the downtown core and the beginning of the residential neighborhood to the west.

Scale and Type of Development

An objective of this Master Plan is to develop a high-intensity resort node of development, which is compatible with its location and with its crucial relationship with downtown Jackson. The size and character of the proposed development is appropriate to its position as the center for year-round recreational, conference and resort activities within the Town of Jackson for both residents and visitors.

On the mountainside of the Town/Forest border defined by Snow King Resort, the proposed development blends into the contours of the mountain both physically and functionally. The buildings take advantage of the complex contours at the base of the mountain. The scale and shape of the mountain will make these structures appear modest. The Design Guidelines Chapter addresses how large structures such as the existing hotel and the Snow King Center and future additions fit into the topography.

The regulations set forth four basic considerations for establishing the amount and type of development: (1) rationale and character objectives for the resort area; (2) overall development which can be permitted while preserving community character; (3) infrastructure capacity; and (4) resort self-sufficiency to minimize vehicle trips.

The first two issues are discussed in the context of consistency with the Comprehensive Plan, the Land Development Regulations and the Design Guidelines. The issue of infrastructure capacity is discussed as part of the Capital Facilities Element. The issue of resort self-sufficiency is generally

not applicable since the intention of this Master Plan is to be integrated with the down town area. However, the proposed uses do provide basic conveniences and amenities needed by on-site guests and conference center users. Land uses and intensity are consistent with the Land Development Regulations.

The proposed maximum scale of development is in keeping with Division 4.3.1. Three-dimensional building envelopes and design guidelines are used to provide a level of predictability. These physical parameters, in concert with the intensity of use thresholds, allow this document to provide long range planning for infrastructure, capital facilities and community land use patterns. These predictions should enable the Town and the resort to equitably share responsibility for future infrastructure and capital facility improvements.

Goals and Objectives

Section 4.3.1.A of the Town of Jackson Land Development Regulations state that *the purpose of the Planned Resort District Standards is to provide and guide the creation or continuation of a planned development around a major recreational facility. The intent of this District is to:*

- A. Encourage recreational activities that rely on indigenous natural attributes of the area, contribute to the community's character and economy and have had a long-standing, beneficial role in the community; and*
- B. Provide flexibility for planning and developing recreational resort facilities in a creative, efficient and coordinated manner in order to provide quality visitor experiences; and*
- C. Create a process in which applicants, Teton County and the Town of Jackson collaborate with landowners in planning and designing resort master plans that meet community goals and respond to the unique circumstances of the resort area; and*
- D. Permit resort development that contributes to expanding the winter and shoulder economic seasons; and*
- E. Ensure that resort plans incorporate a mix of land uses, promote alternative modes of transportation, and provide a pedestrian-oriented community in order to alleviate traffic related impacts; and*
- F. Ensure resort plans are consistent with the Comprehensive Plan, and therefore, are beneficial to the community; and*
- G. Enable long-range planning for infrastructure, capital facilities, and community land use patterns by establishing a level of predictability in the maximum potential size and character of each resort area; and*
- H. Ensure a balance is maintained between tourism and community that promotes social diversity but does not cause undesired shifts away from rural, western community character; and*
- I. Produce resort plans that make significant contributions toward protecting attributes of the community that are considered critical to the community's long-term health, welfare, and wellbeing.*

The Town of Jackson LDR 's also state that the Objectives of the Planned Resort District is:

To be a mixed-use district configured around a resort complex. Resorts are to be well balanced they are to provide tourist accommodations as well as seasonal and year-round housing. The design of resorts is to be compatible with adjoining areas and is to be connected to the community at large by roads, transit and pathways. A portion of the resort workforce, particularly seasonal employees of hotels and restaurants are to be able to find housing within the resort district. Commercial development is to provide both tourist and local convenience shopping opportunities as appropriate.

Division 4.3.2.B includes the following factors and resort characteristics that are important in Snow King's future development:

Capitalization on the location at the terminus of Snow King Avenue.

Creation of a sense of arrival.

Creation of an active, attractive, pedestrian streetscape along the eastern end of Snow King Avenue.

An attractive, safe and direct pedestrian streetscape connection to the Town Square.

A layout that blends the edges of the resort into neighboring developments, creating a porous edge to the resort that encourages pedestrian travel into and through the area.

Structure sizes and layout that draw people into the resort area.

A continuity of architecture and activities within the resort, creating a multi-use sense of place.

Pathways throughout the resort and connections to the Jackson Hole pathways system.

Continued provision of the amenities of "town hill" skiing.

All of these factors and characteristics are discussed and considered in detail throughout this Master Plan.

This Master Plan endorses and complies with all the above Goals and Objectives and adds this additional criterion:

- Create a vibrant year-round district in a unique resort-oriented urban commercial environment, serving both visitors and residents.
- Maintain and enhance access to public lands through private lands in a seamless transition. Preserve open space, ski runs and extend existing Town parks into the mountain.
- One dominant central hotel oriented towards conferences and meetings without lying accommodations of various types.
- Create meaningful outdoor activity areas that relate to both buildings and open space considering long vistas, and within a comfortable urban pedestrian framework.
- Solidify Snow King's role as the main convention and conference facility in the community.
- Create East/West trail networks that interconnect with other trails leading from Town up the mountain.
- Frame the access to the mountain West of the Snow King Center with a companion building, One Town Hill.
- Locate services and parking underground, wherever feasible, within a comfortable walking distance of destination, while creating building facades that conceal these uses.
- Separate service/delivery areas from the guest areas of the resort.
- Careful use of density to reduce the need for transportation within the district and from Snow King to the Town Square area.

- Create a Sense of Arrival at the Resort convenient for both visitors and local guests and with sufficient space for various concurrent functions and with clearly visible key destination points.
- Balancing activities to create an efficient distribution of usage throughout the day and the year.
- Create a festive resort-like atmosphere, with a variety of eating and recreational experiences. Lively all seasons.
- Integration into the town's fabric in a non-competitive symbiotic commercial relationship to downtown. Commercial areas should act as adjuncts to recreation, lodging and conference facilities.
- Community oriented Resort and Conference Center with a variety of year-round recreational activities and amenities for visitors and residents, achieving sufficient volumes of pedestrian circulation to create vibrant public spaces.
- Within the resort, pedestrian, bicycle and skier circulation shall be encouraged through the use of a pathways system. Pathways will be integrated into the resort and the Town's fabric and segregated, as much as possible from automobile circulation. The overall plan will be pedestrian friendly.
- Planning with landscape scenic values in mind.
- Design guidelines that enhance the natural attributes of the site and encourage architectural by distinctive design.
- Encourage design diversity with common themes.
- Create a Pedestrian Plaza from the hotel to the Snow King Center with porous building edges.
- Maintain the appearance of a resort set at the edge of town with public access through it to the National Forest Service land. Keeping a sense of connection to the mountains.
- Intercept as much vehicular traffic as possible at or near the Resort's entrance.

Submittal Components

This Snow King Planned Resort Master Plan document considers, addresses and ultimately assists in achieving these Goals and Objectives, while taking advantage of the unique characteristics of the site.

When considered as whole, the Master Site Plans, Land Use Plan, Design Guidelines and Dimensional Limitation Plan provide a clear vision of the visual and physical character of the resort.

Other components such as the Housing, Transportation, Capital Improvements, Phasing and Community Service Elements address the impacts and remedies associated with the development of the Resort.

Various Chapters of this Master Plan identify, address and respond to all the requirements of Division 4.3.1 in a clear, complete and comprehensive manner.

Introduction to Existing Conditions and Vicinity Maps

This chapter of the Snow King Master Plan defines the existing conditions within the Snow King Resort District (PRD) and its immediate neighborhood. The maps are designed to provide distinct information and to assist in the familiarization process as well as providing reference information with respect to the later chapters. The first three maps provide information about the current zoning in the Snow King Planned Resort District (PRD) vicinity, and the current status of the built environment at Snow King Resort. The fourth map builds upon the existing conditions by including the approved, and presently being built, Love Ridge Lodge Homes project. The fifth map in this section indicates the extent of this Master Plan.

The "Extent of the Master Plan" excludes areas within the PRD that have been previously developed and exist as separate subdivisions. They include the Pitchfork, Grand Vista, Clark's Knoll and Remington Condominiums as well as the Stevens' project. All these developments are represented as Sub-Area 6. The "guest (APO) count" allocated to these mostly existing developments in Sub-Area 6 (252) has been deducted from the maximum lodging capacity authorized in the District (2,460 guests), netting a maximum lodging capacity available for this Master Plan of 2,208 guests (APO).

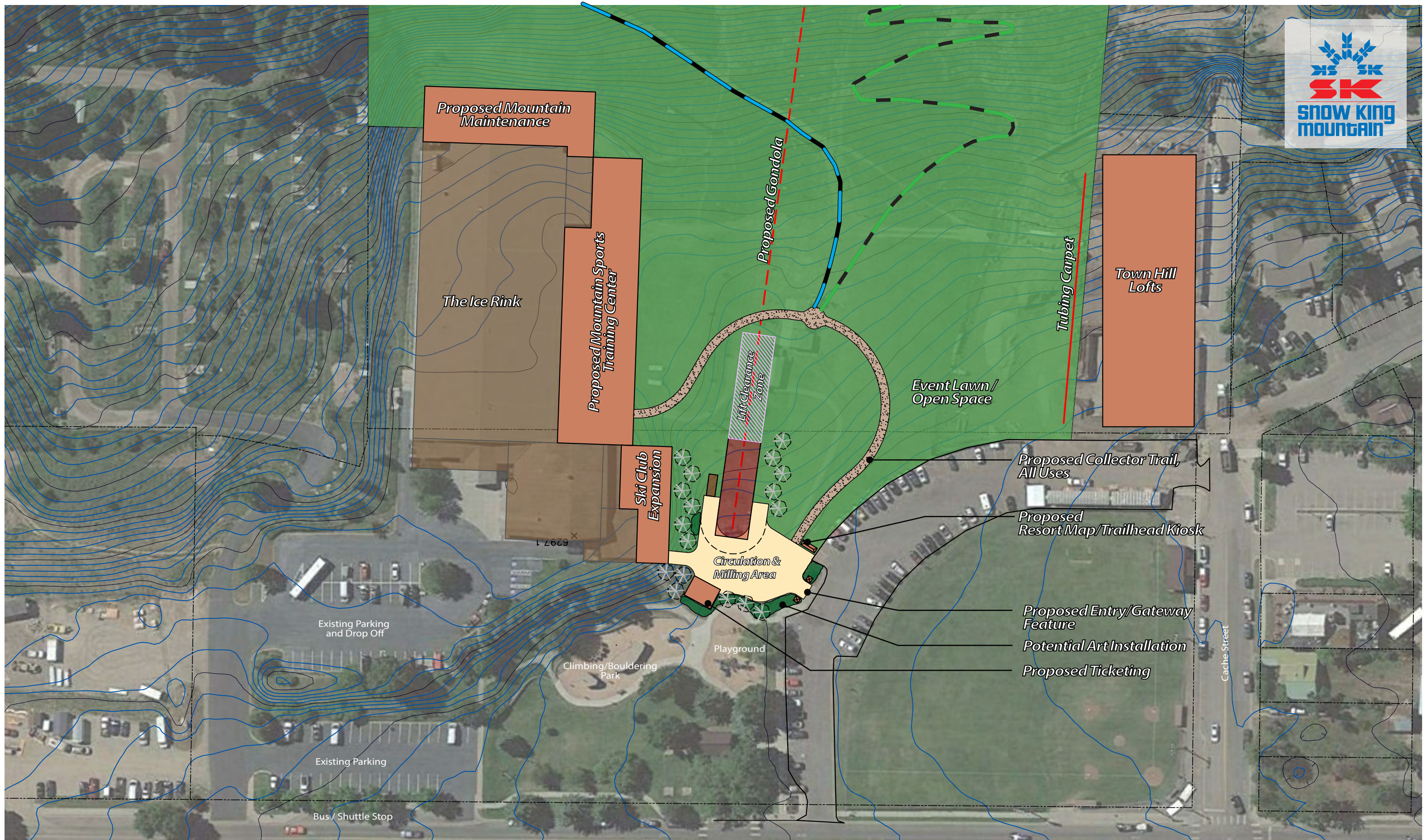
The next map in this chapter is the Land Ownership Map that indicates the mosaic of private owners, as well as US Forest Service and Town of Jackson parcels, which comprise the base of the resort.

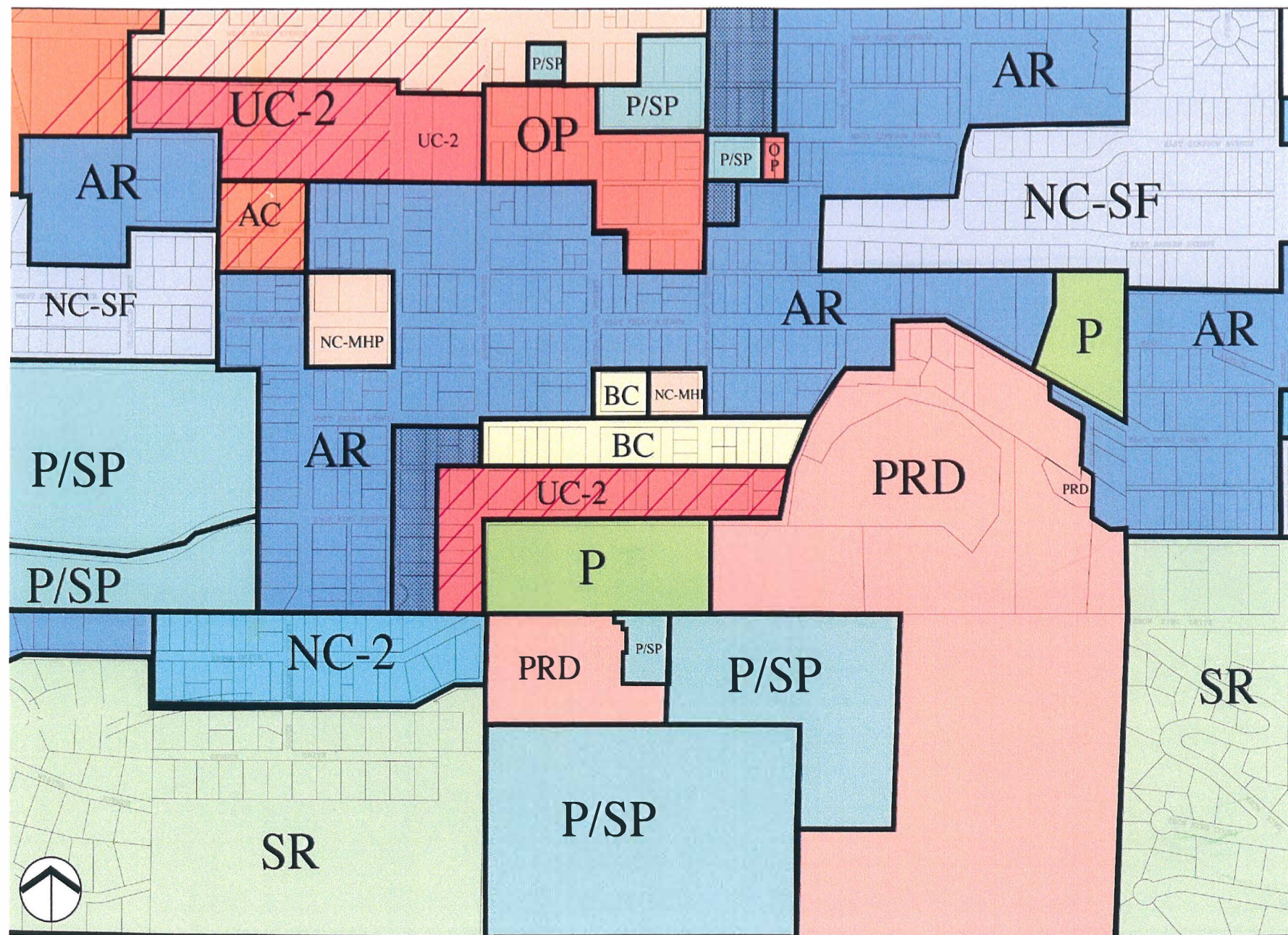
All the owners within the Master Plan Area (Extent of Master Plan) have agreed to this submission and are presenting this Master Plan jointly. Property owners within the "Existing Condominiums Areas" are participating to a limited extent since most development on these parcels has already occurred. The "Statement Regarding Existing Condominiums" details the development permitted within the Existing Condominium Areas (Sub-Area 6).

The Extent of this Master Plan is therefore limited to a 62.364-Acre area, all within the PRD district. This area has been divided, for presentation purposes, into 5 Sub-Areas defined in the "Sub-Area Plan". These Sub-Areas are used for presenting the Master Plan into better manageable components.

Extent of this Master Plan







D. Neighborhood Zoning Map

AC	Auto-Urban Commercial
AR	Auto-Urban Residential
BC	Business Conservation
NC-2	Neighborhood Conservation - Two Family
NC-MHP	Neighborhood Conservation - Mobile Home Park
NC-SF	Neighborhood Conservation - Single Family
OP	Office Professional
P	Public Park
P/SP	Public / Semi-Public
PRD	Planned Resort District
SR	Suburban Residential
PRD	Planned Resort District
SR	Suburban Residential
UC-2	Urban Commercial - Two
	Lodging Overlay
	Office Overlay



E. Existing Conditions Map

This Plan reflects the Snow King Resort Area as it is in its present state. Structures Include:

- The Snow King Resort Hotel
- The Grand View Lodge Conference Center
- The Snow King Sports and Event Center
- Grand View and Love Ridge Condos
- Rafferty Center

Major Site Features include:

- Snow King Ball Park
- Phil Baux Park
- Rafferty, Cougar, and Summit Ski Lifts
- Alpine Slide, Mountain Coaster
- Miniature Golf, and Maze



E. Existing Conditions Plus Approved Plan

This Plan reflects the existing Snow King Resort Area with the addition of the approved KM6 and Snow King Hotel Development. Included in the approved development are:

- Proposed buildings A-E of the Snow King Hotel.
- Proposed conference center, commercial development, and housing on the KM6 parcel.
- Pine Lodge development now known as One Town Hill condominiums.
- Storage facility behind ice rink.
- Mid-mountain lodge, accessory buildings, and pavillion.
- Condominium building 27 located on lot 58 above Grand View Condominiums.
- Mountain maintenance facility located on Vine Street.
- Cabins located on lots 53 and 57 above Grand View condominiums.

I. G. Extent of This Master Plan

The previous map, I.G., indicates the extent of area in the Snow King Planned Resort District area that is pursuant to this Master Plan. This map differs from the "Extent of the PRD" map, J.B., because it excludes the "Existing Condominium Areas" (Parcels 2- A, 2- B, 2-C, 2-D and 2-E and also referred to as "Sub-Area #6"). For planning purposes, the remaining 62.364 Acres has been subdivided into five Sub-Areas. These areas are described on page IV D., SUB-AREA PLAN. Extent of This Master Plan• Sub-Areas 1-6

I. H. 2. Statement Regarding Existing Condominiums

The following projects, all located in Sub-Area 6, have a limited part in this Master Plan presentation:

- Pitchfork Townhomes
- Grand Vista Townhouses
- Remington Townhomes
- Stevens Property
- Clark's Knoll Townhouses

These projects encompass a total of approximately 4.85 acres and can accommodate a maximum of 252 guests. These 252 guests reduce the maximum lodging capacity remaining in the balance of the Snow King Planned Resort District to 2,208 (2,460 - 252 = 2,208). Legal descriptions of the parcels encompassing these projects are attached in the Addendum Section.

The Pitchfork, Clark's Knoll and Grand Vista projects were constructed from 1990 through 1996 and are expected to remain as they are regarding dimensional limitations, parking and impervious surfaces.

The Remington and Stevens properties have been assigned 20 and 24 guests respectively.

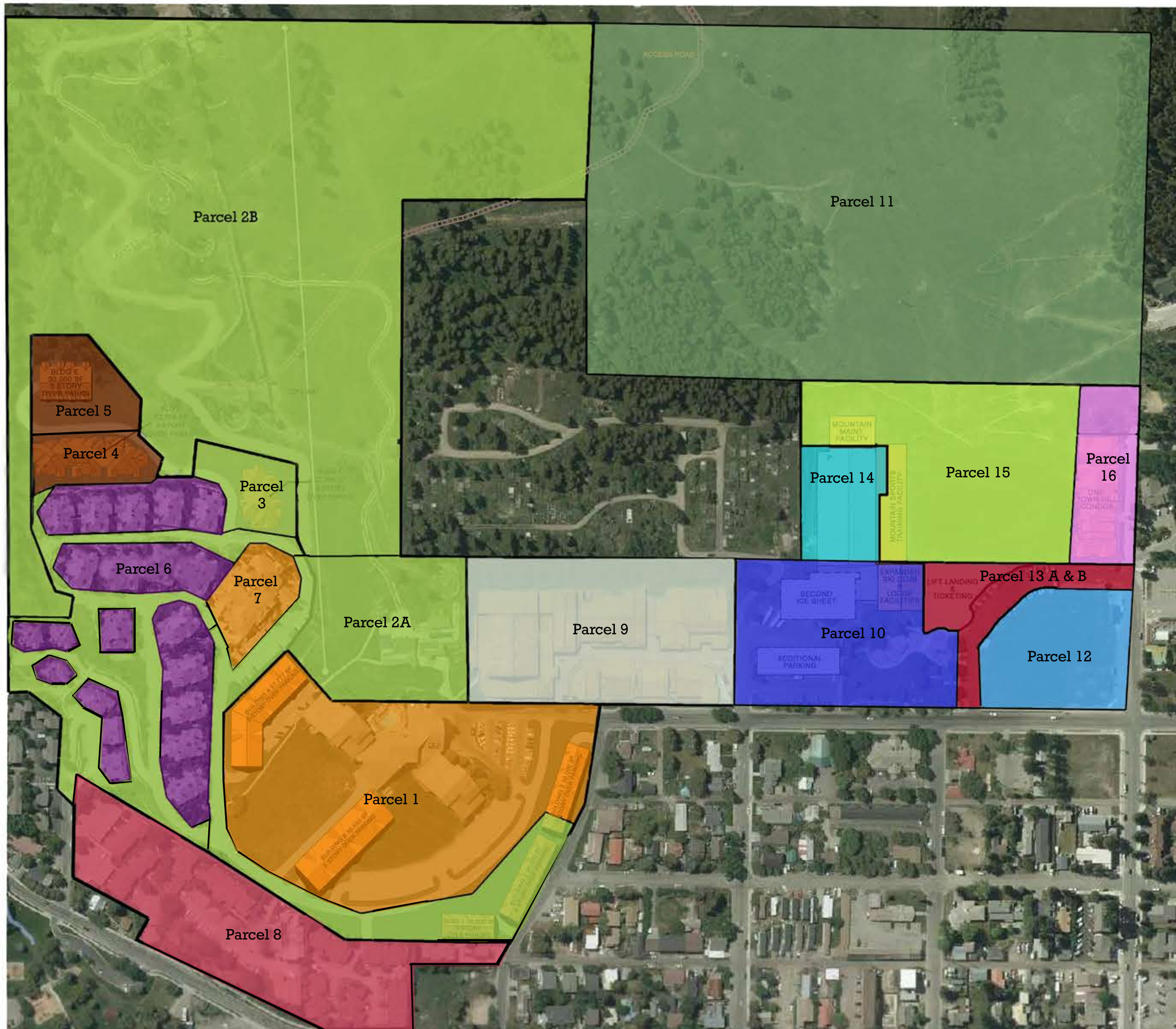
- Units within all these projects can be rented for short-term purposes.
- These properties have historically been excluded from SKRMA; however, this master plan amendment proposes that all properties within the district contribute to SKRMA to better ensure long term maintenance of facilities within the resort district.
- The Remington project is allowed a maximum 20 guests (APO's) and therefore is allowed to build an additional unit sized similarly to the 4 existing units.
- The Stevens lot is allowed a maximum of 24 guests (APO's) and 9600 SF of livable space.
- The Remington lot has been built with one employee unit and will remain so.
- The Stevens lot will need to provide its own employee unit or make an arrangement for compliance with the Housing Mitigation Plan for the Snow King Planned Resort District.
- Any redevelopment may not exceed these maximum Floor Areas

-Pitchfork	95,200 SF	-Grand Vista	6,800 SF
-Clark's Knoll	44,000 SF	-Stevens	9,600 SF
-Remington	9,400 SF		

and cannot exceed the # of guests assigned in the table *below*.

All applicable sections of the Town of Jackson Land Development Regulations, including but not limited to, parking, employee housing, landscape ratios, height restrictions and impervious surface ratios, apply to any redevelopment that may occur within these developments. The Town of Jackson under Section 4.3.1 shall review all these properties after approval of this Master Plan.

	Pitchfork	Clark's Knoll	Grand Vista	Stevens	Remington	TOTALS
Condominium Units #	30	19	3	6	5	63
Doors#	48	19	3	12	10	92
Guests#	120	76	12	24	20	252
Site Area - Acres	2.8	1.3	0.2	0.28	0.27	4.85 Acres
Site Area - SF	122,000	56,400	8,700	12,300	12,000	211,400 SF
Parking Spaces - #	60	38	6	16	10	130
Employee Units - #				As needed	1 (2Bdnn)	



I. Land Ownership

This map indicates the private and public land ownership in the Snow King Area. The Parcels owned by Snow King Mountain Resort LLC, KDG LLC Snow King LLC, KM6 LLC, CCC's Town Hill Lofts LLC, ABSK LLC, and privately owned condominiums pertain to this Master Plan. These parcels are:

KDG Capital LLC:

- Parcel 1 8.29 Acres
- Parcel 7 (Grand View Lodge Commercial)

Snow King Mountain Resort LLC:

- Parcel 2A & 2B 35.2 Acres
- Parcel 3 .83 Acres
- Parcel 15 5.2 Acres

KM6 LLC:

- Parcel 9 4.92 Acres

ABSK LLC:

- Parcels 4 & 5 1.89 Acres

CCC's Town Hill Lofts LLC:

- Parcel 16 1.3 Acres

Privately owned condos at Grand View, Love Ridge, and Simpson Patent:

- Parcel 6 4.73 Acres

Total Extent of this Master Plan 62.364 Acres

Legal description of these parcels can be found on the Teton County Map Server.

Other Parcels within the PRD:

Existing Condominium Areas:

- Parcel 8 4.85 Acres

See: Statement Regarding Existing Condominiums

Other Parcels presented here, although not part of this Master Plan:

Parcels owned by Town of Jackson under lease to Snow King Mountain Resort LLC

- Parcels 11, 13 A & B, and Parcel 12 in winter only
- Approximately 32 Acres.

USDA Forest Service Special Use Permit

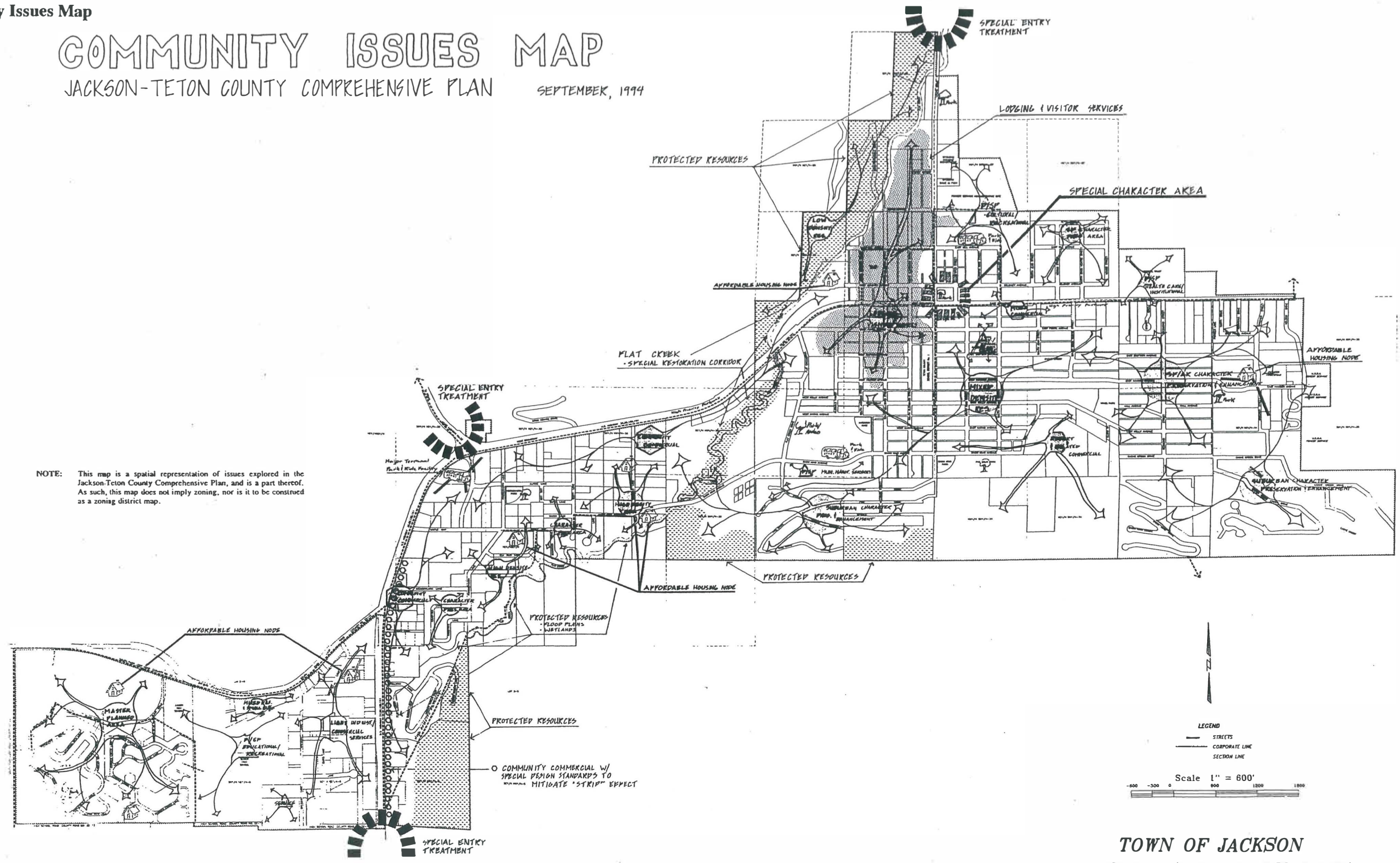
Issued to Snow King Mountain Resort LLC - 369.51 Acres

I. Community Issues Map

COMMUNITY ISSUES MAP

JACKSON-TETON COUNTY COMPREHENSIVE PLAN SEPTEMBER, 1994

NOTE: This map is a spatial representation of issues explored in the Jackson-Teton County Comprehensive Plan, and is a part thereof. As such, this map does not imply zoning, nor is it to be construed as a zoning district map.



TOWN OF JACKSON
TETON COUNTY, WYOMING

Trail Improvement Program
Snowking/ Cache Creek
(see Scoping Document of May 12, 1998 by Jackson
Ranger District, Bridger-Teton NF)

1"=1200'

ORTHOPHOTO
USGS-1976

TOPOGRAPHY
NELSON
ENGINEERING
HORIZONS FILE
4-1853

Prepared:
August 18, 1998



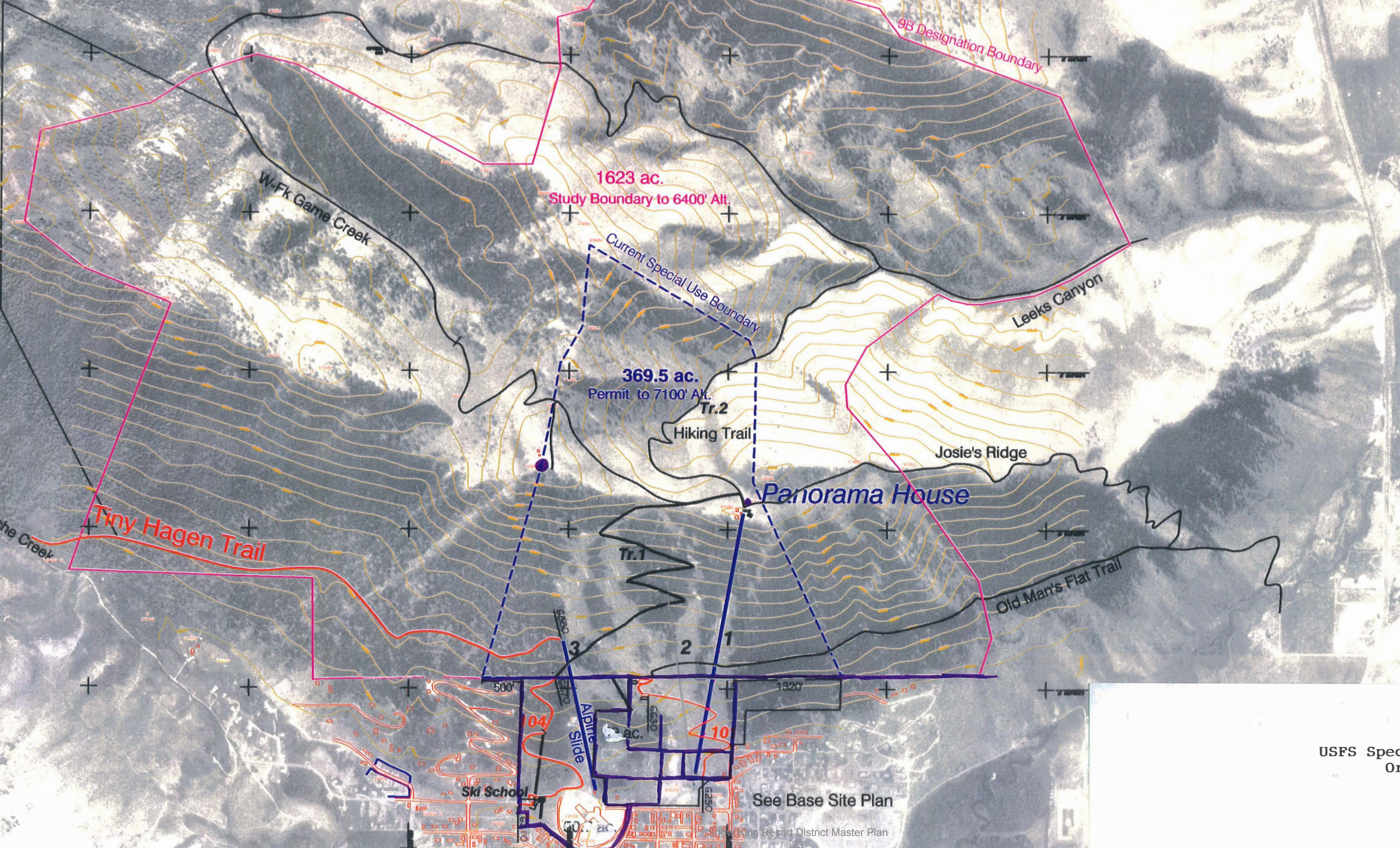
Salt Lake City, Utah

SUMMER USE, MOUNTAIN

Snow King Resort

Box SKI
Jackson Hole
WY. 83001

USFS Special Use Permit Area
Ortho Photo



See Base Site Plan

Snow King Resort District Master Plan

Total
9B area
to 6400'
is 1623 ac.

Current Special Use Permit Boundary

369.5 ac. Permit to 7100'

Tiny Hagen
XC Trail

Ski School

Kids

50.7 ac.

- Summit Chair Lift 1
- Cougar Triple Chair 2
- Rafferty Chair Lift 3
- PROPOSED Love Chair Lift 4
- PROPOSED Handle Tow 5
- PROPOSED Moving Carpet 6

WINTER SPORTS MAP



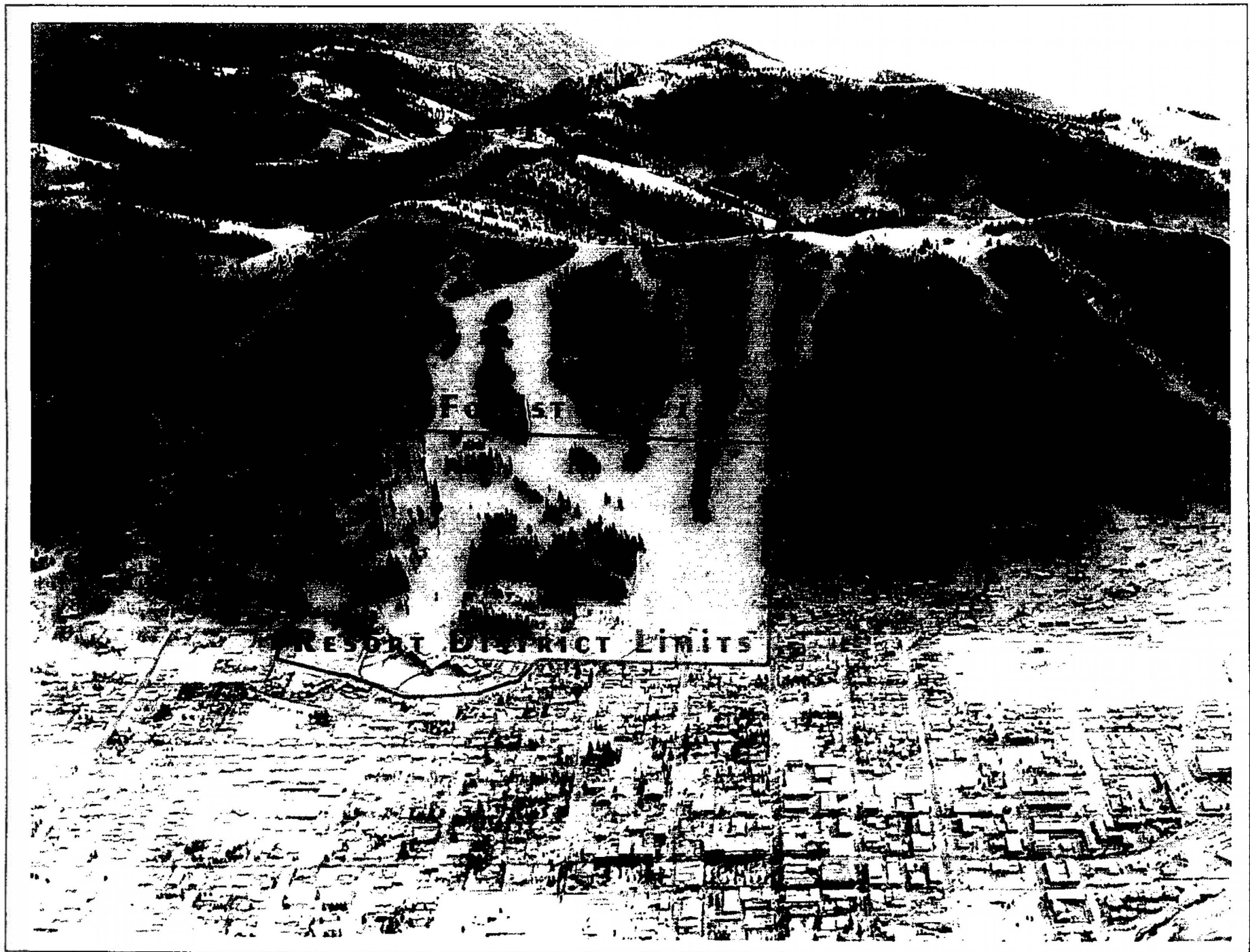
Snow King Resort,
P.O. Box SKI
Jackson Hole
WY 83001



1" = 600' Aug. 18, 1998

- LEGEND**
- | | | | | | |
|---|-------------------------|---|------------------------|---|-------------------------------|
|  | SUP Boundary |  | Existing Run |  | Proposed Tree Skiing Terrain |
|  | SUP Boundary Adjustment |  | Ski Patrol |  | Proposed Runs |
|  | Parcel Boundary |  | Parking Lot |  | Proposed Mountain Access Road |
|  | Existing Building |  | Mountain Coaster |  | Upgraded Ski Patrol Facility |
|  | Proposed Lift |  | Proposed Zip Line |  | Proposed Maintenance Facility |
|  | Proposed Building |  | Proposed Trail Grading |  | Proposed Wedding Venue |





II. CONSISTENT WITH COMPREHENSIVE PLAN

This Master Plan is designed to help realize the vision statement and to reflect the guiding principles adopted by Teton County and the Town of Jackson as part of the Comprehensive Plan, and is consistent with both the 1994 and 2012 Comprehensive Plan as a whole and specifically addresses goals and objectives in every Chapter of the Plan. In addition to the statements in this Chapter, other submittal components further articulate the relationships between the Snow King Master Plan and various community goals.

The Snow King Resort is indicated on the Community Issues Map (of the 1994 Comprehensive Plan) 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 pathway and trail system, which is the integral fabric of the Resort.

It should also be noted that the 1994 Comprehensive Plan preceded the adoption of Division 2500 of the Land Development Regulations referring to Snow King. Therefore, Division 2500 already incorporates, within its body, most pertinent issues concerning the Comprehensive Plan. Various impacts were addressed in economic, planning and other studies that were part of the process of adopting the Snow King Planned Resort District Ordinance.

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 addition to improvements in guest facilities such as rooms, condominiums and conference areas will provide a balance of services for both guests and residents.

This proposed development is intended to help the Town of Jackson realize the vision statement in the 1994 Comprehensive Plan (pages 1-6 and 1-7), as follows:

"It is the vision of the citizens, planners and elected officials, who havee all contributed to this plan, to guide and manage change and development to:

- ***Support and promote a diverse social and economic population that includes a resident work force:***

Snow King Resort currently employs over 260 persons in a variety of professional levels most of them on a year-round basis and expects to continue this pattern in its expansion. Snow King is among the top five year-round employers in Teton County. The proposed housing plan will assist us in housing more of our employees in Town. The conference facilities assist in attaining a stable year-round work force.

- ***Preserve the traditions and character of the Rocky Mountain West and Wyoming, including ranching and through architectural design;***

The design of the proposed development will help to preserve the traditional character of the region, both architecturally and functionally. The traditional character of Jackson Hole is the outcome of blending outdoor recreation, visitor services and community life and is expressed not only through architecture and appearance, but also through its functions. Snow King has proven for over 60 years our commitment to the community.

- ***Promote economic sustenance that does not depend on population growth;***

Sustainable, sensitive tourism, concentrated in already-developed areas, designed with the landscape and outdoors in mind, benefits this community economically and functionally. This proposed development aims to continue and enhance this kind of low-impact tourism.

- ***Set aside, for generations to come, scenic vistas and wildlife habitat;***

Unlike other resort development in Teton County, Snow King takes advantage of all the infrastructure and commercial development in the downtown core. It concentrates visitor impacts in the downtown core and invites them to "step outside" and enjoy our natural resources. Snow King has a proven track record of harmonious relationship with the U.S. Forest Service. This Master Plan provides generous areas of meaningful open space.

- ***Maintain and enhance environmental quality, including air and water quality;***

All new buildings will make use of technologies that help enhance environmental quality, and be connected to the existing Town of Jackson utility network. The Snow King Resort Master Association will assist in controlling air and water quality. The resort already has a strong recycling program that will continue and be expanded.

- ***Maintain outdoor recreation and adventure opportunities;***

This proposed development provides varied outdoor recreational opportunities as part of the downtown experience. Enabling both locals and visitors to ski, skate and hike right in town, minutes from the Town Square, is one of Snow King's primary contributions to the community. Outdoor recreation at Snow King will be enhanced by this proposed development and access to the mountain through private lands preserved.

- ***Offer a spectrum of housing types, especially for resident workers.***

This proposed development meets the Town's employee housing requirement, with the overwhelming majority being provided within the limits of the Town, as an integral part of the Town and the town's housing stock.

The guiding principles adopted in the Comprehensive Plan (pages 1 - 7 and 1-8), state that "*Teton County is a community first and a resort second*" and "*it is the intent of this Plan to create conditions for a sustainable visitor-based economy...that reflects the unique, small-town, Western commercial character of Jackson, and the outdoor recreational opportunities of Teton County as key components of the visitor experience.*" Snow King Resort is shown on the Community Issues Map as having a unique role serving both residents and visitors because of its location and history. This proposed development would make a crucial contribution to the long-term sustainability of the downtown, visitor-based economy.

In reference to Chapter 2 of the Comprehensive Plan (Population, Economy and Growth), this proposed project directly serves two goals stated on page 2-1. It will "*enhance visitor services that emphasize the area's unique outdoor attributes*" by providing a conference center that opens to the mountains as well as through its use of outdoor recreational spaces and pedestrian circulation and plazas. The Master Plan also "*defines the future boundaries of growth necessary to preserve community character.*"

This project contributes directly to maintaining community character in three ways.

- It will help to maintain social and economic diversity both by providing a range of employment opportunities and through an exceptionally strong employee-housing program. The project also enhances the social and economic diversity within the resort itself by greatly expanding the mix of uses for both visitors and residents.

- It will help to maintain a balance between visitation and community life by serving these two functions within a single facility. The conference facilities are intended to be used by visitors and residents alike, as they are now.

- This project will also help to maintain community character through redevelopment and improvements of the existing economic center at Snow King. Snow King is the largest lodging facility and resort in the Town of Jackson and currently plays a key role in the area's economy.

In Chapter 3 (Community Character), it is noted that part of the process of maintaining community

character is through providing for a style of tourism that highlights regional differences and unique characteristics. *A recent study stated that "it is a joy to encounter places that preserve, enhance and celebrate those things that set them apart and give them a meaning and personality all their own."* (Page 3-1) Snow King's role is an interface between the town center and the mountain and combines the use of its facilities by residents and visitors alike. This integration sets Snow King apart and gives it its own personality. The seamless transition from Town to Resort is emphasized in this Master Plan.

In Chapter 4 (Natural and Scenic Resources), this project addresses three objectives (pages 4-7 and 4-8).

- It will *"improve the visual quality of existing development"*. Visual quality is addressed throughout this Master Plan and buildings are carefully placed to minimize visual impacts. A visual impact study is part of this Master Plan.
- It will help to *"preserve open space"* by providing for ample open space as part of the site plan design.
- It will help to *"provide and manage access to natural resource areas in a manner consistent with natural resource protection goals"* through a network of trails which improve access as well as concentrate other uses in specific, already-impacted areas.

Regarding Chapter 5 (Housing), this project will *provide a variety of affordable and employee housing as the resort continues to develop*, as called for in the Town's housing goals shown on pages 5-6 and 5-7. Because of stable year-round employment, this development also helps the resort's workforce afford available housing. The Housing element proposes housing both within the PRD and in other locations in the Town of Jackson. It also proposes a variety of housing types to meet the needs of different levels of employees. Snow King is proud of the broad spectrum of employment opportunities it offers and intends to support this spectrum with appropriate housing.

In Chapter 6 (Commercial and Resort Development), tourism and related services are recognized as the economic base of the community. The conference center is a key component of this sector. The Comprehensive Plan also calls for *avoiding strip development and encouraging outdoor-oriented tourism*. With the ski hill, hiking and biking trails, skating and other outdoor amenities located near the center of town, this proposed development addresses both of these goals. An additional plus is the ready accessibility to the community of our resort facilities. The proposed development also fulfills the goal of creating a full-service conference /convention center and provides a stabilizing year-round foundation to our seasonal economy.

In Chapter 7 (Community Facilities), this Master Plan will enable us to *collaboratively anticipate community facility needs*, a primary goal (page 7-19). It also helps locate demand for community infrastructure in an appropriate location.

In regards to Chapter 8 (Transportation), the Comprehensive Plan calls for *transportation planning, which helps to preserve and enhance community character*. The location of a conference center within walking distance of downtown, helps to minimize traffic demands. The transportation element of this Master Plan takes into consideration transit, pathways, traffic impacts, parking and airport capacities.

The recurring theme of this chapter is balance: seeking a balance between what the resort gives to the community in terms of jobs, tax revenue, meeting space, and recreation and, in turn, what the resort requires in terms of water, sewer, mass transit and employee housing. The theme of balance also relates to the scale and character of the development and how well it fits into the fabric of the community and the landscape. As mentioned in the Statement of Purpose, this proposed development is an excellent example of balance.

In all of these ways, and many others, the proposed Master Plan is consistent with the 1994 Comprehensive Plan and helps to meet its community goals. The Master Plan is also consistent with the 2012 Comprehensive Plan.

The Snow King Resort is part of the Town Commercial Core district as indicated in the 2012 Comprehensive Plan, which serves as the economic hub of Teton County. The 2012 comprehensive plan highlights the following character defining features for Snow King Resort:

"This district is anchored by two primary economic and community centers, each with their own identity and role – Snow King Resort and Downtown. A key goal of the district will be to better connect

these subareas in order for each to benefit from the other's vitality, complementary uses, and activities while supporting the overall success of the district as the center for our tourist-based economy."

"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, Snow King Resort will complement Downtown lodging and tourist amenities."

"In the future, the subarea will complement Downtown 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 area along Snow King Avenue to attract residents and visitors to the many amenities and recreational opportunities found there."

III. COMPLIANCE WITH LAND DEVELOPMENT REGULATIONS

All the lands within this Master Plan are zoned “Planned Resort District” in the Official Zoning District Map, and all development is governed by Division 4.3.1, Planned Resort District, of the Town of Jackson's Land Development Regulations. This Division specifies the purpose, intent procedures and standards applying to such developments and guides all aspects for this Master Plan. This Master Plan is fully consistent with the regulations in Division 4.3.1.

The Master Site Plan utilizes and complies with the intensity of use and performance-based thresholds established in Section 4.3.2 of the regulations. The land under this Master Plan will be used as a mixed-use district designed in such a manner as to preserve open space by concentrating development only in specific portions of the district, and allocating access routes to the national Forest and to pathways that connect the East and West sides of the Town.

This document, as a whole, responds and complies with all the sections of the zoning and development regulations relevant to Snow King. Even when compared with other zoning Districts, the proposed Landscape Surface Ratio (.50 for the total of Sub-Areas 1, 2, 4, 5 and 6 and .30 for the area within Sub-Areas 1, 2 and 4) and Floor Area Ratio (.40 for the total of Sub-Areas 1, 2, 4, 5 and 6 and .60 for the area within Sub-Areas 1, 2, and 4) compare favorably even with those for residential areas and with the requirements of Division 4.3.1.

As specifically stated in Section 4.3.1.F.2, *"it is fully consistent with the Division that Planned Resorts may have dimensional, design and other development standards different from those described in other Sections of these LDR's due to the unique circumstances of, and community objectives for, resort development."* This Master Plan presents its own Dimensional Limitation Plan in accordance with Section 4.3.1.F, that takes into account the specific topography and location of the lands encompassed in this Master Plan.

The Dimensional Limitation Plan explains its rationale and establishes vertical and horizontal dimensional limitations that are a product of the existing built environment and the topographical context of this site. Floor areas are necessarily large to insure Snow King's position as the largest conference facility in the valley. These aspects of the built environment are tempered by a three-dimensional building envelope system specific to all the high use areas. The types of allowable uses are many and varied to insure community needs, diversity, synergy and increased economic viability. These uses are consistent with a high-intensity resort development node tucked against the base of Snow King Mountain.

The following is a summary of how this Master Plan meets the requirements of each section of Division 4.3.1 and the required findings for approval.

SECTION 4.3.1.A PURPOSE AND INTENT

Division 4.3 of the Town of Jackson Land Development Regulations defines the Planned Resort District Zoning District as follows:

"Planned resort (PR) District. The purpose of the Planned Resort Zone is to provide for a mix of recreational, retail, and service-oriented activities which have a high degree of self-containment and provides economic and other benefits to the community. The Planned Resort Zone is intended to guide the creation or continuation of a planned development configured round a major recreational activity."

The Snow King Resort Master Plan is responsive to every objective of Division 4.3. As the largest convention facility and resort in the Town of Jackson, and encompassing a large contiguous undeveloped land located between Town and forest, the proposed development represents perhaps the only opportunity available to the Town to meet these objectives. The goals of this Master Plan and the purposes of these regulations are closely matched. The purposes of these regulations are stated as to:

A. Encourage recreational activities that rely on indigenous natural attributes of the area, contribute to the community's character and economy and have had a long-standing beneficial role in the community;

Snow King Resort blends conference facilities and other visitor services with varied year-round recreation on the mountain, including skiing, skating, tubing, hiking, biking, horseback riding, activities for children and a summer chairlift and alpine slide. Snow King has evolved as an important part of Jackson's community character because of the way it functions, as a gathering place for both residents and visitors. The existing conference and hotel facilities have benefited Jackson Hole residents and visitors since 1976, while the ski hill and other mountain recreation uses represent a tradition going back to 1939.

B. Provide flexibility for planning and developing recreational resort facilities in a creative, efficient and coordinated manner in order to provide quality visitor experiences;

The proposed development has been planned within the context of the entire downtown area and is coordinated with plans for the Multi-Agency Campus and the Community Center for the Arts to contribute to an animated, viable and vibrant downtown. Snow King's development encourages a concentration of services in the downtown area, leading to more pedestrian activity and efficient corridor use that will bring people to the Town Square. Snow King is an integral part of a holistic downtown vision, and the proposed convention facilities will be the mainstay of a year-round downtown economy.

C. Create a process in which applicants, Teton County and the Town of Jackson collaborate with landowners in planning and designing resort master plans that meet community goals and respond to the unique circumstances of the resort area;

This Master Plan is another step in a long-standing pattern of collaboration and partnership between Snow King and the Town of Jackson, which includes the joint development of Snow King Center and many aspects of the ski operation including snowmaking water and land leases. All the landowners within the more than 62 Acres extent of this Master Plan are acting in unison.

D. Permit resort development that contributes to the winter and shoulder economic seasons; Convention facilities are key because they attract year-round use. Currently our meetings and convention business provide us with a better off-season occupancy than the Teton County average. With the proposed development, we will be able to accommodate a much broader variety of meetings, and as a result, expect a better spring and fall occupancy rate.

E. Ensure that resort plans incorporate a mix of land uses, promote alternative modes of transportation, and provide a pedestrian-oriented community in order to alleviate traffic-related impacts;

As expressed in various Chapters of this Master Plan, non-motorized pathways are the backbone of this mixed-use resort. In addition to the obvious benefits of providing convention facilities in the immediate downtown area with pedestrian and shuttle access to all the Town Square Businesses Snow King also provides pedestrian access to the mountain. Many people take advantage of Snow King's trails and recreational facilities to enjoy the outdoors without leaving town. Snow King's unique mix of land uses helps ease transportation demands in various ways. This Master Plan includes all the required components of a transportation element and proposes a transportation plan that will serve the goals adopted in the Town's Transportation Plan. Snow King will be an integral part of a multi-modal downtown transportation system. In addition, Snow King's trails and pathways will add a valuable amenity above and beyond what is required by the regulations.

F. Ensure resort plans are consistent with the Comprehensive Plan, and therefore, are beneficial to the community;

Consistency with the Comprehensive Plan is discussed in detail in another Chapter.

G. Enable long-range planning for infrastructure, capital facilities, and community land use patterns by establishing a level of predictability in the maximum potential size and character of each resort area,

This Master Plan establishes maximum development potential in keeping with the maximum established in Division 4.3, and provides the framework for collaboration in the provision of infrastructure needed for a successful development.

H. Ensure a balance is maintained between tourism and community that promotes social diversity but does not cause undesired shifts away from rural, western community character;

Snow King's development is a continuation of a pattern of use, which is already well established for our property. This development will maintain the existing balance between visitor and resident use of the facilities and bring much-enhanced benefits to the community as a whole. We cannot claim that it will not contribute to the shift away from rural character, but this shift is a consequence of other factors as well. No doubt each discreet development small or large, contributes to this change. Although some portions of the site will be developed in an urban manner, over half of the land is dedicated to open recreational space.

I. Produce resort plans that make significant contributions toward protecting attributes of the community that are considered critical to the community's long-term health, welfare and well-being;

The proposed convention facilities will make a significant contribution toward a sustainable economy for the Town of Jackson, as documented in prior studies. The Resort as a whole will make a large contribution to the economic health of the downtown area. The proposed employee-housing element will make a significant contribution to the housing stock for working people in the downtown area. The proposed recreational development will benefit the entire community and existing recreational uses will be maintained. The design will be a visual enhancement of the mountain base area.

SECTION 4.3.1.B APPLICABILITY

Snow King Resort is specifically named.

SECTION 2530 PROCEDURE

This Master Plan is in compliance with the procedures outlined in Section 2530.

Section 4.3.1.D. Require the following submittal components:

- (a) *Statement of Purpose*
- (b) *Master Site Plan*
- (c) *Dimensional Limitation Plan*
- (d) *Design Guidelines*
- (e) *Transportation Demand Management Plan*
- (f) *Housing Mitigation Plan*
- (g) *Capital Improvements Plan*
- (h) *Land Use Plan*
- (i) *Phasing Plan*
- (j) *Community Services Element*

The Chapters of this Master Plan are organized, as much as possible, in response to this requirement.

SECTION 4.3 STANDARDS APPLYING TO ALL PLANNED RESORTS

This Master Plan application is complete as per Section 4.3 requirements. Each section of this Master Plan explains how it intends to meet the standards for various components and elements set forth in Section 4.3.

SECTION 4.3.2 STANDARDS SPECIFIC TO SNOW KING RESORT

These standards fall into six categories:

- a. *Character and design*
- b. *Capacity*
- c. *Land use*
- d. *Landscape surface area*
- e. *Environmental analysis*
- f. *Relationship to Town Square*

Regarding (a) character and design, this is discussed in detail under "Design Guidelines", Chapter VI of this Master Plan. The proposed development meets and exceeds every one of the specific design standards for Snow King. Although some of the buildings are necessarily large, the scale needs to be considered in the whole context of the goals and objectives of this Planned Resort District.

Regarding (e) environmental analysis, the site does not contain any wetlands and does not interfere in wildlife migration routes. Environmental and hazardous materials assessments have been conducted and no underground storage tanks are located in any of the parcels under consideration. Soils analysis has included studies of the maps prepared by Dr. Love and Harry Covington pertaining to steepness of slopes, ground stability, geologic maps, loamy soils and snow slides possibilities. In addition, visual inspections have been conducted with Dr. Love and results of soil test borings, pits and actual foundation excavations have been analyzed.

All structures in this Master Plan are located in appropriate and stable soil areas. Some of the small

structures located within the steeper slopes of Sub- Area 4 are located on soils that will require engineered foundations. Visual impacts are discussed in detail in various chapters of this Master Plan.

As an operating business, consideration has also been given to operational efficiency and the wise use of resources. Snow King presently follows, and will continue to adhere to, OSHA, DEQ, EPA, ADA and BATF regulations regarding the storage, handling and disposal of dangerous materials as well as other employee and guest related requirements. Impacts are also minimized through the use of management guidelines, such as the National Ski Area Association's Environmental Principles for Ski Areas.

Regarding (f) relationship to Town Square, the transportation element of this Plan describes components, which encourage non-motorized access and public transit access to the Town Square.

Other various aspects are presented in written or graphic form throughout this Master Plan.

SECTION 4.3.1.D FINDINGS FOR APPROVAL

This Master Plan positively responds to and meets or exceeds all the findings for approval described in Section 4.3.1.D:

- A. *Consistency with Comprehensive Plan. The Planned Resort master plan is consistent with the goals and objectives of the Jackson/Teton county Comprehensive Plan.*
- B. *Consistency with purpose and intent. The Planned Resort master plan is substantially consistent with the purpose and intent of this Division, as set forth in Section 4.3.1.A, Purpose and Intent.*
- C. *Affordable and employee housing. The Planned Resort master plan ensures a supply of affordable and employee housing that is in accordance with the requirements for housing created by development within the Planned Resort.*
- D. *Design guidelines. The Planned Resort master plan contains design guidelines that*
 - 1. *Establish standards for buildings, spaces, signs and lighting within the Planned Resort*
 - 2. *Promote the design concepts set forth in Section 4.3.1.F.7, Design element; and*
 - 3. *Establish a method for consistent implementation of the guidelines.*
- E. *Transportation element. The Planned Resort master plan contains a traffic impact analysis and transportation demand management plan that:*
 - 1. *Promote multimodal forms of transportation that are consistent with the transportation goals of Jackson /Teton County Comprehensive Plan;*
 - 2. *Manage the generation of resort related traffic to avoid undermining community character and endangering the public health, safety and welfare; and,*
 - 3. *Identify an equitable cost sharing plan for transportation facilities and services*
- F. *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.*

G. Land use element. The Planned Resort master plan promotes land uses that support and maintain the character of the resort as specified in Section 4.3.1.F.7, Character Element.

H. Phasing plan. The Planned Resort master plan contains a phasing plan.

I. Character element. The Planned Resort master plan ensures the resort 's development will be in keeping with the community's goals.

This Master Plan is consistent with the Comprehensive Plan and the purpose and intent of all these regulations. In the following chapters, the introduction for each chapter specifies how this Master Plan meets the requirements for affordable and employee housing, design, transportation capital improvements, land use and phasing. We believe that this Master Plan meets and exceeds the standards for each of these elements.

The final finding required for approval is that the 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." This issue is addressed in the Statement of Purpose.

Among the many features of this Master Plan is that it meets the present and future needs of the Town of Jackson by enhancing an already-existing pattern of use. By expanding Snow King's capacity, the Town of Jackson can attain several desired goals with minimum impact. The impacts that are anticipated are generally compatible with the resort's vicinity NH-1 zoning.

A particular and unique strength of this Master Plan is its conformance to the Community Services standards (Section 4.3.1.F.12, which call for the Resort to function as *"integral parts of the community by participating in civic initiatives and by implementing the goals of the community."* These standards encourage *"programs designed to retain access to the resort's main recreational activity and facilities, ... help to maintain a balance between out-of-town visitors and the community, and contribute to the quality of life of the community."* As a community partner for over 60 years, Snow King is proud of its close relationship with the community. The various Chapters of this Master Plan clearly address all of the impacts and the rationale of the proposed development in a cooperative spirit with the community.

Issues of building height are considered in the Dimensional Limitations Chapter.

It must be noted that goals such as creating a sense of arrival, a dense development oriented towards pedestrian circulation, creating meaningful open spaces and activity areas, proximity to parking, incorporating employee housing and in general creating a vibrant mixed-use district necessitates higher buildings than in other zoning districts. The topography of the site clearly helps in blending larger buildings into the mountains. The Dimensional Limitations and Design Guidelines Chapters expand on this topic and also compare future buildings with the existing hotel and Snow King Center. When taken together, a balance is reached that achieves the stated goals and objectives of this Master Plan.

Regarding (b) capacity, the maximum lodging capacity of 2,460 guests and the maximum building square footage of 915,000 SF are to remain in adherence to the intensity of use established in Section 4.3.2.C as amended.

This appropriate capacity and size of the resort was discussed in detail during the process of adoption of Division 4.3. Independent studies conducted by the Town and County took into consideration

not only the site characteristics of each resort, but the inter-relationship between Snow King and other resorts, mainly Teton Village. The size of private land parcels, floor area ratios, landscape surface ratios and other specific site factors were also considered in the process. The size of the resort was also determined to be appropriate in relation to the conference/convention facilities desired by the community and the need to make this conference center financially feasible.

These and other aspects were factors determining the optimum size of the Snow King District Planned Resort and these results were incorporated into Division 4.3 of the Land Development Regulations.

When fully developed, Snow King Resort's goal is to have the best-equipped conference facility in the State of Wyoming. As proposed these facilities will be highly flexible, much more pleasant than most urban conference centers and will be visually and functionally connected to the surrounding landscape with ready access to the outdoors. When enhanced by Jackson's allure as an exciting destination, this facility will have the potential to attract meetings from all around the region as well as from the highly competitive national market. The objective will be to accommodate conferences for 100 to 300 participants with sufficient space for breakout rooms and to accommodate concurrent groups and functions. This scale is compatible with our community's transportation systems and other commercial infrastructure.

Additionally, Snow King hosts many conferences that use other lodging facilities in town. As their enrollment and programming needs expand, more conference and exhibit space are required to accommodate these town-wide meetings. These meetings provide a stable, low-impact base for the visitor services sector of our economy and, as envisioned in these regulations, contribute to other long-term community goals.

In this context, it is important to note the purpose of this Master Plan is to define maximum build-out for Snow King Resort. This proposal represents the complete facility that will be available to Jackson and these facilities will be developed in phases, over a period of time. As time passes space requirements for individual uses change, while the overall caps remain in place.

Regarding (c) land use, the standard calls for convention facilities capable of competing successfully in the *"year-round convention market."*

Regarding proposed commercial development, the health club, daycare and ski school are all integral parts of a full-service facility and will benefit the lodging guests and other community needs. New food and beverage facilities are proposed in addition to the existing restaurant and kitchens, as well as unassigned commercial space for neighborhood convenience business and for on-site guest services. The proposed movie theatres will be able to be used for conferences during the day and attract visitors to invigorate the pedestrian plaza at other times.

Regarding (d) landscape surface area, the standard calls for a minimum LSR of .25 within developed areas of the Resort. This Master Plan provides a higher minimum LSR of .30 within these developed Sub-Areas. As called for in this standard, the Plan also provides an attractive streetscape along Snow King Avenue, a porous edge and high quality outdoor public space for events and interaction. The goal is to achieve a festival marketplace atmosphere for the plaza area by combining the multiple functions of conference center, commercial space, food and beverage service and open space. The creative mix of businesses and functions will be the key to success.

IV. A. Introduction to Site Plans

The Master Site Plan on the following pages is a refined product of the Conceptual Master Plan submitted in 1995 during the Planned Resort District presentations that were the basis of the PRD ordinance. While slight variations occur, the foundations of the proposed Master Plan are based on the attached Concept Plan and is consistent with prior presentations and masterplans dating back to 1973.

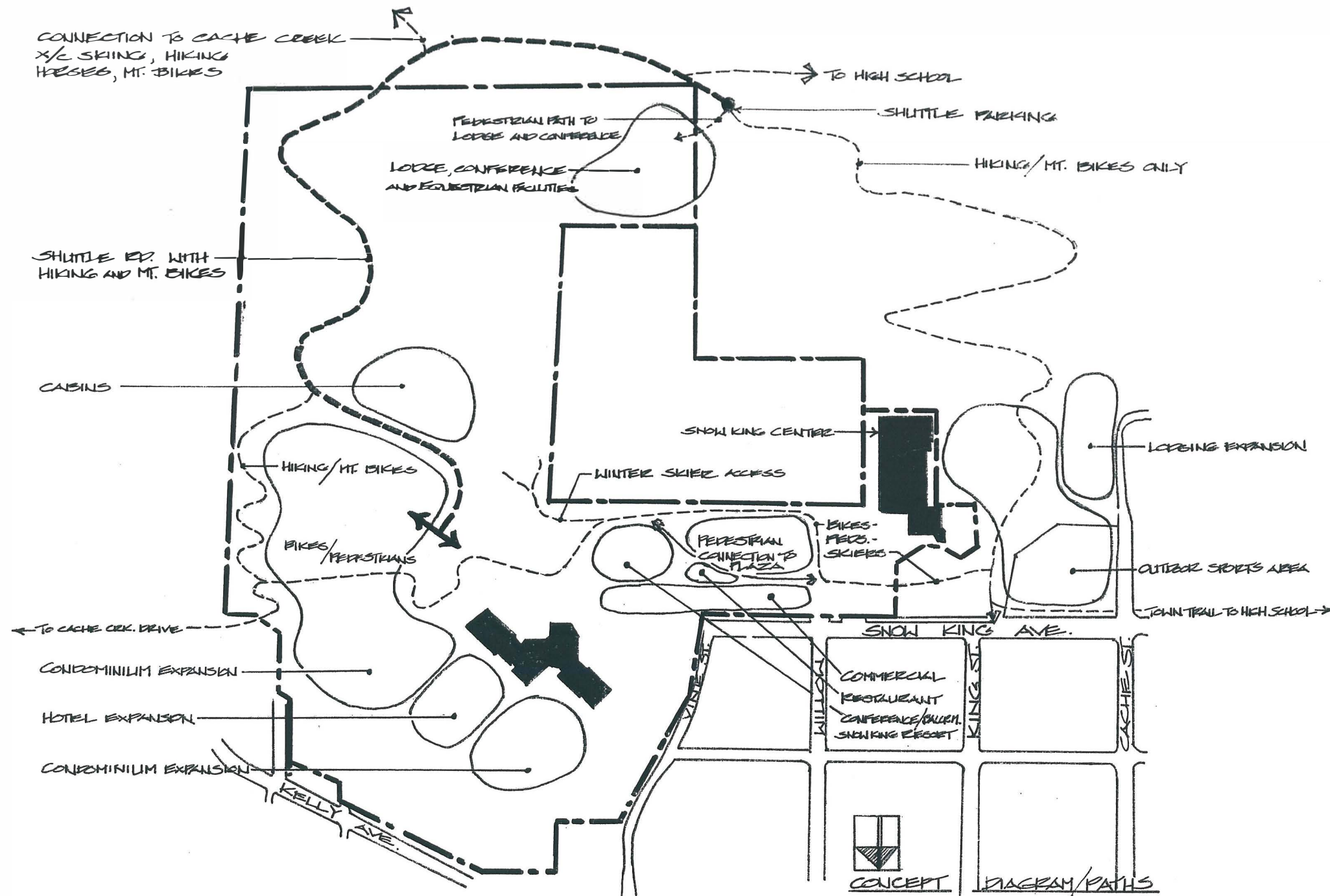
The large contiguous undeveloped land holdings being considered in this Master Plan afford a great opportunity in designing a successful project. Careful consideration has been given to its topography, vegetation, and location. Hiking trails, wind, soils, vehicular, pedestrian and services access, orientation, light and other aspects of the site have been inventoried and considered. This plan is the result of many years of careful thought and studies.

The backbone of This Master Plan is the pedestrian circulation routes connecting Town to Forest lands and the various functions of the Resort. Pedestrian and vehicular circulation is separated as much as possible and East/West and North/South pedestrian/bike connectors are of primary importance. Two primary hiking, riding and bike trails cut across the face of Snow King providing summer shuttle access to the mid-mountain area and additional opportunities for hikers and mountain bikers. The KM6 area (Sub-Area 2) fully develops the pedestrian plaza with connections to Willow Street and the downtown area of Jackson, as well being the nexus of the East/West pedestrian/bike trail network.

This Master Plan places various functions in the most appropriate location and within reasonable walking distances of one another. Dense lodging and conference facilities are located in close proximity to allow conference participants mostly interior circulation. At the same time, priority is given to convenient access to the outdoors from lodging and conference areas, as well as to the availability of natural light to most meeting rooms. The Conference Center is centrally located in close proximity to parking, porte cochere, lodging, underground services and within walking distance to the existing hotel meeting rooms and the Snow King Center.

Building envelopes are a result of their relationship to many aspects, but most importantly indoor and outdoor pedestrian circulation, proximity and access to recreation/assembly areas and intended to create meaningful outdoor spaces. Other Chapters of this Master Plan discuss the rationale for the many aspects of the proposed development. The resulting design accomplishes the goals and objectives of this master plan in a manner complimentary to its location and site characteristics.

This Chapter presents graphic information about the proposed development after build-out. Two separate maps present the proposed Site Plan. The Summer Master Plan depicts the proposed development with both existing and approved features, as they would appear during the summer season. The Winter Master Plan does the same for the winter season. The importance of pedestrian circulation is better portrayed in these two separate maps and in the Transit Routes, Trails, Pathways and Sidewalks plans. The Snow King trail map puts the Master Plan into the larger context of the Snow King massif. The Sub-Area plan sub-divides the total area of this Master Plan into smaller sections for purposes of clarity and ease of analysis.



C. Proposed Master Plan

The proposed Summer / Winter Master Plan depicts the proposed development along with existing and approved features. Proposed site development features include:

Love Ridge / Grand View Vicinity

- Grand View Lodge & Conference Center
- Grand View & Love Ridge Condos
- Proposed development on lots 53, 57, & 58

Hotel Additions

- Buildings A & B
- Paved Parking Areas, Roads and Walks

KM6 Area

- Conference Center / Indoor Recreation
- Buildings K, L, M
- Walks and Stairs
- Heated Plaza, Walks and Stairs
- Existing Miniature Golf and Maze

East Base Area

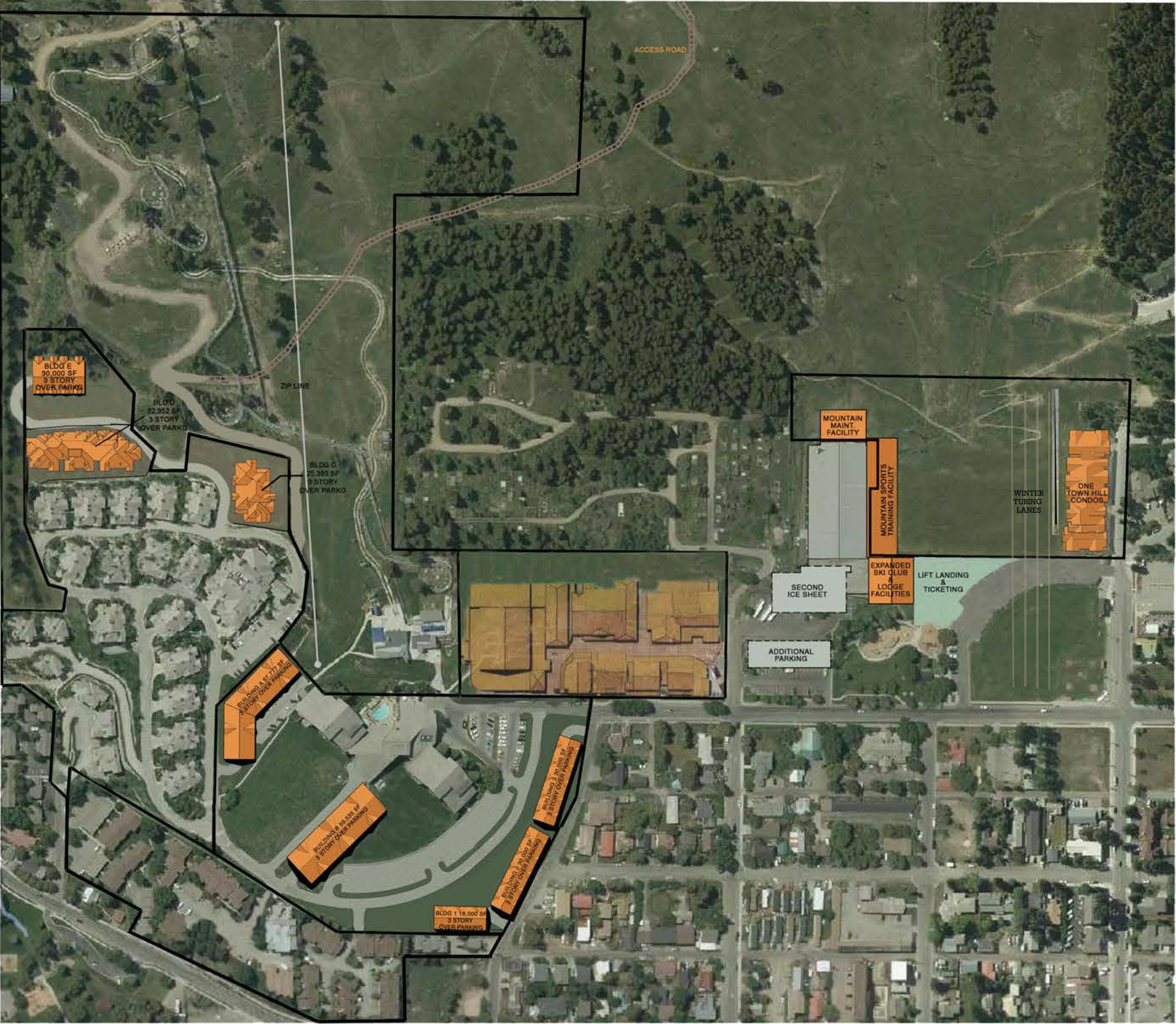
- Rafferty Center & Mountain Coaster
- Alpine Slide & Rafferty Lift
- Zip-line

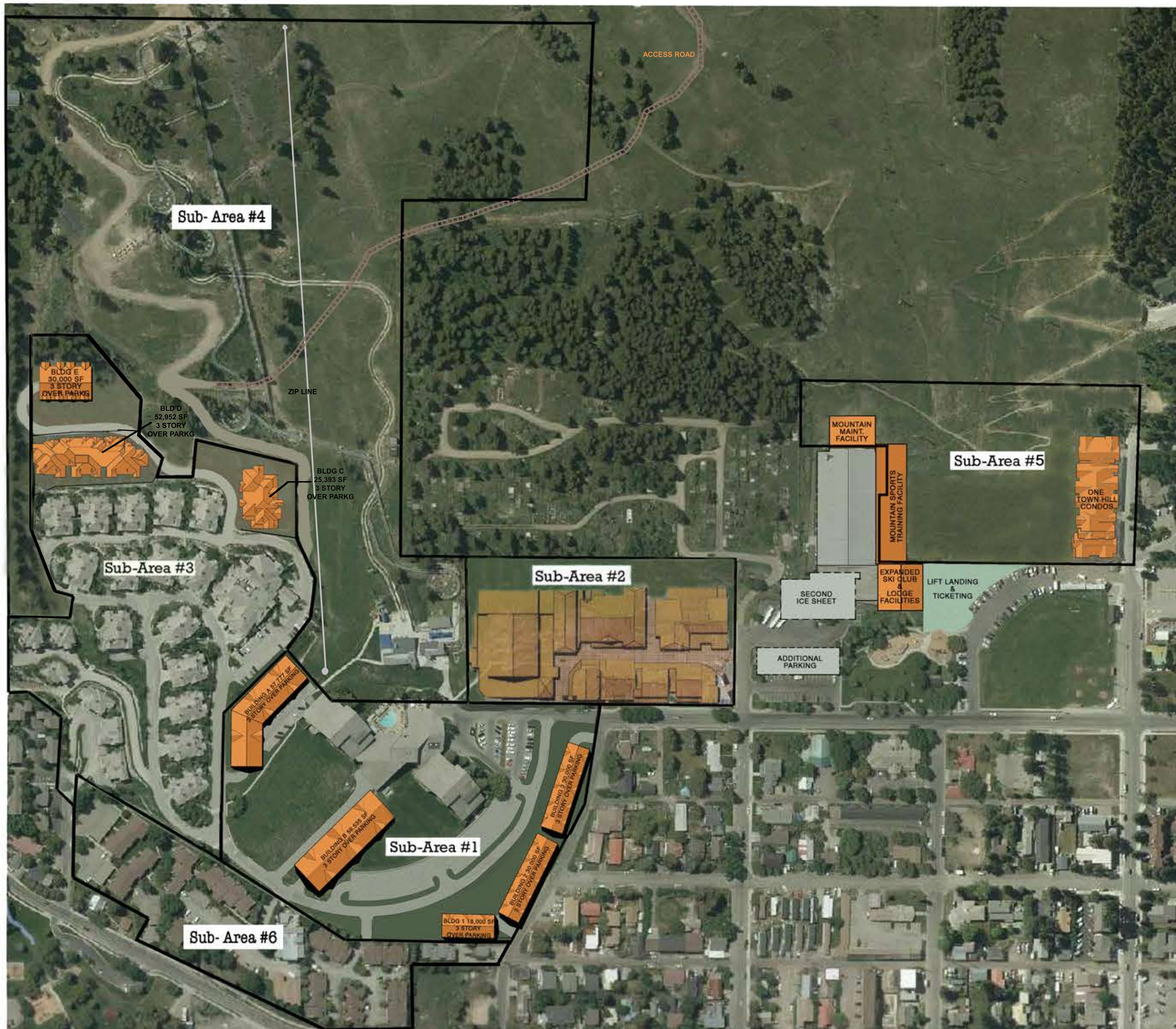
West Base Area

- One Town Hill Condos
- Proposed Mountain Sports Training Facility
- Proposed Mountain Maintenance Facility
- Snow King Sports and Event Center
- Proposed Expanded Lodge Building
- Proposed Gondola

Vine Street Area

- Employee Housing / Apartments



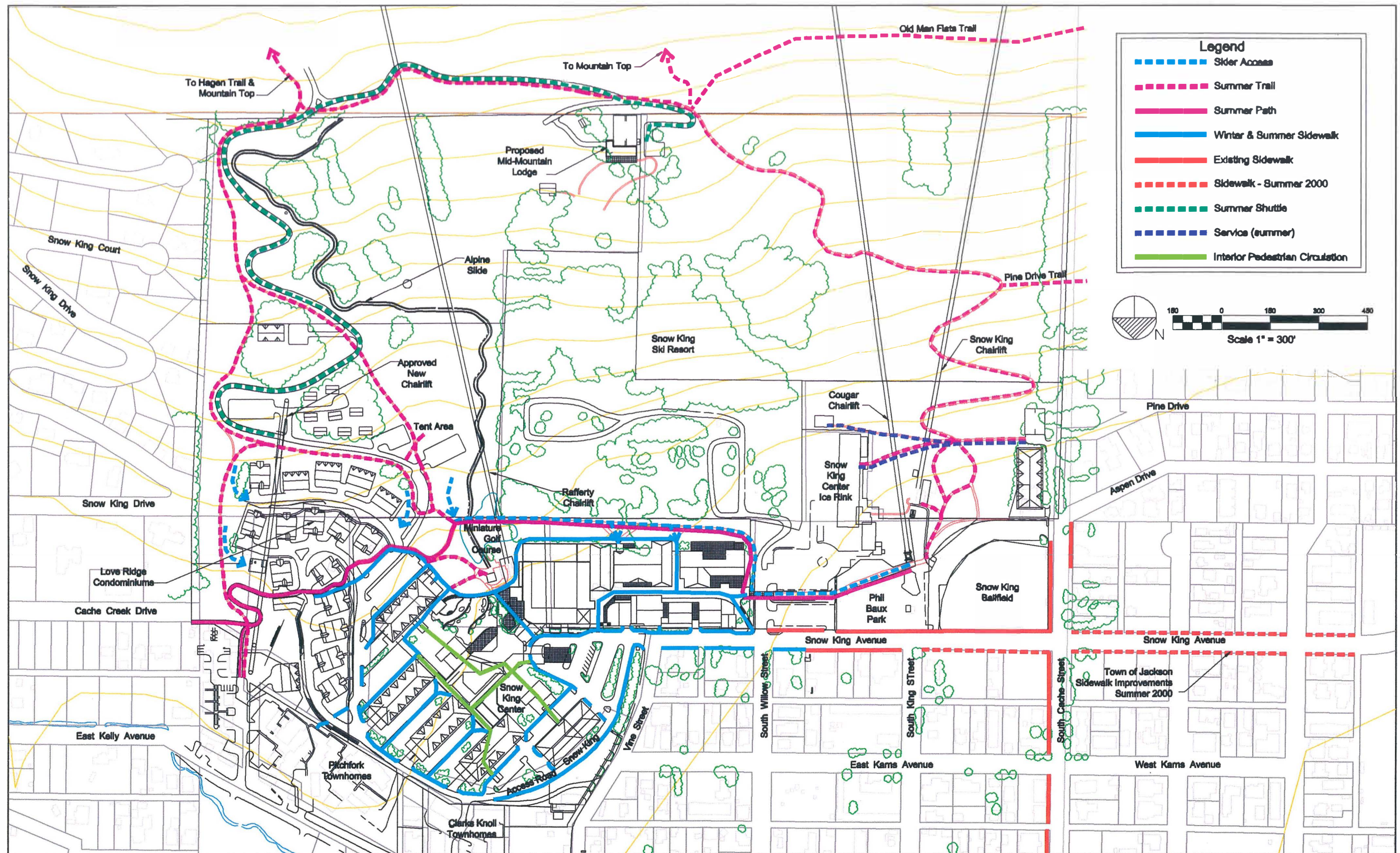


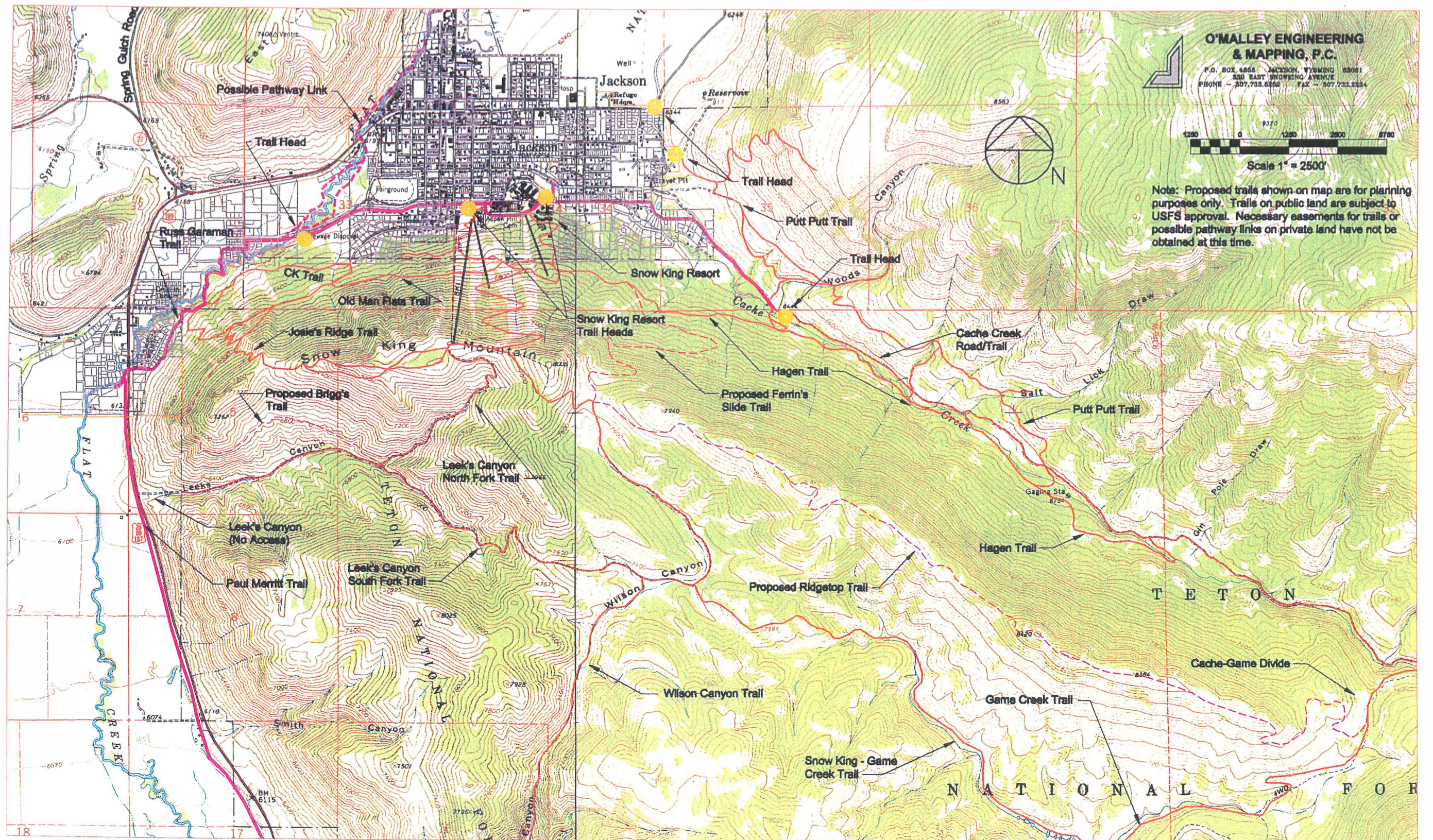
B./D. Sub-Area Plan

For planning purposes the land in the Snow King Planned Resort District has been reconfigured as follows:

- Sub-Area #1: Existing Hotels, Hotel Additions and employee housing.
- Sub-Area #2: KM6 Area between Hotel and Snow King Center
- Sub-Area #3: Existing and proposed condominiums
- Sub-Area #4: Snow King Mountain Recreation area
- Sub-Area #5: Snow King Mountain West Base area and One Town Hill
- Sub-Area #6: Existing Condominium Area *

*Sub-Area #6 - See statement regarding existing condominiums





SNOW KING RESORT AND VICINITY TRAIL NETWORK

V. THE LAND USE PLAN

Introduction to Land Use Plan

Section 4.3.1.F.10 of the PRO regulations requires a Land Use Element that supports and maintains the character of the resort. The regulations set forth permitted uses and guidelines for the amount and type of development.

As stated in other Chapters of this Master Plan, a major goal is to create a vibrant mixed-use resort. To attain this goal, many varied uses are allowed and the whole site is considered as an integral unit in order to maximize efficiency and create the desired results. The objective of this Master Plan is to develop a high-intensity resort node of development, which is compatible with its location in the neighborhood, and with its crucial relationship with downtown Jackson.

Permitted uses are defined in Section 4.3.1.F.10. Permitted uses include residential uses, uses necessary to support the resort's primary recreational activities and uses necessary to support the resort's lodging, day visitors, employees and use by local residents. In the case of Snow King, conference center uses are emphasized and commercial uses serving on-site guests and the adjacent neighborhood are permitted. Special events are also permitted. Prohibited uses include regional serving commercial uses and commercial amusement activities, which are deemed detrimental to community goals and character.

The regulations set forth basic considerations for establishing the amount and type of development:

(1) Rationale and character objectives for the resort area; (2) overall development which can be permitted while preserving community character; (3) infrastructure capacity; and (4) resort self-sufficiency to minimize vehicle trips.

The first two issues are discussed in Chapters II, III, VI and VII, in the context of Consistency with the Comprehensive Plan, Compliance with the Land Development Regulations, Design Guidelines and Dimensional Limitations Plan. The issue of infrastructure capacity is discussed as part of Chapter X, Capital Improvements Plan. The issue of resort self-sufficiency is generally not applicable since the intention of this Master Plan is to be integrated with the downtown area. However, the proposed uses do provide basic conveniences and amenities needed by on-site guests and conference center users and assists in decreasing vehicle trips.

Overview of Permitted Uses

The uses allowed in this Master Plan provide a balanced mix that will enliven the resort and support its dual purpose as a center for both visitors and residents. All the allowed uses fall within the scope of permitted uses, and most descriptions are derived directly taken from the definitions provided in Section 4.3.1.F.10 of the Town of Jackson Land Development Regulations.

Although future uses cannot be completely anticipated, the intent is to comply with the overall goals and objectives of this Master Plan. The Resort District can be characterized as having similarities either in part or in whole, to all zoning districts. These similarities are mixed together into a constantly evolving balance. In order to maintain a healthy balance for the future, flexibility in the type and intensity of use is essential.

The Land Use Plan and its associated land uses are divided into two broad categories; those uses allowed within the building envelopes and those uses allowed outside the building envelopes (Recreation Land Use Zone).

Uses within the building envelopes are generally characterized as residential, commercial institutional, amusement /recreation and home uses. Recreation Land Uses are allowed to spill into the building envelopes.

Uses outside the building envelopes can generally be classified as non-residential, amusement/recreation and temporary uses. While these uses may require the need for structures or other physical improvements they are usually small in scale and quite specific in use. To attempt to confine development, which is related to the recreational activities such as skiing, biking, horseback riding, alpine slide etc. seems an impractical, if not impossible task. Hence the rationale for allowing recreational use flexibility outside the building envelopes.

Other various recreational uses such as swimming pools, hot tubs, playgrounds, picnic areas and shelters, pathways, trails, tennis and volleyball courts, alpine slide, miniature golf, outdoor function areas, sign structures, bridges, ticket windows, barns, tents, performing stages and platforms, dance floors, band stands, BBQ areas, ski lifts, decks, loading areas, nurseries, equestrian operations, ski school and day care facilities are allowed both within and outside the Building Envelope areas.

The following descriptions are intended to familiarize the reader with the uses particular to this Master Plan, as well as other uses which the resort feels are appropriate consequently establishing the nexus between this multiple use district and the LOR's. Definitions will be as per 4.3.1.F.13.C of the current Land Development Regulations unless otherwise noted. Thresholds for size and number of permitted uses is discussed in the Dimensional Limitations Plan.

Uses Permitted Within Building Envelopes.

Residential Uses - Snow King anticipates the following residential uses: Conventional Single Family Units, Accessory Residential and Institutional Residential. Employee housing is also to be located throughout the site and integrated within the Resort in various nodes.

While it appears that residential use within the Snow King PRD will be limited, Snow King believes that residential uses may still have a place in the resort. Consequently, the previously stated uses as defined by Section 4.3.1.F.10 are allowed.

Accessory Residential Unit. -While these types of residential uses are highly unlikely within the resort area, Snow King does not want to preclude their use.

Institutional Residential-Employee Housing. Units of this type are permitted. Institutional-Residential Employee Housing is meant to comply with this Master Plan 's Employee Housing requirements. Unit types may vary and may include, but not limited to, dormitories and multiple occupancy units.

Institutional Residential. Other. Like accessory units this type of use is currently not being considered by the resort. However, it is not out of the realm of possibility that a private school dormitory housing or some type of group living facility or dormitory might be a future possibility.

Non-Residential Uses - Snow King has the following commercial uses included in this Master Plan: Commercial Lodging (including hotel, condominiums, condominium-hotel, interval ownership units and support facilities associated with residential and non-residential short-term rentals), Commercial Retail, Office uses, Restaurant /Bars and Service uses. Although not currently in the group of contemplated commercial uses the resort believes that Bed and Breakfast operations could increase the Resort's ability to provide a viable center for both visitor and residents. These uses are all defined by Section 6.1.8, and are appropriate to include herein.

Commercial Lodging - Commercial Lodging (or simply lodging) can take the form of hotel rooms, cabins, lodges, townhouses, condominiums, condominium-hotels or interval ownership units. Condominiums or other units can be sub-divided into separate sub-units called "lock-offs". A lock - off is a portion of a larger residential unit that can be used, or rented, separately from the rest of the unit. A unit can have more than one-lock off portion; for instance, a 3-bedroom condominium unit can be subdivided into 3 separate rental units, each with a separate entrance door. Interval ownership unit is defined as "Condominium-Time Share" in the Land Development Regulations Definitions.

This Master Plan indicates four hotel areas within the resort that are intended for lodging: the existing hotel and additions, Sub-Area's 2 and 3, and the One Town Hill condominiums. The vast majority of new lodging is proposed in the area of the existing hotel and additions. Uses are interchangeable and only limited by the capacity limits in the Schedule of Dimensional Limitations. Although for purposes of the Example Development a larger ratio of hotel rooms than condominiums have been used in the breakdown of the total guests allowed, it is not believed that this will be the ultimate lodging breakdown. Since hotel rooms have a greater per square foot and per guest impact on traffic, parking and housing the "worst case scenario" was chosen in order to calculate impacts.

Conference and Assembly Facilities. - Conference space is defined as the actual square footage of the meeting rooms whereas assembly space is defined as foyer or gathering space outside of the conference rooms. Assembly space accommodates registration tables, displays, receptions and other activities associated with a meeting event. The majority of the new conference and assembly space is anticipated for the Sub-Area 2 and 3.

Restaurant and Bar. -Expanded Food and Beverage facilities are contemplated throughout the Resort, but mostly concentrated in the core areas. Smaller Food and Beverage outlets are envisioned within the ropes course and miniature golf areas. Outdoor food and beverage facilities are also contemplated throughout.

Commercial Retail. These types of retail sales operations are contemplated for the street level shops along Snow King Avenue as well as within and surrounding the pedestrian plaza. The locations provide efficient access for neighborhood local convenience as well as access to lodging and parking and assists in creating vibrant pedestrian spaces. The close proximity to dense neighborhoods and the numbers of guests staying at the resort should increase the diversity and viability of retail operations. Any single commercial retail space exceeding 15,000 SF shall require a Conditional Use Permit, all other commercial retail is permitted by right.

Office. Commercial office space is planned for the spaces above the commercial retail and is envisioned as including professional services and other activities, which are conducted in an office environment. Similar to the Commercial Retail these types of use are appropriate throughout the resort and will provide a consistent level of local traffic to diversify the mix of activity and commercial viability of the area. Resort uses, such as the Resort management itself, will also require office space.

Service Use. The successful balance of local convenience and visit or services is intended by allowing this use type as defined in Section 4.3.1.F.10. These diverse types of uses will be allowed and encouraged within the building envelope system.

Bed and Breakfast. This type of use shall require a Conditional Use Permit.

Residential Short-Term Rental. This use is allowed throughout the extent of the PR District.

Institutional Uses. As defined in Section 6.1.8 three non-residential institutional uses are considered. Snow King Resort considers all to be valid and appropriate uses within the building envelope areas. Additionally, utility uses outside the envelopes are also allowed particularly in consideration of Snow King Mountain's expanding role in providing a base for valley wide telecommunications. Although the current plan does not contemplate most of the types of institutional uses named in Section 6.1.8, these uses are allowed since in almost every instance large segments of the community would utilize the resort and its many activities and services.

Day Care Center Group. This operation complies with the Group Day Care definition under the institutional designation in Section 6.1.8. Day care can also take the form of a "Discovery Center" and can be operated in conjunction with the Ski School. Snow King Mountain currently offers a summer day camp program to local school age children from ages 6 to 14. Day Care/Education is allowed as a Basic use in all Building Envelopes. In winter, the Snow King Mountain Sports School serves as a de-facto after school day care program for school age children who are interested in learning to ski after school.

Amusement and Recreation Uses. Within the building envelope area, the following uses are appropriate; Commercial Amusement and, Indoor Recreation. In addition, the uses of Outdoor Recreation, Tour Operators / Outfitters and Ski Area may in whole or in part of their operation occur within the building envelope area.

Commercial Amusement. Commercial Amusement uses are permitted as follows:

- Permitted by Right: noncommercial theatres and music halls, video arcades, and indoor skating rinks.
- Conditional Use: bowling alleys, commercial movie theatres and music halls, pool and billiard halls and shooting arcades.
- Other uses shall require a Conditional Use Permit unless determined to be unnecessary by the Town Planning Director.
- A zip-line in sub-area 4 as indicated in the included master plan maps and sketches.

Indoor Recreation. Planned Indoor Recreational uses include a health club and spa, intended for use by both residents and guests. A large indoor/outdoor pool is also planned. In addition, similar types of operations may be feasible and are appropriate from the standpoint of providing diverse opportunities to visitors and residents.

Home and Temporary Uses. While none of the uses defined under the Home Uses and Temporary Uses designations are currently contemplated, the Resort believes that they are compatible, appropriate and may have a place in the future of the resort. The presence of home businesses, small day care operations and cottage industry would help to diversify the social fabric within the Resort. Temporary Uses such as Special Events are perfectly adapted to the plaza in Sub Area #2.

Uses Permitted within the Recreation Land Use Zone

Outdoor Amusement/recreation. Outdoor Recreational uses are permitted as follows:

- Permitted by Right: youth recreation camps, bicycle facilities and uses, swimming pools and hot tubs, tennis, volleyball courts, paddle tennis, stables and corrals not associated with an agricultural use, cross country ski trails and facilities, playground, picnic areas and shelters, zip lines, yurts, splash pads and water features, mountain coasters, mazes, ropes courses, outdoor food and beverage facilities, pathways, trails, alpine slide, miniature golf, outdoor function areas, performing stages and platforms, dance floors, band stands, BBQ areas, ski lifts, summer and winter tubing park, decks, climbing walls, loading areas, ski school facilities and other related ski facilities and amenities.

One of the greatest assets provided by Snow King to the community is the continuing existence of both summer and winter recreational opportunities. Summer outdoor recreation uses considered in the Master Site Plan include, but are not limited to, indoor and outdoor climbing walls, miniature golf, and an expanded trail system for hiking, biking and riding including both cross country and downhill bike trails. Phil Baux Park, and its seamless expansion into Snow King's private lands is also an integral part of this Master Plan.

Winter outdoor recreation includes tubing, skating (both indoors and outdoors) and of course skiing and snowboarding. Skiing and snowboarding activities comprise the bulk of these activities from the perspective of land and support facilities. In addition to the existing base facilities and lifts near term improvements include a new gondola to the summit and continuing improvements to the snowmaking operations. A proposal for a modest expansion of the ski area on USFS managed land to include a safe access road to the summit has been presented to the USFS and is included as part of this master plan. While the Teton County Comprehensive Plan states in 3.1.d that existing planned resorts should be limited to their footprint, this reference specifically applies to areas of the county zoned Planned Resort (PR) where lodging and commercial activity can occur. This reference specifically excludes public lands under administration of the United States Forest Service as noted in the Town LDRs (4.3.2.A). Snow King supports the definitions for Outdoor Recreation and Ski Slopes provided in Section 6.1.3.C since it allows the flexibility to construct and operate all the ancillary facilities associated with both summer and winter activities.

Other uses such as Day Care Center, summer day camp, ski school, utilities and nursery, allowed within the Building envelope area, will also be allowed in the Recreational Land Use Zone.

Ski slopes are obviously allowed, as well as all the facilities required to operate the ski area such as maintenance and storage spaces, snowmaking facilities, explosive storage, lifts and ski slopes lighting.

- Conditional Use Permit will be needed for Skateboard parks, equestrian centers.
- Other uses not mentioned above shall require a Conditional Use Permit unless determined to be unnecessary by the Town Planning Director.

Agricultural Uses. Snow King does not have any plans to rear livestock or grow crops nor does the applicant believe that this is an appropriate use within a resort setting.

Tour Operators/Outfitters. Seasonal facilities such as warming buildings or restaurants are intended to be used, as much as feasible, year-round and may be used for these purposes.

Temporary Uses. As stated in the section on Uses Within the Building Envelopes the resort acknowledges Temporary Uses as one of the most important uses to be allowed within the Resort District. Particularly important is the Special Event definition provided in Section 4.3.1.F.10. Winter ski races, the Hill Climb, mountain bike races and summer Hill Climb are a few of the important events held on the mountain each year. The Annual 4th of July fireworks has been considered in allocating open space. Over the years, other outdoor uses will come up. Snow King assumes that the desire for more of these types of events will grow in number and diversity. With the exception of Gravel Extraction all the Temporary Uses listed in Section 6.1.1 may have a place at the resort and are allowed. Temporary uses such as events, recreational equipment demonstrations or wedding and event tents are a critical feature of the resort district that allow it to cater to guests on short notice. These uses are common and approved for all of the resorts in Teton County including Grand Targhee and the Teton Village. As such, the ability to host an event at short notice for the Snow King Hotel or Mountain Operations are an important aspect of Resort district operations.

Special Events. Special events such as music and dance festivals, snowmobile events, art and craft show, concerts, live theater, and similar events, which are compatible with the resort and its facilities, shall be permitted.

The attached Land Use Schedule is intended to summarize the above descriptions. Where the Limited note is used in the Schedule, reference the above text for details.

Although Final Development Plans will determine the precise areas dedicated to each use, an Example Development has been created in order to calculate impacts such as traffic, parking, employee housing and utilities needed at the site. As discussed in Chapter VII, this is only an example and relative sizes and locations of various uses will change over years. This Example Development only represents Snow King's best estimate of uses within Building Envelopes at this point in time.

Uses not governed by this Master Plan

This Master Development Plan does not directly pertain to land owned by the Town of Jackson (TOJ) or the United States government and managed by the United States Forest Service (USFS). However, included with the 2019 amendment to this master plan and update are maps that show future proposed plans on USFS lands and TOJ property. Among the proposed uses indicated on TOJ land are an additional sheet of ice added to the North of the existing Snow King Sports and Event Center that is not associated with this master plan, an enlarged ski shelter/Jackson Hole Ski and Snowboard Club facility, and an aerial tramway landing on land currently leased from the Town of Jackson for the operation of the ski area. The accepted 2017 USFS Master Development Plan covers all uses proposed on USFS managed lands which can be seen in the included 2017 USFS Master Plan Map.

SNOW KING RESORT LAND USE SCHEDULE

	Building Envelope Zone	Recreation Land Use Zone		Building Envelope Zone	Recreation Land Use Zone
Gravel Processing			Commercial		
Extraction			Office	Y	
Disposal			Planned Commercial	Y	
Temporary Uses			Commercial Retail	L	
Christmas Tree Sales			Heavy Retail/Service	Y	Y
Contractor's Office	Y	Y	Services	Y	Y
Special Event	y	y	Restaurant/Bar	y	L
Real Estate Sales Office	y	y	Drive-in Facility		
Shelter	y	y	Commercial Lodging	y	
Farm Stand			Bed and Breakfast	C	
Gravel Extraction & Processing			Dude/Guest Ranch		
Amusement/Resort			Residential short-term Rental	y	
Commercial Amusement	L	L	Agricultural Support/Service	L	L
Campgrounds			Institutional Residential-Other	C	
Outdoor Recreational	L	L	Residential		
Indoor Recreational	y	y	Agricultural Employee Housing		
Tour Operators/Outfitters	y	y	Conventional Single-Family Unit	y	
Ski Slopes	y	y	Conventional Single-Family Subdivision	y	
Home Uses			Planned Residential	y	
Home Occupation Home Businesses	y		Planned Unit Development	y	
Day Care Home, Family	y		Mobile Home		
Day Care Home, Group	y		Mobile Home Park		
Cottage Industry			Working Ranch Subdivision		
Aeronautical			Guest House/Guest Unit	L	
Airports			Accessory Residential Units	y	
Landing Strips			Institutional Residential/Employee Housing	y	
Heliports			Nonresidential		
Balloon Operations			Agricultural		
Industrial			Agriculture	L	L
Institutional			Nurseries	L	L
Light Industry					
Heavy Industry					
Institutional					
Institutional	C	C			
Utilities	C	C			
Day Care Center Group	y				

Y:::Permitted by Right, C:::Conditional Use , S:::Special Use

L= Limited -See Text for details

EXAMPLE DEVELOPMENT

Land Use by Sub-Area	Sub-Area 1 SK Hotel Vine St	Sub-Area 2 KM6	Sub-Area 3 Grand View Love Ridge	Sub-Area 4 Mountain Recreation	Sub-Area 5 One Town Hill	TOTAL For All Sub-Areas
Condominium Units (Number)	139	50	150		36	375
Hotel Room (Number)	204	100	50			354
Total Units	343	150	200		36	729
Statistics: Lodging SF/Guest	255	250	334		319	284
Total Guests (Number)	964	400	700		144	2,208
Above-Ground Uses (Square Feet)						
Lodging	246,000	100,000	234,000		46,000	626,000
Lobby / Reception	12,000	6,000	2,000			20,000
Conference / Meeting	9,000		6,000			15,000
Assembly	1,000	15,000				16,000
Commercial: F&A	20,000	11,000				31,000
Commercial: Unassigned		36,000	4,000		4,000	44,000
Commercial: Theaters		9,000				9,000
Health Club, Daycare, Ski School, Etc.	5,000		3,000	5,000		13,000
Back of House & Storage	10,000	17,000	3,000			30,000
Services and Circulation	10,000			1,000	6,000	17,000
Supply & Mech	5,000			1,000		6,000
Services - Offices	3,000					3,000
Supply - Public		6,000				6,000
Office	10,000	4,000				14,000
Recreational Uses		40,000		10,000	15,000	65,000
Total Above-Ground Building Area	331,000	244,000	252,000	17,000	71,000	915,000
Underground Uses (Square Feet)						
Back of House		18,000				18,000
Supply, Mechanical, Maintenance	25,000	28,000	10,000			63,000
Services Loading / Circulation	84,000					84,000
Loading Dock Area	6,000	22,000				28,000
Kitchen Storage Services					4,000	4,000
Maintenance / Services	20,000		10,000			30,000
Storage and Misc.	10,000		5,000	5,000		20,000
Supply Services – Public		2,000				2,000
Underground Conference		22,000				22,000
Underground Assembly		9,000				9,000
Lockers - Health Club	20,000					20,000
Total Underground Building Area	165,000	101,000	25,000	5,000	4,000	300,000
Ground Surface Area (SF)						2,716,500
Floor Area Ratio (FAR)						0.34

VI. DESIGN GUIDELINES

A. Introduction:

Division 4.3 requires Design Guidelines, which establish standards for buildings, spaces, signs and lighting within the PRO. These Design Guidelines respond to and specifically address the standards set forth in Section 4.3.1.F.7 of the Town of Jackson Land Development Regulations that state:

- ***Character and design.*** *As indicated in the Comprehensive Plan, Snow King Resort will continue its role as a unique, resort-oriented urban commercial node serving both visitors and residents. Improvements and expansions at Snow King will solidify its role as the main convention and conference facility in the community. Factors and resort characteristics important in Snow King's future development include:*
 - (1) *Capitalization on the location at the terminus of Snow King Avenue.*
 - (2) *Creation of a sense of arrival.*
 - (3) *Creation of an active, attractive, pedestrian streetscape along the eastern end of Snow King Avenue.*
 - (4) *An attractive, safe and direct pedestrian streetscape connection to the Town Square.*
 - (5) *A layout that blends the edges of the resort into neighboring developments, creating a porous edge to the resort that encourages pedestrian travel into and through the area.*
 - (6) *Structure sizes and layout that draw people into the resort area.*
 - (7) *A continuity of architecture and activities within the resort, creating a multi-use sense of place.*
 - (8) *Pathways throughout the resort and connections to the Jackson Hole pathways system.*
 - (9) *Continued provision of the amenities of "town hill" skiing.*

The following Design Guidelines address the specific characteristics and issues excerpted above. These Design Guidelines will be administered by the Snow King Resort Master Association (SKRMA). Final Development Plans will be reviewed and approved by SKRMA prior to presentation to the Town for approval as per Section 4.3.1.F.7. All buildings will be reviewed for compliance with the Master Plan Design Guidelines by the Town Design Review Committee.

The visual presentations accompanying this Master Plan show the character and quality of the buildings that these guidelines will produce. New development is intended to visually enhance the existing resort, add a new and exciting dimension to the Town of Jackson, and blend with the built and natural landscape. The plaza, storefronts and entry tower are intended to provide a pleasant and attractive Snow King Ave. streetscape, inviting to the visitor or resident approaching from the West.

B. Design Guidelines. Character and Design Objectives

1. Capitalization on Location at Terminus of Snow King Avenue

The current main entrance to Snow King Resort is at the East end of Snow King Avenue. This entrance will remain and be strengthened in a number of ways. The entryway will be re-graded to a slightly gentler slope and equipped with snow-melting surfaces. The street frontage will be lined with three- and four-story buildings with retail uses at street level and other uses above. These buildings will create an important street edge designed to provide visual interest to pedestrians and motorists. The East/West axis will be improved with the addition of landscaped islands that will screen the paving surfaces and soften the approach. The entrance to the hotel will be brought further West by means of a large Porte Cochere, which will serve as a drop-off for the hotel and conventions users, as well as for buses, cars, shuttles, limousines and taxis.

2. Creation of a Sense of Arrival

By expanding the Porte Cochere and creating a courtyard, the sense of arrival is enhanced and circulation, both pedestrian and auto, clarified for the arriving guest. Consideration is given to loading and unloading requirements for both guest and residents attending functions at the Resort. The large vehicular plaza is designed with large vehicles (buses, outfitter vans, and trailers) in mind. The row of buildings along the south side of Snow King Avenue, starting with the entry Tower and plaza at the west, will help draw people visually into the resort and is an important feature necessary to create a sense of arrival. Pedestrians will be able to walk along an outdoor arcade lined with retail windows, providing visual interest and shelter from the weather.

3 & 4. Creation of Pedestrian Streetscape Along East Snow King Avenue and a Connection to the Town Square

The addition of buildings fronting the street with retail and commercial uses will enhance the pedestrian experience by adding visual interest, sidewalks and lighting. Snow King Resort will work in concert with the Town of Jackson to direct pedestrians between Snow King Resort and the Town Square. Willow, King and Cache Streets are all options for pedestrian connections to downtown.

5. Porous Edge Encouraging Pedestrian Travel

The building edge along Snow King Avenue is articulated to reduce the apparent bulk and scale of the two-, three-, and four-story structures. Small retail and commercial spaces connected by a covered arcade will disguise the parking structure behind and give an active and inviting facade. By using different building heights and varying the roof forms, the street edge is given scale and visual interest. The facade facing Snow King Ave. East of Willow is designed to integrate with potential future development along the north side of the street. The open areas to the East and West will encourage hiking and biking up the mountain. On the West, behind the ballpark, the One Town Hill building will define the western edge of the resort and be visible when approaching the Resort from the North. The large open space area between the Snow King Center and the One Town Hill will continue to act as a magnet for mountain access and be enhanced with additional outdoor activity areas.

6. Size and Layout that Attracts People

The new master plan is built around three primary outdoor spaces, each of a very distinct character and purpose. The centrally located Entry Court, with re-graded drive and expanded pick-up and drop-off areas, is the vehicular centerpiece of the new plan. Arriving visitors will be able to pull in under the cover of the Porte Cochere and will be directed to check-in areas or to the convention center. Access to the parking structure will be clearly marked and easily accessed. The second major public space is the plaza above the parking structure, which is affronted by lodging/commercial buildings. This entirely pedestrian space connects the main hotel, the convention center and other condominium and hotel wings through a pedestrian bridge, to the Snow King Center, the Ski hill, and Phil Baux Park. This pedestrian plaza is to be lined with food and beverage outlets, shops, kiosks and outdoor activities and is intended as the center of pedestrian activity for the Resort. The third major public space is the Pool Courtyard, which will be enhanced under the new master plan with terraced gardens, water features, and hot tubs stepping up the hill from the hotel lobby. This space commands south sun, exceptional views up to Snow King Mountain and is well protected from prevailing winds. This will be the recreational centerpiece of the hotel and condominium complex and will also be visible from the main hotel lobby attracting guests to the outdoors. The new Health and Fitness Club will overlook and connect to this Pool Courtyard. The effect of these three spaces will be to give the visitors distinct spatial and programmatic experiences and will serve to attract and amuse people in many different ways.

7. Continuity of Architecture and Activities/Multi-Use Spatial Sense

The spatial experience outlined above is enhanced by the fact that it incorporates mixed uses and by the variety of activities that will take place at the Resort. The mixture of retail, office, restaurants recreation, and lodging mimic the uses typically found in active urban areas, and the proposed density is necessary to activate these outdoor spaces.

8. Pathways Connecting to Pathways System

The Pathways and Trail system is the backbone of the Snow King Resort Master Plan. The proposed system will provide a nexus for the regional trail system. The special location of the Snow King properties allows for East/West and North/South Trail and Pathways connections. Special emphasis is placed on the separation of pedestrian and vehicular circulation and the creation of meaningful interior and exterior spaces for pedestrians to congregate. The pathway system within Snow King Resort expands, and connects to the off-site pathways (See Summer Circulation and Pathways and Winter Circulation and Pathways).

9. Continuation of the Amenities of "Town Hill" Skiing

The Snow King Ski Hill is intended continue in operation as an amenity for both residents and guests alike. Skiing, sledding and other activities figure prominently in the new Snow King Master Plan. The increased intensity of the resort is hoped to lead to an expansion of the amenities as the need arises.

C. Design Guidelines. General Purposes

The purpose of these conceptual design guidelines is to give some idea of the physical character that is being envisioned in this Master Plan and will be used to assist Snow King Resort in the planning, design and construction of projects build under this master plan. They reflect the goals of the master plan in attempting to create a true resort experience with visual variety, pedestrian activities, and a unique character which will make the resident and visit or experience more memorable. It is the intent of these guidelines to strike a balance between control and creativity, to allow enough flexibility in the choice of materials and style to give life to the resort, while at the same time maintaining a sense of cohesiveness. The world's great cities were not designed by one architect at one time, but rather grew and developed over time with the creative input of many. Snow King Resort is attempting to create a broad enough palette of possible materials and design elements to encourage a unique blend of architecture, which will give it variety and visual interest.

Snow King Resort has an important role as anchor for the Town, a counterbalance to the Town Square and the proposed Visitor and Multi-Agency Camp us at the North end of Cache Street. As such, it must act as a terminus, a destination for both residents and tourists. This Master Plan, by adding significant intensity to the Resort, makes it a much more varied and desirable destination than it currently is. The combination of Convention Facilities, the Snow King Center/ice Rink, an array of lodging facilities, retail, commercial functions and a Health Club/Spa, all reinforce Snow King's role as a multi-use center for the community.

As the Master Plan builds on the existing Snow King Resort, so do the architectural guidelines, which build on the existing character that has developed during the life of the resort. The new architecture of the Snow King Resort will build on the community character of Jackson with well-designed buildings, clean rooflines, taper-sawn shake roofs and a clearly expressed structure. The materials palette, while encouraging a preponderance of wood and stone, will also include stained concrete, painted or oxidized steel, stucco, and high quality cultured stones.

Indigenous architecture has long had a powerful association for people who visit the West, from the log cabin in the woods, to the burl wood columns in the Cowboy Bar. Snow King has established a

character that is clean and somewhat modern. Its new character must tie to the old and yet be firmly rooted in today's world. While rustic character has been adopted for other resorts, a more direct simple architecture that capitalizes on large areas of glass, simple roof forms and tautly detailed elegant materials, will distinguish Snow King from other Jackson experiences. Tying the new buildings with the old will create a powerful and unique style for Snow King as it develops in the new millennium.

The resort and convention business has changed over the years and the new Snow King Master Plan incorporates changes intended to keep it apace in this intensely competitive business. By more effectively attracting today's conferences and tourists, Snow King will continue to provide a strong economic infusion for the community.

Section 2550. G requires Design Guidelines that establish parameters for buildings and spaces in the Planned Resort following this outline.

1. General. *The design theme of the Planned Resort shall have an emphasis on outdoor recreational activities and create a sense of place. A sense of place is created when site planning and architecture:*

- a. Concentrate activities and human interaction into identifiable spaces, such as a plaza or mall;*
- b. Assemble a built environment that connects buildings, spaces and structures through common scale, design and materials;*
- c. Incorporate into the built environment the natural features and cultural heritage of the area; and*
- d. Produce an identifiable image that is associated with the planned resort and with Jackson Hole.*

There shall be visual continuity among the resort structures and design elements without unduly limiting variety in design. Development shall be compatible with the surrounding built and natural environment in both scale and character.

2. Architecture. *Building design guidelines shall reflect:*

- a. The community's architectural character and themes*
- b. A human scale, pedestrian-orientation, which are created when:*
 - (1) The height of buildings does not overwhelm people walking beside the buildings; and*
 - (2) The ground level doors, windows and design features of buildings create an interesting diversity for people walking past the buildings.*
- c. A built environment in keeping with the cultural and aesthetic values of the community*
- d. Natural attributes of the immediate vicinity*
- e. Building materials and colors compatible with the surrounding natural and built environment.*

3. **Bulk and scale.** *The design guidelines shall ensure the bulk and scale of individual buildings within the Planned Resort achieve compatibility with:*

- a. Other structures within the Planned Resort, when the resort development is completed, and*
- b. Neighboring structures that are not a part of the resort, and*
- c. The natural environment.*

4. **Signs.** *The design guidelines shall include a sign component that sets forth the sign theme for the Planned Resort and specifies criteria for determining permitted sign sizes types and locations. The guidelines shall contain prototypical examples of all types of signs, including wall, canopy, freestanding, directions, and informational signs. The flexibility extended to Planned Resorts via this Division, to propose standards for signs different from those specified in Chapter 15.28, Signs, of the Jackson Municipal Code, is encouraged with the purpose of having sign guidelines in keeping with the unique character and needs of the resort.*

5. **Lighting.** *The design guidelines shall include an analysis of proposed project lighting. Areas to be illuminated (parking areas, walkways, entries, etc.) shall be identified and general standards should be set forth. Identification of models and types of standards and fixtures is encouraged, but specific illumination plans and photometric footprints are not required. Generally, lighting shall be low-intensity, low-profile, and shielded to avoid "light pollution" and glare to offsite areas. General illumination standards are set forth in Section 49370, Exterior Lighting and Glare.*

6. **Site planning.**

*A. **Orientation and aspect.** Structures and public spaces within the Planned Resort, generally shall be arranged with views of, and access to, the principal resort recreational amenity.*

*b. **Entrance features.** Entrances to the Planned Resort shall create a sense of arrival. A sense of arrival is created when the entrance into the Planned Resort is easily identifiable and is consistent with the design theme of the resort.*

*c. **Natural Resources.** The site design shall highlight the natural resources within the Planned Resort and integrate them into the layout of the resort in order to promote a connection to the natural environment. Consequently, natural features of the site, such as significant vegetation, rock outcroppings, water bodies, etc., shall be preserved and incorporated into the project design to the extent practicable.*

*d. **Pathways and pedestrian facilities.** Pathways and pedestrian facilities, including access for the disabled, shall be integral components of the site design. The site shall provide an attractive, outdoor atmosphere that encourages use and reliance upon pathways and walkways.*

*(1) **Safe, convenient and direct access.** Pathway and pedestrian systems shall provide safe, convenient, and direct access throughout the resort, to public lands, transit facilities and the existing or planned community pathway system, when adjacent to the resort.*

(2) Pathways. Pathways shall be provided for non-motorized transportation, except motorized wheelchairs for the disabled shall be permitted. Bicycle racks, ski racks, etc., shall be provided at various destination points within the resort.

e. Transportation facilities. Site design shall integrate safe, convenient, and direct access to transportation services and facilities (i.e., bus shelters, information kiosks,) and shall incorporate the facilities necessary for the proper functioning of the Transportation Demand Management Plan (see subsection H.2, below).

f. Circulation. The layout of local street, alleyways, and parking lots shall be sensitive to the natural terrain and landscape. Cut and fill areas shall be minimized and natural features of the site such as wooded areas, rock outcroppings and water bodies, shall be preserved to the maximum extent practical.

g. Access. Safe vehicular access appropriate for refuse removal, recycling, emergency services, and delivery shall be provided. Service access shall not create unsafe conflicts with automobile and pedestrian access to primary destinations within the resort.

h. Landscaping. Project landscaping including hardscape areas shall be consistent with the overall design theme of the resort. Use of indigenous plant materials is encouraged. Existing vegetation shall be preserved and incorporated into the design of the project to the extent practical, especially wooded areas and other significant vegetation which provides shelter or habitat for wildlife.

The Guidelines and the plans and sketches incorporated in This Master Plan, when considered as a whole, address the above sections of Division 2550.

D. Architectural Design Guidelines

1. Building Form, Massing and Character: Buildings must feel as if they fit in the context of the Town of Jackson. They should not seem "imported" from someplace else. They must not overwhelm the pedestrian scale. Building masses will be broken down through the use of covered arcades at pedestrian levels and thru the use of building envelopes that require the structures to step back away from the street or plaza.

Architectural forms will be simple and practical, not elaborate. They must reflect an ability to deal with the severe climate and have honesty and directness similar to the best indigenous structures such as barns and sheds, or some of the structures in Yellowstone and Grant Teton National Parks.

In general, building forms should be used to create definable public spaces between buildings. Buildings affronting plazas should create an edge that defines the space. Buildings on the south side of a plaza step back above the second story to allow light into the plaza. Where building facades face the mountains or non-pedestrian spaces, buildings will be allowed to rise without necessarily stepping back.

Buildings should be sited to help shape the spaces around them and to create a sense of "street space" by lining up with adjacent buildings where possible.

Buildings should employ various architectural devices to help bring the masses to a more friendly, pedestrian scale. Changing materials, breaking the wall line, using different roof forms and adding balconies or projecting bays are some of these devices.

Larger buildings may be broken into smaller elements that appear to be an aggregation of smaller buildings. Overly differentiated facades on a single building are to be avoided however.

2. **Roofs:** in order to be sympathetic to the existing Snow King Resort, new buildings must relate to existing architecture by using similar roof forms, generous roof overhangs, and some similar materials such as heavy timber beams holding up roofs overhangs.

Primary roofs must be sloped and in keeping with existing roofs, their slopes should predominantly be in the range of 4:12 to 7:12. Flat roofs and parapet roofs will be allowed where they act as connectors from one gabled roof to another and at larger spaces where necessary and not visible from street or plaza levels or where practical for best incorporating structures into the surrounding built environment. Special consideration is to be given to designing roofs in reference with nearby pedestrian uses. Roof materials should be as consistent as possible throughout the Resort.

Large roof overhangs should be held up by heavy timber beams or knee braces. Eave lines should be kept thin to avoid the heavy look of typical cold roof structures with 20" fascia's.

3. **Exterior Materials:** Buildings shall sit on masonry bases, and feel as if they are firmly rooted in the ground. Stone, cultured stone, stucco, synthetic stucco and concrete will withstand the extreme weather conditions and pilling up of snow along the foundations.

Appropriate materials above the ground level will predominantly be stone, cultured stone, wood siding, wood shingles, heavy timber, logs and glass. Other materials such as brick, stucco, synthetic stucco, oxidized steel, and board-formed concrete will also be allowed to a lesser extent. Buildings should have texture and visible structural purpose.

4. **Windows:** Windows at the pedestrian level should be as large as possible given the function behind them. For retail and/or hotel frontage windows should represent approximately 75% of the linear frontage.

Above the ground floor, there is no minimum requirement of window to wall. In keeping with the existing Snow King Hotel and its available views in all directions, large windows are encouraged. When in heavy walls of stone or concrete, windows should appear to be "punched", and they should have lintels of timber or stone. Metal clad windows, wood windows, and non-reflective aluminum storefront windows are all permitted. Darker colors of the windows are encouraged.

Divided light windows, if used, must have real divisions, either true divided light or simulated divided light with metal spacers between the double panes of glass. Snap-in false mountings will not be permitted. Generally larger expanses of glass are preferred to small divisions.

5. **Commercial Frontage, Entryways:** At the pedestrian level, Retail and Hotel storefronts should appear light, glassy and as transparent as possible. As a goal, approximately 75% of the linear frontage of walls opening onto the public plazas and arcades should be glass.

Stone, stained concrete, and painted steel are recommended materials for the pedestrian level walls between the glass.

6. **Decks and Balconies:** Decks and balconies add functional amenity to the resort but also become part of the design palette used to add character and create variety on the building exterior. Where possible balconies and decks should be located to take advantage of solar exposure and/or views. Long, linear balconies are not permitted.
7. **Walkways:** To promote the sense of a unified resort with pedestrian accessibility, buildings should have covered walkways on facades along which connections can be made to other buildings in the village. Wherever possible these walkways should have retail stores and restaurants and other visually interesting spaces along them. All buildings must take into account pedestrian access to all adjacent buildings and the rest of the Snow King Resort.
8. **Color:** The use of color should support and reinforce the overall design theme for Snow King Resort. As a year-round resort, colors chosen must work well in all seasons and help the resort blend with its town context as well as with the natural landscape. Color schemes should be built around natural materials, such as stone and wood. Earth hues, natural colors of foliage, deadfall timber and dried grasses are all appropriate. Primary or bright colors should be used sparingly, as accents to highlight the more muted color schemes. Use of "day glow" colors is not allowed. On wood, stains are preferred over paint.

9. **Lighting:** The lighting systems will serve functional and aesthetic roles that include:
 - Providing security and visual safety
 - Serving as directional indicators for vehicular and pedestrian traffic
 - Providing extended outdoor use time, particularly in pedestrian areas,
 - Reinforcing the identity and character through form, color, and materials of fixtures, visual light quality and placement

Lighting must be designed and configured in conformance to Town of Jackson standards. Light sources must be shielded so as not to reflect direct light upon adjacent buildings or properties.

Pedestrian scale lighting: The use of low level light sources at the pedestrian scale to accent or illuminate the ground plane provides a special opportunity to reinforce Snow King's unique identity and character. This is achieved by the use of proper fixtures at lower mounting

heights to produce a more intimate effect. At night, the fixtures provide light necessary for safety and visual effect. By day, the fixtures should lend animation and scale to the pedestrian environment. Fixtures at a maximum height of 16 feet will be used for these pedestrian areas. Painted steel will only be used for accent.

Additional pedestrian scale lights may be used including bollard lights at approximately 42' in height, and canister type lights on overhead structures. Lighting for pedestrian areas should be incorporated into the buildings whenever possible.

9. **Disabled Accessibility:** Consideration for the disabled must be a part of the design process for any project. Every structure shall be accessible by the disabled through the use of ramps (not to exceed 8%) and/or elevators. All outdoor pedestrian areas must be accessible.

10. Sub Area 2. Specific Guidelines.

One of the key design elements is the pedestrian connection between the existing hotel area and the Snow King Center. This connection is intended to be made through a pedestrian mall located above underground parking. It is intended that this route be lined with covered arcades as defined below, and given ample visual and special variety to create a lively streetscape.

Key components of this pedestrian mall are:

Properly scaled buildings lining a properly scaled "street", storefront spaces with a predominance of glass, interesting shop windows and doors inviting to the pedestrian, indoor and outdoor food and beverage outlets, visual variety and not just a straight line of facades. Public spaces, lobbies, restaurants and similar extroverted uses should be placed along the mall to help enliven the spaces and make them inviting to passersby.

As a means to allow, and in fact require, this kind of streetscape in a future design whose exact programmatic needs are to be left flexible, a number of rules need to be followed:

- A 65' wide "overlay" zone has been created and called the "Pedestrian Mall Overlay." This overlay defines an area of Primary and Secondary pedestrian connectors that must fall within this overlay. See Pedestrian Overlay Drawings in the Dimensional Limitations Chapter of this Master Plan.
- Two types of Pedestrian Connections are established: Primary and Secondary.
- The width of the connections is flexible but is governed by the following parameters:
 - Primary Connection:** The open width of this connection shall be between 25' and 65' and should be able to structurally support fire equipment loads. Building height along this Primary Connection is governed by a 1 to 1 proportion of height of building to width of Pedestrian Connection, so where the Connection is say 35' wide, the height of buildings on either side shall not exceed 35'. In the event that there is room left in the maximum height plane of the building envelope grid, buildings can set back a minimum of 8' and extend up to the limit set by the building envelope grid. The 3-dimensional building envelope grid, as defined in the Schedule of Dimensional Limitations Sub-Area 2, shall take precedence. Areas designated T-1 and T-2 in the building envelope grid has special parameters as described in the Dimensional Limitations Plan.

Primary Connections must be lined, on at least one side, with a covered arcade ranging in width from 10' to 16' and at least 12' in height. Structural elements such as beams, trusses and knee braces may drop below the 12' height to a minimum of 9'.

-Secondary Connections are not subject to the above height to width limitation. However, these secondary connections must measure a minimum of 16' in width and 12' in height and are to occur approximately within these Secondary Connection overlays. These secondary connections can be bridged by buildings above, as long as the covered area does not exceed 40' in length.

- Building facades must be articulated, and are not permitted to run straight for more than 200' in length. Jogs or setbacks breaking a straight run must be at least 8' in depth. Curved facades will be allowed and considered breaks.
- Building facades must be organized into a base, middle and top, with appropriate changes of material, varying of the massing and the use of balconies to help break down the massing of the buildings.
- Among the conditions of approval of this Masterplan were proposed revisions to the schedule of dimensional limitations regarding the height and massing of building envelopes fronting Snow King Avenue along its South side. These conditions have been addressed in the building envelopes that are part of this Master Plan. These envelopes, as shown herein, are now in compliance with the conditions of approval. Town staff will review the final design of Sub-Area 2's public thoroughfare frontage at the Final Development Plan stage to ensure that this street level frontage is treated architecturally to achieve the appropriate scale.

As the Snow King Resort develops, these guidelines will ensure that it does so in ways that will greatly enhance its character and make it a more exciting place to visit.

Within this Chapter, as well as in the Schedule of Dimensional Limitations Chapter, drawings and sketches have been included. These are intended to clarify and define the intent of the written guidelines.

E. Site Design Guidelines. Plant Palette.

Site design at the Snow King Resort focuses on plant palette and design, pedestrian circulation, site architectural features and the colors and materials that comprise the build environment. Snow King's setting is both urban and rural. On the one hand the in-town location provides a diverse urban design context. This context generally implies that the site design will be dominated by landscape with formal plantings. Conversely, the resort is built into the base of a forested mountain and is bounded by the Bridger-Teton National Forest. This context usually implies a more random or natural site design. The objective will be to intertwine these two design goals, in a transitional manner, without creating confusion.

Just as the resort straddles a seam between the urban and rural environments it is located at the interface of three different plant communities. The lower portions of the site are dominated by the sage/grassland and the Aspen/Chokecherry communities; remnants of these communities still exist along the eastern boundary of the PRD. The higher, moister portions of the site exhibit a Douglas Fir and Spruce plant community.

Plantings around the resort should mimic these existing communities. Replication of the endemic plants also provides an excellent opportunity to provide visitors with information about the local flora. These plants will also provide an adaptable palette necessary to flourish in the wide variety of moisture, light and temperature conditions, which large buildings create and will also help to weave the rural with the urban environments.

Other planting materials of sufficient caliper will be used to screen and enhance the buildings. In general, the plant material will be in accordance with sections 4140, 4150, 4160, and 4170 of the Land

Development Regulations, except for areas designated as Ski Trails and Outdoor Recreation.

Within Sub-Area 4, only evergreens will be used to minimize visual impacts.

Detailed Landscape Plans will be part of each Final Development Permit Application.

F. Pathways and Circulation Elements

As described in Section 2550. G.6.d., the Planned Resort District is designed to *'provide an attractive, outdoor atmosphere that encourages use and reliance upon pathways and walkways.'*

The proposed pathway and circulation system of the Snow King Resort is comprised of a network of diverse pedestrian passageways that collectively provide a full range of use and circulation functions throughout the resort and adjacent properties. The system is intended to extend and enhance the existing pedestrian/recreations fabric of the town as well as to accommodate the functional demands of the proposed Snow King Resort expansion. In order to facilitate future pedestrian traffic growth, both within and without the PRD, direct and convenient linkages to transit facilities, parking and community pathways are incorporated in the system.

The proposed pathway system consists of the following physical components:

- 10' wide paved bike /pedestrian pathways
- Concrete sidewalks and stairs
- Heated concrete sidewalks and stairs
- Paved pedestrian pathways and plazas
- Gravel surfaced trails (pedestrian only)
- Gravel surfaced hiking /mountain bike /horse trails

The primary objectives of the proposed pathway system can be described as follows:

To provide links to existing paths the planned trail system connects to the Sink or Swim Trail up the mountain and to the East-West and Hagen Trail leading to Cache Creek.

To encourage pedestrian use. The pathways system is integrated into the proposed and existing buildings to create an open, convenient, non-hierarchical system of movement. By not directing or restricting pedestrian traffic the user is encouraged to wander and explore. The buildings and paths are situated in such a way that the pathways can be perceived as extensions of the internal building passageways, thereby, further encouraging pedestrian use.

The pathways system also promotes utilization by providing facilities for recreational activities including walking, hiking, running, biking and riding.

To provide safe pedestrian movement Much of the KM6 and Hotel Sub-Area pedestrian spaces located outside the Extent of Winter Skiing boundary are proposed to be heated for winter use. Pedestrian pathways are to comply, where feasible due to topographic conditions, with ADA requirements.

To provide an aesthetically pleasing and enjoyable experience. The pathways system takes full advantage of the natural attributes of the site and the various exposures to long vistas.

G. Signage

Signage within the resort can be divided into two categories: resort signage and commercial signage. Resort signage provides direction to basic resort services. It is to be homogenous in style, color and material. Commercial signage advertises services or products for individual businesses. Consequently, great latitude of style, color and material must be anticipated.

Sign Face Materials: The primary goal is to employ materials, which are non-reflective and have a soft or smooth textured appearance. Some acceptable material examples are: wood which has a natural oil or flat paint finish, unfinished metals which oxidize to a flat finish, or metals painted with a flat finish and other materials which can be shown to have flat, non-reflective surfaces.

Sign Standard Materials: Generally, the preferred standard material will be stone, stained concrete and wood. Standard materials should relate to the context of the site, particularly to the building with which they are associated. Signs should be incorporated into the structure of the building rather than being stuck on the outside as an afterthought. Metals, plastics and other material may be acceptable if it can be shown that they relate to and integrate the sign into the site and/or building. Large structures could be introduced at the Resort's entrance to enhance the sense of arrival, but must be composed of wood or stone.

Sign Face and Standard Color: Colors should generally be muted earth tones similar to the endemic Jackson Hole soils. The use of earth tones in non-reflective media is another subtle method of unifying the build environment with its rural surroundings. This color theme is not intended to prohibit bright colors entirely; however, it is intended to define the predominant surface area of the sign face and all of the base and/or standards.

Signage Lighting: Fixtures for lighting sign faces should be incorporated into the structure of the sign. The fixture should be a 90-degree cutoff type, which is adjusted to prevent the lamp from being visible.

A detailed signage program for the Resort will be prepared, for Town Staff approval, prior to filing the First Final Development Plan Application.

VI. DIMENSIONAL LIMITATION PLAN

A. Introduction, Definitions and Maximum Scale of Development

This Dimensional Limitation Plan has been prepared in accordance with the requirements of Section 4.3.1.F:

Dimensional Limitation Plan. *The Planned Resort Master Plan shall have a Dimensional Limitation Plan, which specifies dimensional limitations necessary to achieve the design theme identified by the applicant. The plan shall include floor areas and floor area ratios, densities, landscape ratios, height, setbacks, building envelopes, etcetera, or other lines delineating areas on which restrictions of development are to be imposed and areas in square feet for each lot or building.*

This Master Plan presents a Dimensional Limitations Plan that takes into account the topography of the site and the unique role of the project. As specifically permitted in Section 4.3.1.F, these dimensional standards differ in several respects from standards described in other sections of the Town's Land Development Regulations.

A great deal of care has been given in the performance-based Design Guidelines and this Dimensional Limitation Plan to balancing the various goals of this Master Plan with the visual impacts of the development. The site's topography helps achieve this balance.

It should be noted that two existing buildings on the site are rather large, but fit into the mountain landscape. The existing hotel has over 130,000 square feet and is over 70 feet in height at places, while the Snow King Center has over 53,000 square feet. However, these buildings relate well to their location and are designed in such a manner as to disguise their size. The site's topography is appropriately used in this Master Plan in order to attain the major goals stated in the Statement of Purpose while minimizing impacts.

Many goals and objectives listed in Division 4.3.1 and discussed in the Statement of Purpose necessarily lead towards larger buildings than those allowed in other sections of the LDR's. Division 4.3.1 recognizes that fact and encourages a different approach to dimensional limitations as necessary to achieve these goals. Creating a sense of arrival, vibrant pedestrian spaces, structure sizes that draw people to the area, concentrating development in order to create meaningful open spaces, reducing walking distances, having a central arrival point, proximity to parking and creating a lively urban environment necessitate a dense development pattern for some areas of the resort. Some buildings are necessarily large in order to accommodate the desired size of the conference center as well as to have lodging within a reasonable, and preferably indoors, walking distance to the conference facilities.

Other goals, such as creating porous edges and blending into existing neighborhoods are also taken into account. The topography of the site assists in achieving the stated goals of this Master Plan in a successful mixed-use development. When combined and taken as a whole, the performance guidelines of this Dimensional Limitation Plan, the Design Guidelines, Land Use Plan and Site Plans are balanced to achieve the stated goals.

The Snow King Dimensional Limitation Plan is based on a method of three-dimensional building envelopes and is presented in a mostly graphic format. This method, when combined with the

performance based Design Guidelines, the Land Use Plan and the Site Plans, achieve the goals and objectives of this Master Plan while allowing flexibility and controlling bulk and scale within the integral pedestrian fabric of the Resort. This Plan adapts, and is well suited, to the site's topography as well as other site-specific considerations such as soils, vegetation coverage, solar and wind factors and proximity to common amenities.

This Chapter also includes photographs of a model used to demonstrate the 3-dimensional building envelope concept used throughout this Master Plan.

Since the lands comprising this Master Plan are unplanted and are not yet subdivided, setbacks are drawn and based only on the perimeter property lines. Setbacks at specific perimeter locations vary according to the relationship to adjacent areas.

Building envelopes defined in this Master Plan are intended to suggest approximate locations only and shall be allowed to be adjusted while keeping within the overall theme and rationale of this Dimensional Limitation Plan and the Design Guidelines. Final Development Plan applications and the approval process defined in Section 4.3.1 will finalize the details of each phase of development. Minor deviations on the locations and sizes of building envelopes can be approved by the Town's staff.

All development within this Master Plan must meet Land Development Regulation Hillside Development Requirements in place at the time of the development plan.

Sub-Areas 3 is controlled under separate procedures:

Sub-Area 3:

Lots 1 through 10 are to remain as previously approved, for the development of 40 condominiums. Lots 11 and 12 will be used for recreational and residential development, respectively, as previously approved. (Love Ridge Plat # 941). These 2 lots are exempt from the Schedule of Dimensional Limitations and floor area parameters. Lot 12 will be developed as a residential lot. Lot 11 will comply with the Recreational Land Use Zone parameters of this Master Plan.

Building area developed, and guest (APO) allocated within Sub-Area 3, will be deducted from the total building area and guest (APO) allowed within this Master Plan. The 10 condominium buildings within Lots 1 through 10 of Love Ridge are estimated to contain approximately 77,000 SF of Building Floor Area. Therefore, the Maximum Building Floor Area left over for Sub-Areas 1, 2, 3, 4, and 5 is $(915,000 \text{ SF} - 77,000 \text{ SF} = 838,000 \text{ SF})$ 838,000 SF. The 40 condominiums in lots 1 through 10 equal 160 guests (APO) leaving $(2,208 - 160 = 2,048)$ 2,048 remaining guests (APO) for Sub-Areas 1, 2, 4, and 5.

As previously mentioned, development within the existing condominium area will be controlled in accordance with the "Statement Regarding Existing Condominiums".

Building Envelopes.

The three-dimensional Building Envelopes for Sub-Areas 1, 2, 3, 4, and 5 are shown in the attached Sub-Area maps. The location and dimensions of Building Envelopes are a result of their relationship to the natural topography and landscape, the vicinity areas, pedestrian circulation, visual impacts, proximity to open spaces, desired vistas from interior spaces (both public and private), accessibility to common parking and underground services and other design considerations. The best locations have been chosen to create meaningful open spaces and interior/exterior circulation areas. Higher

levels of intensity are allocated near these areas. A computerized three-dimensional model was also used in preparing this Dimensional Limitations Plan.

Special consideration has been given to blend the development into existing neighborhoods. At the East end of Snow King Avenue, the buildings facing the street have been kept at a lower level than those behind the pedestrian plaza. Only some higher points are interjected to assist in creating a sense of arrival. A transitional space is created at the Willow Street corner. The One Town Hill defines the western edge of the resort and frames the access point to the mountain.

The mountain's presence and dense vegetation act as a background to Sub-Areas 1 and 2. Consideration is given to the location of higher buildings in relation to this background and the appearance of these buildings from different angles, especially the approach to the resort and the views from adjacent neighborhoods.

Building envelopes describe and define the approximate three-dimensional parameters for building height and building ground coverage as well as the buildable scale of non-recreational development including building height within specific areas. These envelopes provide predictability regarding the scale of maximum potential development. Modifications of building envelopes are allowed, provided that the overall theme of the Resort as defined in this Master Plans remain in place.

The envelopes are defined in the Sub-Area plans in a plan view with the maximum top elevation of the roofs within the envelopes specified in the elevation number for each envelope. This elevation number refers to the Town of Jackson elevation datum. Chimneys, vents and roof top mechanical equipment shall be allowed to penetrate the top plane by no more than 4 feet. Decks, awnings, roof overhangs, exterior stairs, railings, parapets and other outdoor spaces will be allowed to penetrate building envelopes. Location of roads, walks, patios and other impervious surfaces is not restricted to building envelopes.

The height of Building envelopes located within Sub-Areas 4 and 5 are not indicated in the graphic format. Buildings within Sub-Area 4 envelopes will be limited to buildings in a scale similar to those already approved for lots 1 through 10 of the Love Ridge Plat.

Recreational buildings, and buildings/structures directly related or ancillary to recreational activities and functions are included in calculations of buildable square footage but are not restricted or defined by the building envelopes and coverage system. Buildings such as ski lifts, recreational improvements such as climbing walls, alpine slides, snowmaking, etc., require more flexibility in their location and site design. These structures are to comply with the Recreational Land Use Zone parameters.

Example Development.

This Master Plan and the Sub-Area Plan, indicate an Example Development. This Example Development has been used to calculate requirements for parking, employee housing, storm water run-off, traffic generation, employment, impervious surfaces, building coverage and utilities. This Example Development also responds to the estimated present day needs to support the conference center's size and other recreational and commercial infrastructure necessary to invigorate the resort and make it economically viable. As years pass the relative allocation of various land uses will adjust and vary according to market conditions while keeping within the specific Limits of Development stated herein.

The Example Development has generally been weighted towards land uses producing larger impacts than others. However, as part of the 2019 Master Plan Amendment, the number of hotel rooms indicated in the example development chart has been substantially reduced. In the revised example development chart most of the Lodging Capacity of 2,048 guests has been allocated to condominiums as opposed to hotel rooms. Since hotel rooms have greater impacts per square foot, and per guest, on traffic, parking and housing than condominiums, this amendment seeks to reduce impacts of resort development on the community. It is expected that lodging uses will mostly take the form of condominiums.

Areas shown in the Sub-Area tables for Roads and Parking, OSR/LSR and total Impervious Surfaces are provided for informational purposes only and are not to be construed as maximum levels of development within Sub-Areas. References to Building Coverage equate to building footprints and have been used for calculations of storm water run-off. Final determination of actual development within each Sub-Area will be ascertained at the Final Development Plan stage. However, overall maximum development must comply with the Setbacks, Open Space Ratios, Maximum Building Floor Area, Floor Area Ratio (FAR) and Lodging Capacity limits set in the Sections that follow.

Recreational Land Use Zone.

The areas located outside the graphically defined building envelopes are designated as Recreational Land Use Zone.

Specific Considerations Related to Sub-Area 1

The 2019 proposed Master Plan amendment for Sub-Area 1 envisions a substantial decrease in hotel rooms on this sub-area and an increase in condominiums and employee housing. In place of 5 additional wings of approximately 50,000 sq ft each, the 2019 proposal includes 2 condominium buildings of approximately 60,000 sq ft each. This is a reduction of approximately 130,000 sq ft of hotel rooms. This design leaves sufficient open green space for temporary events that are critical to the operation of the Snow King Hotel. In addition, the sub area has been redrawn to include all of the resort property on Vine St. Three new buildings are proposed on Vine St that would serve as some combination of employee housing and market rate apartments that are intended to be used for workers in the Town regardless of deed restriction. The design of these buildings on Vine St. will include a sidewalk and Complete Street cross section connecting the facilities to the resort and the maximum building height will be 39 feet. Changes to this Sub-Area site plan enhance the focus of this master plan on housing local employees as opposed to increasing tourist capacity, and is consistent with current LDRs.

Specific Considerations Related to Sub-Area 2

Certain specific parameters are part of Sub-Area 2's Limitations. The Pedestrian Mall Overlay Zone is graphically depicted in this Chapter (page VII. H) and further discussed in the Design Guidelines Chapter 4 of this Master Plan. This Overlay Zone restricts the height of buildings bordering the Primary Pedestrian Circulation Connection and establishes parameters for Primary and Secondary pedestrian connections.

Two areas (designated T-1 and T-2 in page VII. D) have special parameters. Within Building Envelopes T-1 a tower feature not exceeding 25% of its surface area can penetrate beyond the envelope ceiling (6310 and 6290) to a maximum height of 6330. The remaining 75% of these envelopes are restricted to the 6310 and 6290 limits. The Building Envelope designated as T-2 is excluded from the "Pedestrian Mall Overlay Zone" height guidelines, but restricted to the 6350-maximum height of the envelope as depicted in VII.D.

At the corner of Willow and Snow King a Plaza/Entry feature is intended. Pages VII. I and VII. J depict a conceptual image of the intended use of the corner envelope. The 2019 Amendment to this master plan considers an optional change in use for the conference center within this sub-area. Since substantial conference space has been built in Sub-Area 3 at the Grand View Lodge, Snow King Resort is proposing the option for this conference center to be used for either conference space or indoor recreation depending on future demand at the time of construction. If the community desires additional conference facilities over indoor recreation, we are happy to leave this use as originally intended.

Specific Considerations Related to Sub-Area 3

The remaining developable lots within Sub-Area 3 consisting of Lots 53, 57, and 58 located to the South of the existing Grand View Condominiums will be developed to fit in with the bulk, scale, and character of the existing Grand View Condominiums and Grand View Lodge. These buildings can be up to three stories in height with a basement and with massing, articulation, openings, and step backs used to reduce bulk and mass. Buildings on these lots may consist of one single building complex or multiple buildings in order to best create a design that fits well with the topography and neighboring condominiums. Parking is to be primarily provided on-site and generally consistent with neighboring development. Active uses, such as retail and services, are permitted on the lower two levels, with lodging, residential or office on upper floors. The minimum landscape surface ratio for these lots is 10%. Sketch plans for buildings on lots 53 and 57 are included with this master plan. Both of these buildings were previously approved for construction by the Jackson Town Council. Additional landscape screening around these buildings will be included at the time of development plan submittal for these buildings. At the time of development on any additional lots within this sub-area the developer will be required to provide alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive including paving, bollards, signage and other best practices associated with this connection.

Specific Considerations Related to Sub-Area 4

Sub-Area 4 includes property owned and operated by Snow King Mountain for the purposes of summer and winter recreational facilities. A zip-line is proposed to land in this sub-area as part of the 2019 Amendment to this master plan. Sketches of the zip-landing platform are included in the sketch plan section of this document. This sub-area is eligible for light industrial uses associated with mountain operations and maintenance through a conditional use permit.

Specific Considerations Related to Sub-Area 5

Sub Area-5 primarily serves as the West Base area for Snow King Mountain ski area operations and contains the One Town Hill development. Proposed future development in this sub-area consists of an on-mountain maintenance facility for Snow King Mountain that would sit to the South of the ice rink and service grooming and snowmaking equipment as well as house a pump house for snowmaking. The building would be a maximum of two stories with the second level providing office space for mountain operations. Roof design for this building may be either flat or pitched to accommodate the usage and best integrate with the existing building and hillside. In addition, a mountain sports training facility is proposed as a new indoor recreational facility on the West side of the existing ice rink. At the discretion of the developer the zone designated for the mountain sports training facility could also be designated for use as a second sheet of ice. The maximum height of this building, or addition to the ice rink structure would be the same height as the existing peak of the ice rink roof. The roof of this structure may be flat or pitched to best accommodate the recreational use and design of the building. This sub-area is eligible for light industrial uses associated with mountain operations and maintenance through a conditional use permit.

A new gondola is proposed to land adjacent to Sub-Area 5 on land currently leased from the Town of Jackson for ski area operations in the area outside of what is commonly known as Phil Baux Park. A conditional use permit will be required for the construction of this gondola with plans to include site circulation for all modes of transportation and the clustering of buildings to preserve as much open space as possible. These improvements should be located generally at the street level to address accessibility and ease of access during all seasons. Considerations will be given to queuing and waiting areas for users accessing the gondola so as not to impact other users of the park.

Specific Limits of Development.

The following Setbacks, Open Space Ratios (OSR), Building Floor Area, Floor Area Ratio (FAR) and Lodging Capacity will be the specific limits of development within the area of this Master Plan.

Setbacks.

Setbacks are graphically shown in the attached maps for Sub-areas 1,2, and 5.

Open Space Ratio (OSR).

Open Space Area defined a land surface not covered by buildings, structures or impervious surfaces. Ski trails and other open space recreational spaces as well as hardscape surfaces comprising pedestrian plazas, patios and outdoor function areas are also considered Open Space Areas.

Open Space Ratio (OSR) means the proportion of a development that is provided and maintained as Open Space Area.

Landscape Surface Area and Landscape Surface Ratio (LSR)

Landscape surface area means a land surface not covered by buildings, structures or impervious surface, except facilities and/or impervious surfaces specifically permitted in Section 4150, Standard Plant Unit. Once landscaped, according to division 4100, Landscaping Standards, the landscape surface area shall be left undisturbed and maintained to support plant life. Hardscape surfaces composing pedestrian plazas, patios and outdoor function areas are also considered Landscape surfaces.

Section 4.3.2.E specifies that:

Landscape surface area. Within areas of the Planned Resort to be developed as lodging, conference, commercial and related facilities, the minimum landscape surface ratio shall be .25, exclusive of the already permitted residential development that exists upon the enactment of this Division (Clark's Knoll, Pitchfork Townhomes, Love Ridge, and Love Ridge Addition.) Notwithstanding, the Town Council may reduce the minimum landscape surface area to no less than twenty (20) percent upon demonstration by the applicant that the following objectives are achieved with a reduced landscape surface area. The primary purposes of the landscaped areas within Snow King are to:

- (1) Create visually strong and attractive streetscapes.*
- (2) Create a porous edge to the Planned Resort such that residents and visitors in the surrounding areas are invited to enter the resort through attractive pedestrian ways.*
- (3) Support high quality urban design, including integral public spaces for interaction and public events.*

This Master Plan complies with 1, 2 and 3 above.

The following minimum Landscape Surface Ratios (LSR) are established for this Master Plan:

- For the total area of Sub-Areas 1, 2, 4, 5 and 6, the minimum LSR shall be .50
- Within the total area of Sub-Areas 1, 2, and 4 the minimum LSR shall be .25
- Within Sub-Area 5, the minimum LSR shall be .75
- Within Sub-Area 6 the minimum LSR shall be .90

Building Floor Area.

Building Floor Area is defined in Division 4.3 as:

Floor Area. Floor area means the sum of the gross habitable floor area for each of a building's stories as measured from the exterior limits of the faces of the structure. The floor area of a building excludes attics, basements, cellars, unenclosed porches, or any floor space in an accessory building or in the principal building which is designed for the parking of motor vehicles in order to meet the parking requirements of these Land Development Regulations.

Division 9.5 B of the Land Development Regulations defines basements as spaces where 50 percent or more of the perimeter is below ground level. Spaces defined as basements dedicated to various functions such as services, storage, meeting, support, loading and unloading are not included in computations of Building Floor Area, but are included when considering other impacts such as housing, parking and transportation.

Building Floor Areas Exclude:

- Areas dedicated to Employee Housing as per the Housing Mitigation Plan
- Temporary Buildings, such as Tents.

In accordance with these definitions the Total Maximum Building Floor Area for Sub-Areas 1, 2, 4, and 5 will be limited to 838,000 square feet.

Floor Area Ratio (FAR).

Floor Area Ratio (FAR) is defined in Division 9.4.6.C as:

Floor Area Ratio (FAR). Floor area ratio means the intensity of building, measured as a ratio derived by dividing the total floor area of a building or structure by the lot or sub-area.

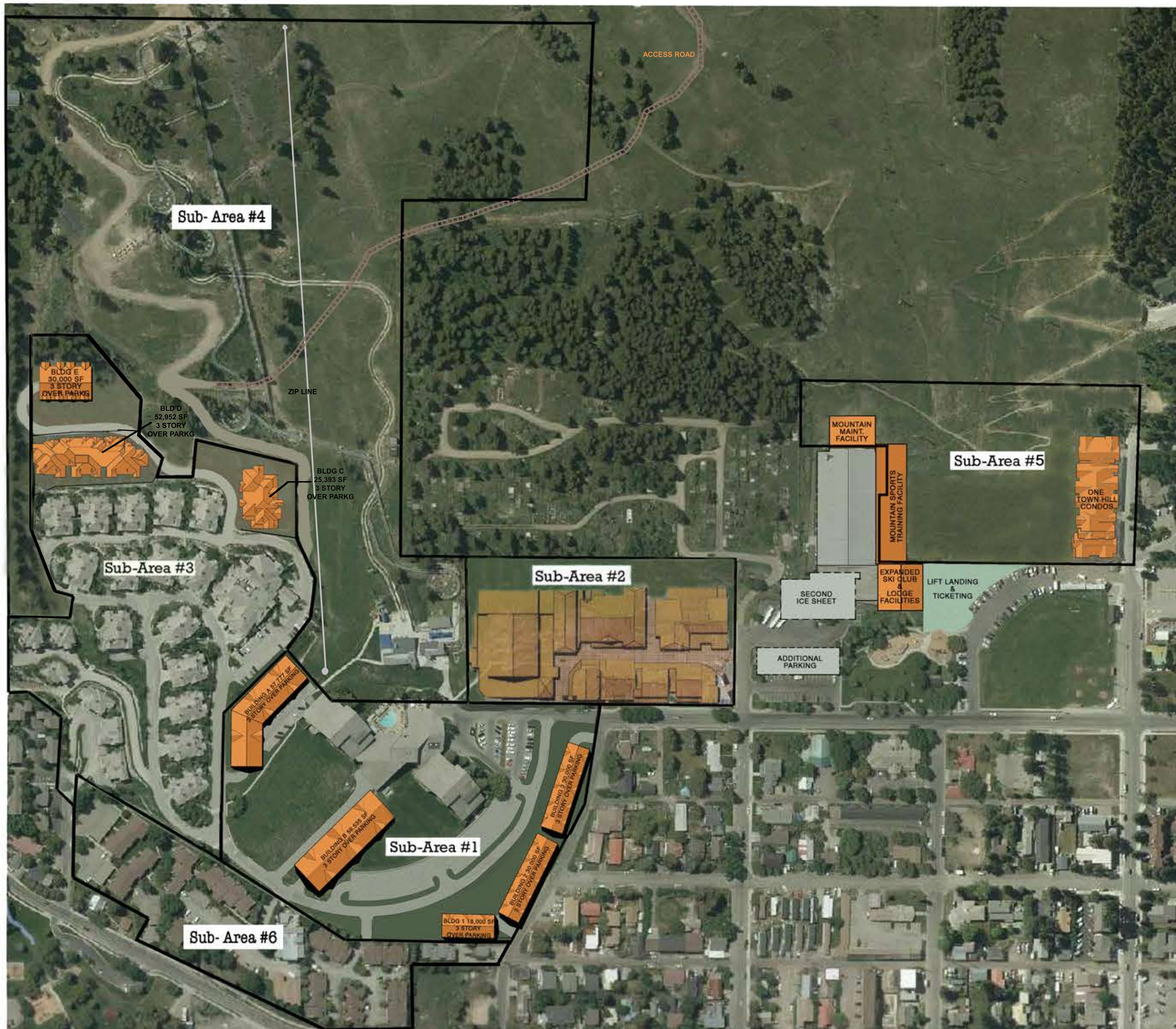
- The Maximum Floor Area Ratio (FAR) for the total of Sub-Areas 1, 2, 3, 4, and 5 shall not exceed .40
- The Maximum Floor Area Ratio (FAR) for the total of Sub-Areas 1, 2 and 4 shall not exceed .60

Lodging Capacity.

Lodging Capacity within Sub-Areas 1, 2, 4, 5 and 6 shall not exceed 2,048 guests (APO) as defined in Section 4.3.2.C:

- a. Guest. A guest is a person who is accommodated in overnight lodging facilities within the Planned Resort. The number of guests is calculated by the "average peak occupancy" of the lodging accommodations.*
- b. Average peak occupancy. For the purposes of this Section, the following average peak occupancies (APOs) shall be used in calculating the capacity of guest accommodations:*
 - (1) Hotel, motel, or similar lodging unit. A hotel, motel, or similar lodging unit that exists as sleeping quarters and does not contain other types of living spaces such as a living room or kitchen, shall be assigned an APO of two (2).*
 - (2) Dwelling unit. A dwelling unit, used for short-term rental, shall be assigned an APO of four (4).*

Other. Other lodging facilities that do not meet the definitions above shall have an APO assigned that is the sum of the number of bedrooms the lodging facility contains multiplied by two (2).

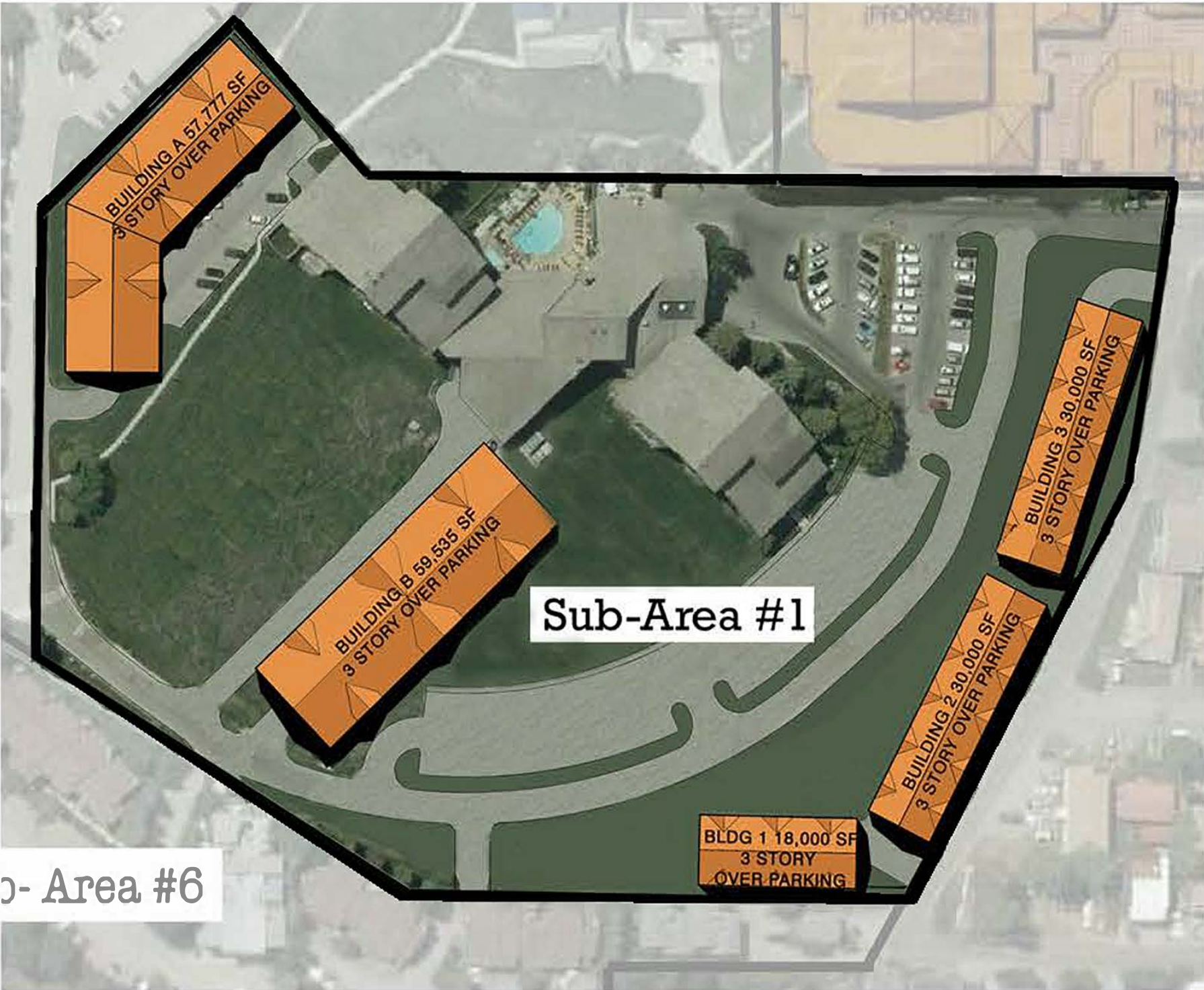


B./D. Sub-Area Plan

For planning purposes the land in the Snow King Planned Resort District has been reconfigured as follows:

- Sub-Area #1: Existing Hotels, Hotel Additions and employee housing.
- Sub-Area #2: KM6 Area between Hotel and Snow King Center
- Sub-Area #3: Existing and proposed condominiums
- Sub-Area #4: Snow King Mountain Recreation area
- Sub-Area #5: Snow King Mountain West Base area and One Town Hill
- Sub-Area #6: Existing Condominium Area *

*Sub-Area #6 - See statement regarding existing condominiums



Sub-Area #6

C. Sub-Area #1

Sub-Area 1
Hotel Area and Hotel / Condominium Expansion

Sub-Area 1 consists of the existing Snow King Hotel as well as two proposed condominium buildings (Building A & Building B) associated with the Snow King Hotel. In addition, this sub area includes proposed apartments for employee housing located on Vine St (Buildings 1, 2, & 3). Some portion of these buildings will be deed restricted to satisfy employee housing requirements within the district. Those units which are not deed restricted are intended to be used for Resort District employees, or employees in the Town of Jackson.



D. Sub-Area #2

Sub-Area 2 KM6 Area	
Ground Surface Coverage (Example)	
Buildings	133,000
Pavement: Roads & Parking	N/A
Walks, Pathway, Plaza, Patio	17,330
LSR	0.44
Other Impervious (Bike/Foot Paths, Tennis Courts, Etc.)	7,730
Total Impervious Coverage	150,330

Building Envelope Dimensions • SUB-AREA #2



Sub Area #3
Existing and Proposed Condominiums

Sub-Area 3 consists of the Grand View, Love Ridge, and Simpson Patent condominium developments and the Grand View Lodge. Lots 53, 57, and 58 are the remaining lots platted for condominium development within this sub-area. The Jackson Town Council approved building plans for a condominium building on lot 53 and the planning/building departments issued a building permit for building D on lot 53 which expired in 2009. The architectural drawings for this building are shown in the sketch drawing section of this master plan. The Town Council approved a development plan for a building on lot 57 in 2004, the architectural plans for this building are included in the sketch drawing section of this master plan. Condominiums on lot 58 are proposed to match buildings on lots 53 and 57 in architectural design.



G. Sub Area #4

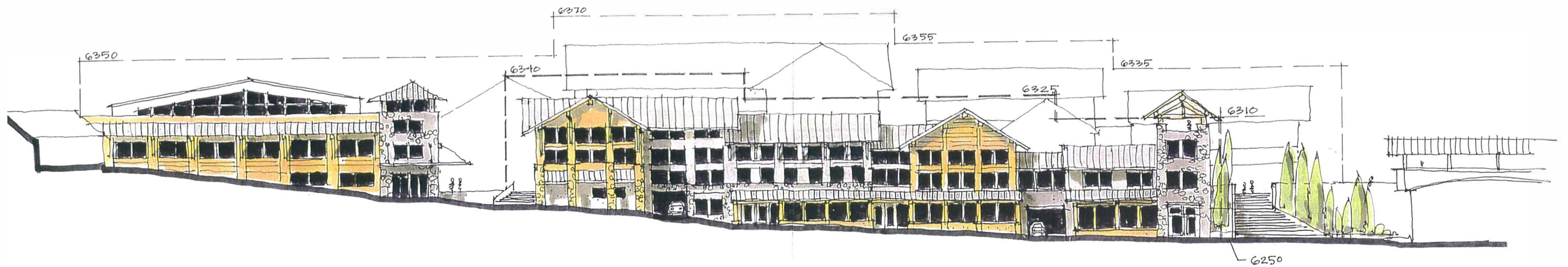
Sub Area #4 Snow King Mountain Recreation Area

Sub-Area 4 primarily consists of Snow King Mountain recreation use area and supporting structures.

**Sub-Area #5 - Snow King Mountain
West Base Area & One Town Hill**



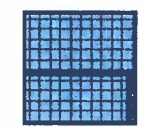
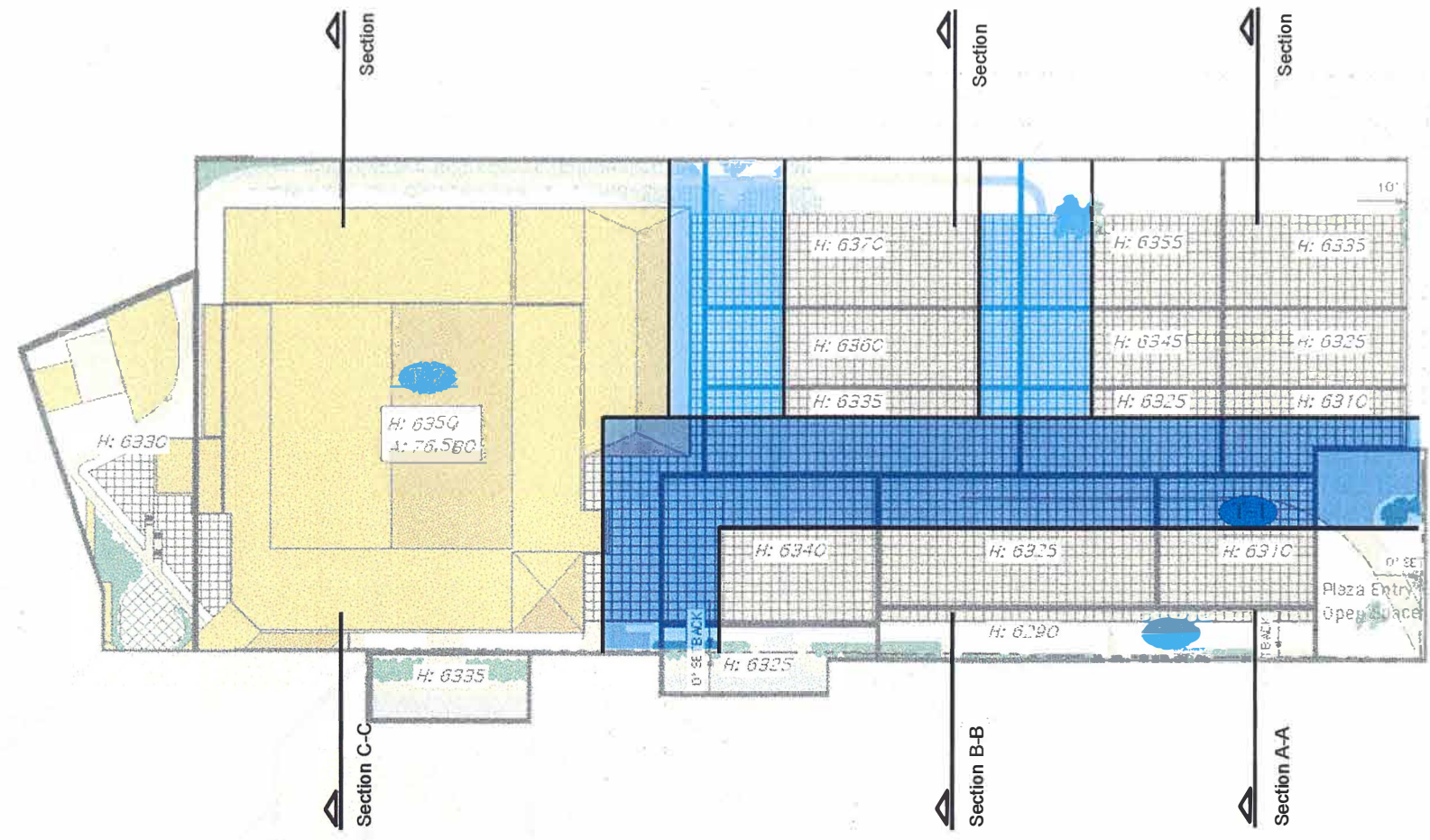
Sub-area 5 contains the West base area for Snow King Mountain ski area operations and the One Town Hill condominium complex. Future development proposed for this sub-area includes a maintenance facility and office spaces for mountain operations, snowmaking pump house, and a mountain sports training complex. These additional buildings would be attached or constructed adjacent to the existing Snow King Sports and Event Center ice rink. While not directly within this sub-area, a gondola and ticket booth are proposed to be located in the shaded area that has historically been leased to the ski area for operations. This area is shaded in light green on the map. This map also indicates a second sheet of ice and expanded ski club facilities which are located on Town of Jackson land for illustrative purposes and are not associated with this master plan.



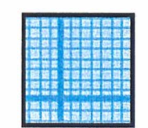
SNOW KING MASTERPLAN - ELEVATION ALONG SNOW KING AV.
27 Feb 01

Architect's Supplemental Sketches • KM6 BUILDINGS

SNOW KING RESORT MASTER PLAN

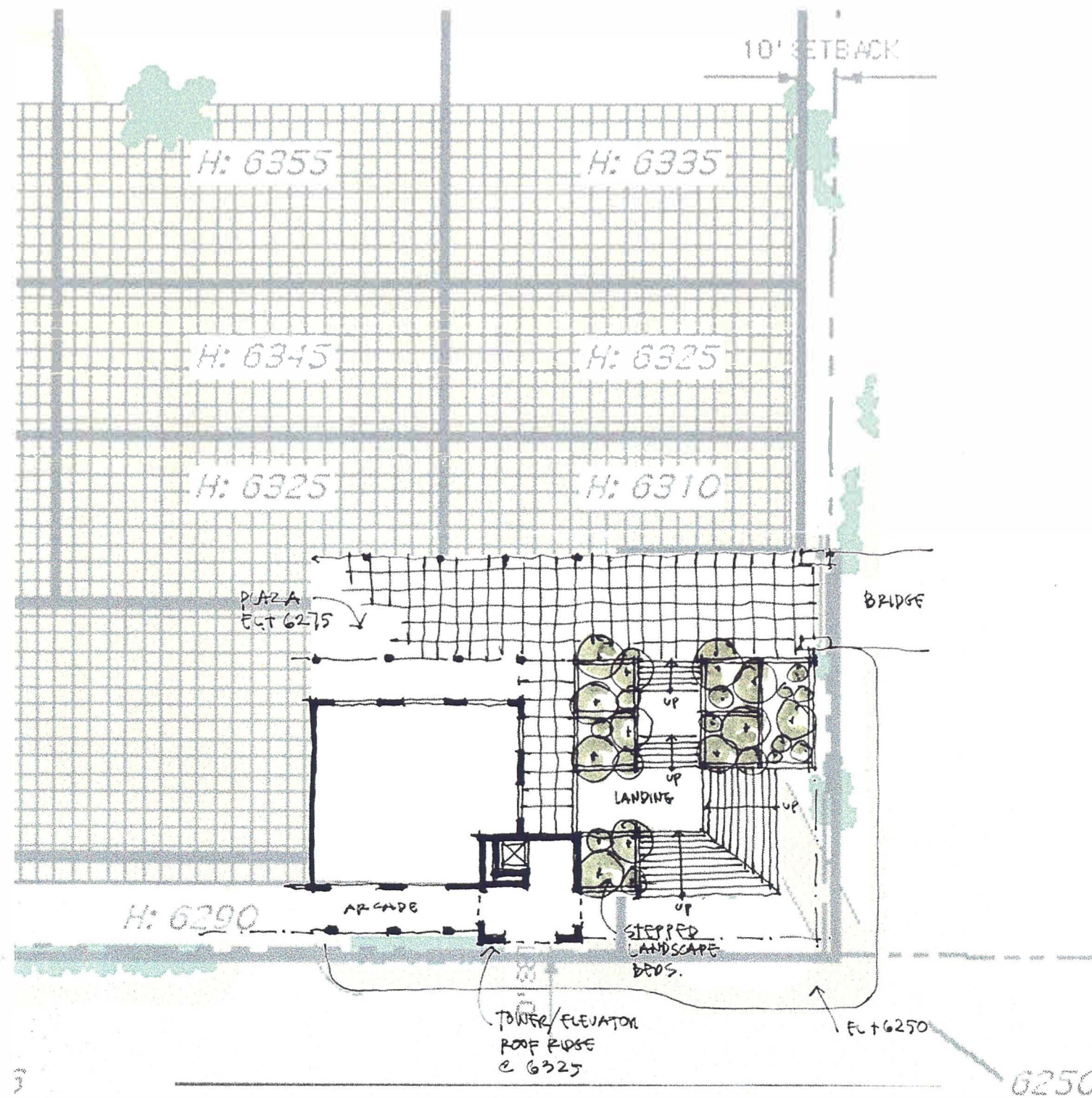


Primary Circulation

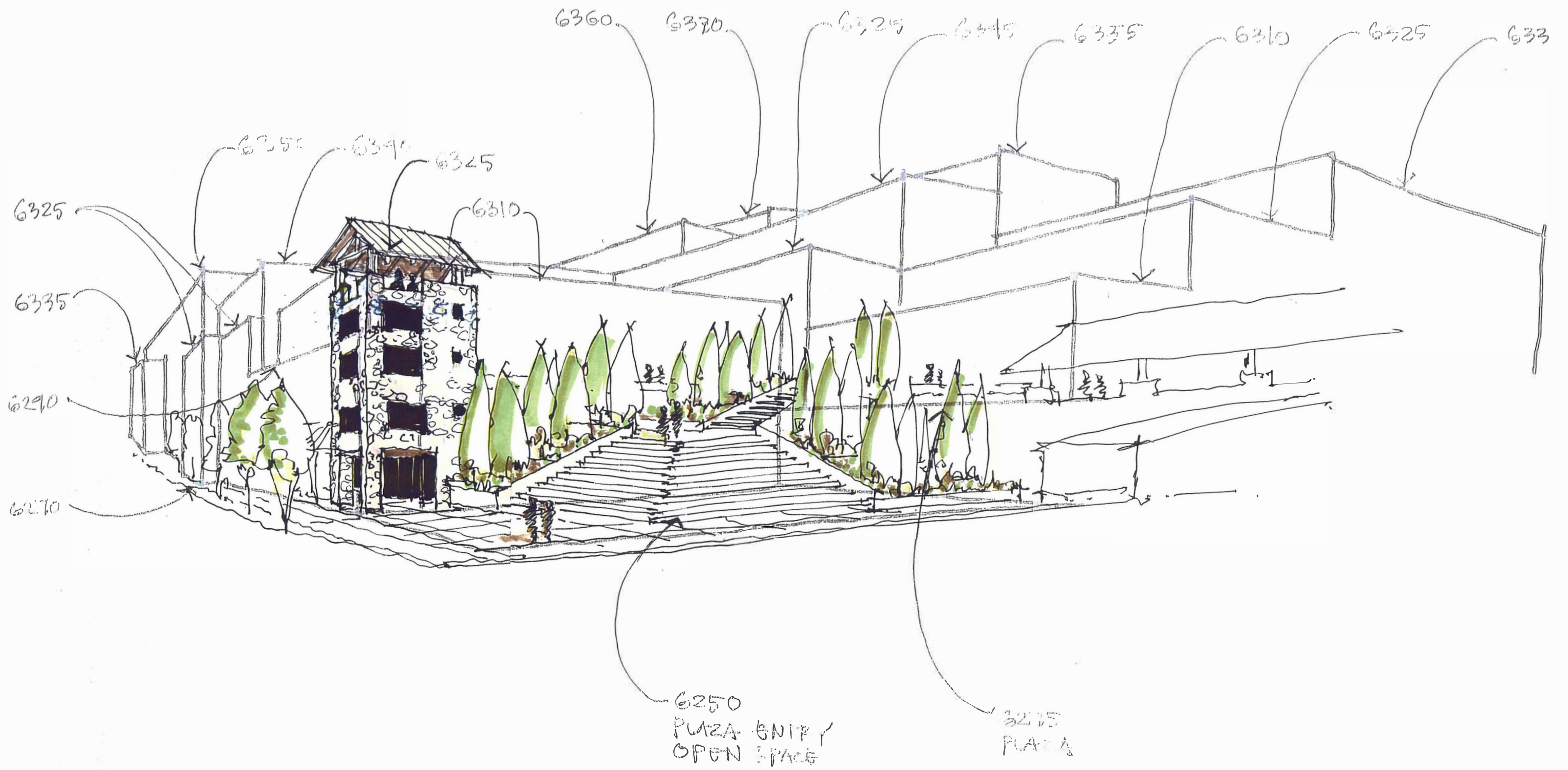


Secondary Circulation

CIRCULATION OVERLAY ZONE

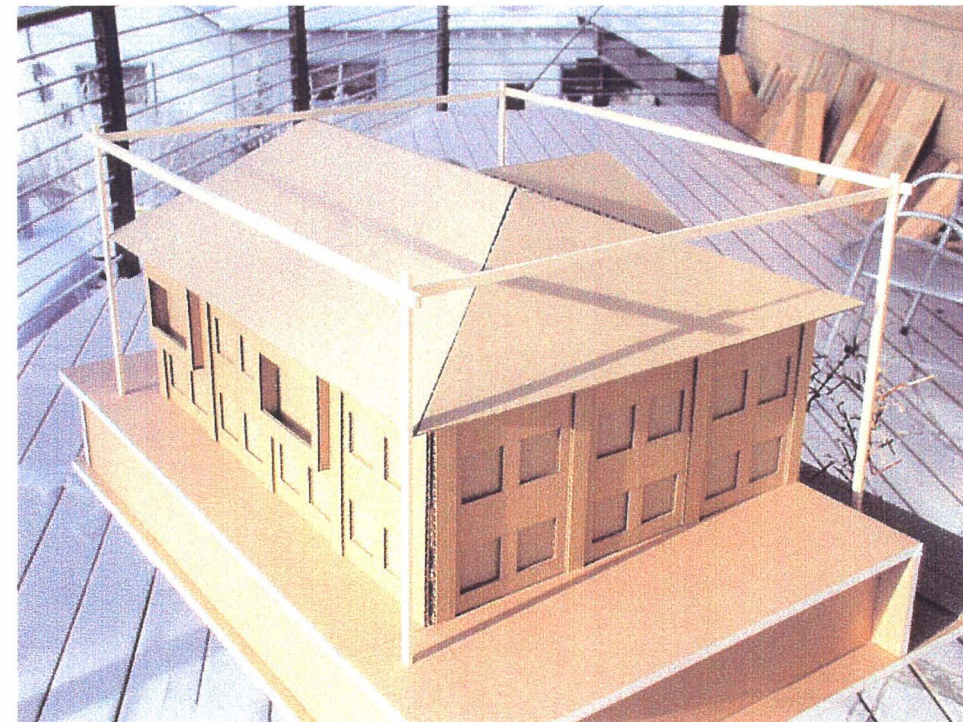
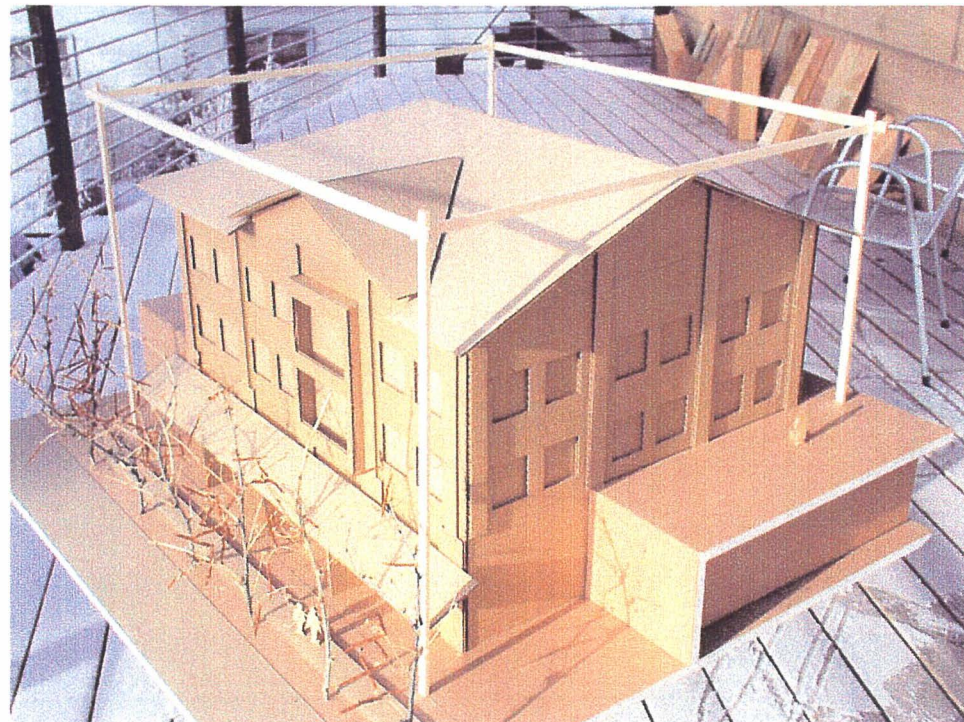
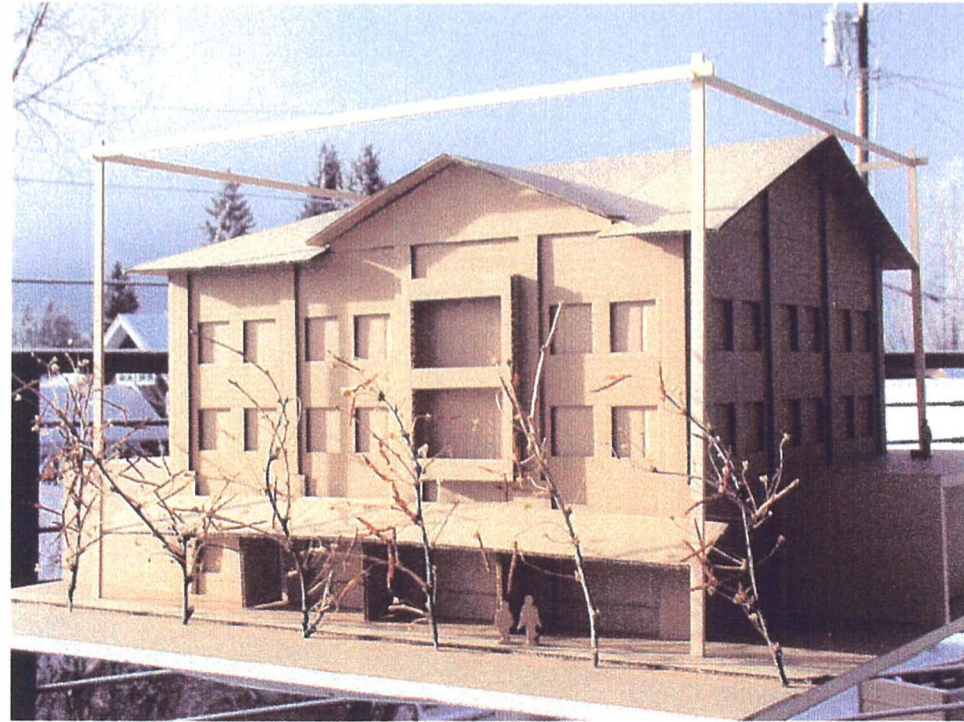


PLAZA/ENTRY SKETCH

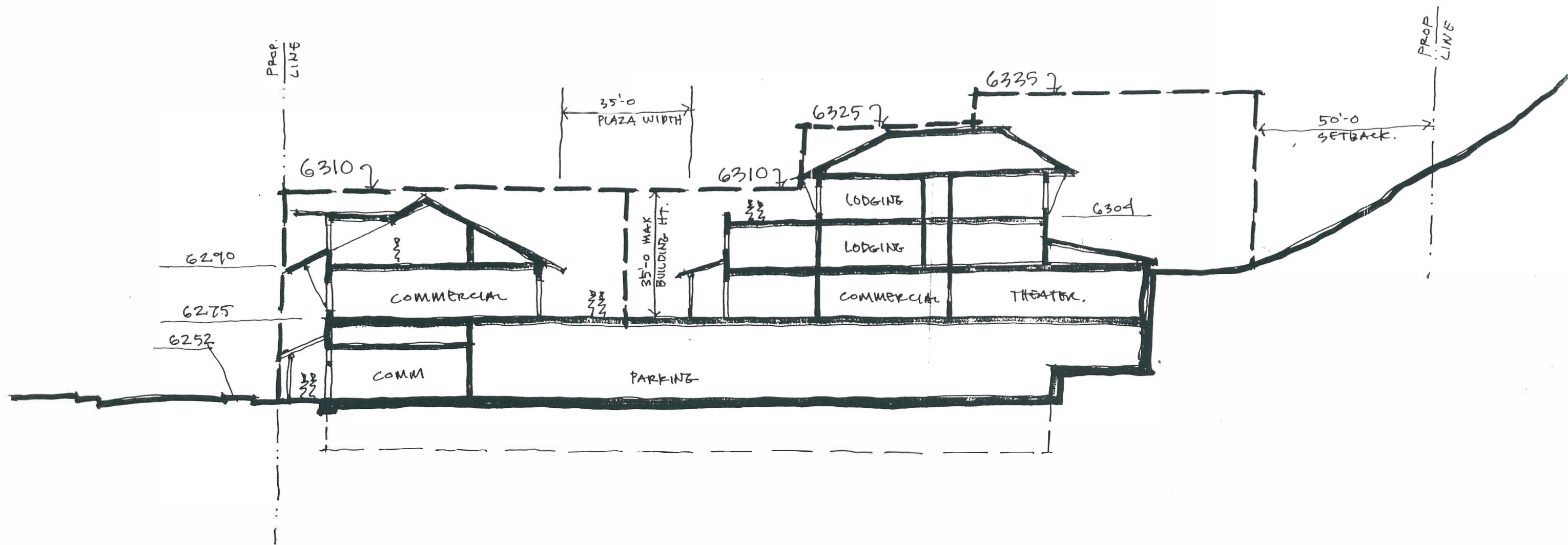


SNOW KING MASTER PLAN (REVISED)

27 FEB 01



Three-Dimensional Building Envelope Study

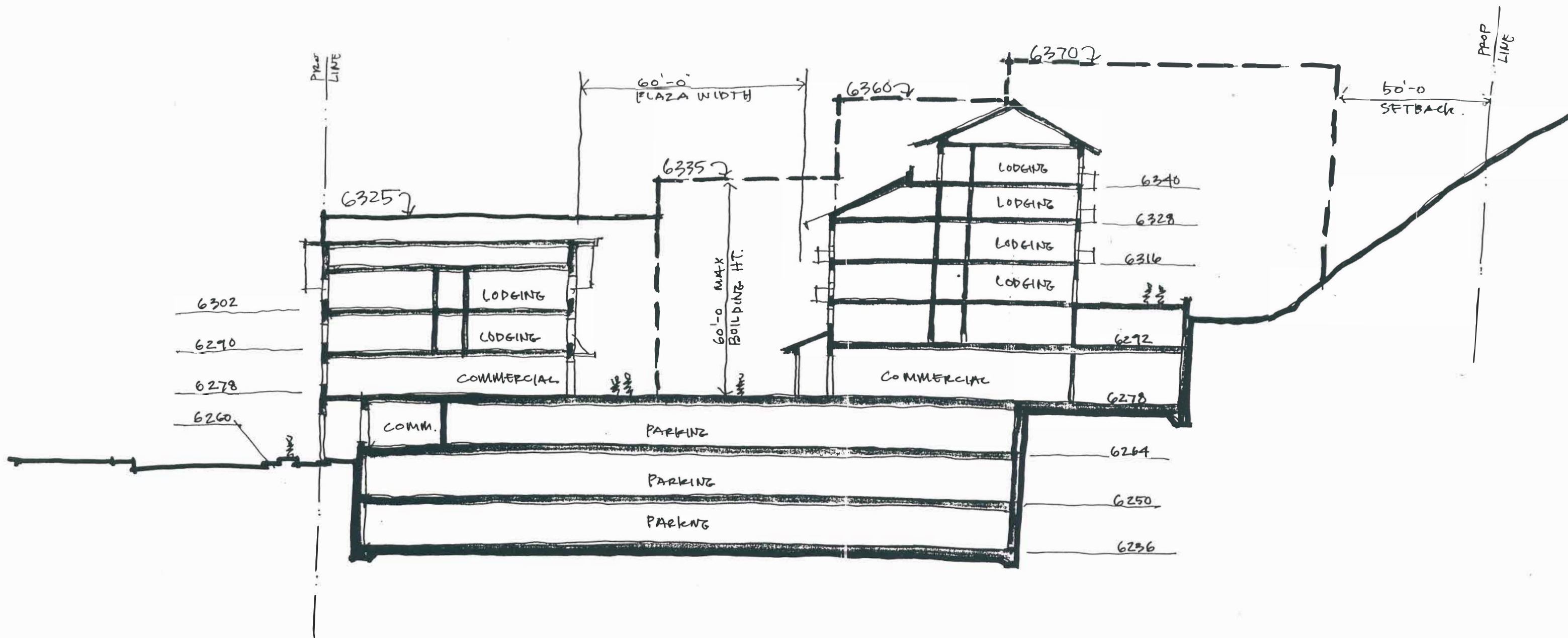


SNOW KING MASTERPLAN

PROPOSED ENVELOPE REVISIONS

14 NOV 00

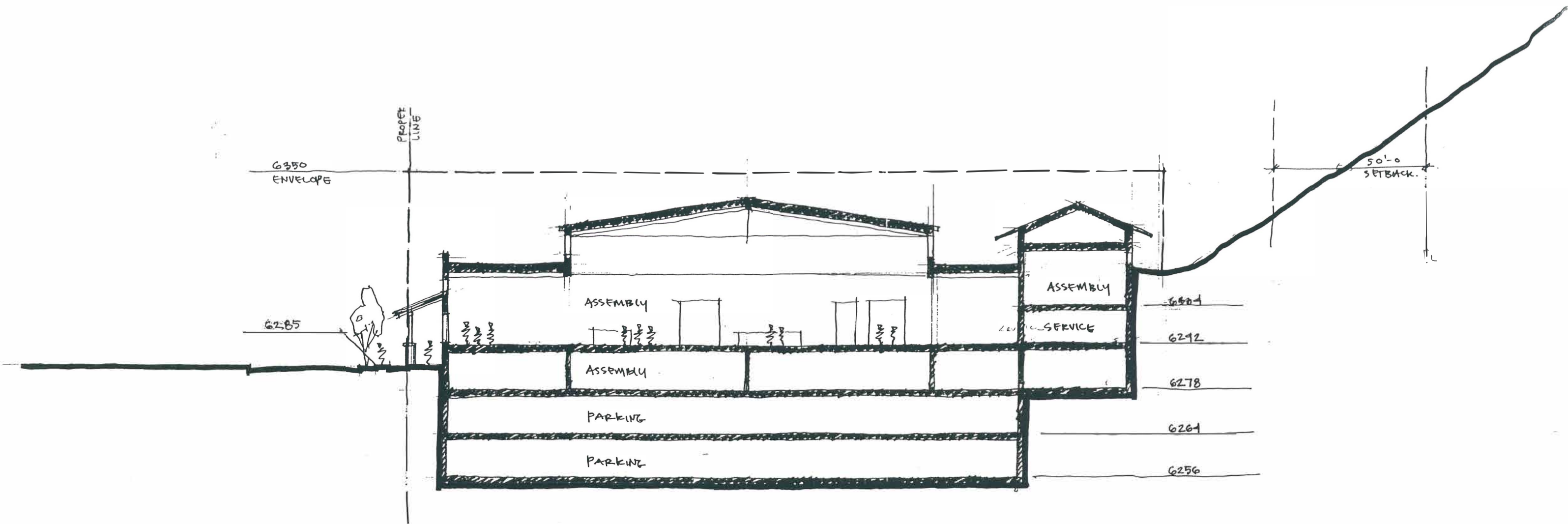
SECTION A-A



SNOW KING MASTER PLAN PROPOSED ENVELOPE REVISIONS.

14 NOV 00

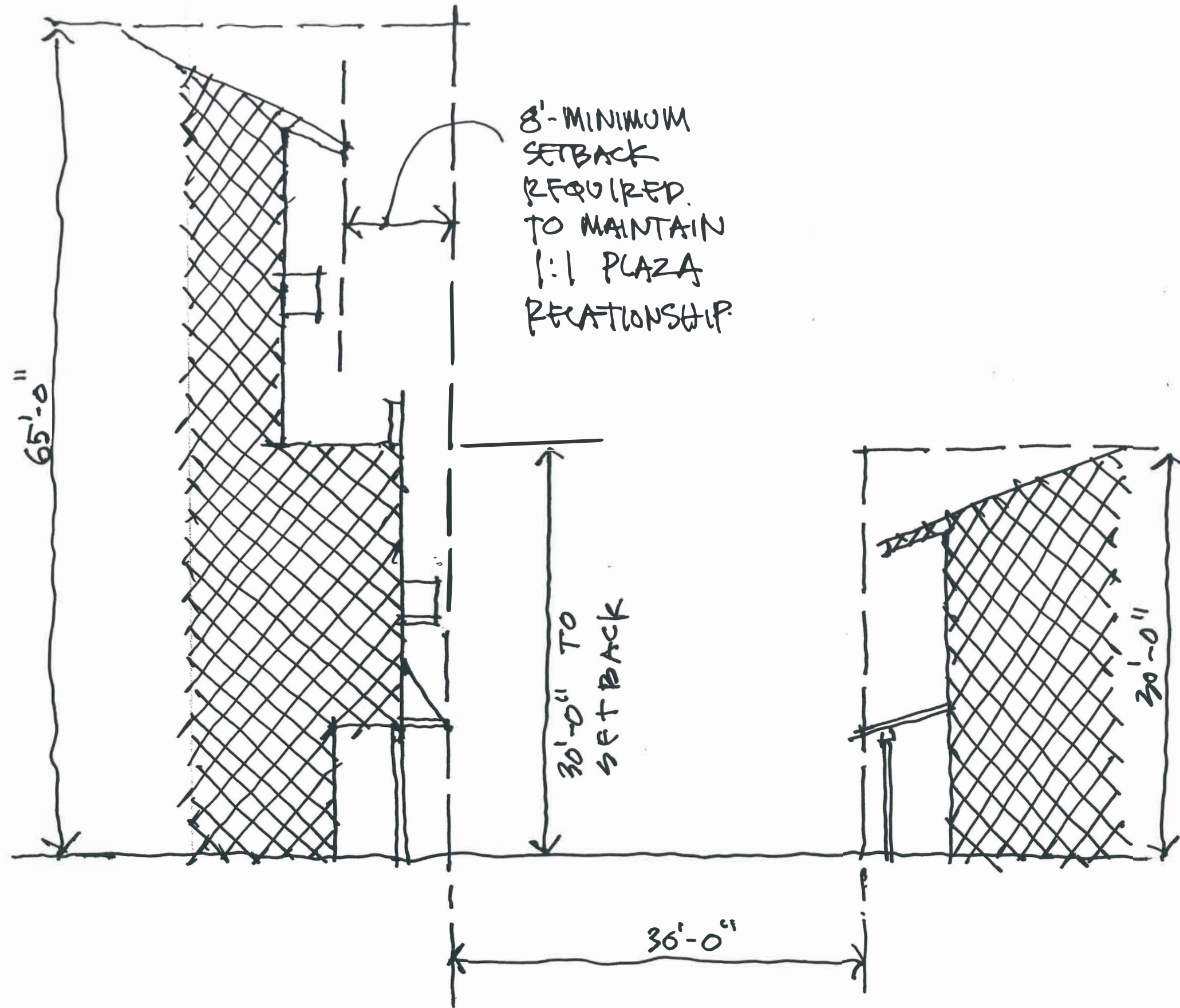
SECTION B-B



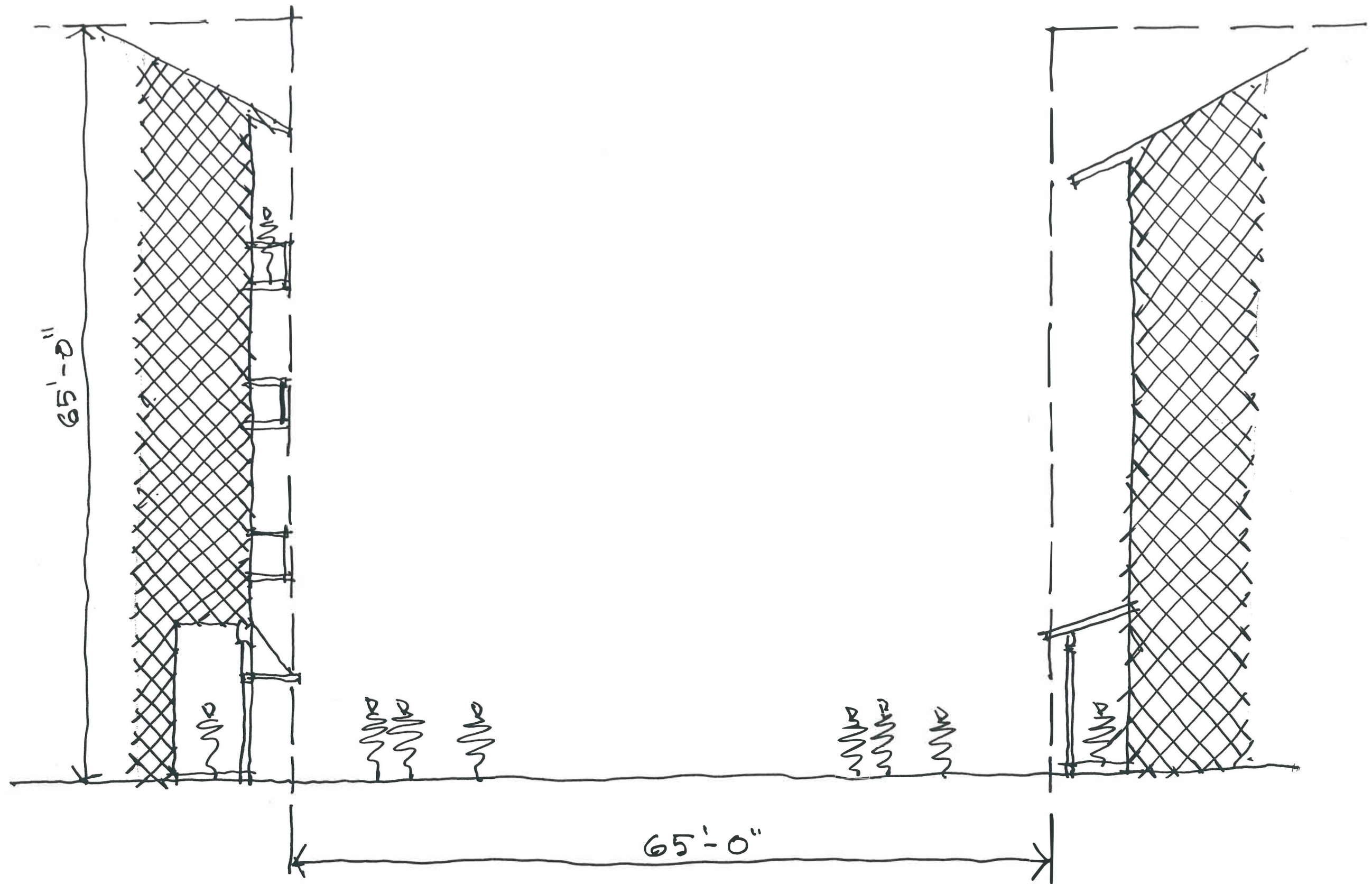
SNOW KING MASTER PLAN · TRANSVERSE SECTION FM-6 CONFERENCE CENTER 1/16" = 1'-0"

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SECTION C-C



SNOW KING MASTER PLAN - PLAZA 1:1 ASYMMETRIC ENVELOPES EXAMPLE



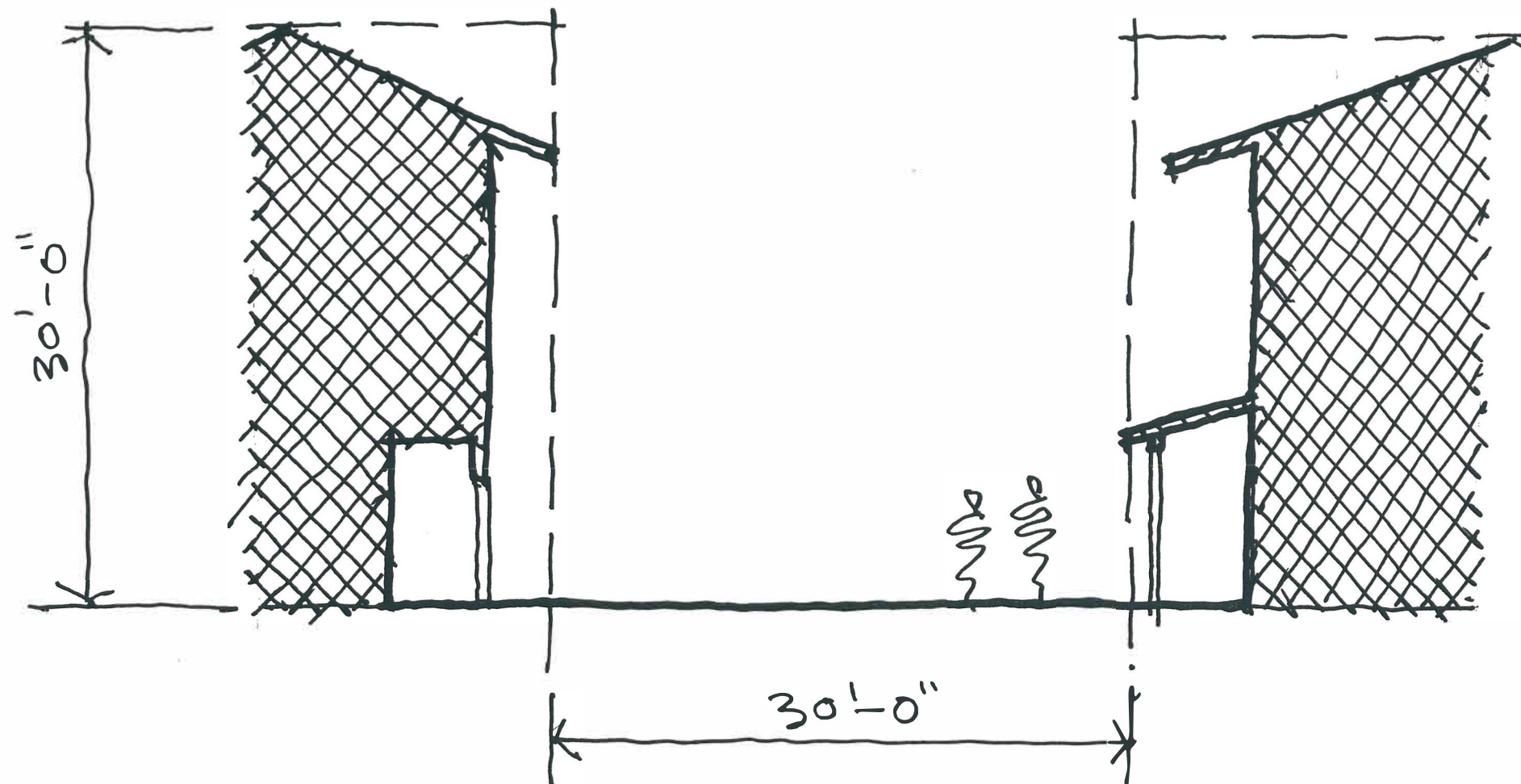
SNOW KING MASTERPLAN -

Snow King Resort District Master Plan
86

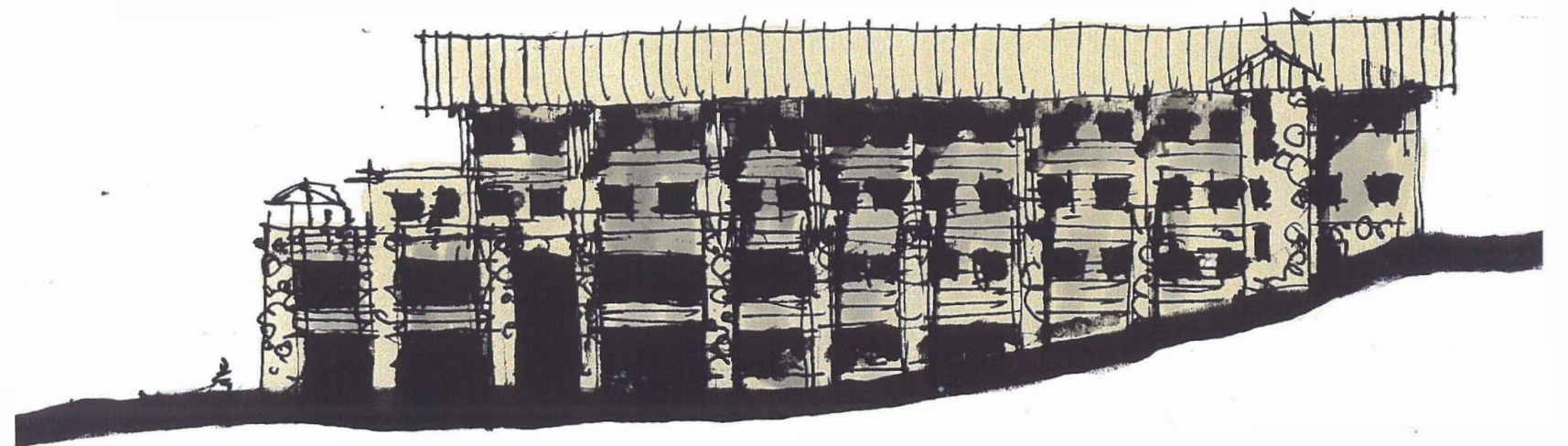
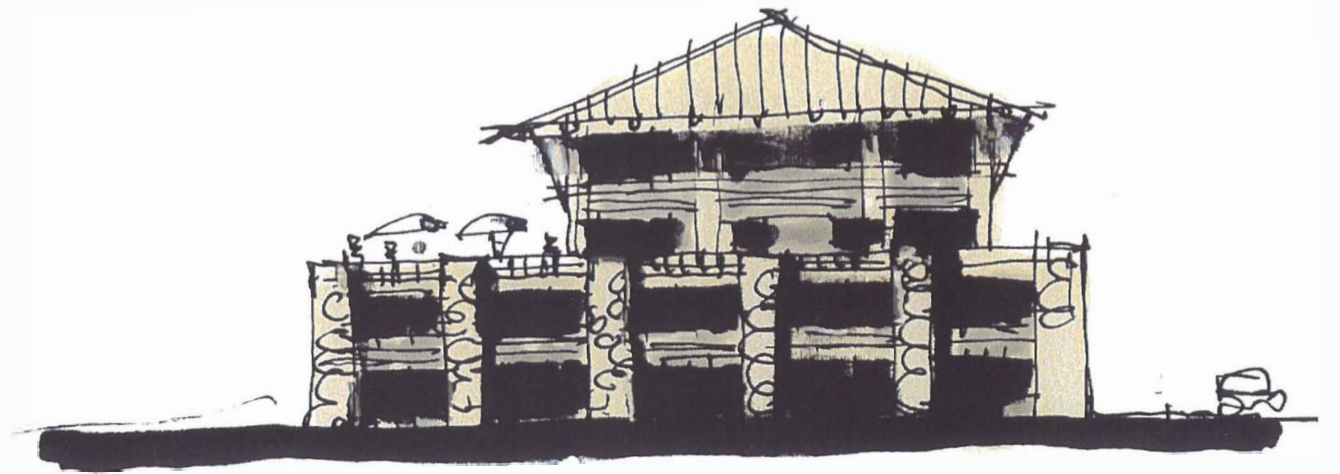
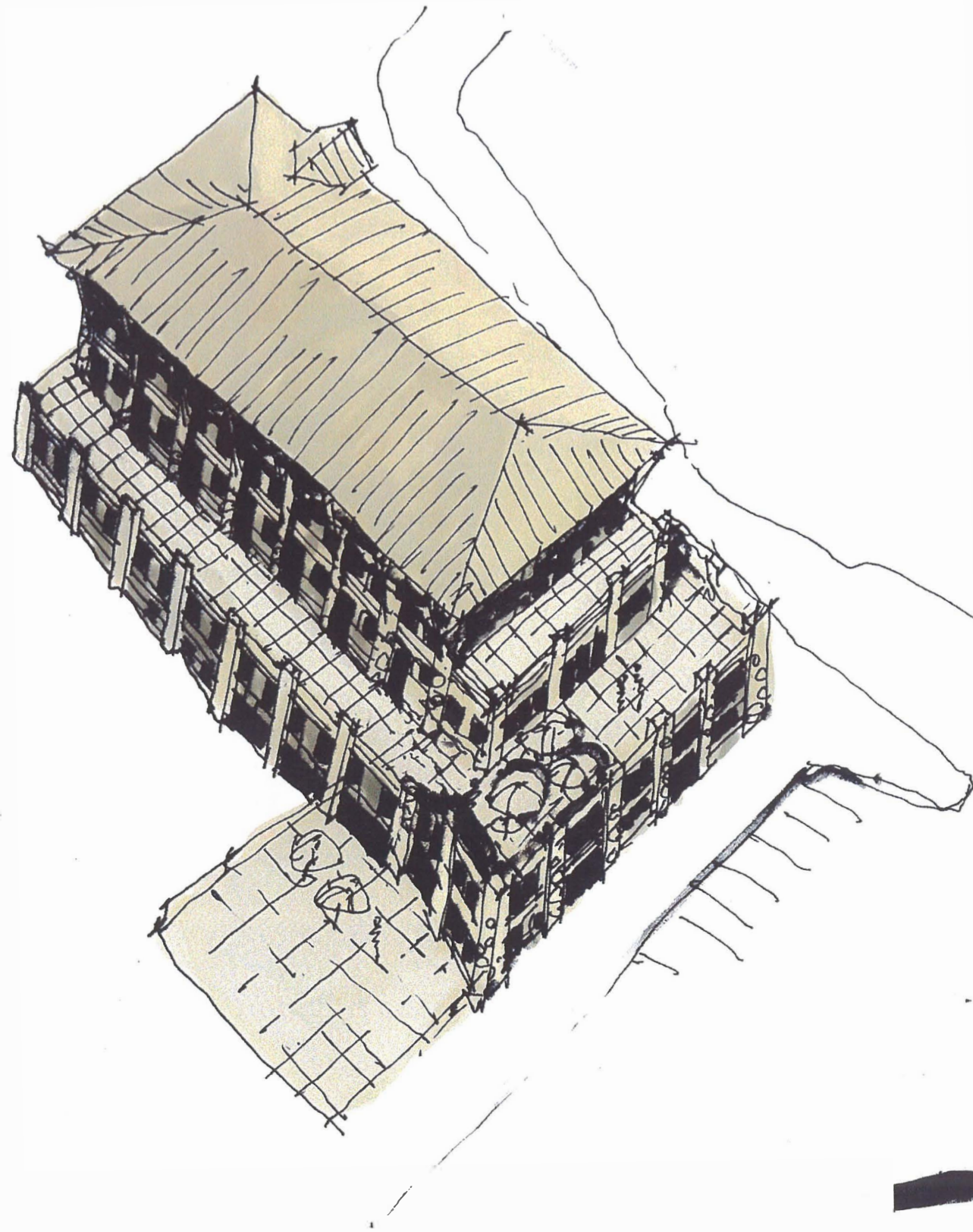
PLAZA

1:1

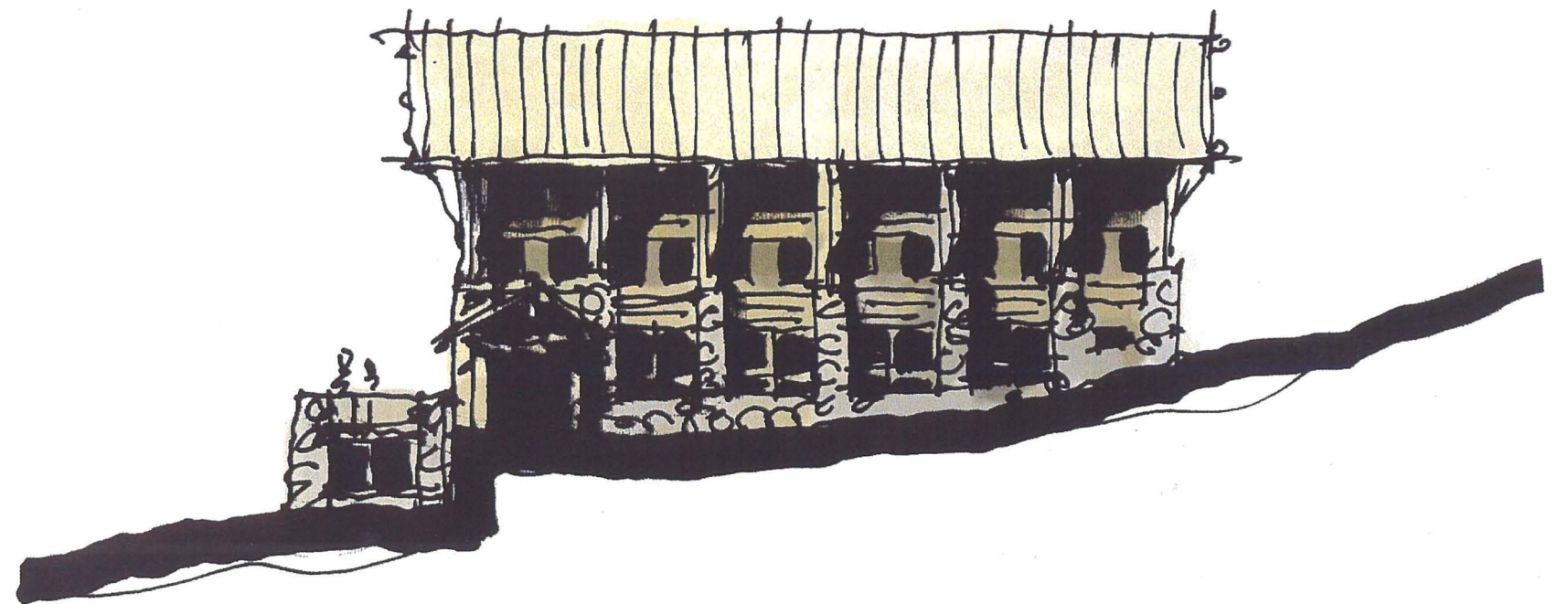
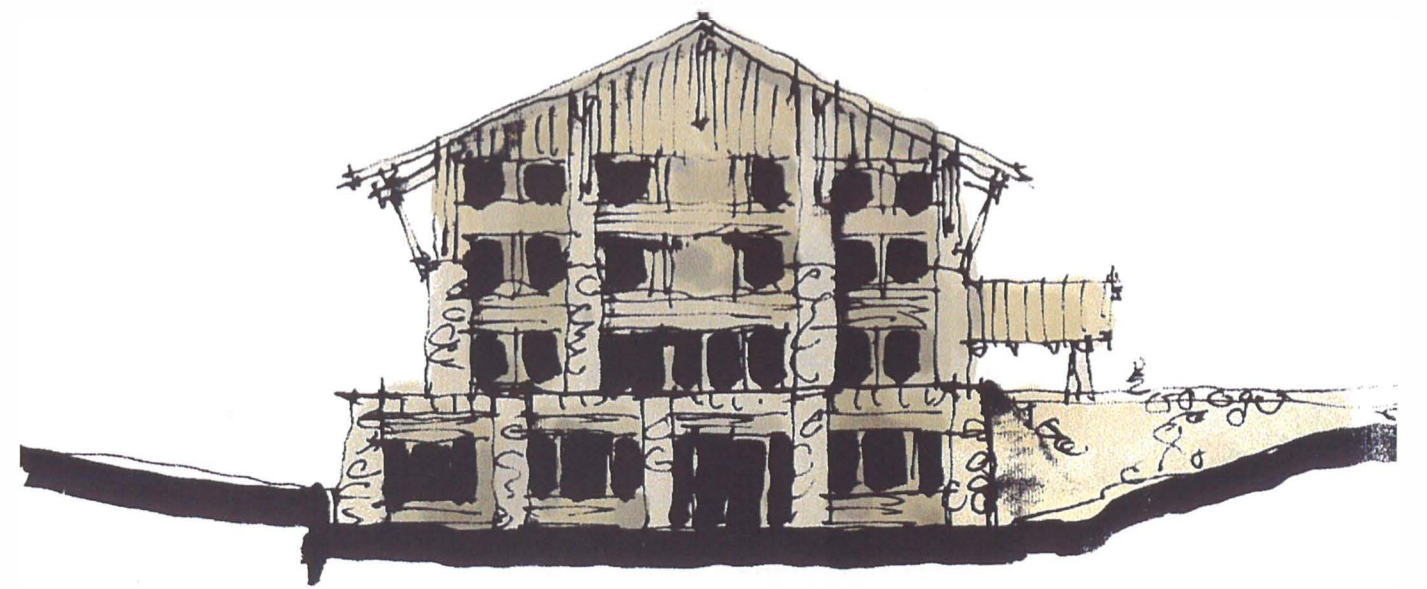
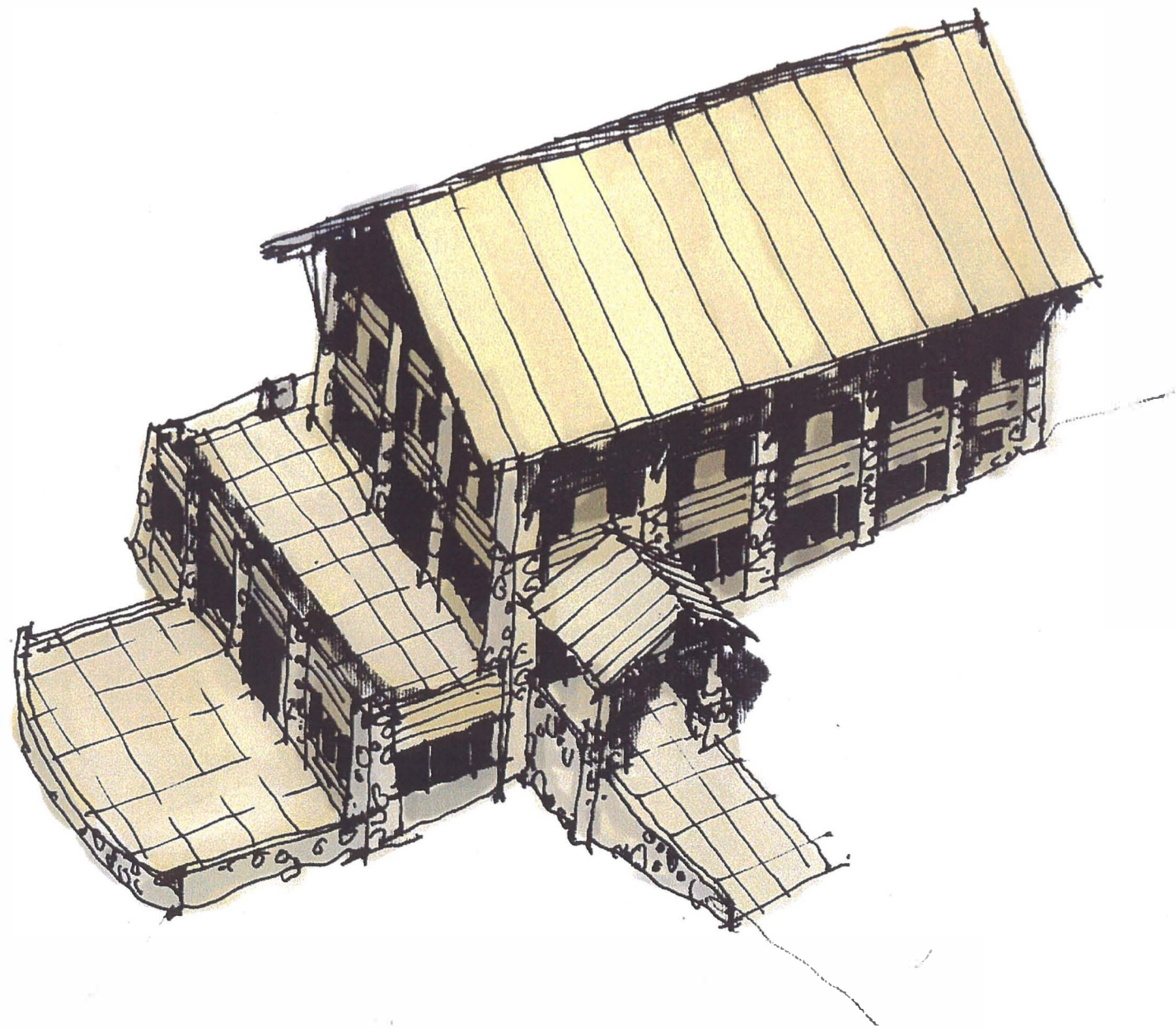
MAXIMUM.



SNOW KING MASTERPLAN - PLAZA 1:1 MINIMUM



Architect's Supplemental Sketches • PINE LODGE



Architect's Supplemental Sketches • MID-MOUNTAIN LODGE



Snow King View of Mid-Mountain Lodge from North of Visitor's Center



View South from Corner of Cache and Snow King



Architect's Rendering Lot 53 Proposed Building





Side View Proposed Building on Lot 53



Architect's Rendering Proposed Building on Lot 57



Architect's Rendering Proposed Building on Lot 57



Architect's Rendering Proposed Building on Lot 57



Architect's Rendering Proposed Building on Lot 57



VII. HOUSING ELEMENT

A. Housing Mitigation Plan

Employee housing shall be provided in conjunction with all commercial development and redevelopment at the resort in accordance with the Jackson Land Development Regulations. The applicant for each development or redevelopment permit shall submit a housing mitigation plan that demonstrates compliance with the employee housing requirements that are in effect at the time of the application. All development within the Snow King Resort District prior to 2019 has satisfied employee housing requirements under the existing Resort Master Plan and will not require any additional mitigation in the event of changes to Town and County Land Development Regulations. The following housing mitigation plan pertains to all future development within the district from 2018 into the future.

At least thirty percent (30%) of the employee-housing required for each commercial development shall be provided within the Snow King Resort District. In general, employee housing included in each development is intended to satisfy this requirement, however, the employee housing may be provided at other locations within the resort district.

Housing for Snow King Mountain employees associated with mountain operations such as lift operators, ski patrollers or groomers, is exempt from the 30% requirement and may be provided entirely off site. Administration and maintenance facilities constructed on the maintenance parcel shall also be exempt from this 30% requirement if a restriction on the maintenance parcel prohibiting this use is in place. Resort support uses not related to ski area operations and that include a physical development opportunity for creating employee housing on site, shall provide 30 percent of the required employee housing on the development site or within the resort district.

The applicant is responsible for obtaining all necessary development permits from either the Town or County, for the construction of all employee housing. Approval of all Final Development Plans for any development shall be contingent on approval of any necessary development plans to construct employee housing.

The Snow King Resort Master Association (SKRMA) will be responsible for the general implementation and administration of this Housing Element. Individual developers of specific developments or any property within the resort district will be responsible for building the required housing and SKRMA will coordinate and facilitate the locating of employee housing within the resort district when it is not possible to incorporate the housing in the individual development that generates the requirement. The required employee housing will be developed commensurate and concurrently with the free market development that generates the housing requirement.

This Housing Element will cover all the development that occurs within Sub-Areas 1 through 5 and will be managed following these guidelines:

- SKRMA will be responsible for ensuring that developers within the resort district follow the standards set forth herein and the employee housing requirements in the Jackson Land Development Regulations. Calculations will be based on 100% of the required housing being located within the Town of Jackson. A minimum of 30% must be located within the limits of the Snow King Resort PRD District and an additional 10% within 1 mile of the PRD district boundaries.
- Location of Employee Housing within the Resort District limits will be in a variety of locations to meet the minimum 30% required to be housed within the district. This Master Plan identifies tentative locations of employee housing units within the Resort District. The intent is to, where possible, locate housing in small nodes. Although sufficient areas have been identified within this resort district to accommodate 100% of the

required housing, the object would be to locate, as development occurs, up to 70% of the required housing in other locations, to be determined, within the limits of the Town of Jackson.

- SKRMA will ensure that any developers and/or landowners within the district finance, build, own or sell with required restrictions, and manage the units needed to comply with the Snow King Housing Mitigation Plan, or contract with other entities to do so. When units are owned by others, occupancy of the units will be monitored by SKRMA and deed-restricted as described. All required units will be newly built restricted units. Deed restrictions will specify that occupancy of the units required under this plan will be limited to Teton County employees and their immediate family.
- All future development within the Snow King Resort district will be subject to the Housing Requirements in the Town Land Development Regulations in place at the time of the application in addition to the requirements listed within this Housing Element.
- In addition to various forms of housing such as apartments, duplex, dormitories, townhouses, or other types of housing, rental units may be configured in the form of condominiums owned by SKRMA (or its agents). These employee housing condominiums will be managed in accordance with the deed restrictions and other requirements of this Housing Mitigation Plan.
- Housing will be developed in increments in tune with commercial development phases. Developed housing will meet or exceed the required needs of each phase as computed in accordance with this section. When the developed housing exceeds the required needs, this excess developed housing will be credited towards the requirements of future phases.
- A housing unit in the Snow King resort district may be used to meet an employee housing requirement only one time. Once the unit has been approved, counted and duly restricted for such purpose, the unit shall not be approved or counted again to meet another employee housing requirement.
- Employees of entities located within the Snow King PRD will have priority for occupancy in the **SKRMA** controlled units. Other available units will be open for any other Teton County employees.
- All development that existed prior to the adoption of the Snow King Resort Plan is exempt from the requirements of this Housing Mitigation Plan, except for redevelopment or changes of use that would increase the number of required employee housing units. Any future redevelopment or change of use within the "Existing Condominium Parcels" that increase the number of employees within that area, will need to comply with the requirements of this Housing Element at the expense of the development entity.
- The type and layout of housing will vary as time goes by. For planning purposes, we have used averages of 150 SF per person for dormitory housing and 370 SF per person for apartment housing.
- Habitable spaces built within the Snow King Resort PRD District to comply with the requirements of this Housing Element will be exempt from consideration in any maximum development space and FAR computations.
- Since all of the resort-wide development within the District is intended to be classified as commercial, there will not be a need for any exactions. However, all development will need to provide employee housing as per this Section. Since all residential-type development that is contemplated will be available for short-term rentals, this development will all be considered as commercial and will need to comply with this Section. Any non-commercial and non-short-term rental residential development that may be proposed in the future within the District will need to pay exactions as per the current Land Development Regulations at the time of final Development Plan **Approval**.

- Only entities authorized by SKRMA will be allowed to operate any business within the limits of the Snow King PRD District. SKRMA will require all these entities to provide information regarding the number of employees working within the Snow King PRO District and will collect dues and assessments as needed from employers to compensate SKRMA and its agents for any costs associated with this Housing Element and other requirements of this Snow King Resort **Master Plan**.

VIII. TRANSPORTATION ELEMENTS

A. Snow King Resort Master Plan - Traffic Analysis and Transportation Plan

Overview

Snow King Resort has been successful at encouraging guests of the Resort to walk or utilize existing public/private transit systems for both on-site and off-site events. With moderate improvements to the street and sidewalk system in the vicinity of Snow King Resort, the addition of a convenient Town shuttle system, and implementation of an aggressive Transportation Demand Management program, the existing street system is sufficient to accommodate the projected buildout traffic.

Definitions

The principal terms used to describe the adequacy of transportation facilities are *Capacity* and *Level of Service*. Briefly, the capacity of a transportation facility reflects its ability to accommodate a stream of people or vehicles. In the Third Edition of the *Highway Capacity Manual* (Updated 1997), capacity is defined as the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a roadway during a given time period under prevailing roadway, traffic, and control conditions. Capacity is typically expressed in terms of persons per hour or vehicles per hour (vph). Person flow is important for defining the roles of pedestrian, transit, and high-occupancy vehicle treatments. As the number of buses or high-occupancy vehicles in a traffic stream increases, the number of vehicles that can pass a given point decreases, but the person flow may actually increase.

Level of Service (LOS) is a measure of the quality of the traffic flow. These qualitative measures characterize the operational conditions within a traffic stream (or intersection) and their perception by motorists and pedestrians. These conditions include speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels of service are defined for each facility designated by the letters A to F. LOS A represents the best operating conditions (no delays, freedom to maneuver, no conflicts, etc.) while LOS F represents the worst (grid-lock).

A variety of factors influence capacity and level of service including:

- Roadway geometry (horizontal and vertical alignment)
- Lane width
- Design speed
- Lateral clearance
- Queuing areas at intersections
- Passing zones
- Vehicle type (percentage of trucks and buses)
- Weather conditions
- Directional flow
- Signalization
- Access control
- Volume of pedestrians and bicyclists
- Land-use characteristics.

C.1 Existing Conditions

Roadway System

Major streets that serve the Snow King Resort are illustrated on **Figure C-1**. The primary access to the Resort is via Snow King Avenue. This route provides access from the west and connects with South Willow Street and South Cache Street to provide access from the northwest. There are no direct roadway connections to the Resort from the north or the east except via minor residential streets (Vine Street and Cache Creek Drive). Snow King Mountain bars access to the Resort from the south. In general, the "grid" street system provides sufficient access to the Resort. Both Cache Street and Snow King Avenue connect with US Highways 26-89-187 approximately 0.70 miles and 1.75 miles, respectively, from the Resort.

Snow King Resort Master Plan - Transportation Elements

Roadway System Traffic Volumes

Summer daily traffic volumes along Snow King Avenue, Cache Street, and Willow Streets are shown in **Table C-1**. These volumes are from the traffic count data in the 1996 Jackson Hole Transportation Study and additional traffic counts conducted by O'Malley Engineering & Mapping between August 16 and September 2, 1999. This data has also been checked with traffic counts acquired by Nelson Engineering in August/September 1997. Winter traffic volumes are significantly lower than summer volumes and have not been counted or analyzed. The July 1996 counts reflect peak trip-making while the August 1999 are more indicative of the shoulder season and summer season average that is typically used for roadway planning (30th highest hour).

Current two-way August traffic on Snow King Avenue west of South Cache Street is **4,883** vpd (vehicles per day) and **4,298** vpd immediately east of South Cache. Traffic on Snow King Avenue immediately east of Willow Street is **2,654** vpd. Estimated peak traffic volumes (mid-July equivalents) for these roadway segments along Snow King Avenue are 7,700 vpd, 6,100 vpd, and 3,800 vpd, respectively. August 1999 traffic volume on South Cache immediately north of Snow King Avenue is **2,554** vpd. Traffic volume on South Willow Street north of Snow King Avenue is **1,602** vpd. Estimated peak summer volume on South Cache Street is 3,600 vpd and the estimated peak volume on South Willow Street is 2,300 vpd. The significant increase in traffic on Willow and the apparent decrease in traffic on Cache between 1996 and 1999 is likely due to the installation of stop signs on Willow that make Willow a more attractive route into and around the downtown area. Additional improvements to Willow Street, such as extending it through the Multi Agency Campus to form a downtown bypass, will alter traffic patterns between Cache and Willow.

Table C-1

Street Segment	Location	Mid-July 1996 ADT	August 1999 ADT
Snow King Ave.	West of Cache	7658	4883
Snow King Ave.	East of Cache	6055	4298
Snow King Ave.	East of Willow		2654
S. Cache Street	North of Snow King	4863	2554
S. Willow Street	North of Snow King	1215	1602

ADT = Average Daily Traffic

Traffic volumes can fluctuate significantly in the vicinity of the Resort due to the scheduling of special events such as conferences, Rotary lunches, 4th of July fireworks, speaker series, concerts, weddings, and other factors such as poor weather conditions (bringing more visitors into town) and street maintenance. **Table C-2** shows traffic volumes on Snow King Avenue, and South Willow Street compared to hotel occupancy. This table indicates that changes in hotel occupancy and alpine slide ridership do not appear to generate fluctuations in traffic volumes.

Snow King Resort Master Plan - Transportation Elements

Table C-2

Date	Hotel/ Condo	Alpine Slide	Snow King ADT	Willow St. ADT
Mon, 8/16	165 / 39	482	3048	1630
Tues, 8/17	198 / 40	1868	3026	1658
Wed, 8/18	203 / 53	911	2921	1623
Thurs, 8/19	204 / 47	971	2930	1818
Fri, 8/20	204 / 67	980	3013	1731
Sat, 8/21	204 / 65	944	2938	1186
Sun, 8/22	198 / 53	314	2771	1064
Mon, 8/23	184 / 41	1470	2813	1202
Tues, 8/24	145 / 31	744	2341	1626
Wed, 8/25	147 / 18	664	2375	1583
Thurs, 8/26	186 / 22	634	2498	1643
Fri, 8/27	145 / 17	573	2447	1822
Sat, 8/28	171 / 23	646	2112	1397
Sun, 8/29	202 / 61	464	2359	1302
Mon, 8/30	198 / 65	106	2571	1386
Tues, 8/31	205 / 64	299	2415	1988
Wed, 9/1	199 / 63	410	2532	2069
Thurs, 9/2	170 / 40	64	2662	2112

Note: Maximum Occupancy (hotel only) = 204 rooms.

Maximum condominium occupancy = 68 units.

The impact of a Rotary luncheon on traffic volumes can be seen in noontime "spike" in **Figure C-2**. Traffic volume fluctuations for weekday and weekend conditions can be seen in **Figures C-3** through **C-7**. The weekday pattern typically shows a small traffic spike around 8 AM, a larger surge at noon, and the peak traffic occurs around 5 PM. **Figures C-3** and **C-4** compare counts at three locations: Snow King Avenue east of Cache, Snow King Avenue east of Willow, and Willow Street. **Figures C-5** and **C-6** compare typical counts at Snow King Avenue east of Willow and Willow only. **Figure C-7** also includes counts on Snow King Avenue to the west of Cache Street.

Transit Systems

The primary public transportation system operating in Jackson is START (Southern Teton Area Rapid Transit). This transit system (buses and vans) serves the Town of Jackson and limited segments of Teton County (Teton Village). Several private transit and taxi companies also provide service between the Jackson Hole Airport, the Town of Jackson, and Teton Village. In addition, the major resorts and several smaller hotels (Snow King, Jackson Hole Mountain Resort, Grand Targhee Ski & Summer Resort, Spring Creek, Grand Teton Lodge Company, etc.) provide van or bus service for their guests between the airport, Town, and Teton Village.

The typical winter START schedule between Snow King and Teton Village includes round-trip, non-stop bus at 8:20 AM, 9:20 AM, 3:20 PM, and 4:20 PM. The buses pickup and drop-off guests at both the condominiums and the hotel. Other scheduled buses leave the Snow King Resort every 20 to 30 minutes beginning at 7:15 AM and ending at 10:00 PM. These buses travel between the Resort, Town Square: Teton Village and other locations. The Targhee Express bus departs Snow King for Grand Targhee at approximately 7:30 AM and returns at 5:30 PM. During the summer, buses arrive and depart from Snow King Resort every 15 to 30 minutes between 10 AM and 10 PM and at one-hour intervals from 7:30 AM to 9:30 AM. Both the winter and summer schedules will be increased as the Jackson Hole Transportation Plan places more emphasis on public transit.

Snow King Resort Master Plan - Transportation Elements

In both summer and winter, Snow King Resort utilizes their own buses and vans to shuttle guests to and from the Resort, downtown, and the airport. Depending on flight schedules and demand, Snow King runs between six and fifteen round-trip shuttles per day. For special events, the Resort occasionally charts additional buses and/or utilizes concession buses (provided by float trip operators). **Table C-3** shows the system-wide START ridership for late August 1999. Ridership numbers generated specifically by Snow King Resort as well as private taxi and transit services are not available. Conversations with START personnel indicate a high percentage of riders between the Virginian Campground and Snow King Resort. In general, Snow King generates the majority of ridership on START during the summer. **Figure C-8** shows the 1999 transit routes (summer).

Table C-3

Date	Daily Total
Monday, 8/16	351
Tuesday, 8/17	417
Wednesday, 8/18	302
Thursday, 8/19	335
Friday, 8/20	359
Saturday, 8/21	381
Sunday, 8/22	268
Monday, 8/23	304
Tuesday, 8/24	350
Wednesday, 8/25	265
Thursday, 8/26	197
Friday, 8/27	240
Saturday, 8/28	216
Sunday, 8/29	212
Monday, 8/30	270
Tuesday, 8/31	325
Wednesday, 9/1	261
Thursday, 9/2	255

Pedestrian and Other Non-Motorized Facilities

Snow King Resort is served by a series of 5-foot wide detached and 6-foot wide attached concrete sidewalks along Snow King Avenue. A short section of wooden boardwalk is located on the north side of Snow King Avenue at the Brandywine Fund building. A 3-ft. wide sidewalk is located along the east side of South Cache Street and extends from Snow King Avenue to Kelly Avenue. There are no sidewalks along Willow Street. A series of horse trails and hiking trails diverge from the resort and access various parts of Snow King Mountain and the National Forest lands to the south of the Resort. These trails and sidewalks are shown in **Figures C- 9, C-9A, C-9B, C-9C, C-10, and C-11**.

There are no clear pedestrian routes to the Town Square. Most Snow King guests walk in the street, particularly in the winter, to access other parts of the downtown. The Jackson Hole Pathway System does not access the Resort at this time. Bicyclists use the vehicle travel lanes or parking lanes of Snow King Avenue to travel to and from the Resort. A popular mountain bike and hiking route originates in the upper parking lot and follows a ski area work road up the mountain. Another trail leads easterly toward Cache Creek Drive.

Table C-4 lists pedestrian and bicycle trips in the vicinity of Snow King Resort for several days during August 1999. Conferences and other activities at the Resort significantly increase pedestrian traffic. Cold temperatures and/or precipitation significantly reduce bicycle use and, to a lesser extent, pedestrian use. **Figure C-12** shows the pedestrian count locations and typical pedestrian/bicycle use patterns during late- August 1999. **Figure C-13** shows the pedestrian and bicycle volumes for August 26, 1999. These counts

were conducted between 7 AM and 5 PM only and do not show the significant evening use that occurs between the Resort and the Town Square area. The peak non-motorized count during this study was on August 31, 1999 when 1490 pedestrians and 139 bicyclists were recorded traversing Snow King Avenue adjacent to the Resort. This volume represents approximately 40% of all trips (automobile, transit, and non-motorized) on the Vine-Willow street segment. This pattern typically occurs during major conferences when some activities occur at the Snow King Center. On non-conference days (August 26th) the average number of non-motorized trips between 7 AM and 5 PM is approximately 500. An unknown percentage of the bicycle and pedestrian trips are discretionary recreation-oriented rather than transportation-oriented and, as such, generate additional traffic on the roadway rather than remove motorized trips.

Table C-4

Date & Time	Pedestrian	Bicycle
Thursday, August 26		
7am- 9am	86	25
9am-11am	30	14
11am -1pm	77	47
1pm- 3pm	85	30
3pm - 5pm	73	42
Total	351	158
Tuesday, August 31		
7am-9am	273	14
9am-11am	149	13
11am -1pm	340	31
1pm - 3pm	403	51
3pm- 5pm	325	30
Total	1490	139

C.2 Travel Demand Analysis

Travel demand for the Snow King Resort is determined by correlating existing conditions and traffic counts at the resort with future conditions. Additional information developed includes trip generation (based on Resort buildout), estimated modal split, and peak hour calculations.

Trip Generation

Trip generation for Snow King Resort is focused on summer conditions. Trip generation for Resort buildout is calculated from several factors including: total overnight guestrooms (hotel), total condominium units, commercial uses and densities, and number of employees. **Table C-5** lists existing and proposed conditions, projection rates, and traffic projections for Snow King Avenue east of Willow Street. The Institute of Transportation Engineers (ITE) Trip Generation Manual indicates that typical projection rates for resort hotels vary between 10 and 15 trips per day per lodging unit. Removing the Vine Street traffic counts and the Phibbs Law Office counts from the Snow King Avenue counts (East of Willow) and dividing by the number of lodging units yields an average projection rate of 10.1 trips per day per unit (at full occupancy). According to ITE, hotel condominium units generate between 4 and 18 trips per day per unit with an average rate of 9.5 trips. Teton County has historically used a townhouse trip generation factor of 7.2 trips per unit per day. Dividing the number of condominium units into the number or trips accessing the condominiums yields a trip generation factor of 8.0 trips per day. For these projections a hotel rate of 10.2 and a condominium rate of 8.0 are used. The floor area, guest numbers and conference seats are shown for comparison purposes.

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Table C-5

Use Description	Existing	Proposed	Gen. Rate	Projected Existing ADT	Final ADT
Hotel Rooms	204 ¹	654	10.2	2,080	8,752
Condo Units	38 ²	95	8.0	304	1,064
Employee Housing		65 ³	4		260
Alpine Slide (Rides/day)	900	1,350	*		
Restaurant Seats	47	0	*		
Lounge/Bar Seats	50	0	*		
Total				2,384	10,076
Floor Area	160,000	730,000			
Total Guests	616	1,844			
Conference Seats	250	1,000			

¹ - Indicates maximum occupancy accessed from the Resort.

² = Indicates 204 employees to be housed on-site in 65 - 3 and 4 bedroom units.

* = Indicates projection included in resort (hotel) rate.

ADT = Average Daily Traffic

In general, the trip generation factor of 10.2 yields traffic volumes consistent with the recorded volumes. Minor differences between the recorded and projected ADTs maybe due to several factors including lower hotel occupancy rates, shared uses, and high pedestrian and transit activity.

The projected final ADTs in **Table C-5** reflect a "worst-case" scenario. The Resort may build more condominiums and fewer hotel rooms resulting in lower projected traffic volumes. Also, as shown in **Table C- 2**, changes in room occupancy and alpine slide ridership do not appear to significantly impact traffic volumes. There is a certain amount of "background" traffic along East Snow King Avenue that exists whether the hotel has guests or not. Consequently, the traffic projections in **Table C-5** likely overstate the future traffic volumes.

The traffic volume on Willow Street averages 51% of the volume on Snow King Avenue east of Willow. Assuming no changes to Willow Street (improvements at the MAC campus, installation of one-way pairs, etc.) and no changes in pedestrian, transit, or land uses, the projected traffic volume on Willow Street at Resort buildout is approximately 4,100 ADT. Analysis of **Figures C-2** through **C-7** and on-site observation indicate a significant flow of traffic eastbound on Snow King Avenue and then northbound on Cache and Willow Streets around 8 AM. Between 4 PM and 6 PM there is a similar flow in a southerly direction (on Willow) and a westerly direction (on Snow King).

Modal Split

Lack of data regarding ridership on private bus services, taxis and START at Snow King Resort and incompatible modal counting methodologies make it difficult to accurately determine modal split between automobiles, transit, pedestrians, and bicycles. The available data and conversations with START personnel indicate that Snow King Resort enjoys a high level of transit ridership compared to other areas in Teton County. The best estimate of current transit share is between 1% and 4% of vehicular trips at Snow King Resort. Improvements to summer transit operations (both public and private), emphasis on transportation demand management strategies, improved pedestrian facilities, and the additional of a frequent intra-town shuttle system should increase the transit mode share to 15-20%.

Snow King Resort Master Plan - Transportation Elements

Snow King Resort is favorably located to reduce the percentage of automobile trips and increase percentages of transit and non-motorized trips. Pedestrian and bicycle trips varied from a low of 17% to a high of 40% of all trips on Snow King Avenue between the Resort and Willow Street. A typical modal split for this roadway segment during the summer is 20% ped/bike and 80% motorized. Estimated modal split of non-motorized trips between the Resort and Town Square is 2%-5% of all trips. Improved sidewalk and trail facilities coupled with frequent and convenient transit facilities will increase summer non-motorized mode share to 15% of all trips. At buildout, transit and non-motorized facilities are estimated to account for 35% of all trips for streets immediately adjacent to the Resort and 25% for other segments. **Figure C-14** shows the proposed Transit and Pathways system for the Resort area. **Table C-6** shows the estimated vehicular traffic for adjacent roadways with 25%-35% modal split.

Table C-6

Street Segment	Current ADT	Projected Trips (No Additional Modal Split)	Projected Trips (25%-35% Modal Split)
SKA - East of Willow	2,384	10,076	6,549
SKA - East of Cache	4,672	12,627	9,470
SKA - West of Cache	5,046	13,637	10,228
Willow	1,627	4,091	2864
Cache	2,991	8,083	6062

Peak Hour Forecasts

Peak hour and 30th highest hour is often a more useful measure of a roadway's capacity than ADT. Roadway planning efforts utilize the projected 30th highest hour to determine whether a roadway segment needs improvement. The 30th highest hour is typically between 70% and 80% of the peak hour(s) and reflects a break in the curve below which the majority of the hours in a year fall. Designing for the 30 highest hour provides the best balance between cost and function. The peak hour in Jackson is likely to occur around the July 4th holiday weekend. The 30th highest hour for Jackson would typically represent the highest daily hour in June or August. It is reasonable to assume that the peak hours identified in the traffic counts conducted at Snow King Resort during August 1999 reflect the 30th highest hour.

The peak hour averages 9.1% of the 24-hour total for the streets in the study area. The directional flow split at peak hour can be as great as 65/35. This directional split occurs during the AM and PM peaks when people are going to or from work. The projected peak hour counts for the study area are shown in **Table C-7**. These peak hours are based on the 25%-35% modal split projections listed in Table C-6.

Table C-7

Street Segment	Current Peak-Hour Traffic Per Lane	Projected Peak-Hour Traffic Per Lane
SKA - East of Willow	141	387
SKA- East of Cache	276	560
SKA - West of Cache	298	605
Willow	96	169
Cache	177	359

Snow King Resort Master Plan - Transportation Elements

C.3 Level of Service

Street and Intersection Level of Service (LOS)

This analysis utilizes the *Highway Capacity Manual* prepared by the Transportation Research Board for two-way and four-way, stop-controlled, non-signalized intersections. Steps required to determine intersection capacity include:

- Define existing geometry and traffic conditions for the intersection.
- Determine the conflicting traffic through which each minor road movement and major road left turn movement must cross.
- Determine the size of the gap in the conflicting traffic stream needed by vehicles in each movement crossing a conflicting traffic stream.
- Determine the capacity of the gaps in the major road traffic stream to accommodate each of the subject movements that will use these gaps.
- Adjust the calculated capacities to account for impedance and the use of shared lanes.
- Estimate the average total delay for each of the subject movements and determine the level of service for each movement and for the intersection.

Specific information required for the calculations include:

- Volumes by movement for the hour of interest.
- Vehicle classification for the hour of interest.
- Peak Hour Factor.
- Number of lanes for minor and major streets.
- Grade of all approaches.
- Other geometric features of interest.

The methodology outlined in the *Highway Capacity Manual* utilizes gap acceptance modeling to determine the interaction of minor street and major street drivers. This modeling technique assumes that Two-way, Stop-Controlled intersections (TWSC) give no positive indication or control to the driver on the minor road as to when it is safe to leave the stop line and enter the major traffic stream. This modeling is based on three elements: the size and availability of gaps, the value of these gaps, and the relative priority of the various traffic streams.

The level of service criteria is given in **Table C-8**. Total delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation.

Table C-8

Level of Service	Average Total Delay (seconds/vehicle)
A	<5
B	> 5 and <10
C	>10 and <20
D	> 20 and < 30
E	> 30 and < 45
F	> 45

The *Highway Capacity Manual* does not include a methodology for determining level of service for urban streets that are stop-controlled rather than signalized. Extrapolating from the methodologies for arterial streets, it appears that all streets in the vicinity of Snow King Resort are functioning at a level of service of NB. During peak hour congestion, the intersections at Willow - Snow King Avenue (for the Willow Street southbound leg) and Cache - Snow King Avenue degrade briefly to LOS C. The conditions on Cache Street will be influenced more by land use decisions for the downtown core than by the Snow King Resort.

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Estimates of level of service for this street and Snow King Avenue to the west of Cache are based on the traffic projections in the Jackson Hole Transportation Plan. At Resort build-out, Snow King Avenue west of Cache will reach LOS *C/D* for several hours during the day and the intersection at Cache will also function at LOS D during peak hours. The intersection at Willow will reach LOS D at peak hour. Presumably, the Willow - Snow King Avenue intersection will be converted from two-way stop-controlled intersection to four-way stop controlled intersection - improving the level of service to 8/C.

Sidewalk/Pathway Level of Service

Methodologies for determining LOS for sidewalks and pathways are poorly developed at this time. Until the fall of 2000, lack of sidewalks along Snow King Avenue and Willow Streets forced pedestrians to share the roadway with automobiles, buses, and trucks - for a LOS of D-F. The addition of sidewalks to these streets has raised the pedestrian LOS to A/8. (See **Figures 9, 9A, 9B, and 10**)

C.4 Transportation Demand Management Program.

Transportation Demand Management Strategies

The purpose of a Transportation Demand Management program is to establish strategies that influence travel mode choice and minimize the use of single-occupant automobiles. These strategies are typically a combination of incentives (to transit and non-motorized modes) and disincentives (to single-occupancy automobiles). These TOM strategies are often financially based but can also utilize other management techniques such as marketing and housing. The primary goals are to reduce traffic congestion by reducing vehicular trips, reduce air pollution, and increase mode choice. Snow King Resort has already adopted some of these strategies, in particular the Resort provides free shuttle service for its guests to the airport, Teton Village, and downtown. The following list outlines some of the strategies necessary to influence mode choice and reduce automobile trips.

- Provide free or reduced-rate bus passes to all employees.
- Provide free or reduced-level bus/bike passes to guests and inform guests of the availability of transit and non-motorized modes prior to arrival.
- Continue (and increase frequency of) shuttle to Teton Village and Airport to encourage guests to use transit rather than renting automobiles.
- Provide employee ride-share incentives. Provide free parking for multi-occupancy vehicles and paid parking for single-occupancy vehicles.
- Continue to have groups as a large percentage of the lodging business.
- Construct the majority of development in a dense pattern near the shared parking area.
- Support and participate in community wide mass transportation invitations.
- Promote alternative travel modes through advertising and marketing.
- Provide "town" bikes at a nominal rate for guests.
- Coordinate with Town to provide a frequent and convenient Town Square - MAC Campus - Snow King shuttle system.
- Coordinate with the Town to provide improved sidewalk and pathway systems along Willow, King, and Cache.
- Provide information and reservation services and staging areas for float trips, snowmobile operators, and other tour operations.
- Develop parking district with combination of free and fee parking.
- Provide on-site and nearby employee housing.
- Require off-site parking for employees.
- Provide START Bikes and promote alternative modes of travel for employee and guests

A combination of two or more of the above strategies is essential if the modal-split assumptions listed in **Table C-6** are to be realized.

Another strategy to reduce vehicle trips in the downtown (although not necessarily along Snow King Avenue) is to provide additional parking at the Resort to be used for downtown employee parking. In combination with a convenient in-town shuttle system, capturing employees at Snow King will help reduce traffic along West Broadway, Pearl Avenue, and Cache Street. Employees will be less likely to use their vehicles during the day for errands and more likely to walk or use the shuttle. An employee parking lot at the Resort is likely to generate only two trips per day per parking space (incoming and outgoing) rather than the more typical six to

Snow King Resort Master Plan - Transportation Elements

ten trips per day. During the winter, this extra parking could also be used as an in-town Teton Village parking lot. In combination with a non-stop bus to the Jackson Hole Mountain Resort, this parking area will be more convenient for Town residents than the Stilson lot and will minimize trips along West Broadway, Highway 22, and Highway 390.

Travel Demand Management Monitoring system

A TOM monitoring program helps insure that the TOM program meets the goals of reducing single-occupancy vehicle trips and increasing the use of alternative travel modes. The following items should be considered as part of the monitoring program:

- Prior to issuance of a building permit for the first approved Final Development Plan, conduct baseline traffic counts for all modes.
- Every three years, conduct 24-hour traffic counts, pedestrian counts, bicycle counts, parking counts, and transit counts. These counts shall begin two years following completion of the first Final Development Plan project.
- Conduct guest and employee surveys to determine mode choice, success of alternative traffic modes, and satisfaction with transportation options.
- Conduct parking surveys to determine parking utilization by employees, guests, locals, and other visitors.
- Conduct parking counts for all surface parking lots over 10 spaces as part of the required transporting monitoring.
- Correlate hotel occupancy with traffic counts and available transportation options.
- Survey transit providers (public and private) to determine utilization during peak travel periods. Maintain a database of transit ridership.
- Snow King will participate in any Town of Jackson TEM programs for the entire base area including surrounding property owners and users as requested in the future.
- Ensure a minimum of at least 5 TDM Strategies are implemented at all times.

The primary gauge of the effectiveness of the TOM program will be whether or not there is a relative reduction in the peak hour traffic counts. The goal of the TOM program is to reduce the projected build out trips by 25%- 35%. Other measures of effectiveness will include the number of transit riders vs. hotel occupancy and/or traffic counts, parking counts vs. hotel occupancy, and ped/bike volumes vs. traffic counts.

C.5 Recommendations and Proposed System Improvements

Snow King Resort will participate with the Town in developing the most effective transportation network for the Snow King area and the downtown. The Resort looks forward helping formulate the best routes between the Resort and the MAC/Town Square area as well as determining an equitable cost-sharing arrangement for transit, streets, and sidewalks.

Snow King will pave and maintain surface parking on Sub-Area 2 at the time of development of a Gondola and make this lot available for all public and private patrons to the area as a temporary measure prior to development of Sub-Area 2. This lot shall accommodate tour bus/oversized vehicle parking and appropriate signage to direct guests to the various amenities within the resort.

C.6 Phasing Plan

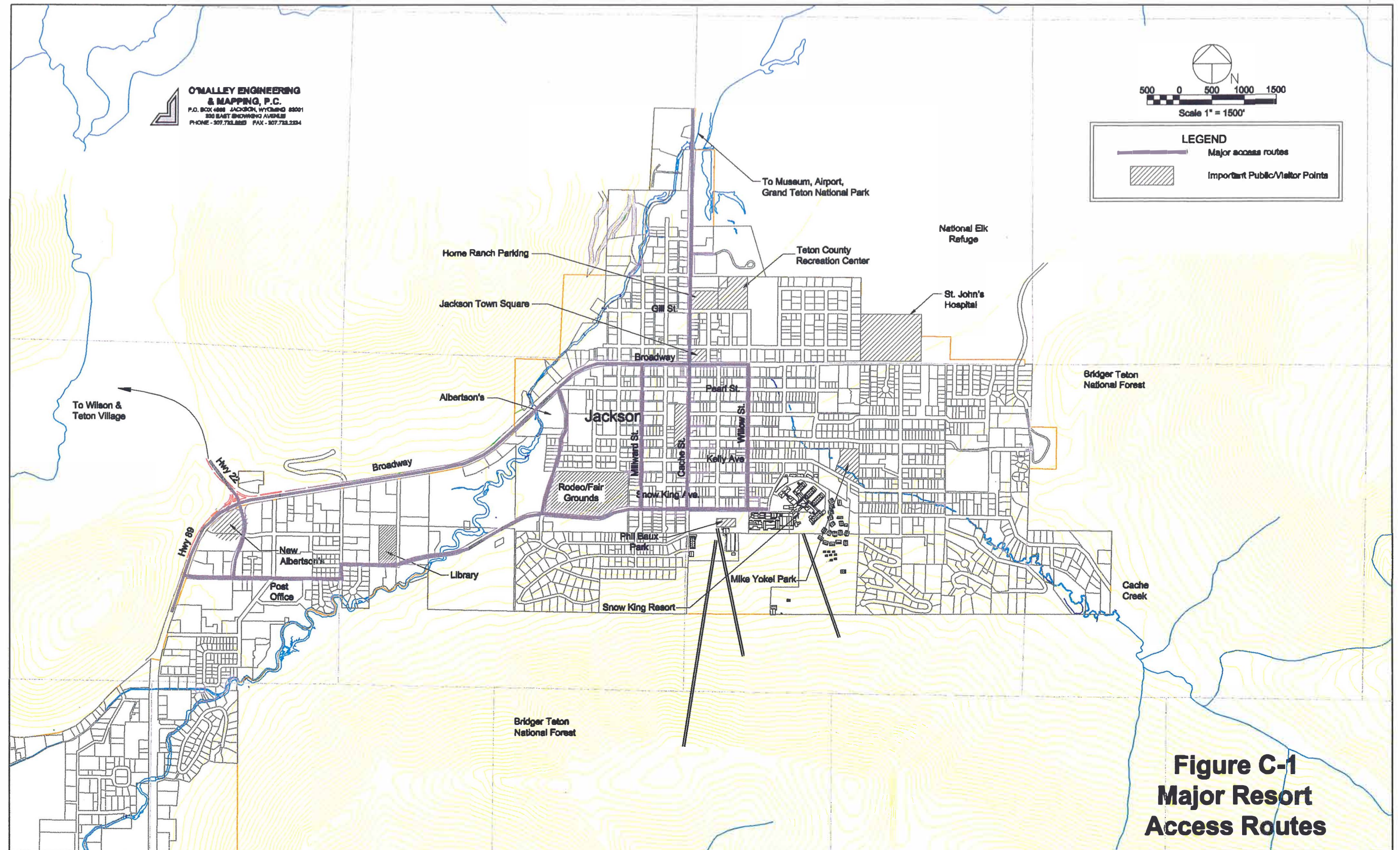
Snow King Resort anticipates coordinating sidewalk and street improvements with the Jackson Transportation Improvement Projects (JTIP). The final sidewalk and landscaping along the south side of Snow King Avenue will be constructed with the parking and plaza facilities. Depending on funding for Jackson sidewalks in the Capital Improvement Fund, intersection improvements at Willow Street will be constructed prior to major reconstruction at the Resort. Sidewalk improvements to South Cache Street, South King Street, and South Willow Street will also depend on the Jackson Capital Improvement Fund. Snow King Resort anticipates cost-sharing some of the improvements at Willow-Snow King intersection.

Actual timing of improvements will be influenced by the results of the Transportation Demand Management Monitoring Program. However, it must be recognized that the success of both the pedestrian and transit

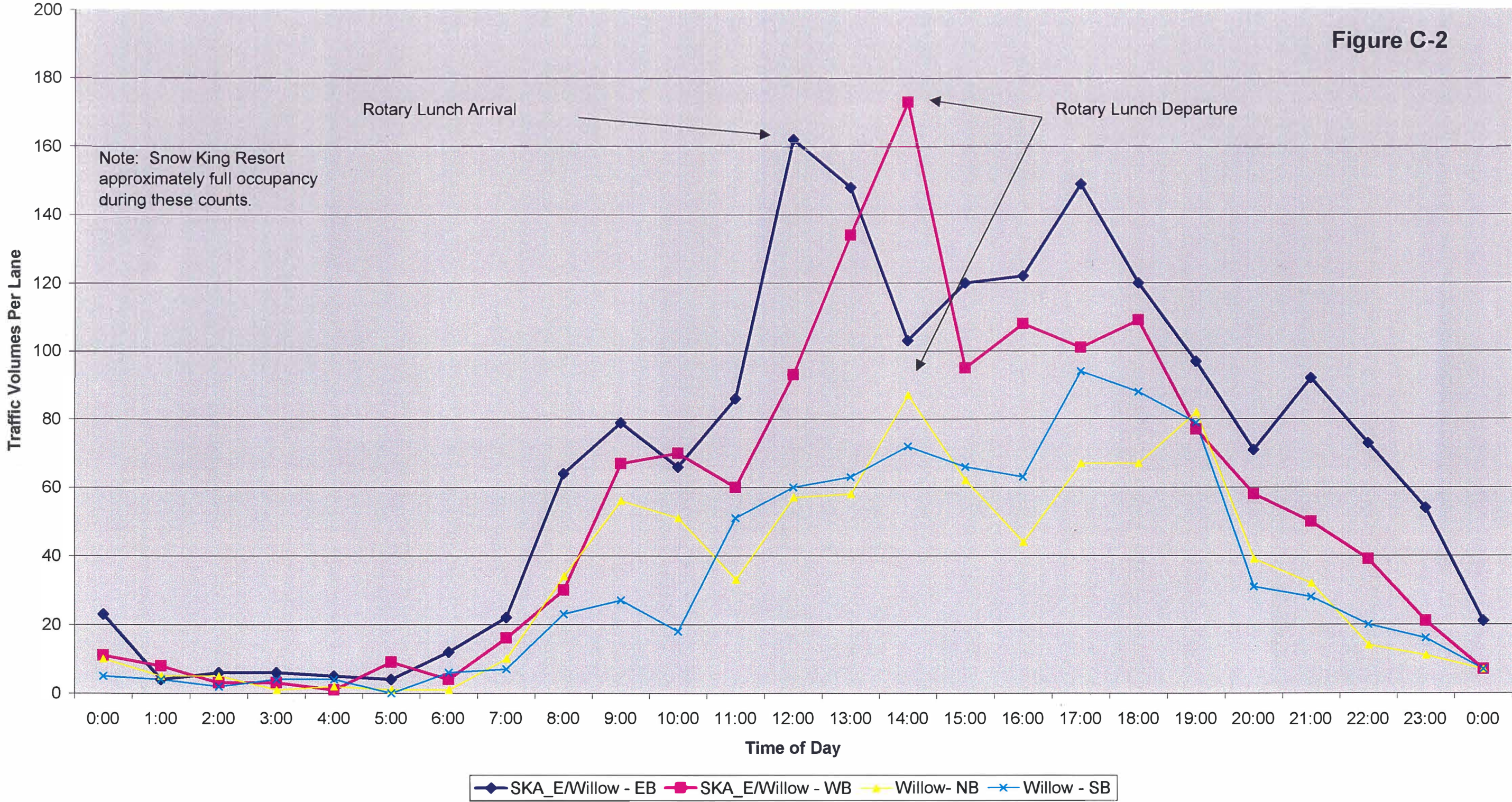
systems are interrelated. It is unlikely that shuttle and transit ridership will increase without improvement to pedestrian and bicycle facilities. People are more willing to walk if they have the option to ride (on a shuttle) some of their route. Studies indicate that most people are unwilling to leave their vehicles and walk or use transit unless these facilities are convenient, safe, go to the desired destinations (Town Square, Teton Village, Airport, etc.), and function (in the case of transit) in a timely manner. Town land use patterns and the Town Parking Masterplan also influence the transit program. Aggressive efforts to minimize employee parking in the downtown core will only succeed with convenient satellite parking (including Snow King Resort), safe and well-maintained sidewalks, and efficient transit facilities.

As part of the Resort Transportation Demand Management Program and in cooperation with the Town of Jackson, a town shuttle system should be begun as soon as possible. Construction of sidewalks (South Cache, South King, and South Willow) and intersection improvements adjacent to the resort should be completed prior to the traffic volumes along Snow King Avenue reaching 1.5 times current volumes - and sooner if possible.

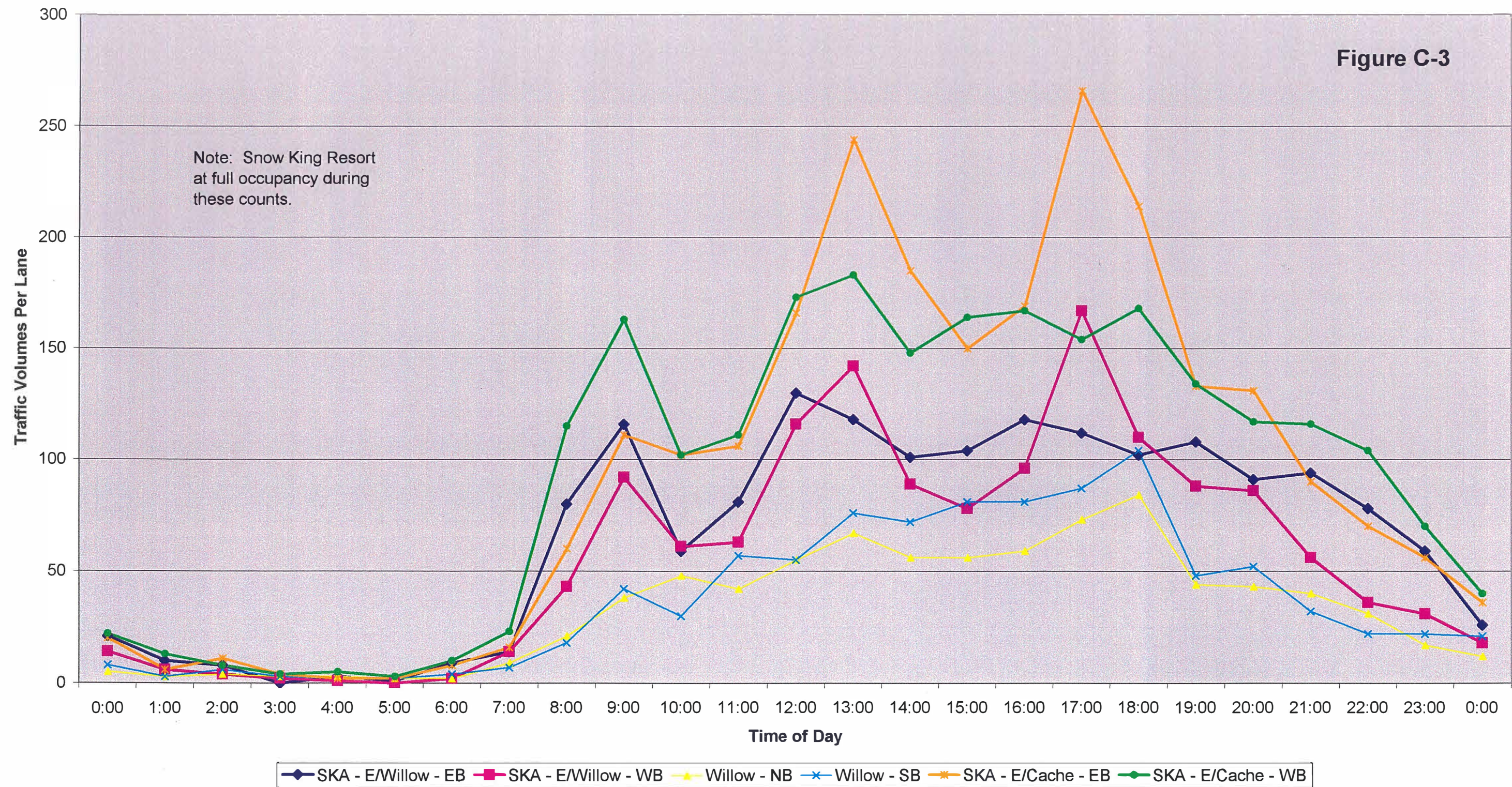
The most recent Transportation Demand Management Report completed in 2016 is included at the end of this Master Plan. The 2019 TDM report is anticipated to be completed in the Fall of 2019.



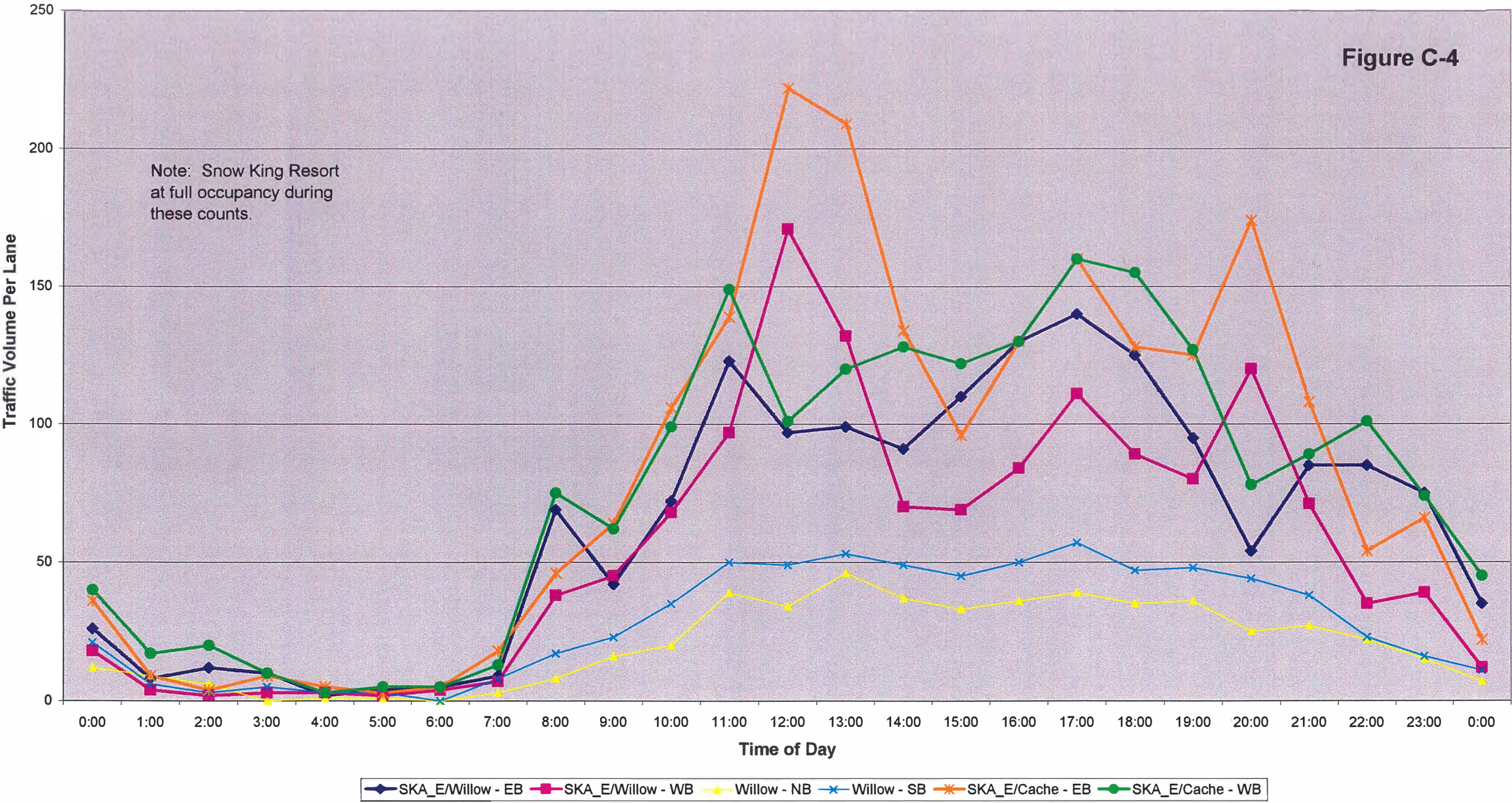
Snow King Avenue Hourly Traffic Volumes - Tuesday, August 17, 1999



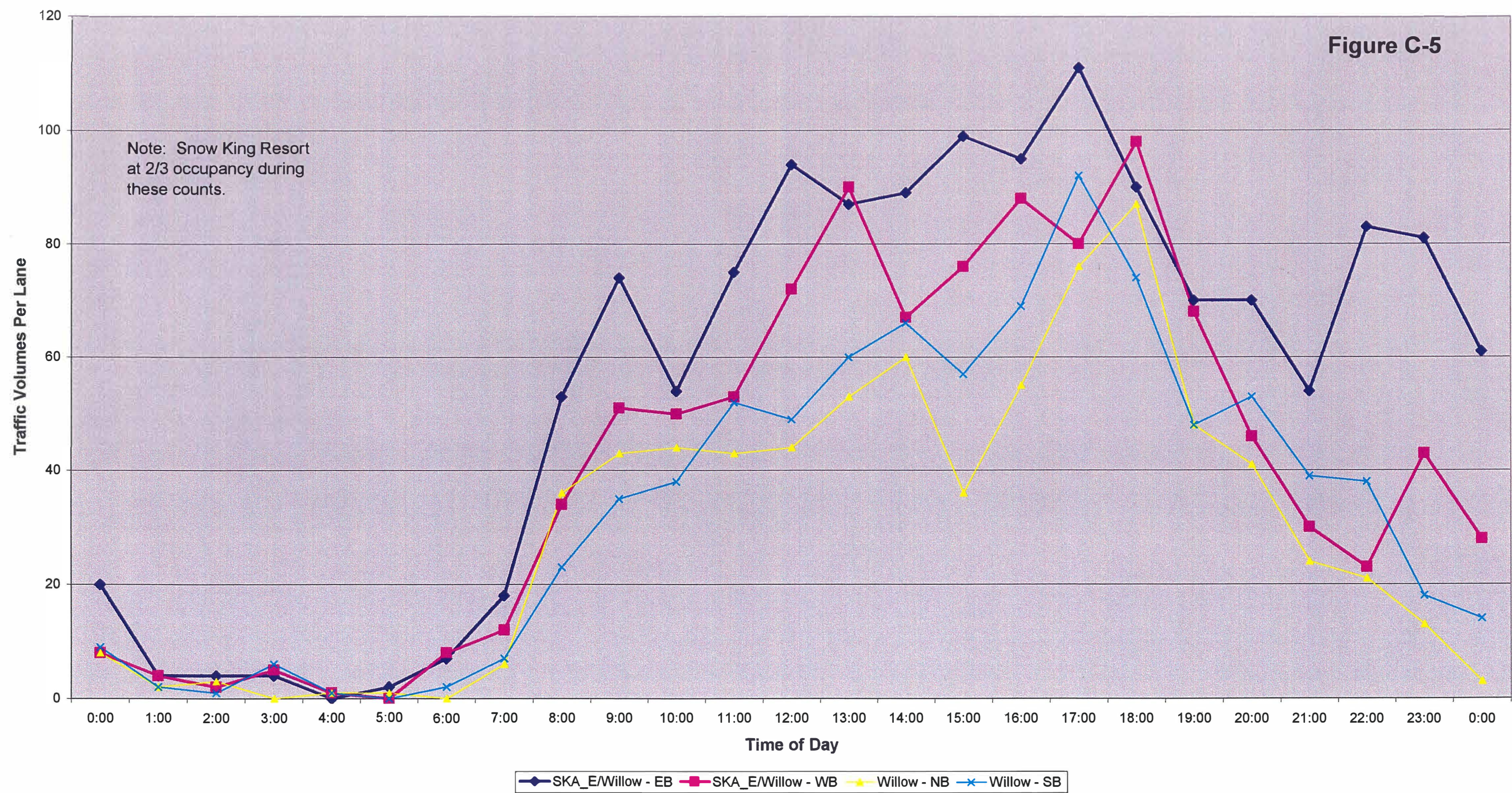
Snow King Avenue Hourly Traffic Volumes - Friday, August 20, 1999



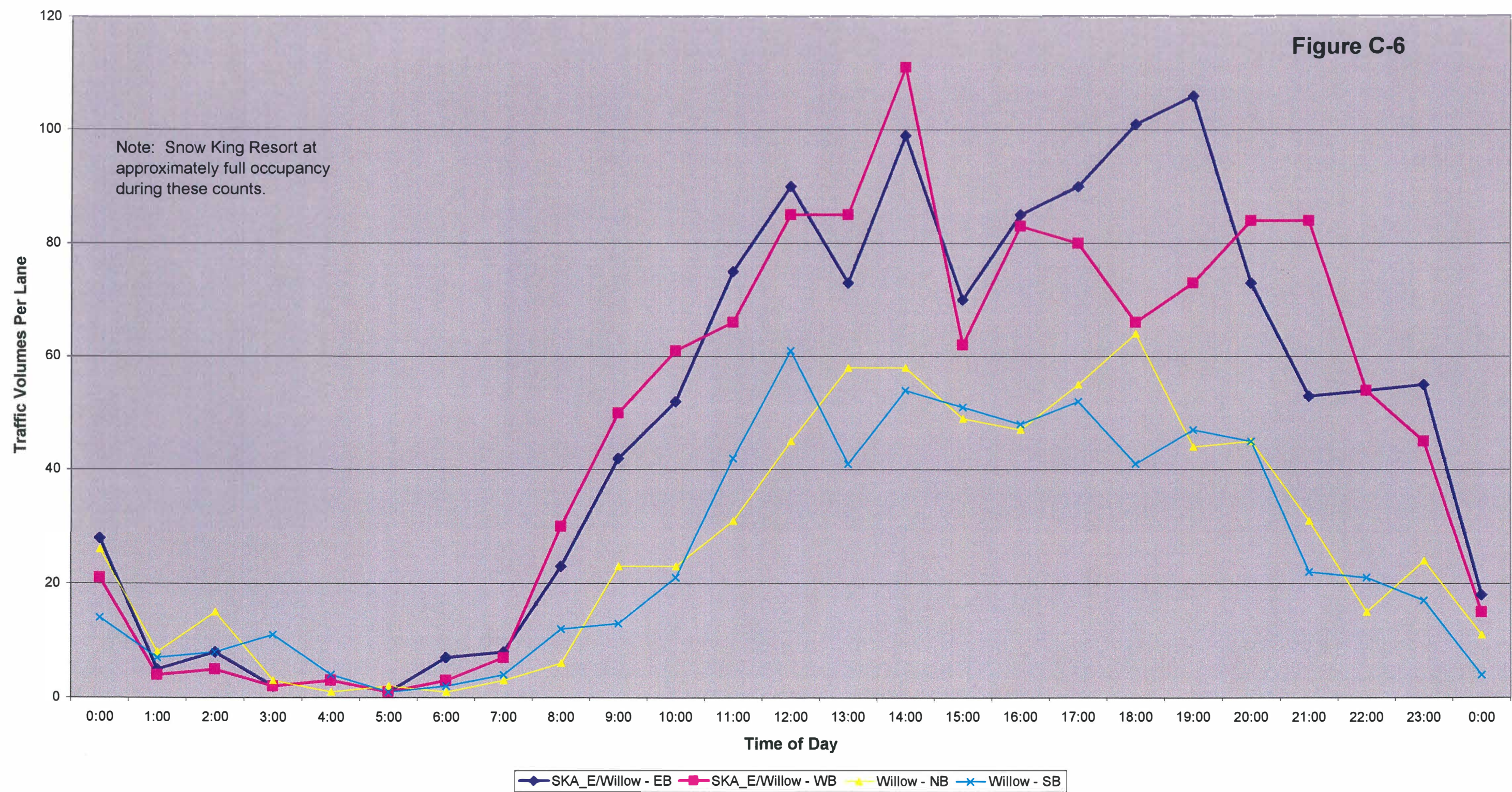
Snow King Avenue Hourly Traffic Volumes - Saturday, August 21, 1999



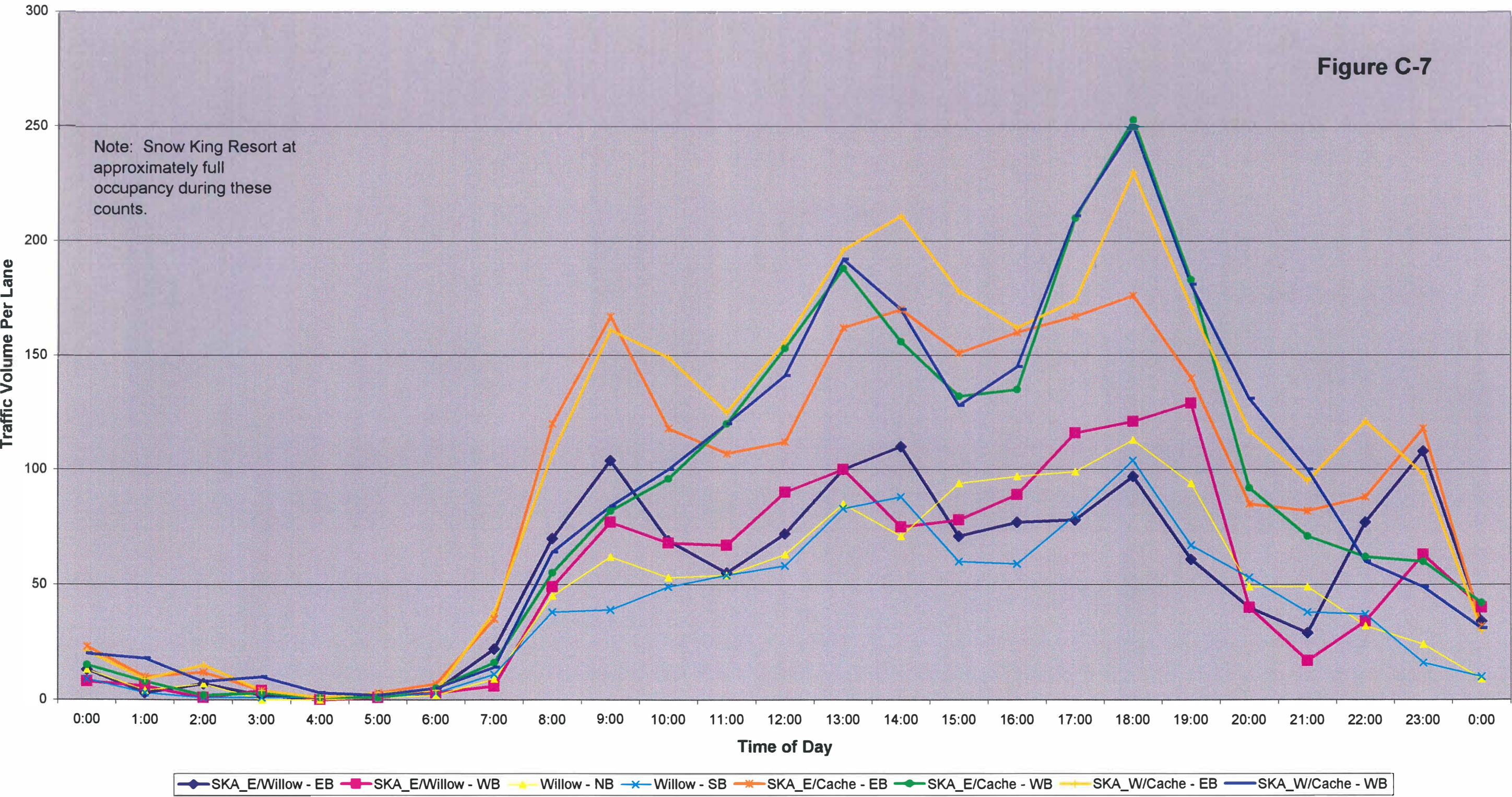
Snow King Avenue Hourly Traffic Volumes - Wednesday, August 25, 1999



Snow King Avenue Hourly Traffic Volumes - Sunday, August 29, 1999



Snow King Avenue Hourly Traffic Volumes - Wednesday, September 1, 1999



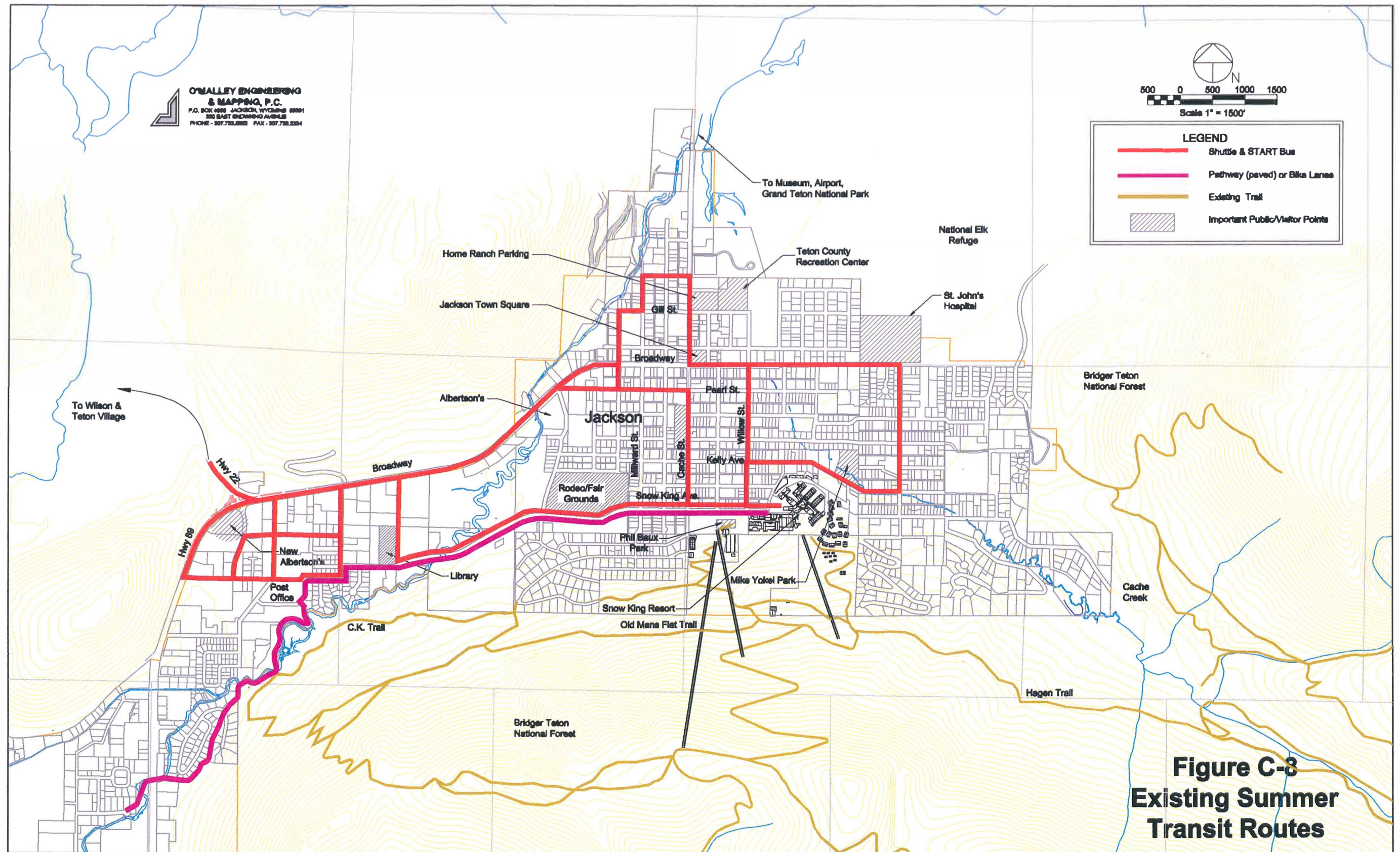


Figure C-3
Existing Summer
Transit Routes

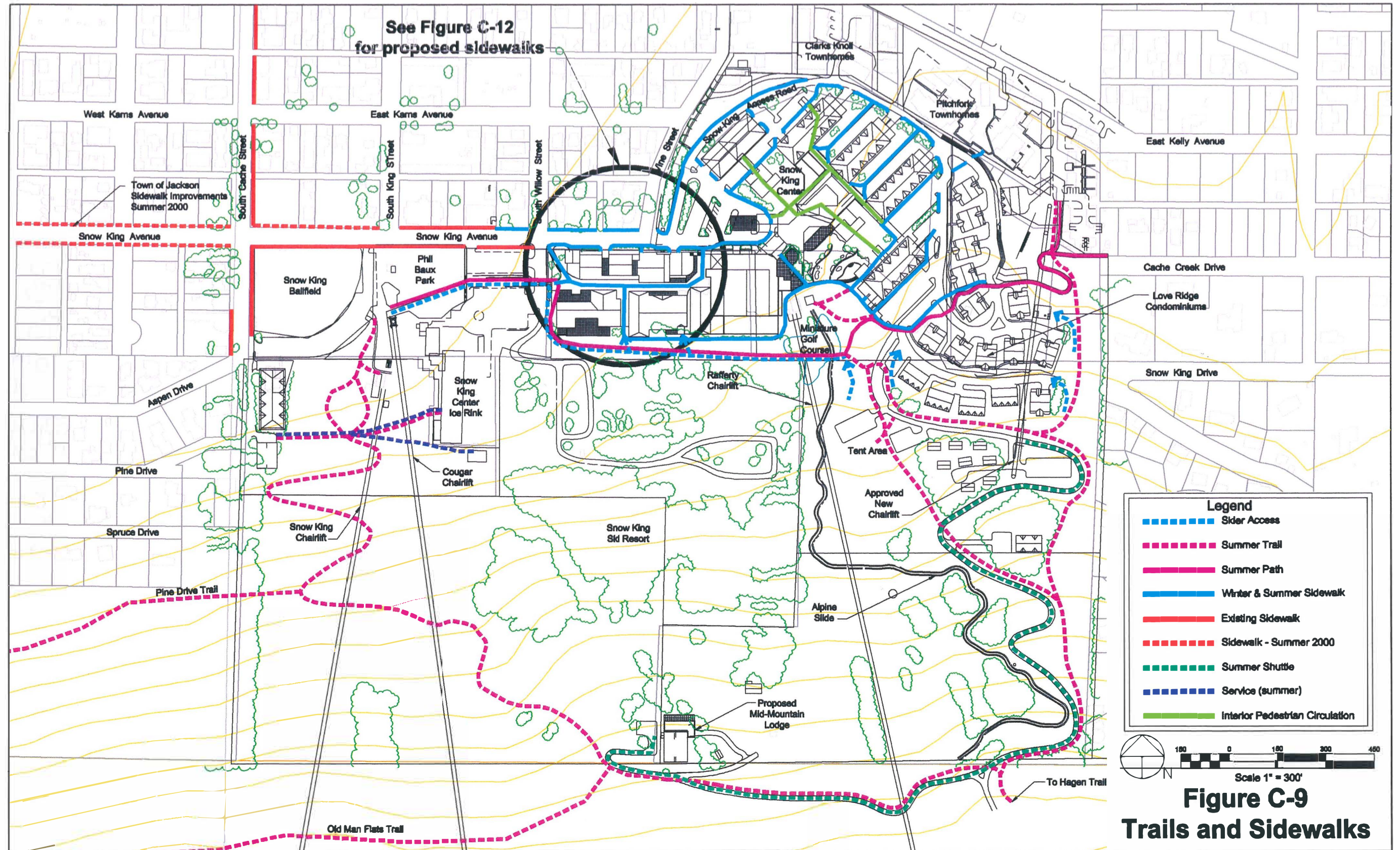
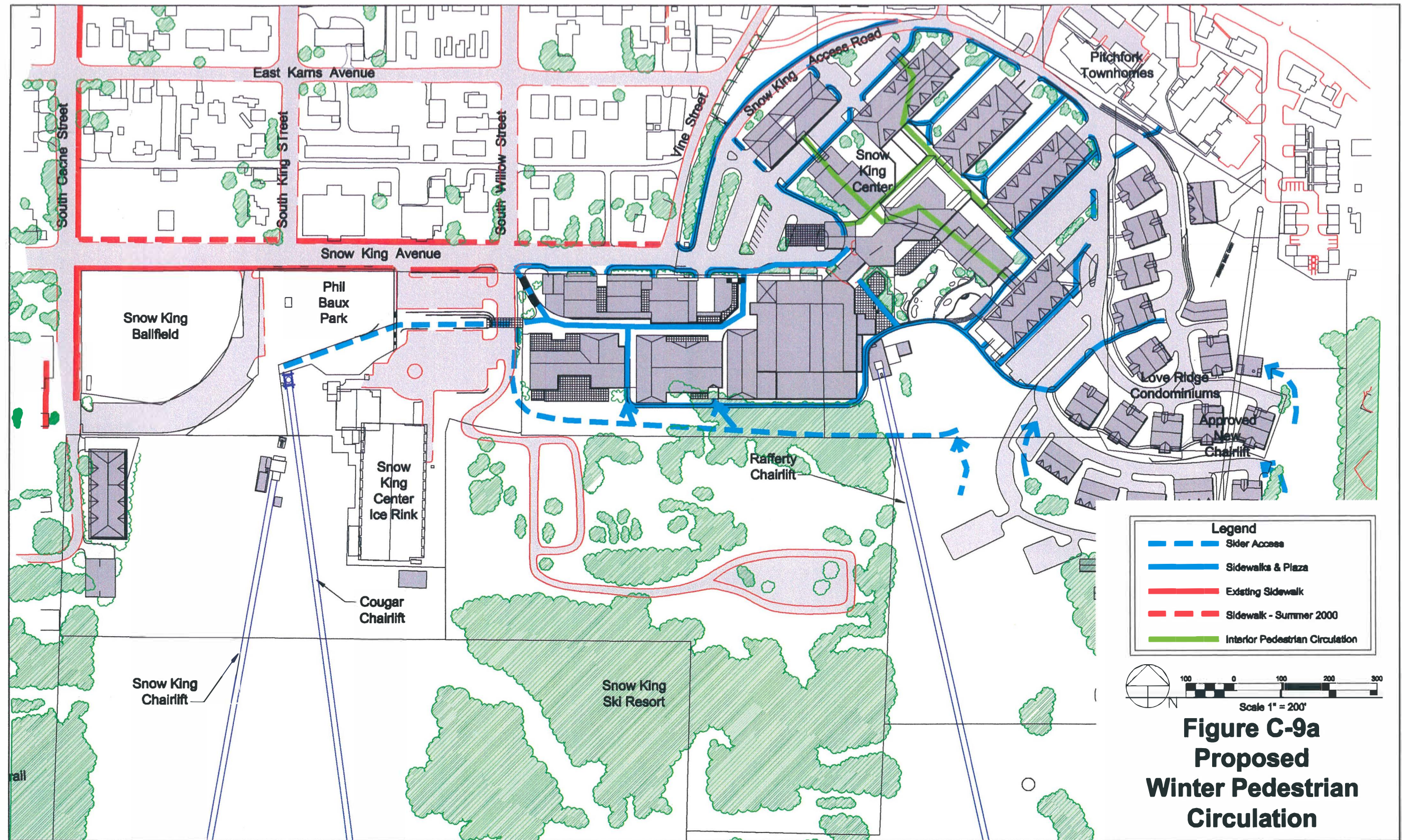


Figure C-9
Trails and Sidewalks



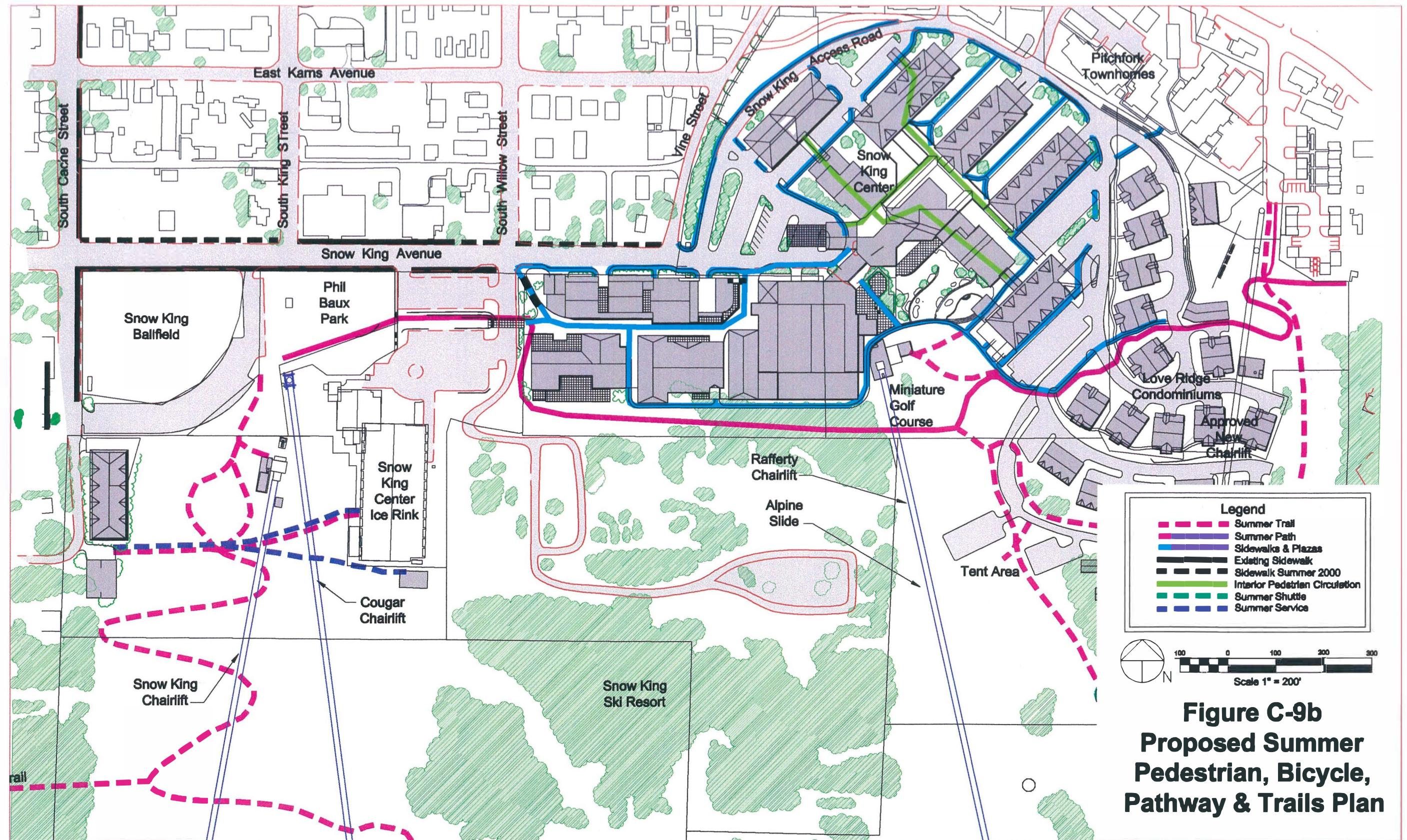
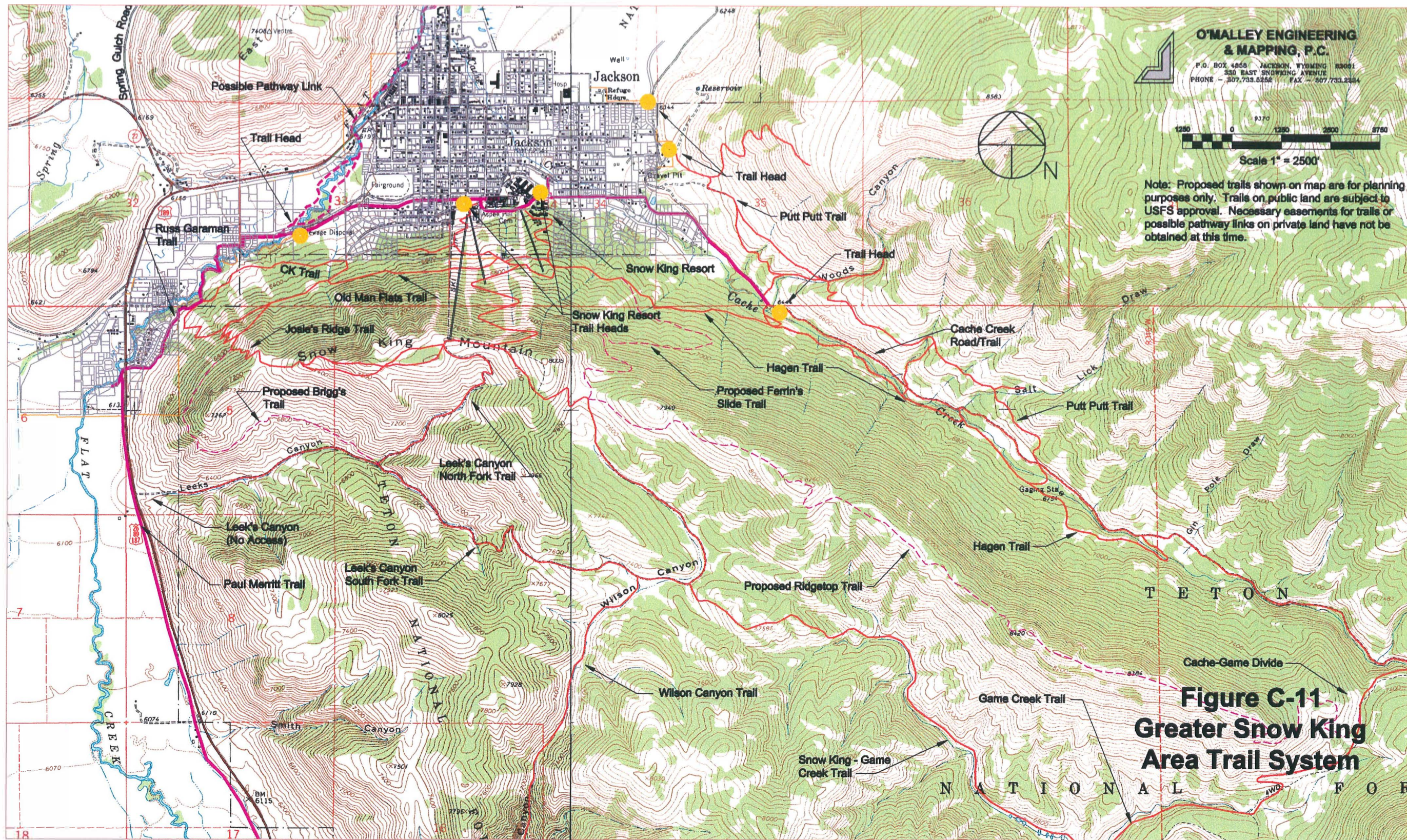


Figure C-9b
Proposed Summer
Pedestrian, Bicycle,
Pathway & Trails Plan



Snow King Resort Master Plan - Parking Elements

Snow King Resort Master Plan - C. Parking Elements

P.1 Parking Summary

Snow King Resort's parking plan provides a surplus of daytime and evening parking for both summer and winter. During both seasons, a larger parking surplus is available during the day. The Town of Jackson and/or Teton Village could use these extra spaces for downtown employee parking or a transit hub parking area. There will be 1,783 summer spaces and 1,643 winter spaces. Of these spaces, 1,415 summer spaces and 1,275 winter spaces will be available for shared parking. The peak shared parking demand on Snow King facilities will be 947 in the summer and 720 in the winter. The smallest surplus of spaces in the summer and winter evenings is 468 and 555 respectively. A significantly larger surplus exists during the daytime. **Table P-1** shows the estimated proposed parking at Resort build-out.

	Summer Number of Spaces	Winter Number of Spaces
AREAS AVAILABLE FOR SHARED PARKING		
New Hotel and Condominium Wings - Underground	240	240
- Surface	215	150
KM6 Area - Underground	640	640
KM6 Area (Add. Alternate) - Underground	105	105
Ice Rink & Ballfield - Surface	169	140
Periphery Buildings - Surface	46	0
Shared Parking Subtotal:	1415	1275
AREAS NOT AVAILABLE FOR SHARED PARKING		
Periphery Buildings - Underground	88	88
- Covered	40	40
Love Ridge - Underground	106	106
- Covered	5	5
Existing Condominiums	126	126
Maintenance Building	3	3
Non-shared Parking Subtotal:	368	368
Total Proposed Parking Available:	1783	1643

Summary of Proposed Parking to be Provided
Table P-1

Summary of Proposed Parking to be Provided
Table P-1

Using the Town of Jackson parking ratios as a guide, the Urban Land institute’s shared parking model was used to generate the hourly parking demand for weekdays and weekends during the summer and winter seasons. **Tables P-2 & P-3** summarize the hourly and peak hour parking demands generated by the shared parking model. Additionally, these tables indicate the peak parking demand occurs on weekday evenings. Summer parking demands are higher than winter. According to the shared parking model, a parking surplus exists both summer and winter. These surplus spaces will be available for other shared uses. Due to improved *efficiency*, the proposed shared parking will provide an adequate number *of* parking spaces while reducing the amount of land dedicated to parking.

Snow King Resort Master Plan - Parking Elements

Summer Weekday

	Shared Guest Parking Spaces	Shared Employee Parking Spaces	Total Shared Parking Spaces
6:00 AM	569	156	725
7:00 AM	551	156	707
8:00 AM	545	156	701
9:00 AM	550	140	691
10:00 AM	530	125	655
11:00 AM	523	125	648
12:00 PM	568	125	693
1:00 PM	566	125	691
2:00 PM	556	125	681
3:00 PM	503	140	644
4:00 PM	557	140	698
5:00 PM	642	140	782
6:00 PM	763	140	904
7:00 PM	807	125	932
8:00 PM	837	109	947
9:00 PM	810	109	920
10:00 PM	764	140	904
11:00 PM	630	156	786
12:00 AM	590	156	746
^a Max Shared Parking Space Demand = 947 ^{a,b} Shared Parking Space Supply = 1415 ^c Parking Surplus at Peak Hour = 468			

Summer Weekend

	Shared Guest Parking Spaces	Shared Employee Parking Spaces	Total Shared Parking Spaces
6:00 AM	567	156	723
7:00 AM	448	156	604
8:00 AM	483	156	639
9:00 AM	474	140	615
10:00 AM	441	125	565
11:00 AM	439	125	564
12:00 PM	508	125	633
1:00 PM	553	125	678
2:00 PM	563	125	688
3:00 PM	545	140	686
4:00 PM	563	140	703
5:00 PM	615	140	756
6:00 PM	710	140	850
7:00 PM	782	125	906
8:00 PM	799	109	908
9:00 PM	776	109	886
10:00 PM	752	140	892
11:00 PM	656	156	812
12:00 AM	629	156	785
^a Max Shared Parking Space Demand = 908 ^{a, b} Shared Parking Space Supply = 1415 ^c Parking Surplus at Peak Hour = 507			

^a Does not include condominium parking because of its low ability to function as shared parking

^b Shared parking supply from table P-1

^c Represents minimum parking surplus

Summer Shared Parking Summary Table P-2

Snow King Resort Master Plan - Parking Elements

Winter Weekday

	Shared Guest Parking Spaces	Shared Employee Parking Spaces	Total Shared Parking Spaces
6:00 AM	371	156	527
7:00 AM	390	156	546
8:00 AM	403	156	559
9:00 AM	386	140	526
10:00 AM	339	125	464
11:00 AM	334	125	459
12:00 PM	396	125	520
1:00 PM	408	125	532
2:00 PM	360	125	484
3:00 PM	318	140	458
4:00 PM	387	140	527
5:00 PM	463	140	603
6:00 PM	575	125	700
7:00 PM	595	125	720
8:00 PM	595	109	704
9:00 PM	548	109	657
10:00 PM	484	140	624
11:00 PM	401	156	557
12:00 AM	372	156	528
^a Max Shared Parking Space Demand = 720 ^{a, b, d} Shared Parking Space Supply = 1275 Parking Surplus at Peak Hour = 555			

Winter Weekend

	Shared Guest Parking Spaces	Shared Employee Parking Spaces	Total Shared Parking Spaces
6:00AM	344	156	500
7:00 AM	372	156	528
8:00 AM	385	156	541
9:00 AM	376	140	517
10:00 AM	330	125	455
11:00 AM	301	125	426
12:00 PM	406	125	531
1:00 PM	414	125	538
2:00 PM	391	125	516
3:00 PM	347	140	488
4:00 PM	385	140	526
5:00 PM	447	140	587
6:00 PM	551	140	692
7:00 PM	559	125	683
8:00 PM	579	109	688
9:00 PM	538	109	647
10:00 PM	503	140	644
11:00 PM	449	156	605
12:00 AM	426	156	582
^a Max Shared Parking Space Demand = 692 ^{a, b, d} Shared Parking Space Supply = 1275 Parking Surplus at Peak Hour = 583			

^a Does not include condominium parking because of its low ability to function as shared parking

^b Shared parking supply from table P-1

^c Represents minimum parking surplus

^d 82 summer spaces deducted from available parking supply

Winter Shared Parking Summary

Table P-3

Snow King Resort Master Plan - Parking

P.2 Shared Parking Design Process:

A shared parking model, developed by The Urban Land Institute (ULI), was used to determine the parking requirement for Snow King. Snow King is well suited for a shared parking model because of its multiple land uses with varied peak parking times. The proposed large, centralized parking facility also improves the efficiency of shared parking by creating a large number of spaces with high turnover. This will enable the motorist to find parking with minimal effort.

The shared parking model tracks the required parking for various land uses in order to optimize the number of spaces. Shared parking reduces the amount of parking required compared to the standard computational methods which determine parking based on isolated single land use. Shared parking can improve the accuracy of the parking estimates and improve the efficiency of parking facilities. The ULI shared parking model follows four distinct steps as shown in **Figure P-4**. A more detailed illustration of the shared parking methodology is shown in **Figure P-5**. The first step evaluates the existing and proposed land uses. Each use will have its own set of parking requirements that will affect the amount of parking.

The second step involves compiling data on the land uses and parking. During this step, parking ratios are determined (**Table P-6**, Column D) for each land use using the Town of Jackson standards as a guide. These ratios are then applied to the size or number of units (**Table P-6**, Column A) proposed for each use resulting in the required number of parking spaces (**Table P-6**, Columns E and K). Although this parking space number represents the minimum number of spaces required by the town, in effect, this number will represent the maximum. This is because a combined use parking lot allows multiple uses during a single trip which, in turn, allows the parking lot to function more efficiently.

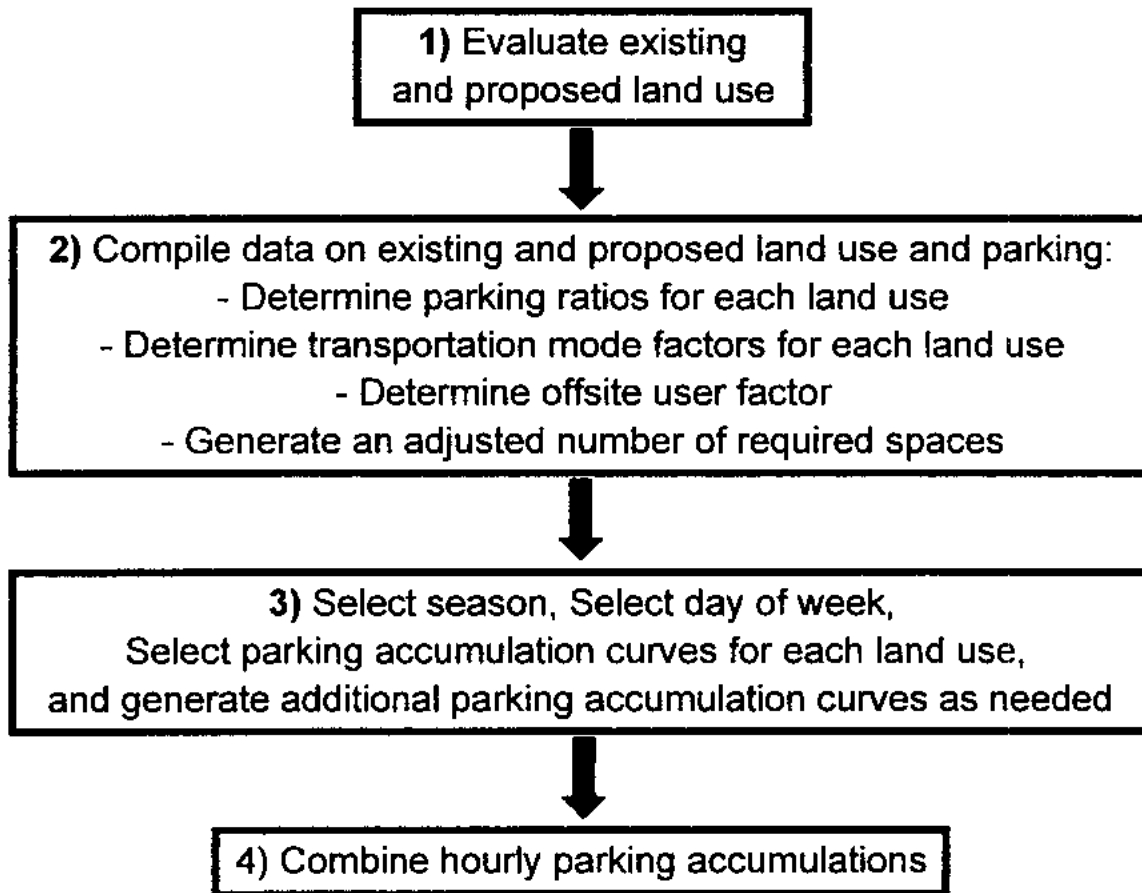
To more accurately predict the parking demand, the model needs to be adjusted to compensate for factors such as multiple use and businesses that are compatible with non-automobile use. This adjustment is made by using two factors, a "transportation mode factor" (TMF) and an "offsite user factor" (OUF). The TMF (**Table P-6**, Columns H & N) adjusts the required number of spaces to compensate for land uses that are compatible with non-auto use. The OUF (**Table P-6**, Columns I & O) adjusts the required number of parking spaces for combined uses within the area and prevents an automobile from being counted more than once for visits involving more than one land use. These factors are included in the calculations on **Table P-6**, which is discussed in **Appendix B**, and applied to the "Number of Spaces Required (Unadjusted)" already discussed. It is important to note that the "Adjusted Number of Spaces Required" (**Table P-6**, Columns J & P) does not yet represent any shared parking for varied hourly peaks. Thus, the "adjusted number of spaces required" is the parking required after adjusting for the mode of transportation used and if guests use more than one facility. The "adjusted number of spaces required" represents the peak parking which is a single value that cannot vary.

Snow King Resort Master Plan - Parking

The third step requires the determination of parking accumulation curves for each land use, which are shown and discussed in Appendix A. These curves are a function of how busy a given facility is each hour. The values for the curves indicate parking needs during the day and when a facility needs the most parking. With these curves, it is possible to see how a land use impacts the parking demand at each hour throughout the day. These curves can be used to represent seasonal use, daily use, or monthly use. In this study, weekday versus weekend use and summer versus winter use were examined. For convenience, summer and winter parking accumulation curve data has been compiled in **Table P-7**. The goal of using these curves is to maximize parking efficiency by locating a decline in parking by one land use and allowing the resulting excess parking to be utilized by a different use.

The fourth step uses static peak parking requirements from **Table P-6** with parking accumulation percentages from **Table P-7** to produce the adjusted shared peak parking for summer and winter shown in **Table P-8** and **Table P-9** respectively. These values are the parking spaces required for each land use at each hour of the day. In this fourth step, every hour is examined to determine how many cars will need to be parked for each use based on the parking accumulation curves. Tracking the variation of parking peaks as seen in the accumulation curves, allows for improved parking efficiency by allowing shared use. By generating parking demands for each hour of the day, the peak parking hour and demand are identified. A chart of the shared parking demands is provided with **Graphs 1, 2, 3, & 4**. These charts indicate how shared parking can utilize the peaks and valleys in hourly demand to improve parking efficiency.

When the four steps of the design process are complete comparisons can be made between the proposed parking and the required parking. **Table P-10** summarizes the required at various steps along the design process. The number of the spaces required with and without credit for the TMF and OUF is included in this table as well as the parking requirement with shared parking. These comparisons are made for both the town and the composite parking requirements during the summer and winter season. The required amount of shared parking shows a significant reduction from the unadjusted numbers. The composite requirement, which is slightly higher than the town requirement, would require a maximum of 2,989 winter spaces if numbers were based on separate individual land use. After modeling the hourly shared parking demands, it was calculated that 947 parking spaces would be required for the summer weekday shared parking peak demand. Peak shared parking demands and the corresponding surplus of spaces are shown on **Tables P-2 and P-3**.



**Shared Parking Design Process
Figure P-4**

Benefits of Shared Parking Discussion

Determining the proper amount of parking for new development requires balancing the needs of the business, the needs of the community, and the community parking standards. Businesses, of course, do not want to "under-park". Under-parking frustrates customers, hurts business, and limits the flexibility of a development. Under-parking can also negatively impact surrounding residential areas because of "spill-over" during peak times. Over-parking generates other problems:

- Not counting land costs, surface parking costs the developer from \$2,500 to \$5,000 per space to construct.
- Structured parking can cost between \$10,000 and \$25,000 per space.
- Land used for parking is unavailable for other activities - including open space.
- Parking lots generate storm water runoff that is laced with pollutants such as oil, radiator coolant, and asbestos from brake linings. The cost to the developer and the community to collect and dispose of this pollution is high. Oil separator storm water units can cost between \$5,000 and \$50,000 depending on the volume of runoff.
- Over-parking encourages automobile use and discourages alternative transportation means such as transit, walking, and bicycling. This automobile use generates additional air pollution.
- Unnecessarily large parking areas are unfriendly, intimidating, and alienating. Pedestrians are forced to maneuver between destinations unless the lots include designated pedestrian facilities.

Blind adherence to national parking standards tends to encourage over-parking. A number of communities in the United States have begun revising their standards and the trend is toward reducing total parking spaces and developing alternative transportation. For example, metropolitan Portland and the State of Oregon are instituting new standards after determining that over-parking results in less efficient land usage and lower floor to area ratios. They have found that in areas where transit is provided and other non-auto modes are convenient, less parking can be provided and yet accessibility and mobility remain high - even for auto traffic. Shared parking helps reduce total parking demand. The key to shared parking is good transit, good pedestrian facilities, and different peak hours between adjacent uses. Minimizing impacts to surrounding neighborhoods can be challenging. Many communities form neighborhood parking districts in which stickers are required to park along residential streets. Successfully protecting adjacent neighborhoods requires increased parking enforcement as well as implementing the items necessary for a successful shared parking system.

Fregonese Calthorpe Associates, regional and urban planning specialists, recently completed a report for the Town of Jackson titled, "Redevelopment Opportunities & Parking Analysis". This report proposes several changes to the Town of Jackson Parking Code and recommends, among other things, reducing the minimum parking requirements for commercial/office and lodging units. Shared parking allows for a net reduction in parking area while still providing adequate parking. **Table P-2** shows the Resort has the ability to provide 1415 shared spaces for a net surplus of 468 shared parking spaces during the peak hour of parking demand. This surplus represents one floor of the proposed structured parking lot in the KM6 area. As mentioned in Section C.4, providing additional parking at Snow King Resort to be used for downtown employee parking may be desirable for the community. In addition, this surplus parking could be used in the winter to provide an in-town transit parking lot for skiers heading to the Jackson Hole Mountain Resort in Teton Village. Snow King Resort looks forward to working with the Town of Jackson to develop effective transportation and parking solutions for the Resort and the community.

Snow King Resort Master Plan - Parking Elements

Appendix A

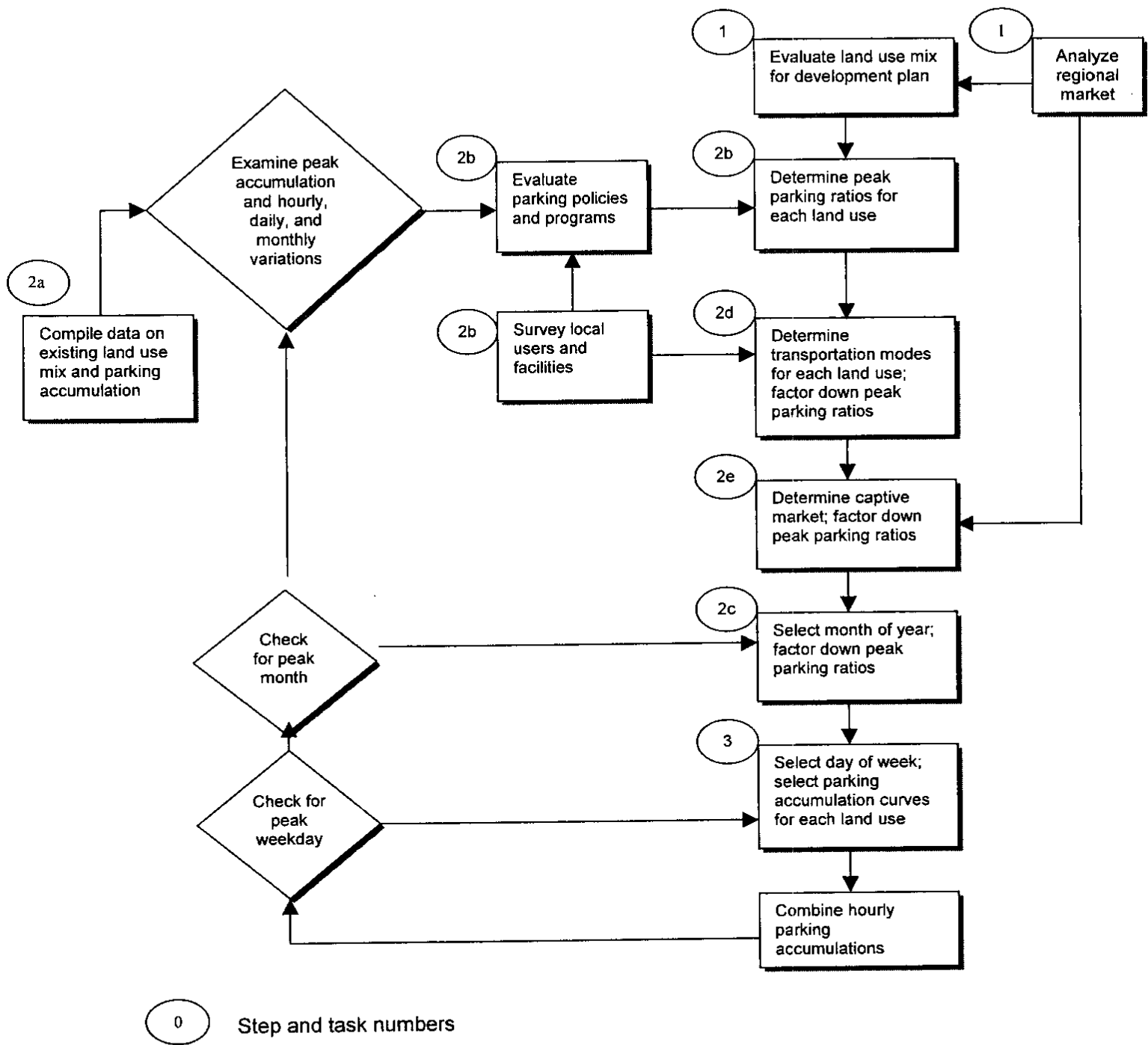
Parking Accumulation Curves

Parking accumulation represents the percent of peak parking utilized and is a function of how busy a land use is. Parking accumulation curves are based on those available in the ULI Shared Parking handbook. Some curves were modified to more accurately reflect the Jackson community by considering factors such as the hours of operation and pattern of use. Parking accumulation curves were created for the conference facilities, entertainment activities, ski area, health club, and resort staffing since no values for these activities were available in the Urban Land Institute literature.

Hotel:

Parking accumulation for hotel guests is based on the Urban Land Institute parking accumulation curves. These curves represent the scenario that parking accumulation increases as guest's check-in causing a peak in parking after guests have checked-in that remains high during the night until the morning when the accumulation drops due to guests leaving during the day. The summer parking accumulation was taken directly from ULI information. Based on past experience, the winter accumulation represents approximately 75% of the summer figures.

Snow King Resort Master Plan – Parking



Shared Parking Methodology

(Source: Shared Parking, Urban Land Institute)

Figure P-5

Snow King Resort Master Plan – Parking Elements

	Units or SF	Required Town of Jackson Parking Ratio per unit (B)	Urban Land Institute Parking Ratio per unit (C)	Proposed Composite Parking Ratio per unit (D)	Summer						Winter						
					Max. Parking Spaces Required (Unadjusted) (E)	Parking Demand Eligible for Sharing (F)	Parking Demand Not Eligible for Sharing (G)	Transport Mode Factor ^a (H)	Offsite User Factor ^b (I)	Adjusted Number of Spaces Required (J)	Max. Parking Spaces Required (Unadjusted) (K)	Parking Demand Eligible for Sharing (L)	Parking Demand Not Eligible for Sharing (M)	Transport Mode Factor ^a (N)	Offsite User Factor ^b (O)	Adjusted Number of Spaces Required (P)	
Condominiums:	(A)																
Existing / Approved ¹	103	1.5	2.5	2.0	206	0	206					206	0	206			
Love (3 bedroom) ¹	53	1.5	2.5	2.0	106	0	106	0.80	1.00	0		106	0	106	0.80	1.00	0
Hotel Guest Rooms																	
Existing	204	0.75	1.25	1.00	204	204	0	0.60	1.00	122	204	204	0	0.50	1.00	102	
New	714	0.75	1.25	1.00	714	714	0	0.60	1.00	428	714	714	0	0.50	1.00	357	
Subtotal Guest Units	1074																
Conference (SF) (1/150)	76000	0.00667	0.5 ^d	0.00667	507	507	0	1.00	0.50	253	507	507	0	1.00	0.50	253	
Theaters (Seats)	460	0.33	0.30	0.33	152	152	0	0.95	0.90	130	152	152	0	1.00	0.90	137	
Resort Amenities:																	
Miniature Golf (holes)	18	n/a	n/a	n/a	13	13	0	1.00	0.70	9	0	0	0	n/a	n/a	0	
Horseback Rides (Horses)	20	0.25	n/a	0.25	5	5	0	1.00	0.80	4	0	0	0	n/a	n/a	0	
Alpine Slide (person/hr)	143	n/a	n/a	0.33	47	47	0	1.00	0.70	33	0	0	0	n/a	n/a	0	
Restaurant (Seats)	850	0.33	10 ^e	0.33	281	281	0	0.90	0.20	50	281	281	0	1.00	0.20	56	
Lounge/Bar (Seats)	250	0.5	10 ^e	0.5	125	125	0	0.90	0.40	45	125	125	0	1.00	0.40	50	
Commercial (SF) (1/250)	67200	0.002	4 ^e	0.004	269	269	0	0.90	0.50	121	269	269	0	1.00	0.50	134	
Health Club		n/a ^f	n/a	100	100	100	0	1.00	0.90	90	100	100	0	1.00	0.90	90	
Employees (1.0#/rooms)	1074	n/a	n/a														
With Housing on Site ^e	204	1.0	1.0	1.0	204	156	48	1.00	1.00	156	196	148	48	1.00	1.00	156	
Snow King Ski Area		n/a ^g	n/a	130	0	0	0	1.00	1.00		130	130	0	1.00	1.00	130	
TOTALS:		n/a ¹	n/a ¹	n/a ¹	2932	2572	360	n/a	n/a	1442	2989	2629	360	n/a	n/a	1465	

- ^a Transportation Mode Factor = % of people driving
- ^b Offsite User Factor = % of users from offsite (not staying at the resort)
- ^c During winter 8 dedicated employee spaces will not be available
- ^d Refers to parking spaces per seat/person
- ^e Parking spaces per 1,000 sq ft
- ^f Parking ratio represents 2 units, assuming condos can be split into 2 separate rental units
- ^g Ski area parking ratio is broken down between employees, hotel rooms, and skiers
- ^h Health club parking ratio is based on workout machines, saunas, and square footage of other area
- ¹ See Table P-10 for parking totals using different parking ratios

Snow King Resort - Required Parking Spaces
Table P-6

Summer - Weekend & Weekday													
SUMMER	Hotel	Conference & Meeting	Theater	Ski Area & Other	Resort Activities	Restaurant / Lounge	Retail & Commercial	Health Club	Office	Employees Offsite Housing	Employees Onsite Housing	Hotel	Conference & Meeting
6:00 AM	100%	0%	0%	0%	0%	0%	0%	20%	0%	30%	100%	90%	0%
7:00 AM	87%	0%	0%	0%	0%	50%	5%	20%	20%	45%	100%	70%	0%
8:00 AM	66%	25%	0%	0%	0%	85%	16%	20%	80%	70%	100%	60%	15%
9:00 AM	55%	45%	0%	0%	10%	80%	32%	15%	92%	85%	90%	50%	25%
10:00 AM	45%	60%	0%	0%	80%	35%	50%	10%	100%	100%	80%	40%	0%
11:00 AM	35%	70%	0%	0%	60%	50%	65%	20%	98%	100%	80%	35%	35%
12:00 PM	30%	80%	0%	0%	70%	55%	73%	30%	98%	100%	80%	30%	40%
1:00 PM	30%	80%	0%	0%	70%	55%	73%	30%	98%	100%	80%	30%	40%
2:00 PM	35%	70%	0%	0%	50%	80%	75%	20%	91%	100%	80%	35%	35%
3:00 PM	35%	50%	0%	0%	70%	50%	73%	20%	97%	100%	80%	35%	35%
4:00 PM	45%	30%	58%	0%	80%	20%	66%	15%	97%	100%	90%	40%	25%
5:00 PM	60%	30%	58%	0%	80%	20%	66%	25%	74%	85%	90%	50%	15%
6:00 PM	70%	40%	67%	0%	80%	25%	60%	40%	48%	85%	90%	60%	15%
7:00 PM	75%	40%	73%	0%	50%	50%	61%	50%	25%	85%	80%	70%	20%
8:00 PM	90%	30%	83%	0%	0%	50%	68%	50%	8%	70%	80%	80%	20%
9:00 PM	95%	30%	83%	0%	0%	35%	43%	35%	5%	60%	70%	95%	15%
10:00 PM	100%	0%	83%	0%	0%	20%	22%	10%	1%	30%	90%	100%	10%
11:00 PM	100%	0%	50%	0%	0%	15%	0%	0%	0%	15%	100%	100%	0%
12:00 AM	100%	0%	30%	0%	0%	0%	0%	0%	0%	15%	100%	100%	0%

WEEKDAY													
SUMMER	Hotel	Conference & Meeting	Theater	Ski Area & Other	Resort Activities	Restaurant / Lounge	Retail & Commercial	Health Club	Office	Employees Offsite Housing	Employees Onsite Housing	Hotel	Conference & Meeting
6:00 AM	100%	0%	0%	0%	0%	0%	0%	30%	0%	30%	100%	90%	0%
7:00 AM	87%	0%	0%	0%	0%	50%	5%	35%	20%	45%	100%	75%	0%
8:00 AM	50%	15%	0%	0%	0%	85%	10%	35%	80%	70%	100%	65%	10%
9:00 AM	35%	25%	0%	10%	10%	80%	20%	32%	85%	80%	100%	40%	15%
10:00 AM	35%	30%	0%	30%	80%	35%	35%	20%	100%	100%	80%	35%	0%
11:00 AM	25%	40%	0%	40%	80%	20%	45%	40%	88%	100%	80%	25%	0%
12:00 PM	25%	40%	0%	50%	70%	55%	50%	80%	88%	100%	80%	25%	0%
1:00 PM	25%	40%	0%	50%	50%	60%	55%	80%	81%	100%	80%	25%	0%
2:00 PM	25%	35%	0%	55%	70%	50%	50%	40%	87%	100%	80%	25%	0%
3:00 PM	25%	25%	10%	55%	80%	30%	50%	30%	83%	100%	90%	25%	0%
4:00 PM	35%	15%	45%	50%	80%	20%	45%	30%	74%	85%	90%	35%	5%
5:00 PM	45%	15%	45%	50%	80%	20%	45%	30%	85%	80%	80%	45%	5%
6:00 PM	55%	20%	50%	50%	50%	25%	40%	85%	85%	70%	80%	55%	10%
7:00 PM	65%	20%	50%	50%	50%	25%	45%	100%	25%	85%	80%	65%	10%
8:00 PM	65%	15%	80%	50%	50%	25%	50%	100%	8%	70%	80%	70%	5%
9:00 PM	75%	15%	80%	40%	0%	35%	45%	70%	5%	60%	70%	85%	5%
10:00 PM	75%	10%	40%	20%	0%	20%	30%	40%	3%	30%	90%	75%	5%
11:00 PM	75%	0%	30%	0%	0%	15%	0%	0%	0%	15%	100%	75%	0%
12:00 AM	75%	0%	20%	0%	0%	0%	0%	0%	0%	15%	100%	75%	0%

WEEKEND													
SUMMER	Hotel	Conference & Meeting	Theater	Ski Area & Other	Resort Activities	Restaurant / Lounge	Retail & Commercial	Health Club	Office	Employees Offsite Housing	Employees Onsite Housing	Hotel	Conference & Meeting
6:00 AM	100%	0%	0%	0%	0%	0%	0%	0%	0%	25%	100%	90%	0%
7:00 AM	87%	0%	0%	0%	0%	50%	5%	15%	3%	30%	100%	75%	0%
8:00 AM	50%	15%	0%	0%	0%	85%	16%	20%	10%	80%	100%	65%	10%
9:00 AM	35%	25%	0%	10%	10%	80%	32%	30%	12%	70%	100%	40%	15%
10:00 AM	35%	30%	0%	30%	80%	35%	35%	30%	18%	70%	80%	35%	0%
11:00 AM	25%	40%	0%	40%	80%	20%	45%	40%	88%	100%	80%	25%	0%
12:00 PM	25%	40%	0%	50%	70%	55%	50%	80%	88%	100%	80%	25%	0%
1:00 PM	25%	35%	0%	55%	70%	50%	50%	40%	87%	100%	80%	25%	0%
2:00 PM	25%	25%	10%	55%	80%	30%	50%	30%	83%	100%	90%	25%	0%
3:00 PM	25%	25%	10%	55%	80%	20%	45%	30%	74%	85%	90%	35%	5%
4:00 PM	35%	15%	45%	50%	80%	20%	45%	30%	85%	80%	80%	45%	5%
5:00 PM	45%	15%	45%	50%	80%	20%	45%	30%	85%	80%	80%	55%	10%
6:00 PM	55%	20%	50%	50%	50%	25%	40%	85%	85%	70%	80%	65%	10%
7:00 PM	65%	20%	50%	50%	50%	25%	45%	100%	25%	85%	80%	70%	5%
8:00 PM	65%	15%	80%	40%	0%	35%	45%	70%	5%	60%	70%	85%	5%
9:00 PM	75%	15%	80%	30%	0%	20%	30%	40%	3%	30%	90%	75%	5%
10:00 PM	75%	10%	40%	20%	0%	15%	0%	0%	0%	15%	100%	75%	0%
11:00 PM	75%	0%	30%	0%	0%	15%	0%	0%	0%	15%	100%	75%	0%
12:00 AM	75%	0%	20%	0%	0%	0%	0%	0%	0%	15%	100%	75%	0%

Winter - Weekend & Weekday

WINTER														WEEKDAY														WEEKEND													
	Hotel	Conference & Meeting	Theater	Ski Area & Other	Resort Activities	Restaurant /Lounge	Retail & Commercial	Health Club	Office	Employees Offsite Housing	Employees Onsite Housing	Hotel	Conference & Meeting	Theater	Ski Area & Other	Resort Activities	Restaurant /Lounge	Retail & Commercial	Health Club	Office	Employees Offsite Housing	Employees Onsite Housing	Hotel	Conference & Meeting	Theater	Ski Area & Other	Resort Activities	Restaurant /Lounge	Retail & Commercial	Health Club	Office	Employees Offsite Housing	Employees Onsite Housing								
6:00 AM	75%	0%	0%	0%	0%	50%	5%	30%	0%	30%	100%	75%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	100%	90%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%							
7:00 AM	65%	0%	0%	0%	0%	50%	5%	35%	20%	45%	100%	65%	0%	0%	0%	0%	5%	50%	5%	15%	3%	30%	100%	75%	0%	0%	0%	0%	5%	20%	15%	30%	80%								
8:00 AM	50%	15%	0%	10%	0%	85%	10%	35%	80%	70%	100%	50%	10%	0%	0%	0%	85%	15%	32%	15%	10%	80%	100%	65%	10%	0%	0%	80%	30%	12%	10%	80%									
9:00 AM	40%	25%	0%	10%	10%	80%	20%	30%	82%	85%	90%	40%	15%	0%	30%	15%	80%	30%	50%	30%	18%	70%	90%	50%	15%	0%	80%	30%	18%	70%	80%										
10:00 AM	35%	30%	0%	30%	80%	35%	35%	20%	100%	100%	80%	35%	15%	0%	65%	100%	35%	20%	65%	30%	18%	70%	80%	40%	15%	0%	80%	30%	18%	70%	80%										
11:00 AM	25%	40%	0%	40%	80%	20%	45%	40%	88%	100%	80%	25%	20%	0%	85%	90%	55%	70%	75%	40%	18%	70%	80%	1:00 PM	25%	40%	0%	50%	70%	55%	50%	80%	80%								
12:00 PM	25%	40%	0%	50%	70%	55%	50%	80%	88%	100%	80%	25%	25%	0%	85%	70%	60%	80%	75%	40%	18%	70%	80%	2:00 PM	25%	35%	0%	50%	70%	50%	40%	80%	80%								
1:00 PM	25%	35%	0%	55%	70%	50%	50%	80%	87%	100%	80%	25%	20%	0%	85%	80%	35%	70%	75%	30%	13%	70%	80%	3:00 PM	25%	25%	10%	55%	70%	30%	30%	80%	80%								
2:00 PM	25%	25%	10%	55%	80%	30%	50%	40%	83%	100%	90%	25%	20%	0%	85%	70%	20%	75%	75%	30%	10%	70%	80%	4:00 PM	35%	15%	45%	50%	80%	20%	8%	70%	90%								
3:00 PM	25%	25%	10%	55%	80%	20%	45%	30%	74%	85%	90%	35%	15%	0%	85%	50%	20%	68%	68%	30%	6%	70%	90%	5:00 PM	45%	15%	45%	50%	80%	20%	0%	70%	90%								
4:00 PM	35%	15%	45%	50%	80%	20%	45%	30%	85%	80%	80%	45%	5%	0%	80%	100%	20%	45%	60%	40%	70%	90%	6:00 PM	55%	20%	50%	50%	50%	25%	40%	80%	80%									
5:00 PM	45%	15%	45%	50%	80%	20%	45%	30%	85%	80%	80%	55%	10%	0%	65%	80%	50%	50%	81%	40%	2%	70%	90%	7:00 PM	65%	20%	50%	50%	50%	25%	50%	80%	80%								
6:00 PM	55%	20%	50%	50%	50%	25%	40%	85%	85%	70%	80%	65%	10%	0%	40%	80%	35%	40%	65%	30%	0%	80%	90%	8:00 PM	65%	15%	80%	40%	0%	30%	0%	45%	70%								
7:00 PM	65%	20%	50%	50%	50%	25%	45%	100%	25%	85%	80%	55%	5%	0%	40%	80%	50%	50%	65%	20%	0%	80%	80%	9:00 PM	70%	15%	80%	30%	0%	43%	0%	15%	70%								
8:00 PM	65%	15%	80%	40%	0%	35%	45%	70%	5%	60%	70%	65%	5%	0%	40%	80%	30%	70%	70%	5%	0%	80%	80%	10:00 PM	75%	10%	40%	20%	0%	22%	0%	15%	70%								
9:00 PM	70%	15%	55%	20%	0%	35%	30%	40%	3%	30%	70%	75%	5%	0%	10%	0%	20%	15%	43%	0%	0%	80%	80%	11:00 PM	75%	0%	30%	0%	0%	15%	0%	10%	100%								
11:00 PM	75%	0%	30%	0%	0%	15%	0%	0%	0%	15%	100%	75%	0%	85%	0%	0%	15%	0%	0%	0%	0%	10%	100%	12:00 AM	75%	0%	20%	0%	0%	0%	0%	10%	100%								

Summer Weekday																											
Summer Weekday	Condominiums		Hotel Guest Rooms	Lodging Sub-Totals	Conferences Meetings & Groups	Theater	Resort Activities			Activity Sub-Totals	Resort Amenities				Amenities Sub-Totals	Total of Guest Spaces	Employees with Onsite Housing		Total Shared Spaces	Max Adjusted Non-Shared Spaces Req							
	Existing/ Approved	Proposed					Stk Area & Other	Miniature Golf	Horseback Rides		Alpine Slide	Restaurant	Bar	Retail & Commercial			Health Club	Housing			Shared Spaces						
Peak Parking	n/a	n/a	122	428	551	253	130	0	0	4	33	46	50	45	121	90	256	1286	156	n/a	1442						
6:00 AM	n/a	n/a	122	428	551	0	0	0	0	0	0	0	0	0	0	18	18	569	156	725	1442						
7:00 AM	n/a	n/a	106	373	479	0	0	0	0	0	0	25	23	23	6	18	47	551	156	707	1442						
8:00 AM	n/a	n/a	81	283	364	63	0	0	0	0	0	43	38	19	18	76	545	156	701	1442							
9:00 AM	n/a	n/a	67	236	303	114	0	0	1	0	3	5	40	36	39	14	38	550	140	691	1442						
10:00 AM	n/a	n/a	55	183	248	152	0	0	5	2	5	28	18	16	60	8	65	530	125	655	1442						
11:00 AM	n/a	n/a	43	150	193	177	0	0	0	3	26	37	10	9	79	18	106	523	125	648	1442						
12:00 PM	n/a	n/a	37	129	165	203	0	0	6	3	23	32	28	25	88	27	140	568	125	683	1442						
1:00 PM	n/a	n/a	37	129	165	203	0	0	5	2	23	32	28	25	88	27	140	568	125	683	1442						
2:00 PM	n/a	n/a	43	150	193	177	0	0	6	3	23	32	30	27	91	17	145	598	125	691	1442						
3:00 PM	n/a	n/a	43	150	193	177	0	0	8	4	30	32	25	23	88	18	129	556	125	681	1442						
4:00 PM	n/a	n/a	55	183	248	76	0	0	7	3	26	37	10	9	80	23	111	503	140	644	1442						
5:00 PM	n/a	n/a	73	257	330	101	0	0	5	2	20	28	13	11	73	36	114	557	140	698	1442						
6:00 PM	n/a	n/a	86	300	386	78	0	0	5	2	20	28	13	11	73	36	120	642	140	782	1442						
7:00 PM	n/a	n/a	92	321	413	101	0	0	5	2	17	23	25	23	82	45	141	763	140	804	1442						
8:00 PM	n/a	n/a	110	386	496	76	0	0	0	0	0	0	25	23	79	32	133	837	105	920	1442						
9:00 PM	n/a	n/a	116	407	523	78	0	0	0	0	0	0	18	16	52	18	86	810	109	947	1442						
10:00 PM	n/a	n/a	122	428	551	51	0	0	0	0	0	0	10	9	27	9	45	764	140	904	1442						
11:00 PM	n/a	n/a	122	428	551	0	0	0	0	0	0	0	8	7	0	0	7	650	156	786	1442						
12:00 AM	n/a	n/a	122	428	551	0	0	0	0	0	0	0	0	0	0	0	0	580	156	746	1442						

Summer Weekend																											
Summer Weekend	Condominiums Existing/ Approved	Hotel Guest Rooms Existing	Rooms New	Lodging Totals	Convention	Movie Theater	Site Area & Other	Recreation Activities Miniature Golf	Rides	Alpine Sledge	Activity Totals	Restaurant	Bar	Recreation Amenities Retail & Commercial	Health Club	Amenities Sub-Totals	Total of Guest Spaces	Employees w/ Onsite Housing	Total Shared Spaces	Max Adjusted Non Shared Spaces Req							
Peak Parking	n/a	122	428	551	253	130	0	9	4	33	46	50	45	121	90	256	1286	156	n/a	1442							
6:00 AM	n/a	110	386	496	0	71	0	0	0	0	0	0	0	0	0	38	567	156	723	1442							
7:00 AM	n/a	86	300	386	0	0	0	0	0	0	0	25	23	6	8	71	448	156	694	1442							
8:00 AM	n/a	73	257	330	36	0	0	0	0	0	7	43	38	19	14	86	433	156	639	1442							
9:00 AM	n/a	61	214	275	63	0	0	1	1	7	0	40	36	39	14	90	474	140	615	1442							
10:00 AM	n/a	49	171	220	76	0	0	7	3	26	37	18	16	60	14	101	441	125	585	1442							
11:00 AM	n/a	43	150	193	89	0	0	4	4	31	46	10	9	79	14	131	439	125	584	1442							
12:00 PM	n/a	37	129	165	101	39	0	9	4	32	44	26	25	89	18	136	508	125	633	1442							
1:00 PM	n/a	37	129	165	101	39	0	9	4	31	44	26	25	89	18	136	508	125	633	1442							
2:00 PM	n/a	43	150	193	89	91	0	6	3	21	30	27	23	81	18	124	563	125	653	1442							
3:00 PM	n/a	49	171	220	63	91	0	8	4	30	41	25	23	88	14	110	563	125	688	1442							
4:00 PM	n/a	61	214	275	36	91	0	9	4	33	46	15	14	87	9	102	545	140	696	1442							
5:00 PM	n/a	73	257	330	36	91	0	7	4	33	46	10	9	80	14	106	563	140	703	1442							
6:00 PM	n/a	86	300	386	51	104	0	7	3	26	37	13	11	73	23	114	615	140	736	1442							
7:00 PM	n/a	98	343	441	51	117	0	6	3	21	30	25	23	74	18	118	710	140	850	1442							
8:00 PM	n/a	110	386	496	36	130	0	0	0	0	0	25	23	79	32	133	768	109	908	1442							
9:00 PM	n/a	116	407	523	38	130	0	0	0	0	0	18	16	52	0	38	776	109	886	1442							
10:00 PM	n/a	122	428	551	25	130	0	0	0	0	0	10	9	27	0	7	752	140	892	1442							
11:00 PM	n/a	122	428	551	0	91	0	0	0	0	0	8	7	0	0	0	656	156	812	1442							
12:00 AM	n/a	122	428	551	0	76	0	0	0	0	0	0	0	0	0	0	626	156	765	1442							

Summer Adjusted & Shared Hourly Peak Parking

Table P-8

Winter Weekday		Condominiums		Hotel Guest Rooms		Looping Totals	Convention		Movie Theater		Resort Activities					Activity Totals	Resort Amenities				Amenities Sub-Totals	Total of Guest Spaces	Employees w/ Onsite Housing	Total Shared Spaces	Max Adjusted Non Shared Spaces Req
		Existing/ Approved	Proposed	Existing	New		Existing	New	Sq. Area & Other	Miniature Golf	Horseshoe	Rides	Alpine Skis	Restaurant	Bar		Retail & Commercial	Health Club							
Peak Parking	n/a	n/a		102	357	459	253		137	130	0	0	0	0	130	56	50	134	90	274	1309	156	n/a	1465	
6:00 AM	n/a	n/a	77	268	344	0	0	0	0	0	0	0	0	0	0	0	0	0	27	53	371	156	527	1465	
7:00 AM	n/a	n/a	66	232	288	0	0	0	0	0	0	0	0	0	0	28	25	7	32	87	390	156	546	1465	
8:00 AM	n/a	n/a	51	179	230	36	36	0	13	0	0	0	0	0	49	43	43	13	32	94	403	156	559	1465	
9:00 AM	n/a	n/a	41	143	184	63	63	0	13	0	0	0	0	0	45	40	27	27	27	83	386	140	526	1465	
10:00 AM	n/a	n/a	36	125	161	76	76	0	39	0	0	0	0	0	20	18	18	47	18	106	349	125	464	1465	
11:00 AM	n/a	n/a	28	89	115	101	101	0	52	0	0	0	0	0	11	10	10	60	36	149	334	125	459	1465	
12:00 PM	n/a	n/a	26	89	115	101	101	0	65	0	0	0	0	0	31	28	67	54	54	156	396	125	520	1465	
1:00 PM	n/a	n/a	26	89	115	101	101	0	65	0	0	0	0	0	34	30	74	54	54	156	408	125	532	1465	
2:00 PM	n/a	n/a	26	89	115	101	101	0	72	0	0	0	0	0	28	25	67	67	36	109	390	125	484	1465	
3:00 PM	n/a	n/a	28	89	115	63	63	14	72	0	0	0	0	0	17	11	10	60	45	115	318	140	458	1465	
4:00 PM	n/a	n/a	36	125	161	39	39	61	65	0	0	0	0	0	11	10	10	60	45	143	387	140	527	1465	
5:00 PM	n/a	n/a	46	181	207	38	38	61	65	0	0	0	0	0	14	13	13	54	77	175	463	140	603	1465	
6:00 PM	n/a	n/a	56	196	232	51	51	68	65	0	0	0	0	0	28	25	67	60	90	182	575	125	700	1465	
7:00 PM	n/a	n/a	56	186	232	51	51	68	65	0	0	0	0	0	28	25	67	60	90	182	595	109	657	1465	
8:00 PM	n/a	n/a	66	232	298	38	38	82	82	0	0	0	0	0	28	25	67	63	84	204	595	109	704	1465	
9:00 PM	n/a	n/a	71	260	321	36	36	75	26	0	0	0	0	0	20	18	40	40	36	48	548	109	657	1465	
10:00 PM	n/a	n/a	77	288	344	25	25	55	7	0	0	0	0	0	11	10	20	18	40	8	484	140	624	1465	
11:00 PM	n/a	n/a	77	288	344	0	0	41	0	0	0	0	0	0	8	8	0	0	0	0	401	156	557	1465	
12:00 AM	n/a	n/a	77	288	344	0	0	27	0	0	0	0	0	0	0	0	0	0	0	0	372	156	528	1465	

Winter Weekend

Winter Weekend	Condominiums		Hotel Guest Rooms		Lodging Totals	Convention		Movie Theater		Resort Activities					Activity Totals	Resort Amenities					Amenities		Employees		Total		Max Adj. Shared Spaces Req
	Existing/ Approved	Proposed	Existing	New		Existing	New	St. Area & Other	Miniature Golf	Horseshoe	Rides	Alpine Skiing	Restaurant	Bar		Retail & Commercial	Health Club	Sub- Totals	Total of Guest Spaces	Housekeeping	On- Site Housing	Shared Spaces	Non- Shared Spaces				
Peak Booking	n/a	n/a	102	357	459	253	137	130	0	0	0	0	0	130	56	50	134	90	274	1309	156	n/a	1465				
6:00 AM	n/a	n/a	77	268	344	0	0	0	0	0	0	0	0	0	28	25	7	0	45	344	156	528	1465				
7:00 AM	n/a	n/a	66	232	298	0	0	0	0	0	0	0	0	0	48	43	7	14	82	372	156	528	1465				
8:00 AM	n/a	n/a	51	179	230	0	0	0	0	0	0	0	0	0	48	43	22	18	110	385	156	541	1465				
9:00 AM	n/a	n/a	41	143	184	0	0	39	0	0	0	0	0	0	45	40	43	27	112	376	140	517	1465				
10:00 AM	n/a	n/a	36	125	161	0	0	65	0	0	0	0	0	0	20	18	67	27	124	330	125	455	1465				
11:00 AM	n/a	n/a	26	89	115	0	0	85	0	0	0	0	0	0	11	10	87	27	162	301	125	426	1465				
12:00 PM	n/a	n/a	26	89	115	0	0	85	0	0	0	0	0	0	31	28	98	36	187	406	125	531	1465				
1:00 PM	n/a	n/a	26	89	115	0	0	85	0	0	0	0	0	0	34	30	101	36	190	414	125	538	1465				
2:00 PM	n/a	n/a	28	89	115	0	0	91	0	0	0	0	0	0	28	25	98	27	130	391	125	518	1465				
3:00 PM	n/a	n/a	26	89	115	0	0	78	0	0	0	0	0	0	17	14	97	18	126	347	140	488	1465				
4:00 PM	n/a	n/a	36	125	161	0	0	65	0	0	0	0	0	0	11	10	89	27	138	385	140	526	1465				
5:00 PM	n/a	n/a	46	181	207	0	0	52	0	0	0	0	0	0	14	13	81	45	143	447	140	587	1465				
6:00 PM	n/a	n/a	56	196	252	0	0	52	0	0	0	0	0	0	28	25	82	36	143	551	140	632	1465				
7:00 PM	n/a	n/a	66	232	298	0	0	52	0	0	0	0	0	0	28	25	91	27	130	559	125	683	1465				
8:00 PM	n/a	n/a	71	250	321	0	0	109	0	0	0	0	0	0	20	18	58	0	75	579	109	647	1465				
9:00 PM	n/a	n/a	77	288	344	0	0	89	0	0	0	0	0	0	11	10	30	0	8	503	140	644	1465				
10:00 PM	n/a	n/a	77	288	344	0	0	89	0	0	0	0	0	0	8	8	0	0	0	449	156	605	1465				
11:00 PM	n/a	n/a	77	288	344	0	0	89	0	0	0	0	0	0	0	0	0	0	0	449	156	605	1465				
12:00 AM	n/a	n/a	77	288	344	0	0	89	0	0	0	0	0	0	0	0	0	0	0	449	156	605	1465				

Winter Adjusted & Shared
Hourly Peak Parking

Table P-9

Snow King Resort Master Plan - Parking Elements

Summer	Winter	
2256	2321	Town of Jackson Parking Requirement (Total Parking) ^a
n/a ^c	n/a ^c	Urban Land Institute Parking Requirement (Total Parking) ^a
2932	2989	Composite Parking Requirement (Total Parking) ^a
1292	1376	Town of Jackson Parking Requirement with Transportation Factor and Non-Resort User Factor ^b
n/a ^c	n/a ^c	Urban Land Institute with Transportation Factor and Non-Resort User Factor ^b
1442	1465	Estimated Composite Parking Required with Transportation Factor and Non-Resort User Factor ^b
947	720	Estimated Composite Parking Required with Transportation Factor and Non-Resort User Factor and shared parking
1415	1275	Proposed Shared Parking
1783	1643	Proposed Total Parking

^a Required parking numbers represent the parking required for each use separately with no credit given for combined trips or alternative transportation

^b Parking numbers represent the required parking based on parking ratios with credit given for combined trips and alternative transportation

^c Complete parking demands can not be computed since several land uses exist in Jackson which are not included in the ULI parking ratios

**Required Parking Summary
Table P-10**

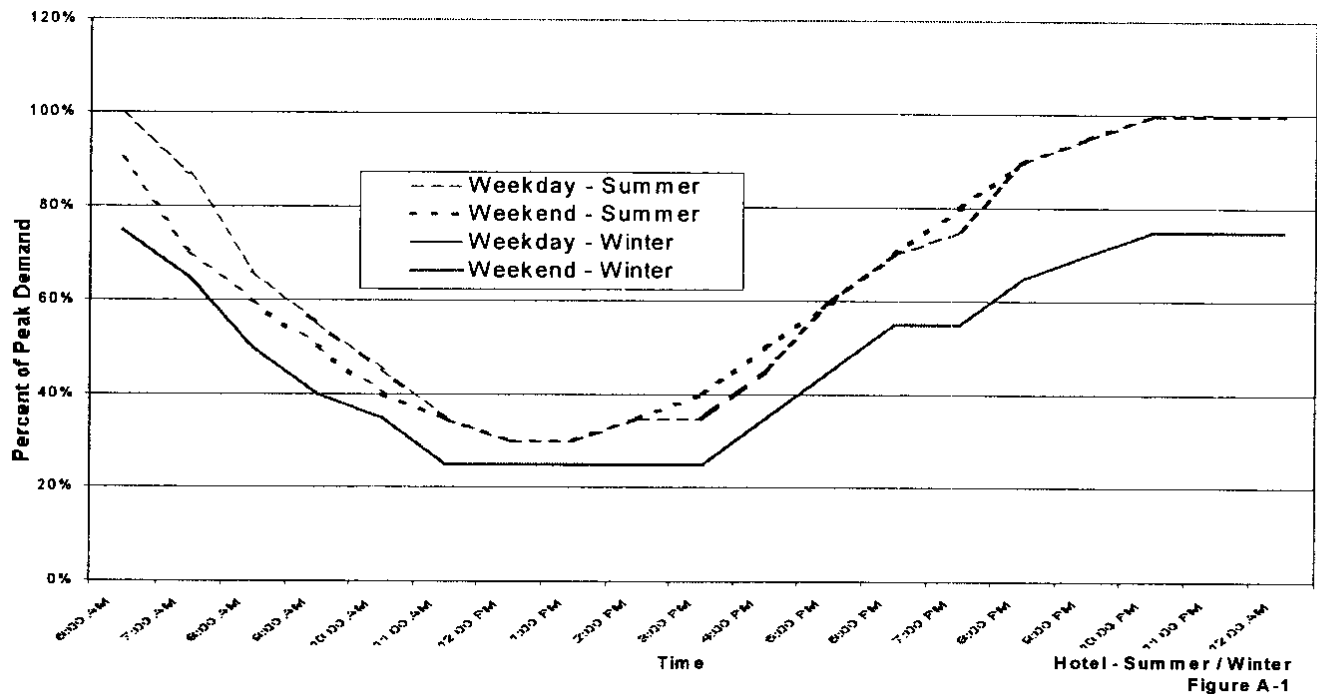
Snow King Resort Master Plan – Parking Elements

Appendix A Parking Accumulation Curves

Parking accumulation represents the percent of peak parking utilized and is a function of how busy a land use is. Parking accumulation curves are based on those available in the ULI Shared Parking handbook. Some curves were modified to more accurately reflect the Jackson community by considering factors such as the hours of operation and pattern of use. Parking accumulation curves were created for the conference facilities, entertainment activities, ski area, health club, and resort staffing since no values for these activities were available in the Urban Land Institute literature.

Hotel:

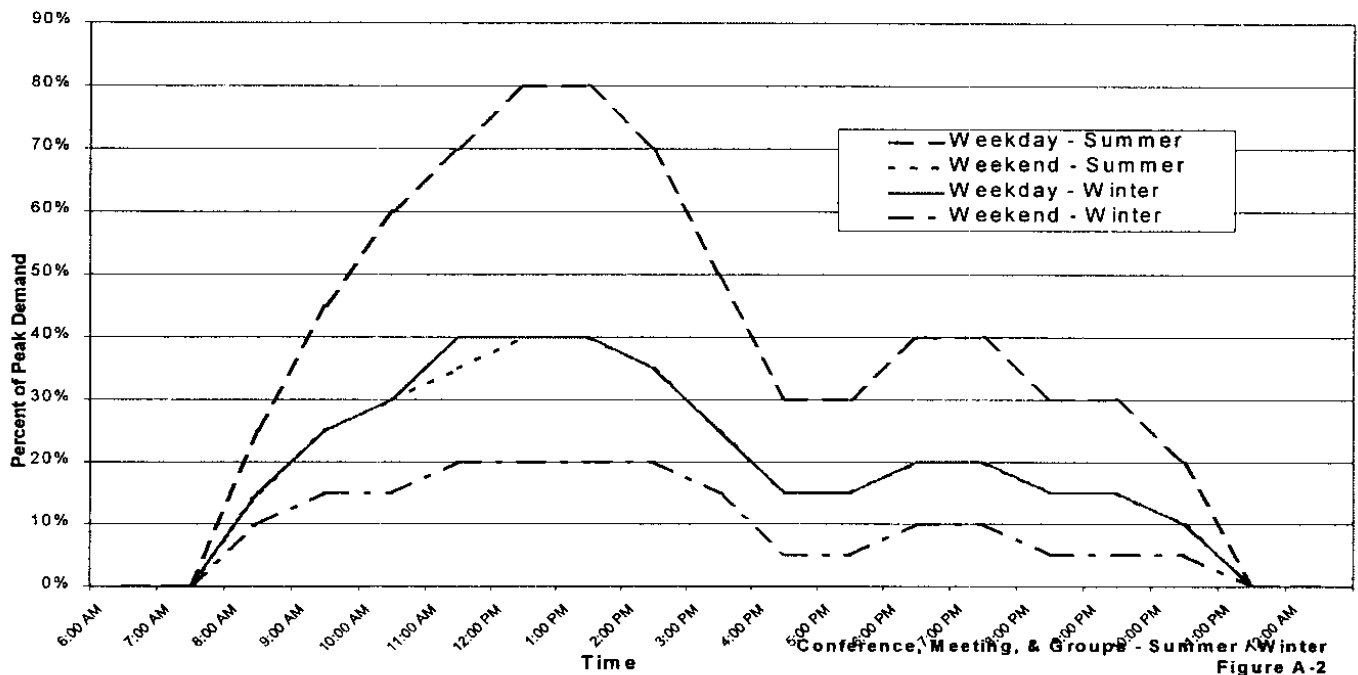
Parking accumulation for hotel guests is based on the Urban Land Institute parking accumulation curves. These curves represent the scenario that parking accumulation increases as guests check-in causing a peak in parking after guests have checked-in that remains high during the night until the morning when the accumulation drops due to guests leaving during the day. The summer parking accumulation was taken directly from ULI information. Based on past experience, the winter accumulation represents approximately 75% of the summer figures.



Snow King Resort Master Plan – Parking

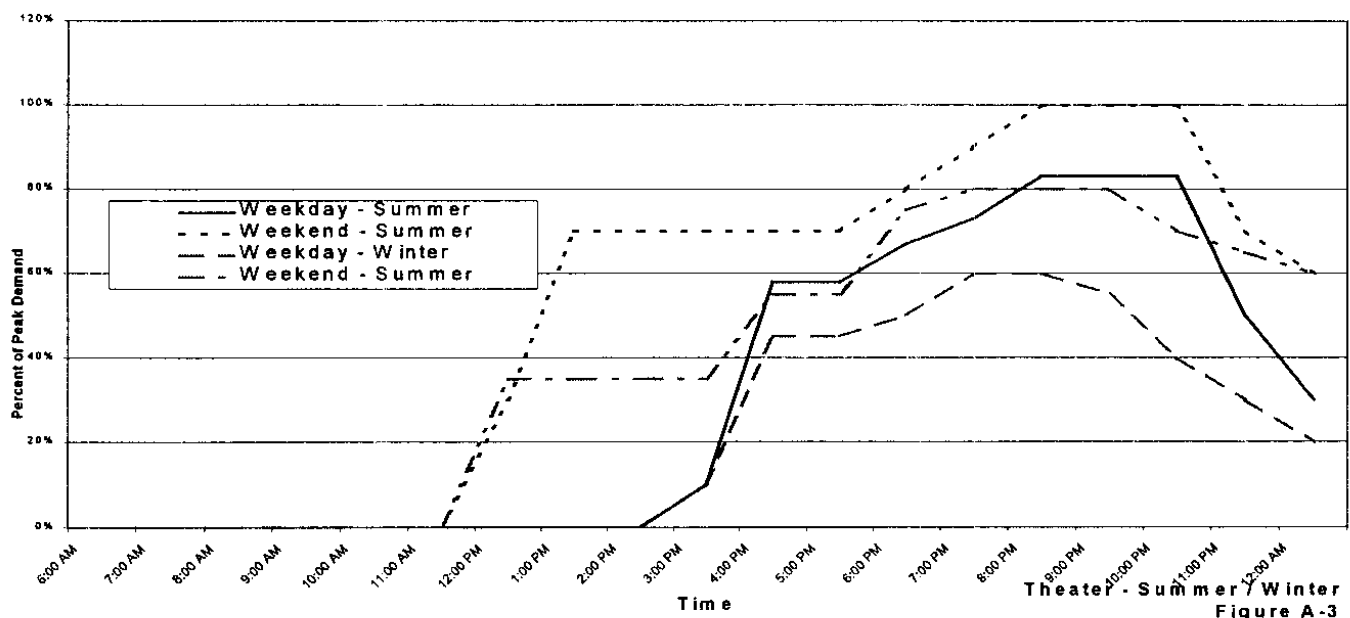
Conference, Meetings, & Groups:

No parking accumulation curves were available from the Urban Land Institute for hotel conference space. Parking accumulation curves were generated based on past and projected use. Summer weekday provided the heaviest use of the facilities peaking between 12:00 p.m. and 1:00 p.m. with an additional peak in the evening hours between 6:00 p.m. and 7:00 p.m. summer weekend use is approximately half of the weekday use. Winter use is approximately half of the summer use.



Theater:

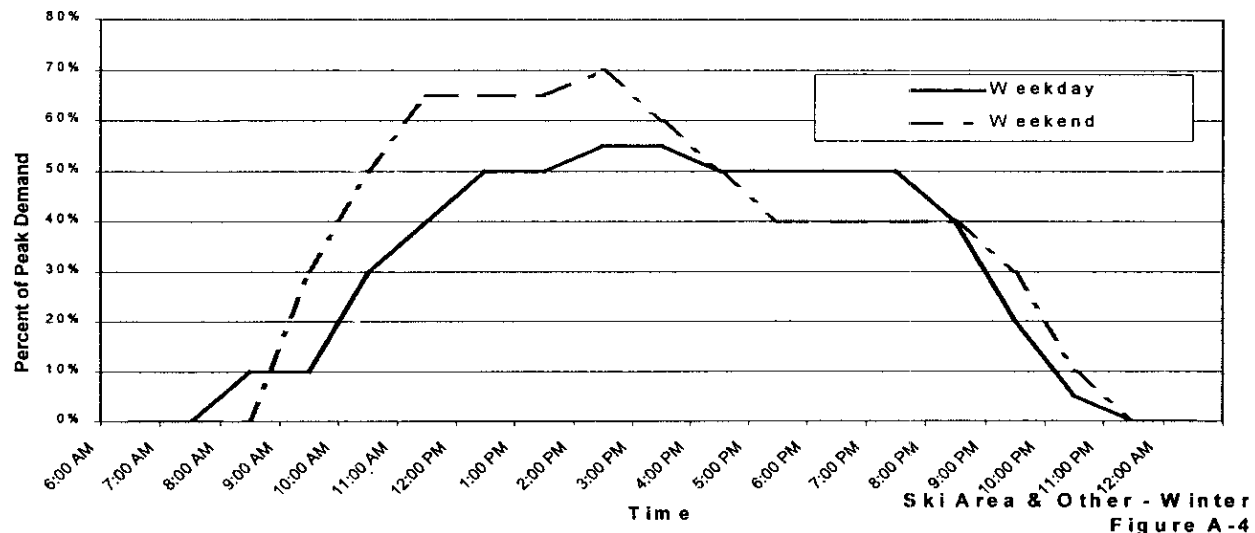
Parking accumulation curves come directly from the ULI recommendations. Summer months represent the busiest season because of the summer releases. Additionally, increased visitor traffic also increases demand on theater parking. Heaviest use occurs during the summer weekend evenings, with summer weekdays having slightly less use. Winter is represented with less use than the summer months.



Snow King Resort Master Plan – Parking

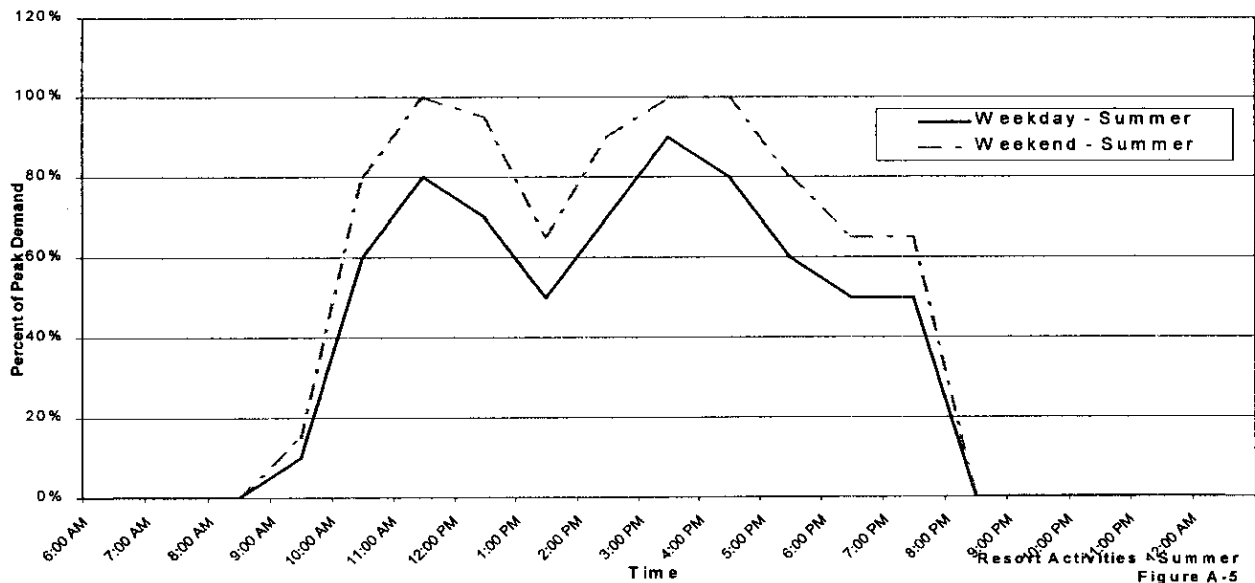
Ski Area & Other:

No parking accumulation curves were available from the ULI to represent demand on ski areas. Parking accumulation curves were generated based on experience with past use. Snow King typically sees two daily peaks corresponding to use during lunch as well as after school. The later peak generally continues into the evening hours. Weekends have a higher peak use with lower use in the evening.



Resort Activities:

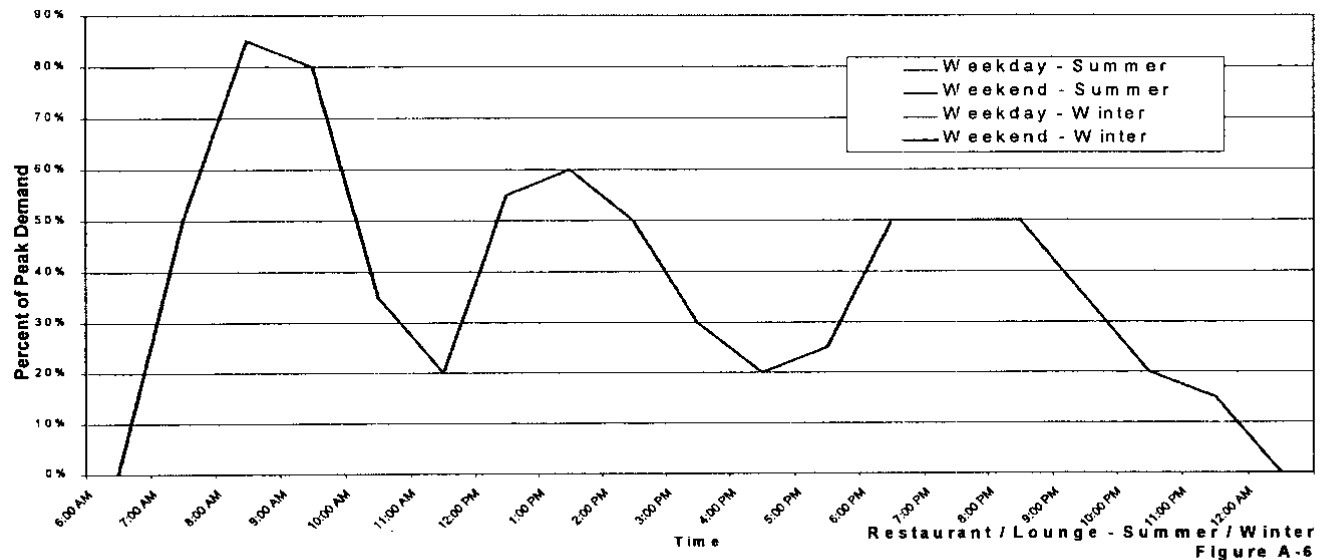
No parking accumulation curves were available from the ULI to represent demand on resort activities. Parking accumulation curves were generated based on experience with past use. The ski area typically sees two daily peaks corresponding to use before lunch as well as before dinner. Weekends have a higher use than weekdays.



Snow King Resort Master Plan – Parking

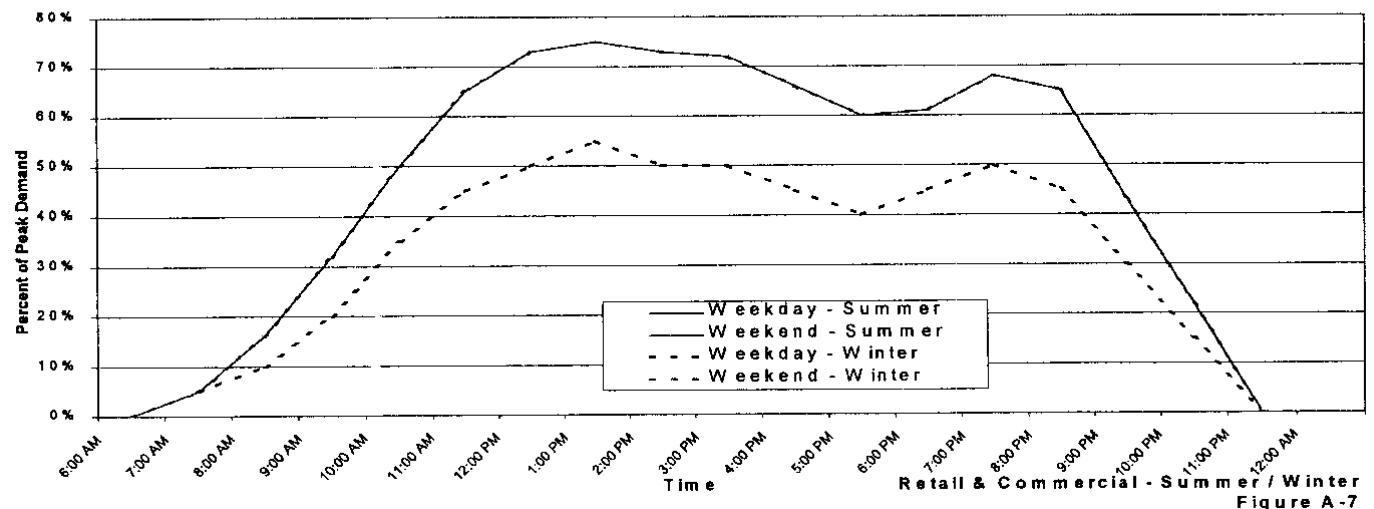
Restaurant & Lounge:

ULI hotel restaurant and lounge parking accumulation curves were consulted, however, the different hours of Snow King's restaurant and lounge required a new curve. The new parking accumulation curve was generated based on past experience and represented composite use of both the restaurant and the bar. The curve shows three peaks corresponding to meal times. Breakfast is the largest of the peaks followed by lunch and dinner. The dinner peak extends until approximately 9:00 p.m. to compensate for evening use of the bar.



Retail & Commercial:

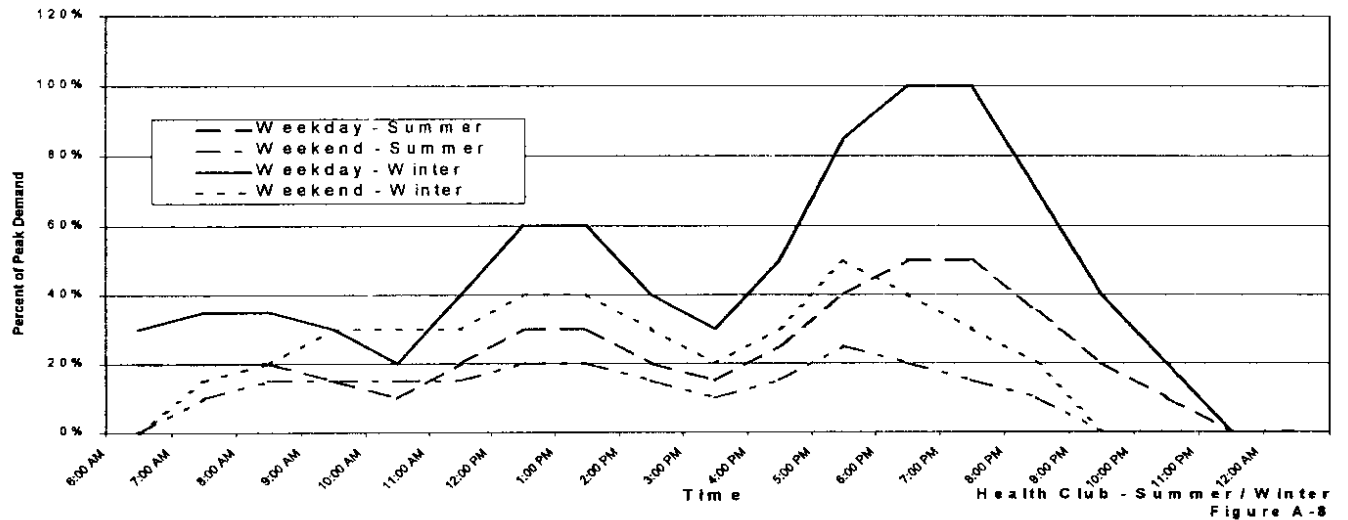
Parking accumulation curves come from the ULI recommendations with an increase in evening use to correspond with visitor shopping patterns. Summer represents the highest demand during the midday with a second peak in the evening. Winter demand is reduced from the summer demand.



Snow King Resort Master Plan – Parking

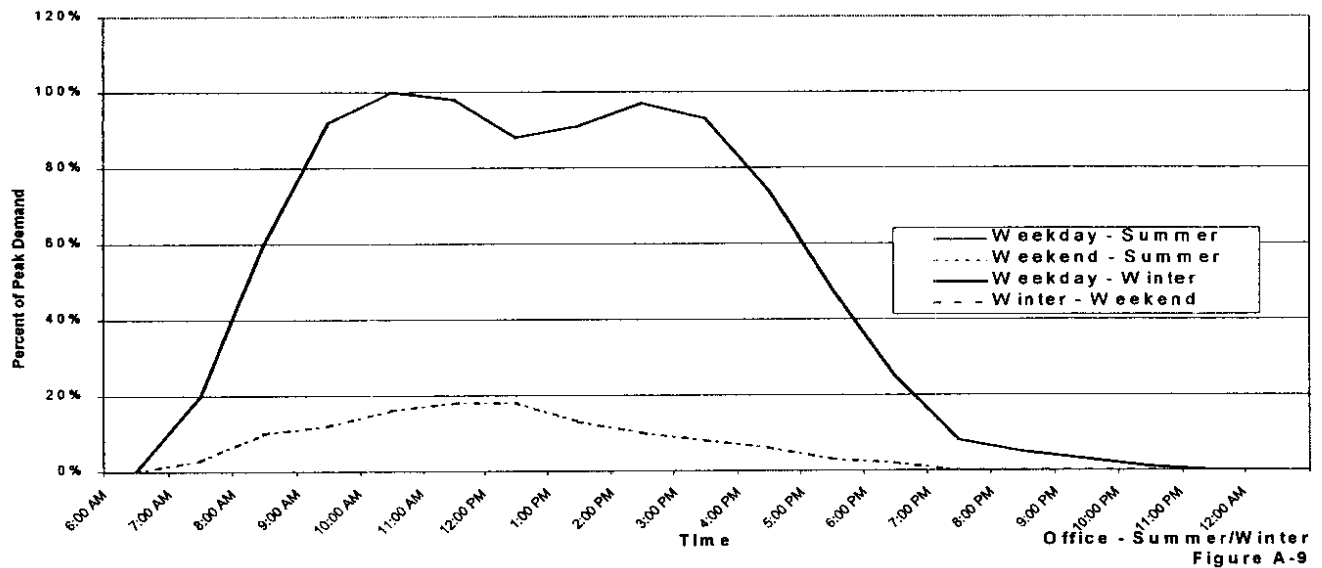
Health Club:

No parking accumulation curves were available from the ULI to represent demand on health clubs. Seasonal demand varied significantly. The largest demand occurs during winter weekdays after work. Weekends and summer weekdays have significantly smaller peaks. Peaks during the weekdays represent times before and after work as well as during lunch.



Office:

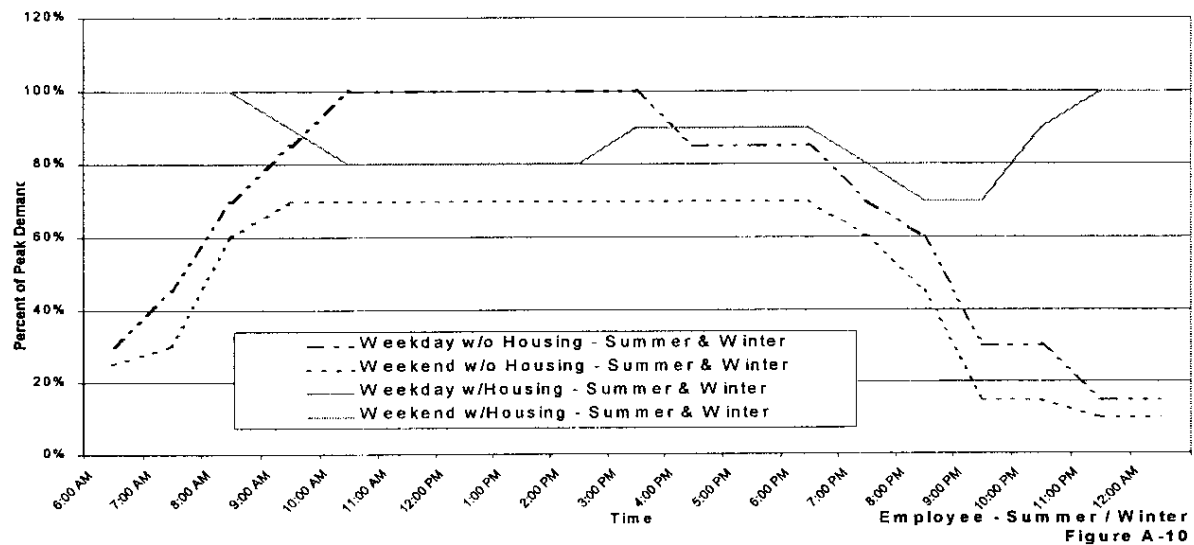
Parking accumulation for office use is based on the Urban Land Institute parking accumulation curves. This category of use has little influence on the overall parking because there are no offices located within the proposed use.



Snow King Resort Master Plan – Parking

Employee:

No parking accumulation curves were available from the ULI to represent parking demand created by hotel employee use. Additionally, there are two types of employees to be considered, those housed on site and those coming from offsite. For the employees housed on site, the parking accumulation was about 80% for most of the day with a slight drop in the evening which increases again starting at 9:00p.m. For the employees with offsite housing, parking accumulation was created using the staffing schedule. Offsite employees parking showed an accumulation of 100% by 10:00a.m. which remained high until about 3:00 p.m. when employees began leaving.



Snow King Resort Master Plan - Parking Elements

Appendix 8

A Discussion of Assumptions in Table P-4: Required Parking Spaces

Each land use and corresponding parking ratio is examined to determine the required number of parking spaces for both the summer and winter season. It is proposed that some of these parking spaces are available for a shared parking system. The parking quantities are split into shared parking and non-shared parking. These quantities are adjusted further to compensate for alternative transportation use and multi-stop auto trips. The computations produce the "adjusted number of spaces required" which represents the number of spaces that would be required if each land had to provide its own separate parking lot.

Parking ratios (Table P-4, Column D):

The parking ratio relates the required number of parking spaces to units of a land use (i.e. the number of hotel rooms or number of theater seats). The parking ratios utilize the Jackson Comprehensive Plan parking standards except as noted.

The exceptions include parking ratios for lodging, miniature golf, and the alpine slide. Other ratios including the Snow King Ski Area and the health club are based on a maximum number of users likely to be using the facilities at a given time.

The lodging ratio was revised upward from 0.75 parking spaces per unit to 1.0 parking spaces per unit to compensate for employees not housed on site. This increase improves parking capacity since the comprehensive plan appears to already include employees in the parking ratio.

The comprehensive plan does not include a miniature golf parking ratio. This analysis utilized 0.7 spaces per miniature golf hole. This ratio assumes that the golf course is frequented by larger groups who typically carpool and that the course can accommodate slightly less than one group per hole.

The alpine slide ratio assumes a similar ratio to a theater, which requires a ratio of 0.33 spaces per user. The number of users is based on revenue from the slide, which is converted to users per hour. The number calculated is likely to be conservative since it cannot account for users who typically ride the slide more than once.

The Snow King Ski Area and skating rink parking spaces are based on past use. The ski area has excess capacity to serve its users, a pattern, which is likely to continue. The anticipated parking requirement is 130 parking spaces. Most large functions such as the fireman's ball and the ski club ball occur during the off- season when excess parking is available.

The health club parking is based on the number of users expected. It is expected that a large percentage of locals will use the club with most driving independently. The health club will require 100 parking spaces.

Number of spaces required (unadjusted) (Table P-4, Columns E & K):

This number represents the parking required for each land use if it were standing alone. The amount of parking is generated by applying the parking ratio to the appropriate number of units. This number is larger than what will ultimately be required since many of the land uses will share the parking area allowing users to park once and use several facilities.

Number of spaces available/not available for sharing (Table P-4, Columns F/G & UM):

A portion of the proposed parking will be available for shared use. In order for shared use to work, it is best if there is a central, easily accessed parking area. Since the periphery buildings have parking lots in various locations and sizes, these will not be included in the available shared parking space number. Furthermore, existing condos or approved condos with their own parking will not be included in any of the shared parking.

Transportation mode factor (Table P-4, Columns H & N):

Snow King Resort's use of shuttle busses and its proximity to the START bus system allow guests travel around the town and county without depending on automobiles. In fact a large percentage of guests do not impact the parking facilities since they fly or are bused to Jackson. The TMF enables the parking to be

Snow King Resort Master Plan - Parking

adjusted for the low use of cars by guests visiting the resort. This factor can also be applied to any land use where alternative transportation modes are used. A factor of 1.0 indicates that every user is driving a car, while the summer lodging factor of 0.60 indicates 60% of the guests drive. A justification of the lodging's transportation mode factor based on existing use is available in **Figure 8-1**.

Typical Summer Day

Number of Rooms Occupied	Type of Guest	Mode of Transport	Percent	Number of Parking Spaces Occupied
30	Bus Tour	Bus	100%	6
145	Convention	Fly & Bus	49%	
		Fly & Drive	21%	30
		Drive	30%	44
25	independent Traveler	Drive	100%	25
200	Total Rooms	Total Spaces =		105

Transportation Mode Factor total Occupied Car Spaces

Total Occupied Rooms

= 105

200

= 52%

Therefore, **60% appears a reasonable Transportation mode Factor**

Typical Winter Day

Number of Rooms Occupied	Type of Guest	Mode of Transport	Percent	Number of Parking Spaces Occupied
5	Bus Tour	Bus	100%	3
35	Convention	Fly & Van	56%	
		Fly & Drive	24%	8
		Drive	20%	7
60	independent	Fly & Van	56%	
	Traveler	Fly & Drive	14%	8
		Drive	30%	18
100	Total Rooms	Total Spaces =		45

Transportation Mode Factor total Occupied Car Spaces

Total Occupied Rooms

= 45

100

= 45%

Therefore, 50% appears a reasonable Transportation mode Factor

Lodging Transportation Mode Factor
Snow King Resort: Present Situation
Table 8-1

Snow King Resort Master Plan - Parking

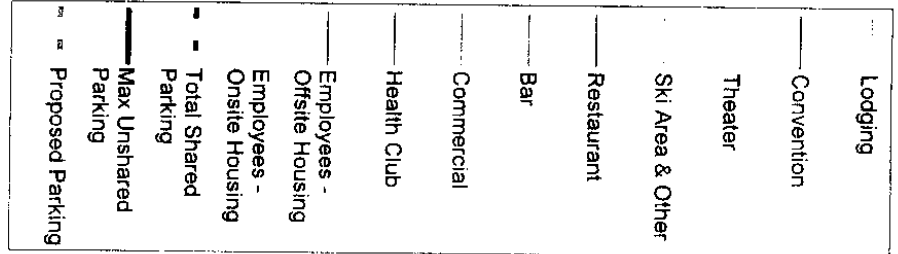
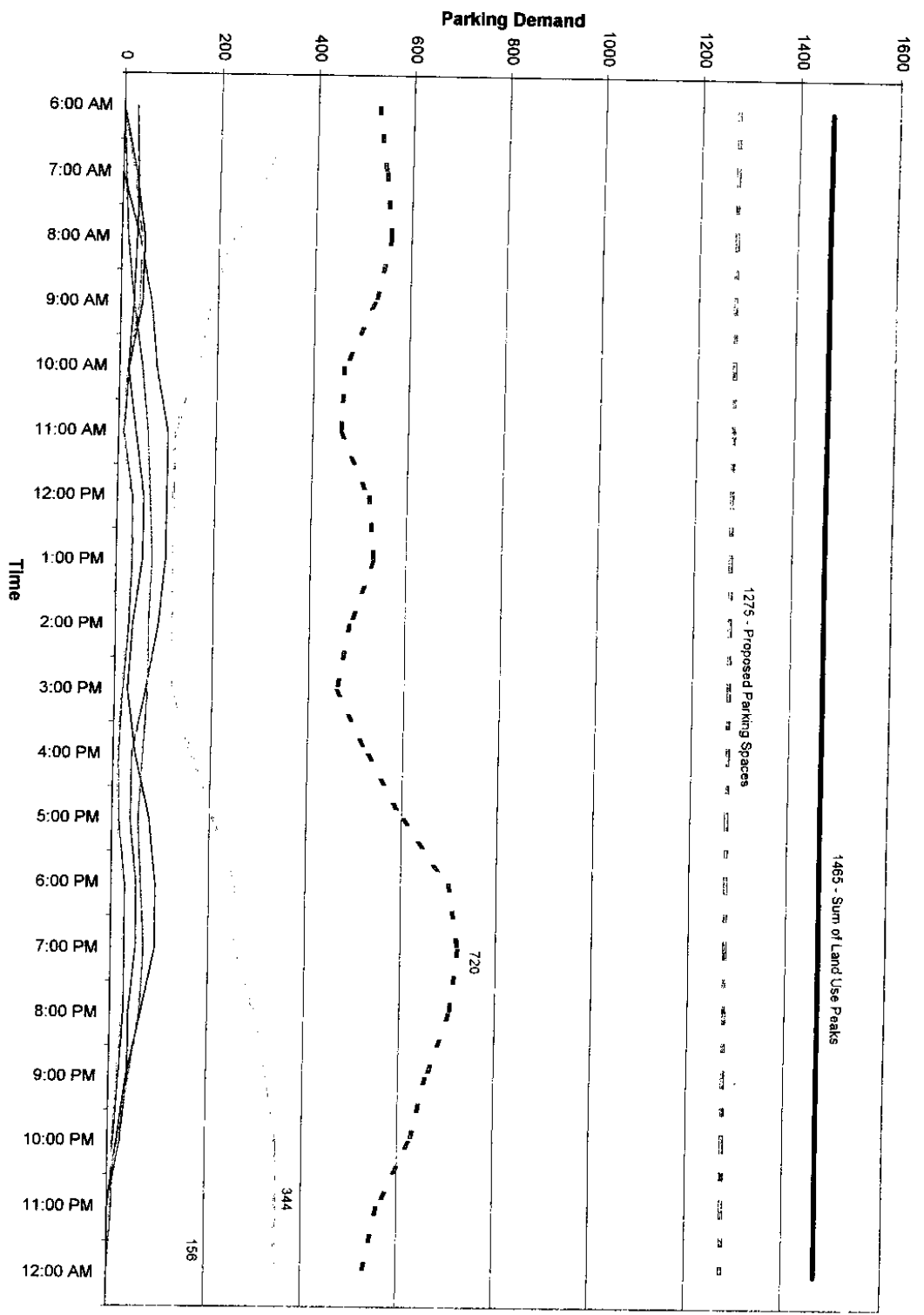
Offsite user factor (Table P-4, Columns I & O):

This factor indicates how many users come from offsite to use a facility. It is likely that many of the conference participants or restaurant and bar patrons will also be hotel guests, so the OUF will allow the required parking to be adjusted for this internal trip. An OUF of 1.0 indicates that 100% of the users come from offsite, while the summer conference factor of 0.50 indicates that 50% of conference attendees come from offsite. This factor allows the required parking to be adjusted so that guests are not counted twice in the parking demand.

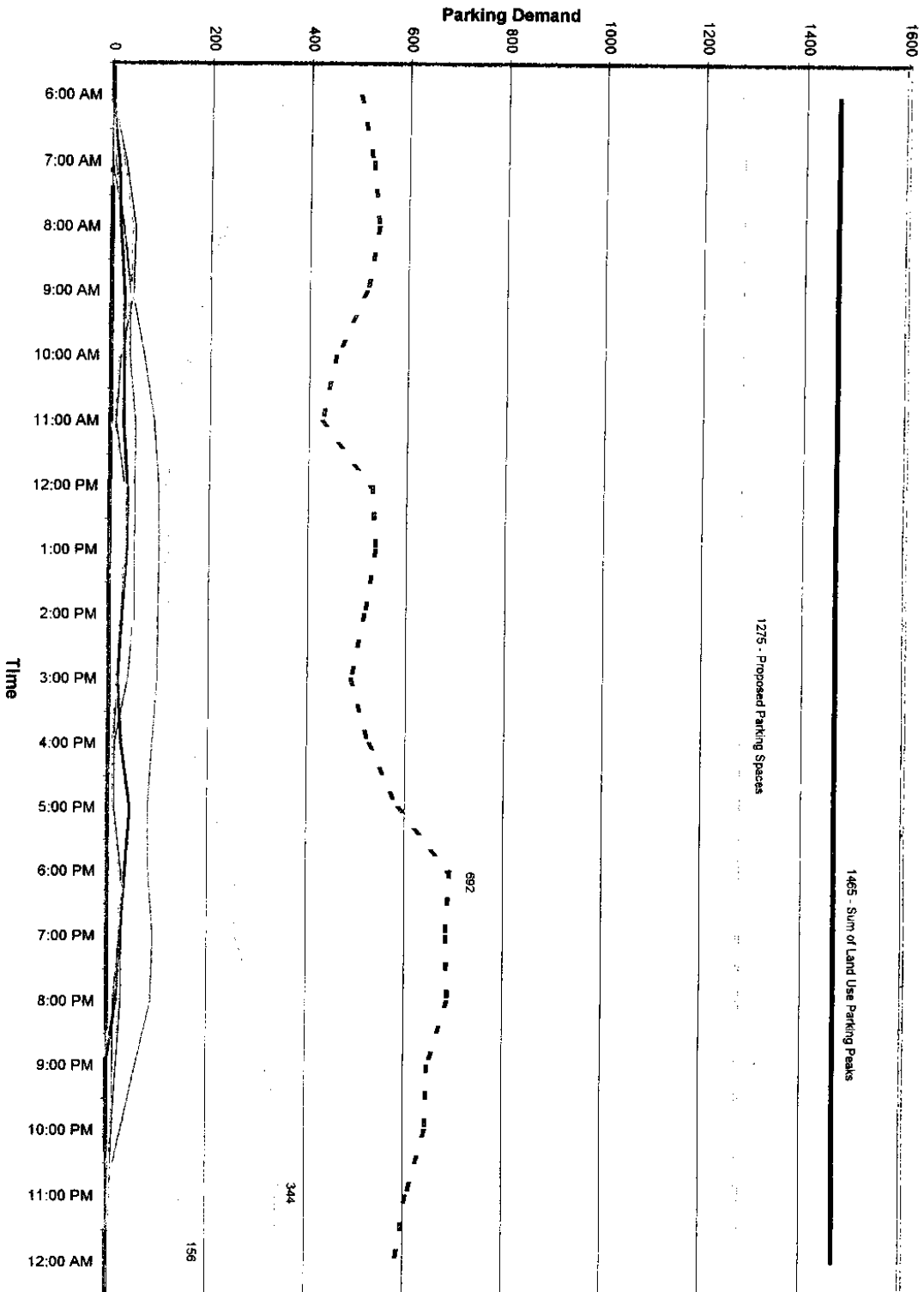
Adjusted number of spaces (Columns J & P):

This number represents a reduction in required parking after the TMF and the OUF are applied. This number is a more accurate estimate of the required parking since it avoids counting users more than once and considers users who use alternative transportation. This number does not yet include any sharing of parking spaces

Snow King Resort Master Plan - Parking Elements

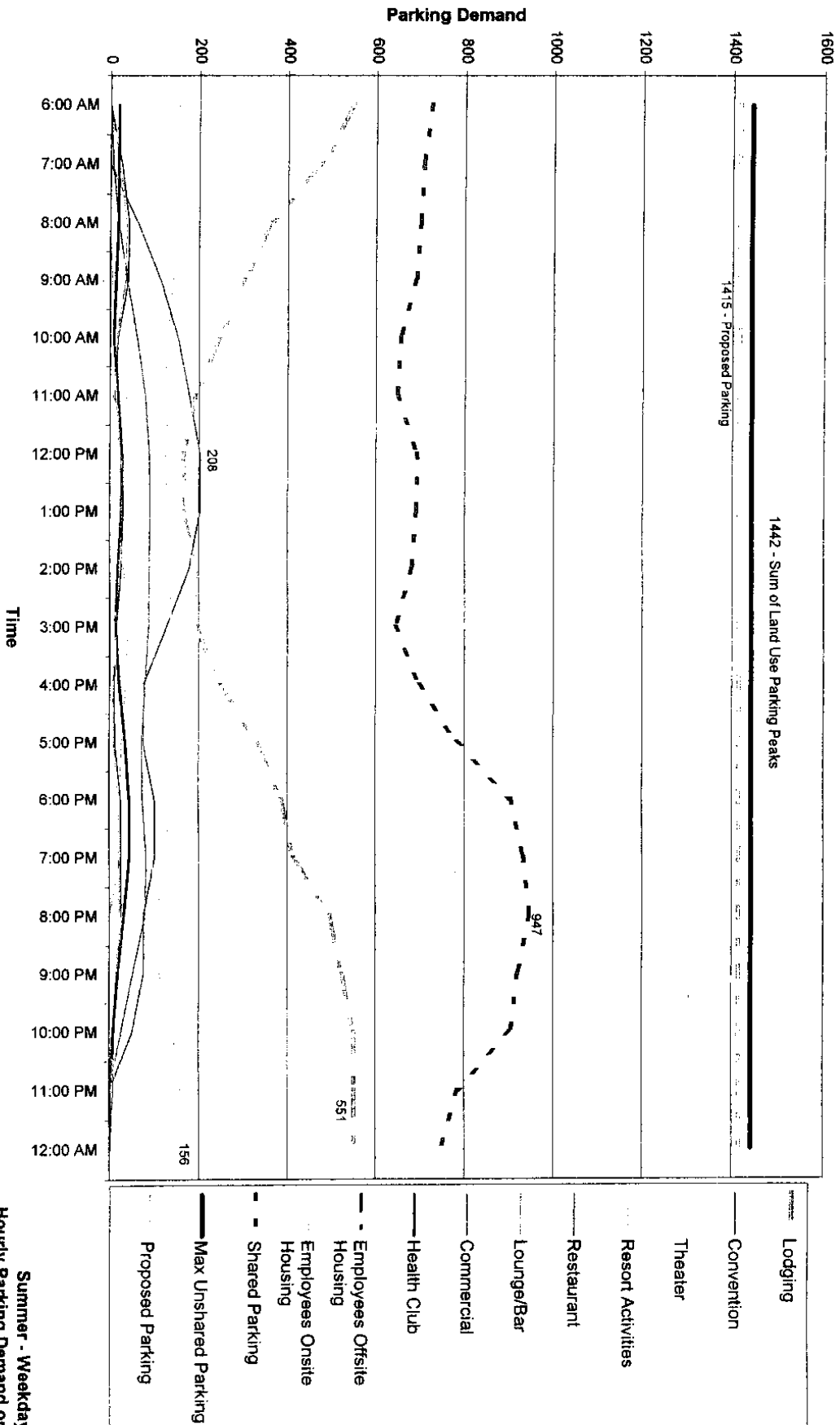


Winter - Weekday
Hourly Parking Demand on
Snow King Resort Parking
Graph P-1

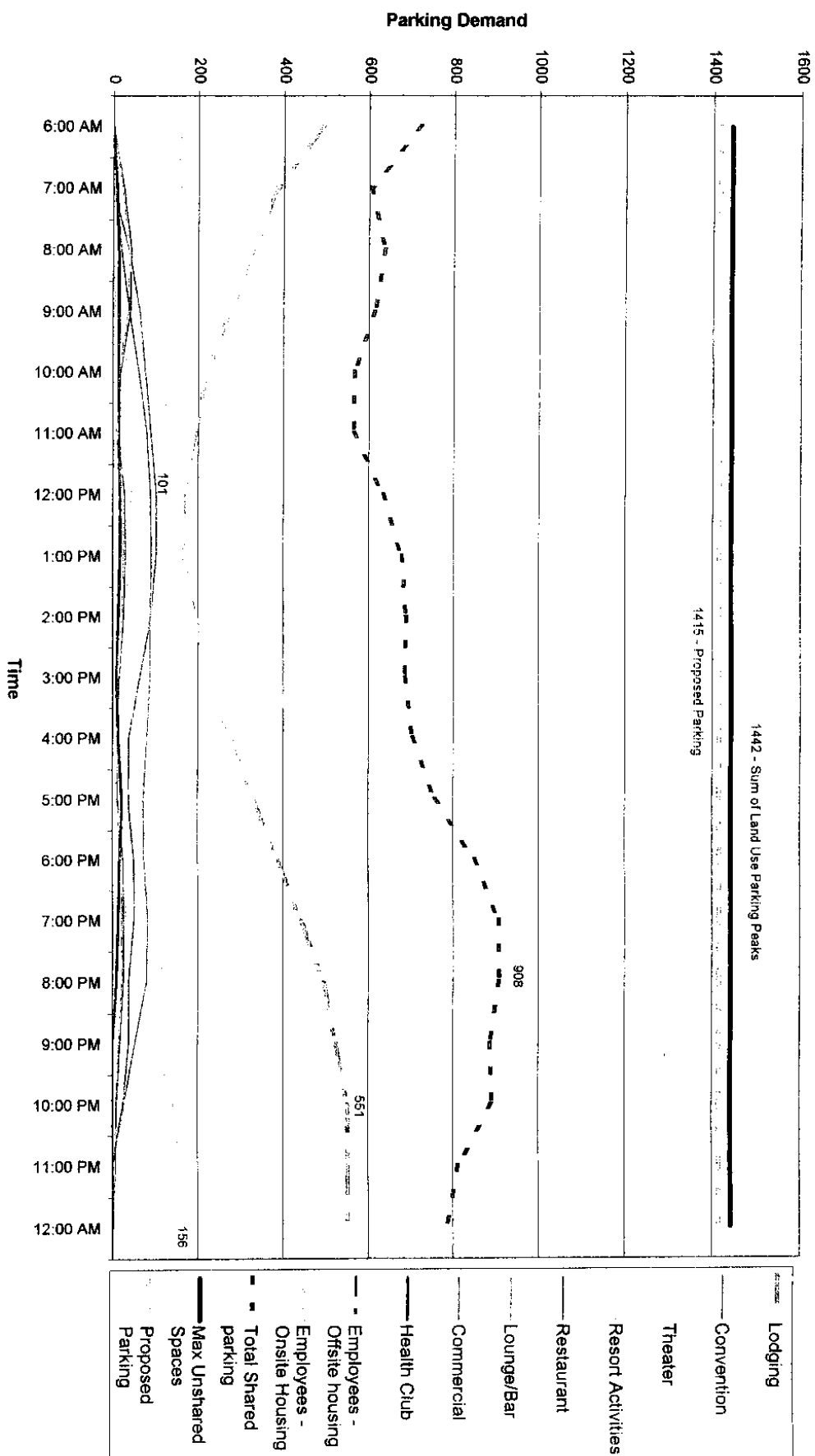


Winter - Weekend
Hourly Parking Demand on
Snow King Resort Parking
Graph P-2

Snow King Resort Master Plan - Parking Elements



Summer - Weekday
Hourly Parking Demand on
Snow King Resort Parking
Graph P-3



Summer - Weekend
Hourly Parking Demand on
Snow King Resort Parking
Graph P-4

IX. CAPITAL IMPROVEMENTS PLAN

A. Introduction and Summary

The Snow King Water Supply, Wastewater Management and Storm Water Discharge Systems are designed and developed to meet the critical requirements associated with the function of such a vital gathering center. The Snow King Resort Comprehensive Master Plan represents urban planning that incorporates both destination vacationers and local commerce. Due to the difficulty of consistently servicing such a varying utility demand, peak design considerations were used in the design.

In establishing flow characteristics for the Resort, quantities of water consumption and wastewater production were calculated utilizing historical prediction charts for each service type and then applying this rate to the square footage of the service area. The square footage and water volume values have been summarized in the enclosed "Water and Waste Water Usage Table." It is necessary to keep in mind that this table reflects both the amount of water usage and the amount of water discharged, and has no allocation for water consumption use. The additional consumption use refers to the volume of water lost, evaporated, transpired, or otherwise utilized through leakage, washing, lawn irrigation or utility use. This quantity has been accounted for in the water service design considerations.

Total water usage is based on domestic needs, fire sprinkler suppression, (fire sprinkler suppression and fire hydrant demands are based upon minimum regulatory fire flow and flow duration requirements per Uniform Fire Code [UFC]), irrigation needs and fire hydrant flow requirements. The domestic water demand takes into account both the existing probable peak usage in addition to the proposed Master Plan peak flow rate of 223 gpm. Total peak demand is then calculated by uses expected from such resort facilities. This peak demand is 2,300 gpm. It is essential to understand that a flow of 2,300 gpm includes fire suppression of 1750 gpm, which is not a normal daily system demand. Thus, when removing the fire suppression, normal peak-operating demand is found. The resulting normal peak operating demand is approximately 550 gpm.

The existing and future water usage predictions previously noted do not consider water required for snow making. The Town of Jackson has been concerned about utilizing potable supplies for snowmaking. Snow King has additionally been concerned that the Town of Jackson water is warmer than ideal for snowmaking. To address these concerns, snowmaking water capacity will be expanded this summer (2000) in a joint project with the Town of Jackson to bring cooler water from Flat Creek to the Summit Lift pump house.

The wastewater sanitary system considers the existing Town of Jackson infrastructure capacity, potential wastewater produced by the current land use plan, and the potential flow created by this Snow King Master Plan. The current peak flow is 106 gpm. The proposed Master plan creates an additional 305 gpm. Existing upstream land use has the potential to produce an additional peak flow of 35 gpm. These peak flows are calculated from average day flows that are increased based on a peak flow multiplier. This peak flow multiplier has been produced from previous Town of Jackson maximum day vs. average day wastewater studies. The result is a total potential peak wastewater flow of 796 gpm. Maximum development of the Master Plan exceeds the existing Town of Jackson West Karns Avenue infrastructure by 245 gpm. The additional peak hour flows require the existing 8-inch diameter line located on West Karns, north of the rodeo grounds be increased to a 10-inch diameter line. The capacity of the existing 8-inch diameter interceptor is 593 gpm. This Town of

Jackson interceptor should be upgraded when the percentage of wastewater produced by the Master Plan exceeds eighty percent of the 593 gpm, or 475 gpm. Planning for these costs should be a consideration in the Master plan phases of construction. (See supporting water and sewerage design consideration calculations.)

Storm water runoff considerations are calculated in a similar manner. Design considerations give respect to existing Resort usage and Master Plan development.

Runoff calculations are based on the Jackson Rainfall Intensity Duration data for 10-year and 100-year event frequencies. Detention basins of natural appearance have been designed and designated to accommodate the 10-year storm event. Discharge leaving detention areas will not exceed the predevelopment rate for a 10-year storm. Storm water runoff generated from 1-year to 10-year events release the highest concentration of pollutants and settleable solids. These storms will pass through treatment facilities located at the catch basin receptacles. These storm water catch basins will remove the pollutants without possible re-suspension by future runoff events.

The Storm Water Runoff from the developed site will proceed directly to a Town of Jackson collection facility, but shall not discharge at a rate greater than the 10-year and 100-year predevelopment rate. Storm water runoff from the Forest Service property will be naturally diverted around the Resort. The 100-year storm event will bypass the detention areas and be handled by the proposed storm water facilities that connect to the Town of Jackson system.

Consideration has also been given to other utilities. Electricity, gas, cable TV and telephone are all available at the site and will be expanded as needed. Private in-resort telephone and broadband capabilities will also be expanded as needed. Two-way radio, telephone and internet capabilities at our mountain-top (Snow King West) site is also used by the Resort to provide broadband connectivity.

B. Water Supply System Plan

The Snow King Resort Water Supply System Plan was developed to meet the critical requirements associated with public water distribution. The first requirement was to determine the quantity of water need for domestic supply to accommodate the proposed facilities. The second objective is to provide fire flow suppression through fire sprinkler and fire hydrant supply.

Design Consideration - Water Service

1) Potential Flow Required by Master Plan

The practice for predicting water consumption was to develop a system capable of meeting maximum day demand

Existing and Master Plan Combined

$$\begin{array}{rcl} \text{Max Daily Flow} & = & 319,800 \text{ gpd} \\ (\text{See Waste Water Calcs.}) & = & 223 \text{ gpm} * \end{array}$$

* Total pre and post development Max. Day Waste Water Flow

Total peak demand is based upon the demand required for domestic flow, fire sprinkler flow, lawn sprinkler flow, and fire hydrant flow. Fire flow shall provide 1,500 gpm for a minimum to w-hour duration. Fire hydrant flow shall provide a minimum 250 gpm flow.

$$Q_T = Q_{\text{Domestic}} + Q_{\text{Fire Sprinkler}} + Q_L \text{ Sprinkler} + Q_{\text{Fire Hydrant}}$$

$$Q_{\text{Domestic}} = 450 \text{ gpm} *$$

$$Q_{\text{Fire Sprinkler}} = \text{Fire Sprinkler Flow} = Q_{\text{FS}}$$

$$Q_L \text{ Sprinkler} = \text{Lawn Sprinkler Flow} = Q_{\text{LS}}$$

$$Q_{\text{Fire Hydrant}} = \text{Fire Hydrant Flow} = Q_{\text{FH}}$$

* Use Multiplier factor of 2 x Max Day Waste Water flow. Accounts for additional water usage not recorded as Waste Water flow.

UNIFORM FIRE CODE

Classification Group A Occupancy

Division I (UFC-91, Sect. 9117)

Group R Occupancy

Division I & 3

Minimum Reg. Fire Flow & Flow Duration

Table No. A-111 - A-I UFC-91 pg. 496

Type 111 One-hr@ 6,000 gpm

75% Fire Flow Reduction

Assuming FS Installation = 1,500 gpm
For 2-hr duration

QL Sprinkler = QLS 100 gpm (Assumed)

QFire Hydrant = **QF.H.** 250 gpm

QT = 2,300 gpm = Peak Hour Demand

QT = QFS - QFH = 548 gpm = Normal Max Operating Demand

2) Existing Infrastructure Capacity

The fact that maximum day water demand may occur several days consecutively led us to consider checking for a water supply that would provide the maximum day demands, 548 gpm, and a source that could provide the peak hour demand, 2,300 gpm.

The expanded Snow King system will tie into the existing Town of Jackson 6-inch diameter high pressure line that parallels the Resort's northern property boundary. The new Snow King water main would complete a high-pressure water main loop creating a system more efficient than the existing dead-end main. The existing source is a system comprised of six-inch diameter service nourished from a twelve-inch diameter line located in East Kelly Avenue.

The Town of Jackson water system has sufficient water supply and storage to meet the maximum day demands, 548 gpm, and the peak fire and domestic demand of 2,300 gpm. Snow King will need to provide the additional water mains to complete the high-pressure zone and deliver the water to proposed Resort facilities.

C. Sanitary Sewer

Design Consideration

The Snow King Resort Sanitary Sewer Management Plan was developed to meet two crucial objectives. The first, to determine the infrastructure required on-site to handle the capacity of the proposed facilities. The second, to convey sanitary sewer flows away from the Resort and distribute these discharges into the Town of Jackson sanitary system. The following design considerations are incorporated into the design and shall be considered during construction phases of the Master Plan

- 1) Existing Town of Jackson Collector Capacity - Upstream of MH CI 0-16
 - Alley parallel and between E. Kelly and E. Karns MH CI0-30 to MH CI0-16
 - Existing 10" PE pipe / minimum slope downstream = 1.47%
 - Land use currently designated: residential
 - Existing 10" will handle 1,550 gpm maximum
- 2) Existing Collector System and Land Use Flow Potential - Upstream of Resort

The Snow King Collector sewer objective is to collect wastewater from various Resort service lines and carry it by gravity to the Town of Jackson Interceptor Sewers.

Current Snow King Resort Flow Potential

204 Hotel Units at 225 gpd/room	45,900 gpd
40 Condominium Units at 2 Units Each at 225 gpd/unit	18,000 gpd
Motel Restaurant Services - 200 seats at 80 gpd	1 6,000 gpd
Pitchfork Townhomes - 19 units at 450 gpm	13,500 gpd
Clark's Knoll Townhomes - 19 units at 450 gpd	<u>8,550 gpd</u>
Existing Max. Day Waste Water Flow Total (I)	101,950 gpd
Total (I)	71 gpm
Existing Peak Hour Flow	106 gpm

3) Dwelling Units Representing Potential Upstream Flows:

Zone	Area	Max Density	No. of Units	Flow Max Day (gpd)
AR	34.7 Acre	4.6/Acre	160	70,400
NC-2	25 Lots	2/Lot	50	22,000
NC/SF	144 Lots	1/Lot	144	63,360
SR	139.1 Acre	2.9/Acre	403	77,320
R	80 Acre	1/Acre	80	35,200
PRD	Pitchfork	30 Units	30	13,200
PRD	Snow King	See Table		<u>88,450</u>
			867	470,230

Average Day Flow (Max Day/2)	=	235,115 gpd
Max Day Flow	=	470,230
		328 gpm
Peak Hour Flow (Avg Day *3)	=	490 gpm
Potential Upstream Max Day		
Flow Minus Snow King Resort	=	368,280 gpd
Potential Upstream Avg. Day		
Flow minus Snow King Resort	=	184,140 gpd
Potential Upstream Peak Hour		
Flow Minus Snow King Resort	=	552,420 gpd
	=	385 gpm

Existing 10" P.E./n = 0.010/S=1.47%

$$Q = 1.49 AR^{2/3} S^{1/2} / n$$

$$Q = 1,550 \text{ gpm}; \quad \text{Capacity of Existing Collector}$$

Storm water runoff generated by the 1 -year to 10-year storm events on roads.

4) Potential Flows for Snow King Master Plan

The collector sewers have been designed for peak flows that include a factor applied at four times the expected average daily flow. The collector sewers were then sized using the peak flows and Manning's equation. Manning's equation is utilized to predict the adequate pipe diameter required for full flow design based on pipe diameter, pipe slope and peak flow, a minimum slope of 0.75 percent was used to represent a minimum pipe slope scenario. The pipe is then checked for a minimum scouring velocity of 2.5 ft/s applied with a lower average daily flow rate.

Proposed Master Plan Flow Potential-2000

494 Hotel Units at 225 gpd/room	=	111,150 gpd
120 Hotel Units at 225 gpd/room		27,000 gpd
100 Hotel Units at 225 gpd/room		22,500 gpd

Commercial Space and Assembly at 146,000 SF		
Assume .05 gpd / ft ² (5000 SF at 225 gpd per)		7,300 gpd

Commercial Theaters/Health Club/Daycare/		
Pool at 37,000 SF. Assume 0.11 gpd/ft ²		
(2000 SF at 225 gpd per)		4,200 gpd

Restaurant/Services - 200 seats at		
80 gpd each		16,000 gpd

Employee Housing at 18 units at 450 gpd each	=	8,100 gpd
Condominiums at Love Ridge at 40 units at 450 gpd each	=	18,000 gpd
Cottages at 8 units at 450 gpd each	=	3,600 gpd
Proposed Max. Day Flow Total (2)	=	217,850gpd
Proposed Max. Waste Water Flow (2)	=	152 gpm
(See Water and Waste Predicted Usage Table for additional breakdown)	=	223 gpm
Max Daily Waste Water Flow (1 & 2)	=	319,800 gpd
Avg Day Flow (Day/2)	=	108,925 gpd 76 gpm
Peak Hour Flow (Avg Day* 4)	=	305 gpm

5) Total Flow - Existing and Proposed

Existing Peak Hour Flow (Reflects potential flow upstream from Resort)	385 gpm
Proposed Peak Hour Flow (Reflects 2000 Snow King Master Plan)	305 gpm
Existing Max. Day Waste Water Flow (1)	106 gpm
Total Flow (QT= 385+305+71)	= <u>796 gpm</u>

6) Existing Collector Capacity at the Resort Discharge

10" PE / n = 0.010 / S = 1.47%
 $Q = 1.49 AR^{2/3} S^{1/2} n$ Full Flow = Manning's Equation
 QE.C. = 1,550 gpm Capacity of Existing Pipe = QE.C.
 QT= 796 gpm
 QE.C. = 1,500 fpm > QT = 796 gpm

7) Existing Town of Jackson Collector Capacity - Downstream of Resort

- Line parallel with West Karns Avenue between Mateosky Park and Flat Creek Drive MH C10-10
- Existing 8" clay / minimum slope downstream = 1.2 %
- Current land use designated: residential

The existing Town of Jackson Interceptor Sewers were checked for the capacity of three times the future maximum expected average daily flow, the maximum future flows are representative of the maximum possible build-out potential of all upstream sewers in accordance with the current land use plan.

Dwelling Units Representing Potential Downstream Flows Influencing Existing Collector Capacity on West Karns Avenue.

<u>Zone</u>	<u>Area</u>	<u>Max Density</u>	<u>No. of Units</u>	<u>Flow- May Day (gpd)</u>
AR	12 Acre	4.6/Acre	55	24,200
NC /MHP	6 Lots	2 / Lot	12	5,280
PI SP	24 Acre			<u>10,560</u>
Existing Downstream Max Day Flow Potential				40,040
Existing Downstream Max. Day Flow Potential				= 30 gpm
Existing Downstream Peak Hour Flow				42 gpm
* (Reflects max build-out of existing land use upstream of Park and Snow King Resort)				385 gpm
Proposed Peak Hour Flow (Reflects 2000 Snow King Master Plan)				305 gpm
Existing Peak Hour Flow (1)				106 gpm
Potential Total Peak Hour Flow at MH CI 0-10				838 gpm

Existing Collector Capacity

$$8" \text{ Clay } / n = 0.013 \quad I S = 1.2 \%$$

Manning's equation for Full Flow

$$Q = \frac{1.49}{n} A R^{2/3} S^{1/2} = 593 \text{ gpm}$$

$$593 \text{ gpm} < 830 \text{ gpm}$$

Therefore, 8" existing TOJ sewer main must be replaced with new 10" main, approximately 1,200 LF

The peak hour flows for maximum build-out and the proposed Snow King facilities exceed the downstream Town of Jackson 8-inch diameter collector by 245 gpm. Expansion in accordance with the Snow King Master Plan beyond a potential flow of 593 gpm will require approximately 1 200 linear feet of existing Town of Jackson interceptor to be replaced with a 10-inch diameter interceptor. The interceptor could be replaced upon reaching 80 percent of the 593 gpm that exceeds the 8-inch h interceptor's capacity. This would allow the Town of Jackson and Snow King Resort to plan and acquire the funding required to replace this line. The Town may be interested in creating a joint investment account that both parties could contribute to annually, raising and sharing the cost. of the infrastructure replacement. It would be of great benefit for the Master Plan to indicate rate of development, so that a proper fund could be established that would accrue at a rate equal to the anticipated replacement occurrence.

Note :

Town of Jackson WWTF Flows Indicate

- $\text{Max day} = 2 * \text{Avg day}$
- $\text{Max hour} = 2.7 * \text{Avg day}$

Snow King Master Plans Calculations Utilize

- $\text{Max day} = 2 * \text{Avg day}$
- $\text{Max hour} = 4 * \text{Avg hour}$

TOJ Line Capacity Calculations Utilize

- $\text{Max day} = 2 * \text{Avg day}$
- $\text{Max hour} = 3 * \text{Avg day}$

D. Storm water Management Plan

A complete storm water management program contains many elements including on-site infiltration and detention, collection, and transport systems. The Snow King Resort Storm water Management Plan was developed to meet several major objectives associated with post-development storm water runoff. The most critical is to convey storm water away from developments, thus diminishing the water buildup from minor storms and damage that can be associated with major storms.

Storm water Runoff Design Conditions

The methodology for calculating peak rate of runoff from undeveloped and developed areas and runoff storage is "Rational Method." Runoff calculations are based on the Jackson Intensity Duration Frequency data CIA "RATIONAL METHOD"

Find: Rainfall intensities for 10-year and 100-year events.

Find: Max allowable pre-development release for 100-year storm event.

The rational method assumes that the maximum flow will occur at the time when all of the runoff flows from the contributing watersheds reach the outlet.

Existing Site Conditions (In Acres)

<u>Sub- Area</u>	<u>Total Area</u>	<u>Pervious Area</u>	<u>Impervious Area</u>
1	4.51	13.50	1.03 (Roof & Asphalt)
2	4.96	4.52	0.044 (Dirt)
3	5.28	5.28	0.00
4	13.09	12.09	1.00
5	13.55	10.27	3.28 (Roof & Asphalt)
6	17.70	16.70	1.00 (Dirt)

Pre-Development Runoff Summary

<u>Sub-Area</u>	<u>Time of Concentration (min)</u>	<u>10-Year Event (CFS)</u>	<u>100-Year Event (CFS)</u>
1	20.3	3.88	6.09
2	24.9	1.23	1.93
3	22.2	1.08	1.69
4	28.4	2.82	4.51
5	22.3	5.11	8.02
6	29.8	3.48	5.52

Pre-Development Runoff and Conditions

Assume 100% pervious surface conditions

C= 0.3 for undeveloped with sparse grass

Time of concentration

$$T_c = \frac{1.8 (1.1-C) V_L}{(S)^{1/3}} = \frac{1.8 (1.1-0.3) V_{2200}}{(15)^{1/3}} = 27.4 \text{ min}$$

Rainfall Intensity:	10-Year	0.89 in / hr
	100-Year	1.40 in / hr

$$Q_{IO} = 0.3 (0.89)^{69} = 18.45 \text{ CFS}$$

$$Q_{IOO} = 0.3 (1.40)^{69} = \underline{28.98 \text{ CFS}}$$

Post-Development Runoff and Conditions

No development shall cause adjacent landowners, water courses or conduits to receive storm water runoff from the proposed development at a higher peak flow rate than would result from the same storm event occurring over the site if the land was in its undeveloped condition. The storm events considered will be for a 10-year and 100-year event.

Post-Development Site Conditions

<u>Sub-Area</u>	<u>Total Area</u>	<u>Pervious Area</u>	<u>Impervious Area</u>
1	14.51	6.22	8.29
2	4.96	1.06	3.90
3	5.28	2.72	2.56
4	13.09	9.29	3.80
5	13.55	11.13	2.42
6	17.70	16.07	1.63

Post-Development Runoff Summary

<u>Sub-Area</u>	<u>Total Area</u>	<u>Pervious Area</u>	<u>Impervious Area</u>
1	20.31	9.32	14.63
2	31.71	2.98	4.72
3	28.1	2.45	3.92
4	13.09	9.29	3.80
5	13.55	11.13	2.42
6	17.70	16.07	1.63

Storm water Runoff Summary

<u>Sub-Area</u>	<u>Acres</u>	<u>Post-Dev. Runoff (CFS)</u>	<u>Minimum Diameter Storm Pipe (3 CFS)</u>	<u>Design Release</u>	<u>(CFS)</u>
1	14.51	14.63	24"	9.67	6.09
2	4.96	4.72	15 "	3.12	1.93
3	5.28	3.92	15"	2.59	1.69
4	13.09	7.23	18"	4.78	4.51
5	13.55	7.15	18"	4.71	8.02
6	29.80	<u>5.99</u>	<u>15 "</u>	<u>4.10</u>	5.52
		43.65	Mass Calc. -	28.98	
				Ind. Calc.	27.76

27.76 Max allowable release- 100-year event base

Storm water subsurface facilities are required to carry the runoff from a 25-year storm event as minimum design criterion. Storm water surface facilities shall be sized to handle additional runoff from the 100-year storm event as a minimum.

Non-contaminated storm water from roofs and landscaped areas shall be designed to flow into natural detention areas. These designed detention areas shall be sized to accommodate the 100-year storm event. The rate of flow leaving these detention areas shall not exceed the pre-development rate for the 10-year to 100-year storm.

Sub-Area Release and Storage Summary - 100-Year event

<u>Sub-Area</u>	<u>Acres</u>	<u>Re lease (CFP)</u>	<u>Storage Volume (CF)</u>
1	14.51	6.09	5,987
2	4.96	1.93	3,135
3	5.28	1.69	2,085
4	13.09	4.51	1,545
5	13.55	4.71	966
6	29.80	5.52	50

Previous calculations show that a 36" pipe in a 4' x 5' percolation trench provides 10.05 CF/LF storage. 24" provides 7.43 CF/F: storage.

<u>Sub-Area</u>	Volume	Length	
		<u>36"</u>	24"
1	5,987 CF	596 LF	806
2	3,135	312	422
3	2,085	208	281
4	1,545	153	208
5	966	96	130

Storm water runoff generated by the 1 -year to 10-year storm events on roads and parking areas shall pass through treatment facilities to remove and trap settleable solids and floating petroleum products from the storm water as practical without resuspension of contaminants by runoff from subsequent storm events. Storm water runoff generated by the 10-year to 100-year storm events shall bypass the treatment facilities and proceed directly to the Town of Jackson collection facilities, but shall not discharge at a rate greater than the pre-development rate for the 10-year to 100-year storm event.

Storm water runoff from the Forest service property shall be naturally diverted around Snow King Resort utilizing resort facilities to handle mountain runoff for the 100-year storm event.

The Resort Master Plan should incorporate detention basins of volume as shown in the 100-year storage summary table. Additional infrastructure will then carry overland flow not detained on site. The Storm Water infrastructure shall be sized to accommodate 100-year event storms and be incorporated with the existing Town of Jackson Storm Water Infrastructure.

E. Other Utilities

The Site is supplied with sufficient capacity of electrical, gas, telephone and cable television lines. Expansion of these utilities will be available as expansion occurs. Within the site, the Snow King Resort Master Association will administer private telephone, internet, broadband satellite /cable TV lines and construct additions as needed. In cooperation with the Town of Jackson, the Applicant is undertaking an expansion of the snowmaking water capabilities during the summer of 2000. The mountaintop west electronic site was expanded during the 1999 summer to allow for additional wireless telephone and high-speed internet equipment. Additional room is available at this site for future expansion to serve the Resort and the community at large.

F. Additional Conditions

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 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 charrette process. The mitigation fee to 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 permit.

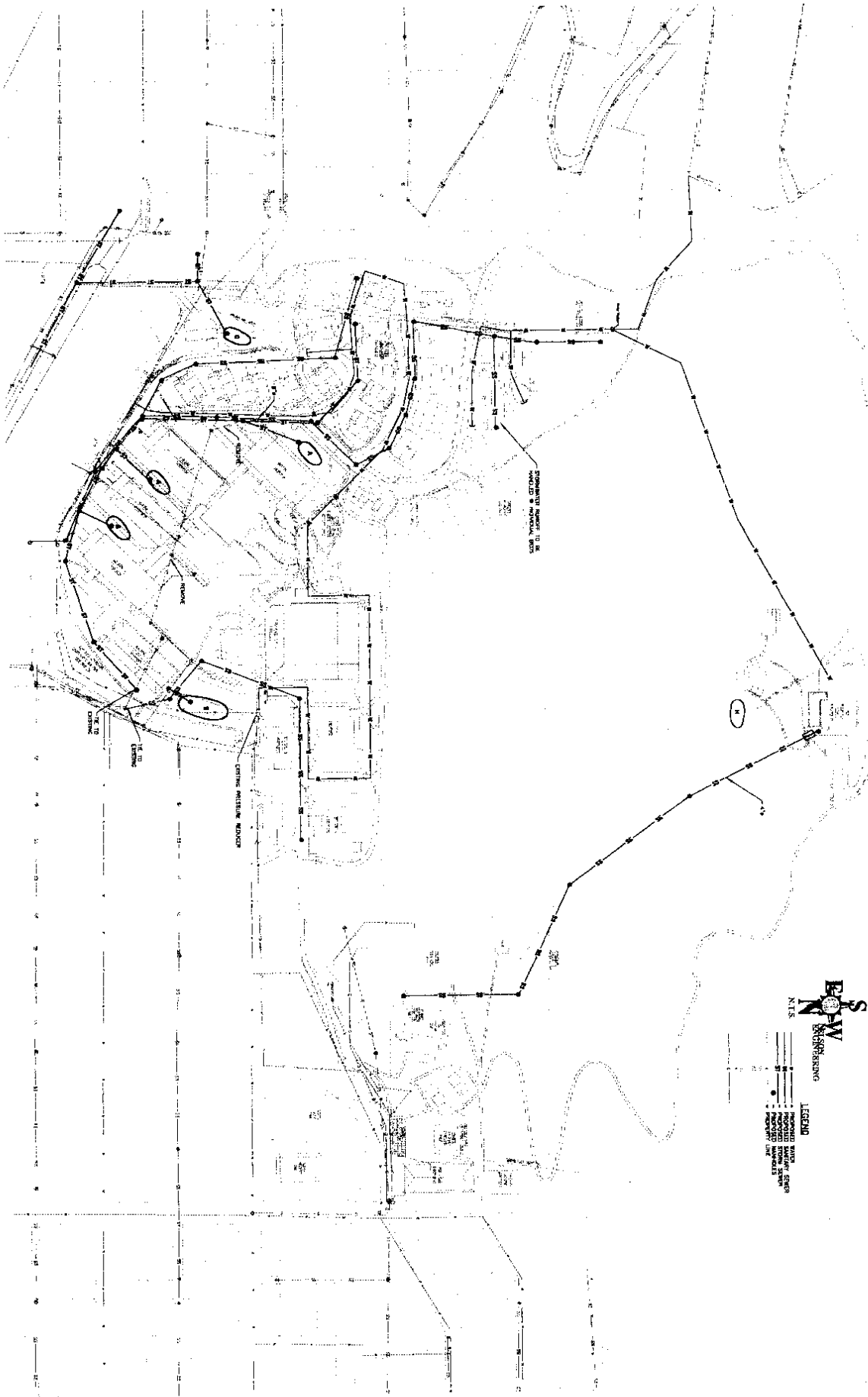
The total new square footage allowed under the proposed resort master plan is estimated to be approximately 700,000 SF. This new square footage does not include the existing hotel building or the Love Ridge development. As such the mitigation fees shall be forwarded to the Town as follows:

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.

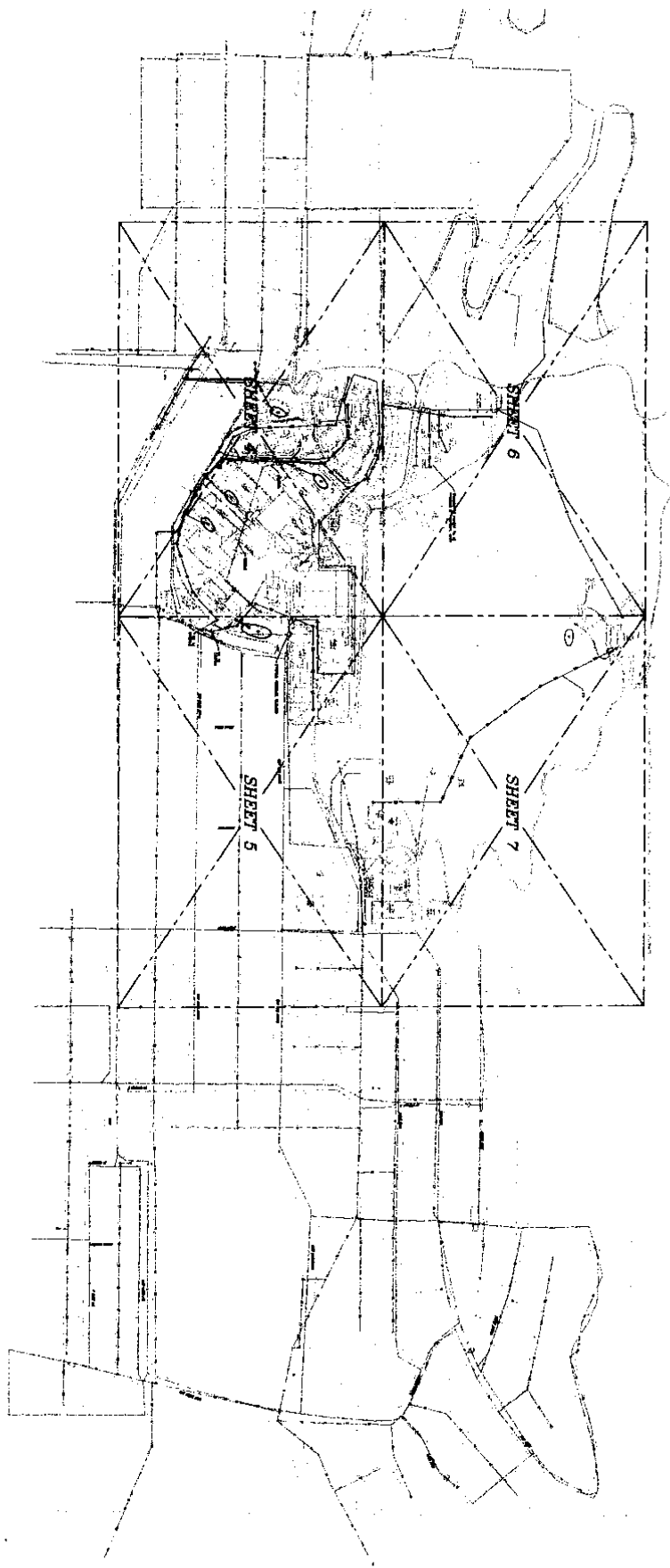
The applicant shall also provide a mitigation fee in the amount of 15 % of the total estimated project cost required to complete the Willow and Cache Street corridors.

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.

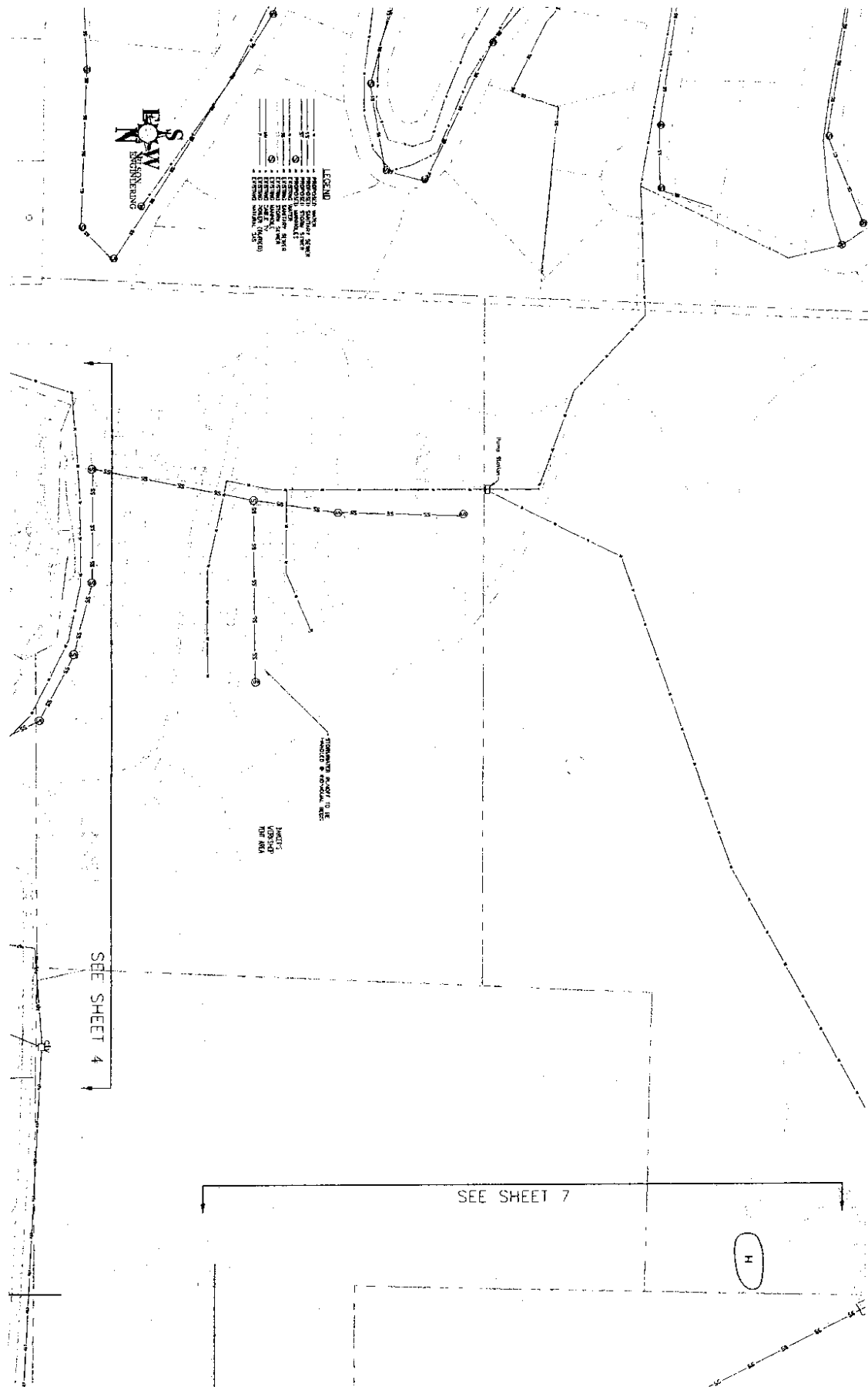


X.G



ENLARGED PLAN INDEX

X.H



ENLARGED PLAN - SHEET 6

X.K

XI. PHASING AND THE SNOW KING RESORT MASTER ASSOCIATION

The PRO regulations require a phasing plan and an explanation of relevant management policies and procedures that will guide the implementation of the master plan. The phasing plan must include performance objectives and must be sufficient to assure that development will take place in a logical sequence and that an adequate monitoring program is in place to determine the accomplishment of proposed remedies and mitigation measures for projected impacts.

Snow King will develop the property in phases and in a well-balanced manner. While there is no specific timeline and individual phases will be constructed according to market demand, Snow King will insure that all facilities required for the convenience of guests, public safety and mitigation of any negative impacts are constructed in a timely and concurrent fashion and follow a logical sequence. As additions are completed, the entire infrastructure and other required performance components for each phase will be in place and performance standards will be adhered to. These components include utilities, parking, housing and transportation elements that will be developed in increments in tune with commercial, lodging and other development. When any of these components are built in excess of the required needs of a particular phase, and in excess of the cumulative needs to date, this excess will be credited towards the requirements of future phases. Final Development Plans for each building or phase will address the specific impacts and required mitigation associated with it.

As a first phase, Snow King plans to improve the periphery road (Snow King Loop) concurrent with the construction of infrastructure associated with the Love Ridge development. When this road is built, utilities will be oversized to accommodate future needs envisioned in this Master Plan.

The Snow King Resort Master Association (SKRMA) will oversee the proper phasing and administration of all development within the resort district. The intent of this organization is to have one voice represent the resort district and to ensure that adequate monitoring programs are established for development within the district.

SKRMA will be controlled by the landowners in the District and will ensure that development occurs in groups, or bundles, that ensure a well-balanced development. SKRMA will be managed by a Board of Directors consisting of up to seven members elected by the District property owners, with voting based on assessed valuation as described in the Board bylaws. SKRMA will assign responsibilities and cost sharing among entities other than the applicants. SKRMA will provide an annual report to the Town of Jackson upon request that includes current membership and contact information, phasing plan compliance, and financial information.

The responsibilities of SKRMA include serving as the conduit for all major development applications within the resort district, and assessing dues and fees for landscaping, snowplowing, and common area road repairs within the district. SKRMA is tasked with the responsibility of carrying out the Transportation Demand Monitoring plan associated with this master plan and submitting results as required to the Town of Jackson. The organization will have one primary point of contact for all inquiries, billing, and organizational requests. SKRMA will exist in perpetuity to oversee the administration and development plans of the resort district and to ensure that resort commitments within this Master Plan are transferable to all new future owners of property within the district. SKRMA members will pay dues on an annual basis to cover costs associated with the management and operation of the organization. In July, 2019 SKRMA adopted a resort wide 1% fee on overnight lodging and income generated within the resort district as a funding mechanism for the district. It is proposed that all property owners within the resort district contribute to SKRMA via this resort wide fee structure.

All areas and developments within the resort district will be encouraged to participate as members of SKRMA.

SKRMA's involvement on the Existing Condominiums area will be mostly limited to controlling any future redevelopment to conform to this Planned Resort District Plan. In addition, SKRMA will partition fees associated with the maintenance of common roads, sidewalks, and areas to existing condominiums.

The Snow King Resort Master Association will be:

- Implementing and monitoring the Transportation Demand Management Plan, Housing Mitigation Plan, adherence to Design and Dimensional Limitation Plans and will act as the Architectural Review Board for the Snow King Planned Resort District. The Snow King Resort Master Association will be responsible for building or providing all required improvements or services as needed according to the phased development commensurate and coincidental with phases of the resort's development.
- Empowered to either own or have others build and own, as well as to maintain, employee housing, parking areas and structures and other infrastructure. All roads, pathways and utilities within the extent of this Master Plan will remain private.
- Act as a Master Association for all the property owners within Sub-Areas 1,2,3,4, and 5 and coordinate the activities within the Existing Condominiums area that may affect common utilities, safety, transportation, employee housing and parking within the Snow King PRD district.
- Responsible for snow removal, lighting, signing, construction and maintenance of common roads. SKRMA will ensure that it's members continue operation of airport, Teton Village and Town Square shuttles, as required for TDM strategies.
- Be the vehicle for pre-screening any final development applications prior to presentation to the Town of Jackson for final development approval. All Final Development plans submitted for review by the Town shall be first reviewed and approved by the Snow King Resort Master Association.

Ultimately, SKRMA will act as a pseudo improvement district and be entitled to assess and collect dues and assessments from all property owners, renters, resort guests and from any entities performing management functions, owning property or obtaining revenues within this Planned Resort District. These dues are intended to cover all of SKRMA 's costs including various mitigation plans, constructing and maintaining any improvements that are its responsibility including landscaping, roads, utilities, employee housing, parking, pathways, recreation, district promotion, common signage, transportation, marketing and any other aspects associated with the proper and successful implementation of this Master Plan and its goals and objectives.

If any phasing plan or SKRMA commitments are violated post development then 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 an acceptable remedy. These compliance issues can also be addressed through non-building permit remedies that are acceptable to the Town in place of the situation listed above.

IX. COMMUNITY SERVICES ELEMENT

Introduction

The PRD regulations include an optional Community Services element to describe the interrelationship between the resort and the community. It is recognized that community services are an important part of maintaining the balance between visitors and residents and can contribute significantly to the quality of life of the community.

Community involvement is of paramount interest to Snow King. Community service attributes are woven throughout this Master Plan presentation and are an integral and foremost part of Snow King's vision and philosophy. Since 1939 Snow King has been a proud community partner. Being a "Community Resort" is in fact part of Snow King's Mission Statement. For over 60 years Snow King and the Jackson Hole community have had a very close and symbiotic relationship. Snow King's services to the community are well known and indisputable. Snow King hosts, assists and supports practically all of the local non-profit organizations and service clubs. Our doors are always open and our record of community assistance, involvement, dedication and good will is impeccable. Snow King is very proud of its continuous contributions to this community as a partner. This Master Plan is one more step in continuing and expanding upon this tradition.

Snow King as a Community Partner

A stated purpose and intent of the resort district is to provide recreational opportunities that rely on indigenous natural attributes of the area. These opportunities are provided to both the community and the visitor through the development of resort facilities. The unique in-town nature of these recreational amenities makes them a very important asset to town residents and visitors.

The Snow King Mountain provides a venue for the junior ski racing programs, adult ski racing as well as recreational skiing and snowboarding, both day and night. In addition, the ski area contributes to community integration through supporting efforts of the Doug Coombs Foundation to give low-income students and families the opportunity to learn to ski. On the mountain, improved snowmaking provides early season training opportunities for foreign, regional and local ski racing programs as well as for recreational skiers. The tubing park has become an extremely popular winter outdoor family activity for both locals and visitors. The ski area also accommodates many other special events such as the Town Downhill, regional and national races, and snowmobile events such as the annual World Championship Hill Climb.. As a very unique and special service, Snow King presently provides after school ski programs with access via the activity bus to Town and Wilson schools in cooperation with the Teton County School District. Snow King has embraced the spectacular growth of uphill skiing in the wintertime through progressive policies to allow this activity and ultimately charge affordable season long and day ticket prices. This activity will continue to be permitted into the future and where possible distinct trails and routes will be further improved for this user group.

Snow King Mountain supports Parks and Recreation programs such as the annual Snow King Hill Climb Run, as well as offers reduced rates for community events and non-profit organizations such as the Teton County School District Winter Sports Program, the Doug Coombs Foundation ski programs, the Jackson Hole Ski and Snowboard Club, and Teton Youth and Family Service programs.

As part of the 2019 update to this master plan, Snow King Mountain has proposed to build a mountain sports center adjacent to the Snow King Center. This sports center is envisioned to including indoor rock climbing and athletic training facilities available to the public. Snow King intends to work with and support the Jackson Hole Ski and Snowboard Club to expand and improve the existing lodge room and administrative facilities above. As part of proposed improvements at the summit of the mountain

Snow King Mountain seeks to build a planetarium and observatory that can be used for educational and scientific purposes as well as making the world of astronomy more accessible to the community. These multi-million-dollar investments into infrastructure that directly benefits the community are another direct way of demonstrating Snow King's commitment to Jackson Hole.

Both summer and winter, Snow King Mountain hosts a wide variety of athletic events and competitions for the community including uphill ski races, obstacle course races, bike races, running races, scavenger hunts, snowmobile races, and downhill ski racing.

The Hagen trail connection to Cache Creek, the tubing hill and snowboard terrain park diversify and improve the winter activities while annual events such as the Hill Climb continue to draw large numbers of visitors. The figure skating and hockey programs have blossomed since the opening of the Snow King Center. An excellent example of public-private partnership, the Snow King Center has been successfully providing recreation and many other services to the community for over 6 years.

During the summer, Snow King provides a trail system that has become a much-used hiking, running, biking and horseback riding area for residents and visitors alike. Summer mountain improvements envision trail upgrades, pathways, outdoor pools, climbing walls, a planetarium and observatory, on mountain dining, and additional outdoor activities. . Unlike winter uphill travel where there are high costs associated with snowmaking, grooming, and ski patrol, summer use of the trail system for hiking on Snow King will be free to the public in perpetuity. Ultimately, the resort desires to serve as the primary jumping off point for access to USFS trails in the greater Snow King trail system with improved trails for hikers, bikers, uphill skiers, and outdoor recreationalists of all kinds.

It must be noted that many of our community partnership activities mentioned above often come at a high cost to Snow King Resort and operation of lodging, conference, and on mountain activities provide the financial and operational platform and the resources to support these and other community-oriented activities.

Snow King Resort has provided the largest year-round meeting and conference facilities in the county since 1976. These facilities are regularly used by virtually every community organization in Jackson Hole. In many cases, Snow King has provided the only appropriate facilities available for community events and programs.

Within the larger Wyoming community, Snow King has, over the years, hosted practically all of Wyoming's professional and trade associations as well as many statewide events, political conventions and innumerable meetings. Larger facilities will attract other Wyoming and regional gatherings that have outgrown our facilities.

Snow King has, for many years, been one of the largest employers in Teton County. Among the large employers, we pride ourselves in maintaining a very high rate of year-round, stable and level employment. This is a valuable contribution to the stability of our local workforce.

Since the hotel opened in 1976, we have always had our doors open to a great variety of community meetings and events. We have also pioneered innovative relationships with the U.S. Forest Service, with the Town of Jackson and with many community organizations, such as the Jackson Hole Ski Club. Virtually every non-profit organization in Teton County uses Snow King facilities to bring people together.

Although it would frankly be tedious to list all the community groups that Snow King has assisted and cooperated with over the years, we would like to highlight some specific examples. Snow King provides discounted and sometimes complimentary rates for meeting and lodging rooms to a wide variety of governmental and non-profit organizations. Snow King assists Arts organizations, the Jackson Hole Ski and Snowboard Club, the Doug Coombs Foundation, St. John's Hospital, the school district and many others with programs offering complimentary or discounted benefits to their employees, incentives and other discounts. Providing rooms for visiting speakers or artists and nameless other acts of community involvement are the norm for Snow King. Each year Snow King donates over fifty thousand dollars in complementary rooms, activities, and services to community non-profits and will continue to support these organizations into the future. Community Service is an integral part of the Snow King culture.

Every season for the past 5 years Snow King Mountain has offered locals appreciation days with free or discounted activities that are affordable to the permanent population and will continue this practice into the future as a means of supporting our community.

In addition, to the aforementioned community contributions that Snow King Resort makes as part of the 2018 Master Plan Amendment Review Snow King Resort has agreed to make the following additional commitments:

- Snow King Mountain shall maintain a minimum of 49 hours per week on average between Dec 10 and March 21 barring unforeseen weather conditions, mechanical failures or operational challenges that may necessitate deviation. These hours of operation will include accommodation of key user groups.
- Private shuttle service from the Resort will continue or SKRMA will be required to provide a reasonable and measured contribution to START in place of the shuttle service.

Since its construction, Snow King Resort has contributed to the community a lively, multi-purpose facility. Summer and winter, the Resort's facilities have encouraged visitors to step out of their rooms and into the mountains. Indoors and outdoors, the Resort has enhanced the daily life of the community. From youth skiing and skating to Rotary lunches and Chamber of Commerce banquets. From catering to the desires of visitors to fulfilling community needs, Snow King's dual roles exemplify the "town as heart of the region" and our own "community resort" goals. This Master Plan intends to improve upon this dual function in the future and presents a next generation vision of Snow King's partnership with the Jackson Hole community.

DIVISION 2500. PLANNED RESORT (PR) DISTRICT**SECTION 2510. PURPOSE AND INTENT**

The purpose of the Planned Resort District standards are to provide for and guide the creation or continuation of a planned development configured around a major recreational activity. The intent of this District is to:

- A. Encourage recreational activities that rely on indigenous natural attributes of the area, contribute to the community's character and economy and have had a long-standing, beneficial role in the community; and
- B. Provide flexibility for planning and developing recreational resort facilities in a creative, efficient and coordinated manner in order to provide quality visitor experiences; and
- C. Create a process in which applicants, Teton County and the Town of Jackson collaborate with landowners in planning and designing resort master plans that meet community goals and respond to the unique circumstances of the resort area; and
- D. Permit resort development that contributes to expanding the winter and shoulder economic seasons; and
- E. Ensure that resort plans incorporate a mix of land uses, promote alternative modes of transportation, and provide a pedestrian-oriented community in order to alleviate traffic-related impacts; and
- F. Ensure resort plans are consistent with the Comprehensive Plan, and therefore, are beneficial to the community; and
- G. Enable long-range planning for infrastructure, capital facilities, and community land use patterns by establishing a level of predictability in the maximum potential size and character of each resort area; and
- H. Ensure a balance is maintained between tourism and community that promotes social diversity but does not cause undesired shifts away from rural, western community character; and
- I. Produce resort plans that make significant contributions toward protecting attributes of the community that are considered critical to the community's long-term health, welfare, and well-being.

SECTION 2520. APPLICABILITY

- A. **PR District.** Only those lands described below shall be eligible for PR District (hereinafter Planned Resort) zoning. The intent is that a limited number of PR Districts be created and only in locations that are consistent with the Jackson/Teton County Comprehensive Plan.

- I. **Snow King Ski and Summer Resort.** For the purposes of this Division, this area shall be known as "Snow King" and shall encompass the property mapped in Section 2550.M.3.g, Area description.

SECTION 2530. PROCEDURE

This procedure is intended to promote collaboration among landowners, the County, and the Town of Jackson in designing land development standards specific for each resort area. While one or more landowners may propose a Planned Resort master plan, and maintain the role of the applicant as identified herein, all landowners within a resort area are encouraged to participate in the design of the Master Plan. Participation of all landowners within the PRD, however, is not required for the Town to adopt a Master Plan for the Planned Resort.

- A. **Master plan review and approval.** Public review and approval for Planned Resort master plans follows the procedures set forth for Sketch Plans and serves as a Sketch Plan pursuant to Section 51200, Development Plan. The standards for review of the master plan, however, are the standards set forth in this Division, in order to allow for flexibility and creativity in the master plan and discretionary review thereof.
 1. **Purpose and intent of master plan.** The purpose of a Planned Resort master plan is to establish the development standards and serve as a guide to all future development within the Planned Resort. The Planned Resort master plan is intended to be of sufficient detail to describe the amount, type, size, location, and impact of the proposed resort, but technical specifications of the proposed development, such as fully engineered plans or fully detailed architectural drawings, are not required.
 2. **Submittal components.** A Planned Resort master plan application shall include all lands in a given resort area, as listed in Section 2520, Applicability. The minimum requirements for a master plan application shall be established by the Planning Director and shall include, but not be limited to:
 - (a) Statement of Purpose
 - (b) Master Site Plan
 - (c) Dimensional Limitation Plan
 - (d) Design Guidelines
 - (e) Transportation Demand Management Plan
 - (f) Housing Mitigation Plan
 - (g) Capital Improvements Plan
 - (h) Land Use Plan
 - (i) Phasing Plan
 - (j) Community Services Element (optional)
 3. **Recordation.** Upon approval, the Planned Resort Master Site Plan and a Certificate of Standards and Conditions, and any amendments thereto, shall be recorded in- the Teton County, Wyoming Clerk's Office. The Certificate shall be in the form of an affidavit and

shall detail the Planned Resort master plan conditions of approval and the development standards to be applied within the Planned Resort, as well as any other standards, conditions, or agreements pertaining to future development or responsibilities of landowners within the Planned Resort. The Planning Director shall prepare the affidavit in a form acceptable to the Town Attorney.

4. **Joint review by Town and County.** In addition to the review procedure set forth in Section 51200, Development Plan, the Town Planning Commission and Town Council shall make recommendations to the County Planning Commission and Board of County Commissioners regarding any Planned Resort master plan application within unincorporated portions of Teton County. For the same purpose, the Town Planning Commission and the Town Council shall receive and consider recommendations from the County Planning Commission and Board of County Commissioners regarding any Planned Resort master plan application in the Town of Jackson.

- a. **Purpose.** The purpose of the County's and Town's review of any Planned Resort in the other 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.
- b. **Intent.** The intent of review is for the County Planning Commission and Board of County Commissioners to have an opportunity for review and comment on a proposed Master Plan. The role of Teton County is advisory only and does not include a voting participation in review of the Planned Resort master plan.

- B. **Final Development Plan review and approval.** After approval of a Planned Resort master plan, Final Development Plan and building permit approvals are required prior to commencement of any construction or operation of any new land use within the Planned Resort.

1. **Final Development Plan application.** Final Development Plan applications shall be in accordance with the Planned Resort master plan and shall be reviewed and approved pursuant to Section 51200, Development Plan. No Sketch Plan review is required. No Final Development Plan shall be approved unless the proposal is consistent with the Planned Resort master plan.
2. **Phasing.** A Final Development Plan application may encompass only an increment of the total resort development in accordance with an approved phasing plan.

- C. **Other development options.** The purpose of this subsection is to provide development options for properties within the Planned Resort District prior to adoption of a Planned Resort master plan, for individual properties which comprise a minor component of a Planned Resort District, and for properties which are not included in an approved Planned Resort master plan.

1. **Prior to master plan approval.** Until such time as a Planned Resort master plan is approved, development shall only be permitted in accordance with dimensional standards

and limitations listed for Auto-Urban Commercial/Lodging Overlay (AC/LO) and Auto-Urban Residential (AR) in Table 2400, Schedule of Dimensional Limitations, except that for non-residential development, the Floor Area Ratio (FAR) shall be limited to .25. Uses allowed shall be those listed for AC/LO and AR in Table 2200, Use Schedule.

2. **Prior to master plan approval - waiver for individual properties.** Upon written request of the applicant, the Town Council may for individual properties waive the limitations set forth in this subsection if the Council finds that the property constitutes a minor component of the total Planned Resort District, and development of the property prior to adoption of a master plan will not compromise the purpose or intent of the Planned Resort District or these Land Development Regulations. In the event Council waives the limitations as described herein, the applicant may submit a Sketch Plan or Final Development Plan, as appropriate, pursuant to Section 51200, Development Plan. Standards for review and approval shall be those applicable standards set forth in Section 51200, Development Plan and in Section 2550.M, Character element.
3. **Standards for properties not part of an approved master plan.** Immediately upon approval of a Planned Resort master plan any parcels not included in the master plan may be developed in accordance with the dimensional standards and limitations listed for Auto-Urban Residential (AR) in Table 2400, Schedule of Dimensional Limitations. Uses allowed shall be those listed for the AR in Table 2200, Use Schedule. Approval of any development shall be in accordance with Section 51200, Development Plan.

SECTION 2540. STANDING, AMENDMENTS, EXPIRATION, EXTENSION AND RECONSIDERATION

- A. **Standing of Planned Resort master plan.** An approved Planned Resort master plan shall specify the development standards for the Planned Resort. Upon approval of a Planned Resort master plan, any amendments to these Land Development Regulations shall not affect the approval of the Planned Resort master plan, or the conditions of approval, provided development within the Planned Resort proceeds **in** accordance with an approved phasing plan and provided none of the conditions occur that prescribe expiration of the Planned Resort master plan, pursuant to Section 2540.C, Expiration.
- 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.
- C. **Expiration.**
 1. **Time-frame.** A Planned Resort master plan shall expire three (3) years from the date of its approval unless a sufficient application for Final Development Plan, in accordance with the approved phasing plan, is filed with the Planning Department A Planned Resort master

plan shall expire five (5) years from the date of its approval unless there is commencement of construction or operation of land uses or activities in accordance with the approved phasing plan. Notwithstanding, alternate time frames for expiration of a Planned Resort master plan may be established in an approved phasing plan.

2. **Effect.** Upon expiration, approval of a Planned Resort master plan shall become null and void, and all rights that are established by the master plan shall expire.

D. Extension. A Planned Resort master plan approval may be extended by the Town Council provided a written request for extension is received at least thirty (30) calendar days prior to expiration of the Planned Resort master plan.

1. **Procedure.** The request for extension shall be reviewed by the Town Council at a regularly scheduled meeting, by which time a public hearing notice shall be advertised and any necessary information pertinent to the extension request can be made available. The Planned Resort master plan shall be deemed extended until the Town Council acts upon the request for extension.
2. **Grounds for extension.** The grounds for extending a Planned Resort master plan approval shall be specified by the Town Council and shall include, but not be limited to, the following:
 - a. **No change in conditions.** Conditions in the community have not substantially changed since the original Planned Resort master plan approval. No extension shall be granted if the Town Council finds that changes in the community result in the resort plan being consistent with the community's land use patterns, these LDRs, or the community's ability to provide infrastructure and services to accommodate the resort.
 - b. **Good faith efforts.** Activities and investments on the part of landowners within the Planned Resort demonstrate good faith efforts in pursuing the development permitted by the Planned Resort master plan.

E. Reconsideration. If development within a Planned Resort fails to proceed in general accordance with the approved phasing plan, the Town Council may require reconsideration of the Planned Resort master plan and either amend the phasing plan or revoke the master plan, as appropriate.

1. **Amendment.** Amendment of the phasing plan shall be appropriate if either an acceptable alternative phasing plan that meets the standards of this Division or a development schedule acceptable to the Town Council for regaining compliance with the original phasing plan is presented.
2. **Revocation.** Revocation of the master plan shall have the effect of forfeiting all rights within the Planned Resort to any further development according to the Planned Resort master plan and shall be appropriate if:

- a. No material progress has been made in development of the resort for ten (10) consecutive years, or
 - b. There is substantial noncompliance with the performance objectives specified in the conditions of approval, or the monitoring program, and no agreement can be reached between representatives of the landowners within the Planned Resort or applicant of record and the Town Council for bringing the resort development into compliance with the standards of this Division.
3. **Procedure.** The Town Council shall hold a public hearing, in accordance with Section 5120.E, Notice of public hearings, and Section 5120.F, Public hearing procedure, for the purpose of examining the development that has occurred within the Planned Resort and its consistency with the Planned Resort master plan. The Town Council shall issue a determination as to whether amendment or revocation of the master plan is appropriate, in accordance with the above specified standards. Amendments to the master plan shall be accomplished pursuant to Section 2540.B, Amendment of master plan.

SECTION 2550. STANDARDS APPLYING TO ALL PLANNED RESORTS

- A. **Consistency with Comprehensive Plan.** Planned Resort master plans shall be consistent with the goals and objectives of the Jackson/Teton County Comprehensive Plan.
- B. **Compliance with Land Development Regulations.** A Planned Resort master plan shall comply with the standards of these LDRs. Notwithstanding, the applicant for a Planned Resort master plan may propose, and the Town Council may approve, alternative standards for development that are consistent with the purpose and intent of this Division. It is fully consistent with this Division that Planned Records may have dimensional, design, and other development standards different from those described in other sections of these LDRs due to the unique circumstances of, and community objectives for, resort development.
- C. **Statement of purpose.** The Planned Resort master plan shall have a Statement of Purpose which describes the applicant's rationale for resort expansion and the design theme of the resort development. The Statement also shall describe how the resort master plan fulfills the intents of this Division, as specified in Section 2510, Purpose and Intent.
- D. **Master Site Plan.** The Planned Resort master plan shall have a Master Site Plan that clearly illustrates the proposed development and the site to the satisfaction of the Planning Director.
- E. **Dimensional Limitation Plan.** The Planned Resort master plan shall have a Dimensional Limitation Plan which specifies dimensional limitations necessary to achieve the design theme identified by the applicant. The plan shall include floor areas and floor area ratios, densities landscape ratios, height, setbacks, building envelopes, etcetera, or other lines delineating areas on which restrictions of development are to be imposed and areas in square feet for each lot or building.

Any dimensional limitations unspecified by the Planned Resort master plan shall be established by the standards set forth in Section 2530.C, Other development options.

F. **Housing element.** The Planned Resort master plan shall have a housing element is to ensure a supply of affordable and employee housing that is commensurate to the demand for housing created by development within the Planned Resort.

1. **Affordable housing.** Affordable housing shall be provided in conjunction with residential development pursuant to Division 49400, Residential Affordable Housing Standards, of these LDRs.
2. **Employee housing.** Employee housing shall be provided in conjunction with nonresidential development pursuant to Division 49500, Employee Housing Standards, of these LDRs.
 - a. **Employee housing calculations.** Since development of a Planned Resort may span time periods over which numbers of employees and their salaries may fluctuate, the calculations performed in developing a Housing Mitigation Plan shall use data current for the most recent full year prior to application for Planned Resort master plan.
 - b. **Master plan estimate.** The number of employees required to be housed and the locations where they will be housed, as presented in the Planned Resort master plan, shall be treated as an estimate/concept, and shall be finalized by the Planning Director as Final Development Plans within the Planned Resort are reviewed and acted upon. Each approved Final Development Plan shall establish the actual number of employees required to be housed and the locations in which they will be housed for that portion of the Planned Resort master plan.

G. **Design element.** The Planned Resort master plan shall include design guidelines, and a mechanism for their implementation, that establish design parameters for both buildings and spaces in the Planned Resort. The design theme of the resort shall be defined by the applicant and be consistent with the standards of this Division. This subsection establishes concepts that the design guidelines shall address; the design guidelines shall be evaluated as to whether or not they address these concepts, as well as character objectives for specific resorts set forth in Section 2550M, Character element. The design guidelines shall be prepared by an architect or landscape architect licensed in the State of Wyoming; preparation by a person or persons of similar expertise may be permitted by the Planning Director.

1. **General.** The design theme of the Planned Resort shall have an emphasis on outdoor recreational activities and create a sense of place. A sense of place is created when site planning and architecture:
 - a. Concentrate activities and human interaction into identifiable spaces, such as a plaza or mall;

- b. Assemble a built environment that connects buildings, spaces and structures through common scale, design, and materials;
- c. Incorporate into the built environment the natural features and cultural heritage of the area, and;
- d. Produce an identifiable image that is associated with the planned resort and with Jackson Hole.

There shall be visual continuity among the resort structures and design elements without unduly limiting variety in design. Development shall be compatible with the surrounding built and natural environment in both scale and character.

2. **Architecture.** Building design guidelines shall reflect:

- a. The community's architectural character and themes
- b. A human scale, pedestrian-orientation, which are created when:
 - (1) The height of buildings does not overwhelm people walking beside the buildings; and
 - (2) The ground level doors, windows and design features of buildings create an interesting diversity for people walking past the buildings.
- c. A built environment in keeping with the cultural and aesthetic values of the community
- d. Natural attributes of the immediate vicinity
- e. Building materials and colors compatible with the surrounding natural and built environment.

3. **Bulk and scale.** The design guidelines shall ensure the bulk and scale of individual buildings within the Planned Resort achieve compatibility with:

- a. Other structures within the Planned Resort when the resort development is completed, and
- b. Neighboring structures that are not a part of the resort, and
- c. The natural environment.

4. **Signs.** The design guidelines shall include a sign component that sets forth the sign theme for the Planned Resort and specifies criteria for determining permitted sign sizes, types, and

locations. The guidelines shall contain prototypical examples of all types of signs, including wall, canopy, freestanding, directional, and informational signs. The flexibility extended to Planned Resorts via this Division, to propose standards for signs different from those specified in Chapter 15.28, Signs, of the Jackson Municipal Code, is encouraged with the purpose of having sign guidelines in keeping with the unique character and needs of the resort.

5. **Lighting.** The design guides shall include an analysis of proposed project lighting. Areas to be illuminated (parking areas, walkways, entries, etc.) shall be identified, and general standards should be set forth. Identification of models and types of standards and fixtures is encouraged, but specific illumination plans and photometric footprints are not required. Generally, lighting shall be low-intensity, low profile, and shielded to avoid "light pollution" and glare to off-site areas. General illumination standards are set forth in Section 49370, Exterior Lighting and Glare.
6. **Site planning.**
 - a. **Orientation and aspect.** Structures and public spaces within the Planned Resort, generally, shall be arranged with views of, and access to, the principal resort recreational amenity.
 - b. **Entrance features.** Entrances to the Planned Resort shall create a sense of arrival. A sense of arrival is created when the entrance into the Planned Resort is easily identifiable and is consistent with the design theme of the resort.
 - c. **Natural resources.** The site design shall highlight the natural resources within the Planned Resort and integrate them into the layout of the resort in order to promote a connection to the natural environment. Consequently, natural features of the site, such as significant vegetation, rock outcroppings, water bodies, etc., shall be preserved and incorporated into the project design to the extent practicable.
 - d. **Pathways and pedestrian facilities.** Pathways and pedestrian facilities, including access for the disabled, shall be integral components of the site design. The site shall provide an attractive, outdoor atmosphere that encourages use and reliance upon pathways and walkways.
 - (1) **Safe, convenient, and direct access.** Pathway and pedestrian systems shall provide safe, convenient, and direct access throughout the resort, to public lands, transit facilities and the existing or planned community pathway system, when adjacent to the resort.
 - (2) **Pathways.** Pathways shall be provided for non-motorized transportation, except motorized wheelchairs for the disabled shall be permitted. Bicycle racks, ski racks, etc., shall be provided at various destination points within the resort.

- e. **Transportation facilities.** Site design shall integrate safe, convenient, and direct access to transportation services and facilities (i.e., bus shelters, information kiosks) and shall incorporate the facilities necessary for the proper functioning of the Transportation Demand Management Plan (see subsection H.2, below.)
 - f. **Circulation.** The layout of local streets, alleyways, and parking lots shall be sensitive to the natural terrain and landscape. Cut and fill areas shall be minimized, and natural features of the site such as wooded areas, rock outcroppings, and water bodies, shall be preserved to the maximum extent practical.
 - g. **Access.** Safe vehicular access appropriate for refuse removal, recycling, emergency services, and delivery shall be provided. Service access shall not create unsafe conflicts with automobile and pedestrian access to primary destinations within the resort.
 - h. **Landscaping.** Project landscaping, including hardscape areas, shall be consistent with the overall design theme of the resort. Use of indigenous plant materials is encouraged. Existing vegetation shall be preserved and incorporated into the design of the project to the extent practical, especially wooded areas and other significant vegetation, which provides shelter or habitat for wildlife.
7. **Character objectives.** Section 2550.M, Character element, contains character and size objectives specific to each resort area that shall be incorporated into the design guidelines.
- H. **Transportation element.** The Planned Resort master plan shall have a transportation element to ensure that resort development does not produce an amount of vehicular traffic that undermines the community's character, and endangers the public health, safety and welfare (i.e., noise, air quality and traffic impacts.) The Planned Resort master plan shall provide an optimum mix of automobile, transit, and pathway facilities within the resort, encourage coordination of all resort transportation facilities with the County-wide transportation system, promote design and management which encourages shifts from single-occupancy vehicle trips to multi-occupancy trips, or other transportation modes, and provide equitable cost sharing for facilities and services.
1. **Traffic impact analysis.** A traffic impact and access analysis is required. At a minimum, this analysis shall contain:
- a. Projections of external vehicle trips generated by the Planned Resort.
 - b. Analysis of levels of service (LOS) impacts on roadway system segments and intersections serving the Planned Resort.
 - c. Specification of any improvements needed to roadway system segments and intersections as a result of increased traffic from the Planned Resort.

2. **Transportation Demand Management Plan.** The Planned Resort master plan shall include a Transportation Demand Management (TDM) Plan that demonstrates how the travel behavior of resort visitors and employees will be managed to minimize the number of vehicle trips on the roadway network resulting from the resort development. The Transportation Chapter of the Jackson Teton County Comprehensive Plan will allocate a number of vehicle trips to various roadway segments, based upon the projected traffic demand and the planned character of the roadway segments. A goal of the applicant's **TDM** Plan shall be to manage the transportation demands of the resort so that it is consistent **with** the allocation of vehicle trips to the various roadway segments that serve the Planned Resort. Potential mechanisms for managing travel behavior may include, but are not limited to:
 - a. Increasing average vehicle occupancy
 - b. Shifting vehicular trips (resident and visitor) to public transit
 - c. Shifting vehicular trips (resident and visitor) to walking, bicycling and other non-motorized means
 - d. Reducing vehicular trips through internal capture associated with mixed land use patterns.
 3. **Parking and loading.** The Planned Resort master plan shall provide parking and loading areas of sufficient amount and type to accommodate the resort's projected demand including parking for visitors and lodging guests, waiting and loading areas for transit vehicles and their passengers, and loading areas for delivery vehicles. Parking shall be designed to encourage non-motorized transportation, transit and high occupancy vehicle use and discourage single-occupancy vehicle use.
- I. **Capital improvements element.** The Planned Resort master plan shall have a capital improvements element to ensure that infrastructure and essential services will be provided in an efficient and timely manner to accommodate projected resort demands. Planned Resort master plans shall include a capital improvements element that identifies service providers, analyzes impacts and proposes a capital improvements plan for facilities and services needed by the resort. Such facilities and services may include, but are not limited to: transportation (including transit, parking and pathways;) potable water and wastewater treatment services; waste management (hazardous and solid;) utilities; storm water management and snow storage facilities.
1. **Identification and acknowledgment of service providers.** The applicant shall identify the provider of all infrastructure facilities and services included in the plan. Where services are to be provided by an entity other than the applicant, documents from the service provider shall demonstrate the commitment and ability to provide such service according to the Planned Resort master plan.
 2. **Impact analysis.** An impact analysis shall be performed for all facilities and services, unless waived by the Planning Director. Each impact analysis shall identify the following:

- a. The maximum daily peak capacity of existing facilities.
 - b. The current daily peak demand on existing capacity.
 - c. The daily peak capacity available for new development.
 - d. The projected daily peak demand generated by new development in the Planned Resort.
 - e. When development outside of a resort is reasonably anticipated to utilize the same infrastructure system as the resort, the Town of Jackson shall provide the applicant with estimated peak demand.
 - f. Any planned improvements by other entities, such as the Town of Jackson or the Teton Village Water and Sewer District, and the timing of such improvements.
 - g. Any deficits in daily peak capacity potentially resulting from development within the Planned Resort--either from a strict demand standpoint or from a timing standpoint--taking into account other potential new development outside the Planned Resort.
3. **Capital improvements program.** The capital improvements plan shall be consistent with the impact analysis and specify how any deficiencies in infrastructure will be remedied or mitigated, including descriptions of the infrastructure improvements, the responsibility and sources of funding for the improvements, and the timing for completion of improvements. Concept plans for improvements shall be included in the capital improvements plan; engineered plans shall be provided in the final development plan application for subsequent development.
- J. **Land use element.** The Planned Resort development shall have a land use element that identifies the land uses within a proposed Planned Resort. The land uses shall be consistent with both the applicant's design theme and the character objectives for the resort, as specified in Section 2550. **M, Character element**.
- I. **Permitted uses.** The type of development permitted within a Planned Resort shall be set forth in the Planned Resort master plan and shall be consistent with the following:
- a. Residential uses shall be permitted.
 - b. Uses necessary for operation of the resort's primary recreational activity (ski area, hot springs) shall be permitted.
 - c. Nonresidential uses that provide for the basic needs of the resort's lodging guests, day visitors, employees and vicinity residents shall be permitted.

- d. Regional-serving commercial uses which rely upon vehicle trips from a community-wide market area rather than the Planned Resort vicinity shall be prohibited, unless they are determined by the Town Council to be resort-related amenities.
 - e. Commercial amusement activities that are detrimental to the outdoor, natural resource character of Teton County shall be prohibited.
 - f. Special events such as music and dance festivals, art and craft shows, concerts, live theater, and similar events, which are compatible with the resort and its facilities, shall be permitted.
2. **Amount and type of development.** The amount and type of development in a Planned Resort master plan shall be consistent with:
- a. The applicant's rationale for resort expansion and the character objectives for the resort area pursuant to Section 2550.M, Character element.
 - b. The overall amount of development that can be permitted while preserving community character, as reflected in the Jackson Teton County Comprehensive Plan and the Town and County's LDRs.
 - c. The amount of infrastructure capacity that can be provided while maintaining consistency with community character goals.
 - d. Providing a level of self-sufficiency within the resort, such that vehicle trips ending outside the resort are minimized.
- K. **Phasing element.** The Planned Resort development shall have a phasing element to ensure that development within a Planned Resort occurs in logical sequence within the Planned Resort, including amenities and necessary public service expansions. Planned Resort master plans shall contain a phasing plan that identifies the sequence of resort structures, uses and amenities, installation of infrastructure, implementation of the Transportation Demand Management Plan, Housing Mitigation Plan, and implementation of Planned Resort master plan conditions of approval.
- 1. **Description.** All structures, land use activities, mitigation strategies and infrastructure expansions proposed, including such activities and improvements on public lands, shall be included in the phasing plan.
 - 2. **Functional phases.** Each phase shall be self-sufficient, in conjunction with existing elements of the Planned Resort, i.e., transportation and parking needs, as well as amenities, for each phase shall be satisfied within each phase and shall not be dependent upon a future phase. Each phase shall represent a logical and compact extension of infrastructure and public services. In order to develop certain improvements in logical increments that provide for economies of scale, the phasing plan may propose that improvements required for an earlier phase be provided in a later phase only if:

- a. The delayed construction of the improvement does not create a negative impact or exacerbate an existing problematic condition, and
 - b. Financial assurance, in a form acceptable to the Town Council, is provided, i.e., letter of credit, that the, improvement required for the earlier phase will be developed within a certain time-frame, even if later phases remain undeveloped.
3. **Coordinated with public services.** Phasing shall be coordinated with the improvements schedule or capital improvements program of public or semipublic service providers, as identified in the Capital Improvements Element.
4. **Relationship of phasing to overall resort plan.** Phasing shall implement the stated purpose of the Planned Resort master plan, i.e., if a destination ski area is the basis for the resort plan, the ski area facilities should not be the last increment of development. Similarly, open space dedications, amenities, and required performances that mitigate the impacts of the resort shall be developed or provided in proportion to the type and amount of development in each phase.
5. **Performance objectives.** The Town shall establish performance objectives as part of the Planned Resort master plan approval that ensure that development within the Planned Resort achieves the required mitigation of projected impacts on the community. The resort developers shall be responsible for ensuring that proposed mitigation measures are effective. For example, the resort approval may require vehicle trip reduction techniques in order to avoid undesired vehicle trips; performance objectives shall be identified and incorporated into a monitoring program, pursuant to subsection K.6, Monitoring proiTam, below.
6. **Monitoring program.** A program for monitoring compliance with performance objectives for each phase of development shall be designed in a collaborative effort between the applicant(s) and the Town, and shall be set forth in the Planned Resort master plan approval. The monitoring program shall be implemented by the applicant, or an entity that equitably represents all landowners within the Planned Resort, and will include monitoring of DM components, employee housing developments, and other such elements as identified by the Town Council.
 - a. **Program contents.** The monitoring program shall specify data collection needs, responsibility for data collection, techniques to be used in analyzing data, how the data shall be used to determine achievement of performance objectives, and the schedule for reporting to the Town the results of the monitoring effort
 - b. **Program results.** Representatives of the landowners within the Planned Resort shall have three (3) reporting opportunities to demonstrate achievement of performance objectives. If, by the third scheduled report, the resort has been unable to meet any specified performance objective, the Planned Resort master plan may be subject to reconsideration pursuant to Section 2540.E, Reconsideration.

7. Achievement of performance objectives. Approval of future final development plans may be delayed until the performance objectives of the previous phases are met or a strategy for achieving them has been approved by the Town Council.
- L. Community services element (optional). Resorts function as integral parts of the community by participating in civic initiatives and implementing the goals of the community. The optional community services element is intended to be a component of the Planned Resort master plan in which the benefits that the resort area provides to the community are acknowledged. Landowners within Planned Resorts are encouraged to continue with, and expand upon, programs designed to retain local access to the resort's main recreational activity and facilities. Community service programs help to maintain a balance at the resort between out-of-town visitors and the community, and contribute to the quality of life in the community. Examples of community services currently provided are:
1. Hosting activities for local disabled persons
 2. Hosting Parks & Recreation Department activities
 3. Providing trail head access to public forest land
 4. Hosting local nonprofit events, including free recreational activities and transportation
 5. Offering reduced facility rates for community events and nonprofit organizations
 6. Offering local appreciation and promotional reduction in activity fees
 7. Offering activity fees that are affordable to the permanent population
- M. **Character element.** The Planned Resort master plan shall have a character element to ensure that resort development is in keeping with the community's character and the planned character for the vicinity in which the resort development is located as described in this subsection. The standards set forth in this subsection are unique to each resort area in order to recognize the differences between the individual resorts, the planned character of their neighborhoods, and the community's expectation of resort development in that vicinity.
1. **General.** The standards specified in this Section are the minimum required, or maximum permitted, as indicated by a "no less than" or "no more than" statement. Minimum requirements may be increased in order to avoid or mitigate impacts of a specific Planned Resort master plan proposal, better achieve the character objectives for the resort, or better implement the goals and objectives of the Comprehensive Plan. Similarly, an applicant's ability to achieve the maximums permitted is dependent upon the Planned Resort master plan's avoidance or mitigation of negative impacts on the community, its achievement of the character objectives for the resort, or its contribution toward achievement of the goals and objectives of the Comprehensive Plan.

2. Definitions.

- a. **Guest.** A guest is a person who is accommodated in overnight lodging facilities within the Planned Resort. The number of guests is calculated by the "average peak occupancy" of the lodging accommodations.
- b. **Average peak occupancy.** For the purposes of this Section, the following average peak occupancies (APOs) shall be used in calculating the capacity of guest accommodations:
 - (1) **Hotel, motel, or similar lodging unit.** A hotel, motel, or similar lodging unit that exists as sleeping quarters only, and does not contain other types of living spaces such as a living room or kitchen, shall be assigned an APO of two (2.)
 - (2) **Dwelling unit.** A dwelling unit, used for short term rental, shall be assigned an APO of four (4.)
 - (3) **Other.** Other lodging facilities that do not meet the definitions above shall have an APO assigned that is the sum of the number of bedrooms the lodging facility contains multiplied by two (2.)

3. Snow King

- a. **Character and design.** As indicated on the Community Issues **Map** of the Jackson/Teton County Comprehensive Plan, Snow King Resort will continue its role as a unique, resort-oriented urban commercial node serving both visitors and residents. Improvements and expansions at Snow King will solidify its role as the main convention and conference facility in the community. Factors and resort characteristics important in Snow King's future development include:
 - (1) Capitalization on the location at the terminus of Snow King Avenue.
 - (2) Creation of a sense of arrival.
 - (3) Creation of an active, attractive, pedestrian streetscape along the eastern end of Snow King Avenue.
 - (4) An attractive, safe, and direct pedestrian streetscape connection to the Town Square.
 - (5) A layout that blends the edges of the resort into neighboring developments, creating a porous edge to the resort that encourages pedestrian travel into and through the area.

- (6) Structure sizes and layout that draw people into the resort area.
- (7) A continuity of architecture and activities within the resort, creating a multi-use sense of place.
- (8) Pathways throughout the resort and connections to the Jackson Hole pathways system.
- (9) Continued provision of the amenities of "town hill" skiing.

b. Capacity.

- (1) **Lodging.** Lodging capacity shall be for no more than 2,460 guests shall be provided within the Planned Resort.
- (2) **Buildings.** There shall be no more than a total of 1,080,000 square feet of gross floor area for all facilities and all uses located within both the Building Envelopes and the Recreation Land Use Zones within Sub-Areas 1-6 as defined in the Snow King Master Plan, as well as, all development within Sub-Area 7 located within the Planned Resort District, but not part of the Snow King Master Plan (Pitchfork, Clark's Knoll, Grand Vista, Stevens, Remington). For purposes of allocating square footage 915,000 square feet shall be allocated to Sub-Areas 1-6 and 165,000 square feet to Sub-Area 7. The 1,080,000 square feet of gross floor area shall include all structures, both new, existing and all additions and/or redevelopment of structures. All floor area devoted to employee housing shall be exempt from the gross floor area calculation. With the exception of floor area devoted to employee housing, the total gross floor area shall include all floor area as defined by the Town's Land Development Regulations and as defined in the Planned Resort Master Plan for Snow King. **(Ord. 668, § 1, 1/2001)**

- c. **Land use.** Convention center facilities shall be provided necessary to serve a year-round convention market, including community needs for convention space. Commercial services provided, in addition to convention facilities, shall be essential services to on-site guests and supplemental neighborhood services. The commercial space shall be sized and designed for serving the needs of on-site guests of the resort and nearby residents.
- d. **Landscape surface area.** Within areas of the Planned Resort to be developed as lodging, conference, commercial and related facilities, the minimum landscape surface ratio shall be .25, exclusive of the already permitted residential development that exists upon the enactment of this Division (Clark's Knoll, Pitchfork Townhomes, Love Ridge, and Love Ridge Addition.) Notwithstanding, the Town Council may reduce the minimum landscape surface area to no less than twenty (20)

percent upon demonstration by the applicant that the following objectives are achieved with a reduced landscape surface area. The primary purposes of the landscaped areas within Snow King are to:

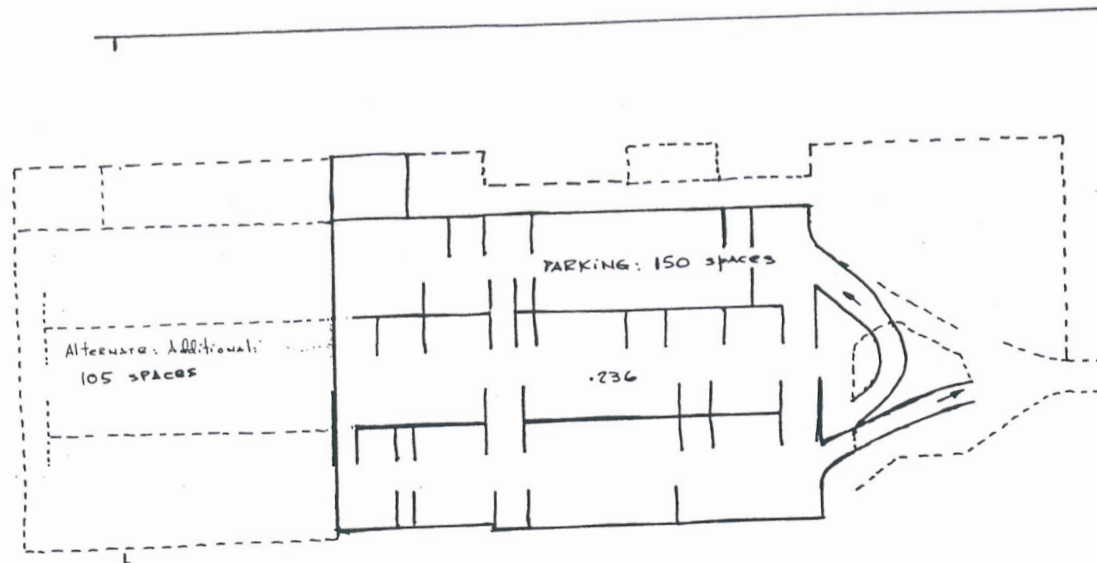
- (1) Create visually strong and attractive streetscapes.
 - (2) Create a porous edge to the Planned Resort such that residents and visitors in the surrounding areas are invited to enter the resort through attractive pedestrian ways.
 - (3) Support high quality urban design, including integral public spaces for interaction and public events.
- e. **Environmental analysis.** An EA with a visual component dealing with the potential visual impacts of development shall be performed pursuant to the procedures and standards of Division 3300, Scenic Resources Overlay (SRO) District. An EA shall be performed which recommends any action necessary to mitigate impacts to wildlife, migration corridors and crucial winter range.
- f. **Relationship to Town Square.** Programs and facilities shall be established that encourage non-motorized access and public transit access to the Town Square and other Town tourist environs, in conjunction with Town of Jackson planning efforts and goals.

A Planned Resort master plan shall be approved only if all of the following findings are made.

- A. **Consistency with Comprehensive Plan.** The Planned Resort master plan is consistent with the goals and objectives of the Jackson Teton County Comprehensive Plan.
- B. **Consistency with purpose and intent.** The Planned Resort master plan is substantially consistent with the purpose and intent of this Division, as set forth in Section 2510, Purpose and Intent
- C. **Affordable and employee housing.** The Planned Resort master plan ensures a supply of affordable and employee housing that is in accordance with the requirements for housing created by development within the Planned Resort.
- D. **Design guidelines.** The Planned Resort master plan contains design guidelines that
 - 1. Establish standards for buildings, spaces, signs, and lighting within the Planned Resort;
 - 2. Promote the design concepts set forth in Section 2550.G, Design element; and
 - 3. Establish a method for consistent implementation of the guidelines.
- E. **Transportation element.** The Planned Resort master plan contains a traffic impact analysis and transportation demand management plan that:
 - 1. Promote multimodal forms of transportation that are consistent with the transportation goals of the Jackson/Teton County Comprehensive Plan;
 - 2. Manage the generation of resort related traffic to avoid undermining community character and endangering the public health, safety, and welfare; and
 - 3. Identify an equitable cost sharing plan for transportation facilities and services.
- F. **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.
- G. **Land use element.** The Planned Resort master plan promotes land uses that support and maintain the character of the resort as specified in Section 2550.M, Character element.
- H. **Phasing plan.** The Planned Resort master plan contains a phasing plan that ensures:
 - 1. Development of the resort, its amenities, and public facilities necessary to serve the resort, occur in logical sequence and

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LAND DEVELOPMENT REGULATIONS
November 7, 1994 - Reprinted 01/24/01



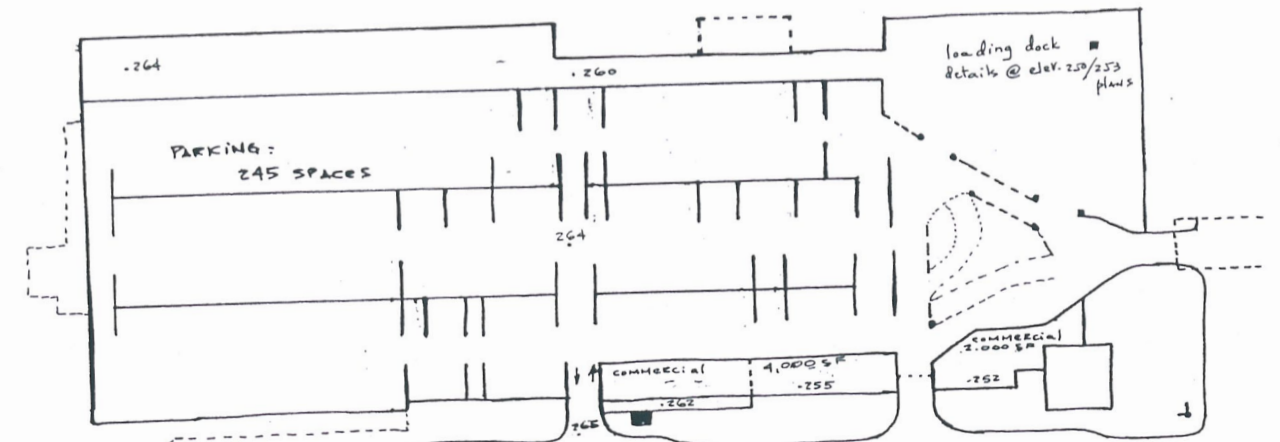
ALTERNATE - ADD

	SNOW KING	KMG	TOTALS
PARKING SPACES	28	77	105 BA
PARKING & CIRCULATION SF	14,000	28,000	42,000 SF
Mech. & SUPPORT	2,000	2,000	4,000 SF

BASE BUILDING

KMG: 150 parking spaces
 64,000 SF PARKING & CIRCUL.
 9,000 SF Mechanical & Support (underg.)

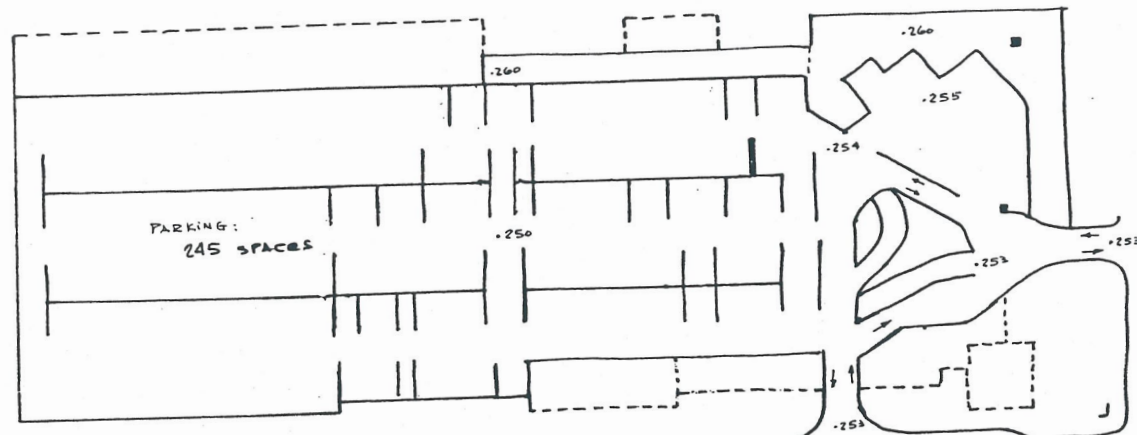
Elev. 236



Parking Spaces
 Parking & Circ. SF
 Underg. Support & Mech
 Commercial

SNOW KING	KMG	TOTALS
25	220	245
13,000 SF	89,000 SF	102,000 SF
3,000 SF	13,000 SF	16,000 SF
-	6,000 SF	6,000 SF

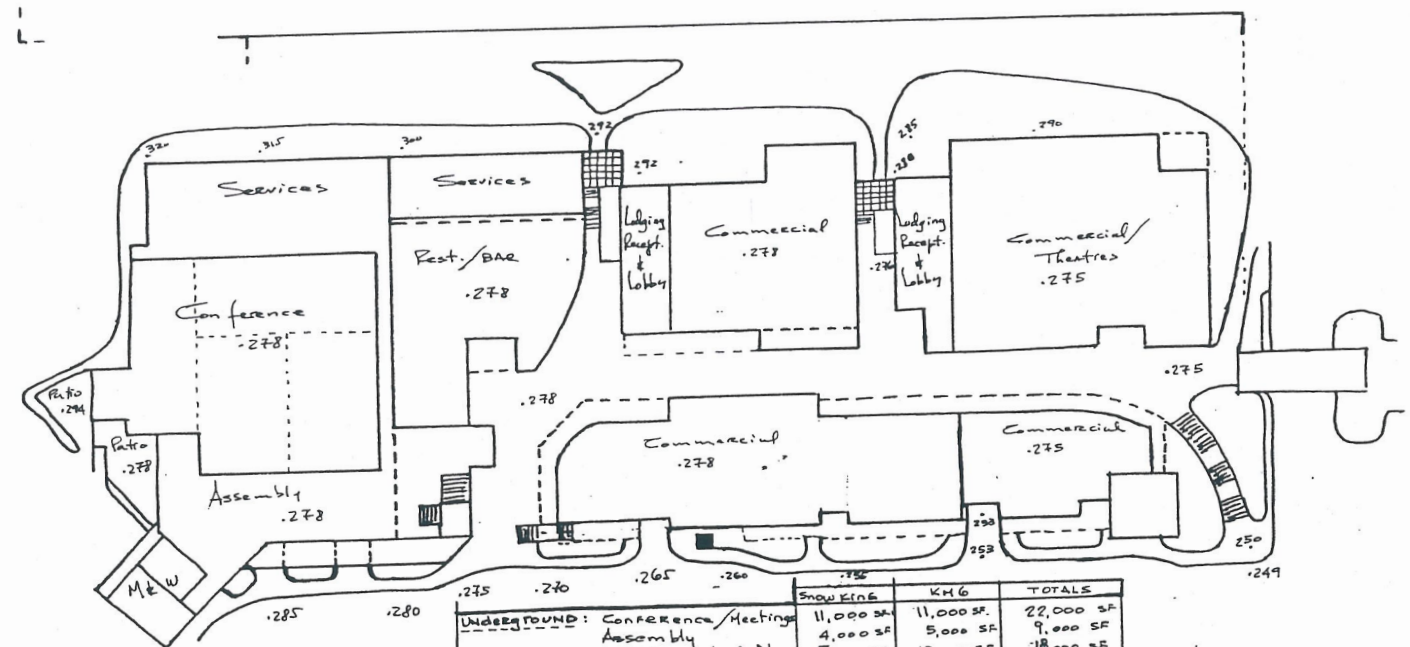
Elev. 260/264



PARKING SPACES
 PARKING & CIRC. SF
 Underg. Support & Mech.
 Underg. Loading Dock

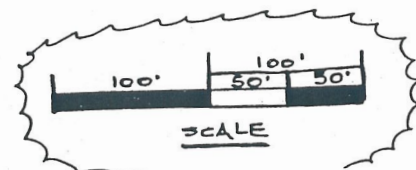
SNOW KING	KMG	TOTALS
25	220	245
13,000 SF	89,000 SF	102,000 SF
2,000 SF	6,000 SF	8,000 SF
-	22,000 SF	22,000 SF

Elev. 250/253

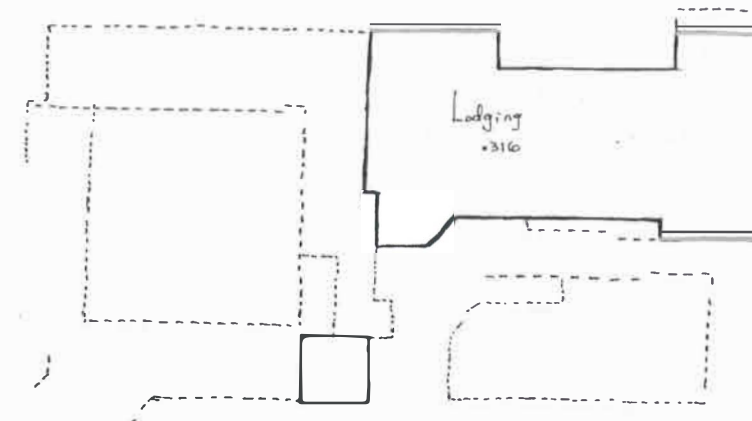
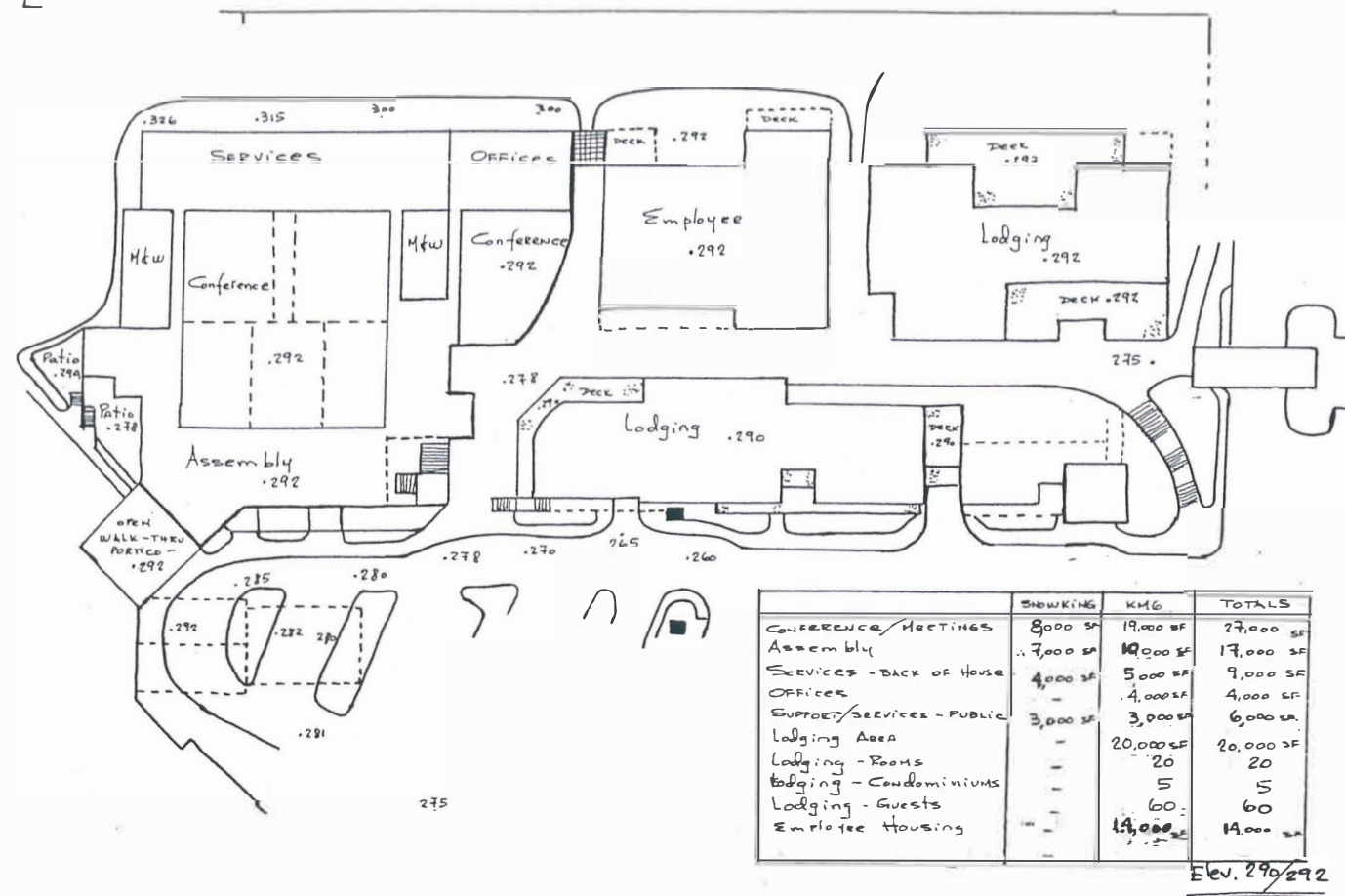


	SNOW KING	KMG	TOTALS
UNDERGROUND: Conference/Meetings	11,000 SF	11,000 SF	22,000 SF
Assembly	4,000 SF	5,000 SF	9,000 SF
Services - back of house	5,000 SF	13,000 SF	18,000 SF
Support & Services - full	2,000 SF	-	2,000 SF
ABOVE GROUND: Commercial (F&B)	-	11,000 SF	11,000 SF
Commercial (unassig.)	-	24,000 SF	24,000 SF
Assembly	-	3,000 SF	3,000 SF
Lodging lobby & Receipt	-	6,000 SF	6,000 SF
Theatres or Commercial	-	9,000 SF	9,000 SF
GROUND COVERAGE: Buildings	22,000 SF	111,000 SF	133,000 SF
Landscaped PLAZA	-	37,000 SF	37,000 SF
Pathways, Sidewalks	2,000 SF	15,000 SF	17,000 SF

Elev. 275/278

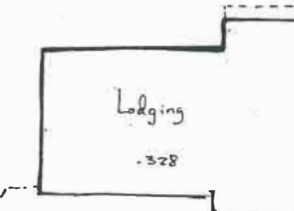
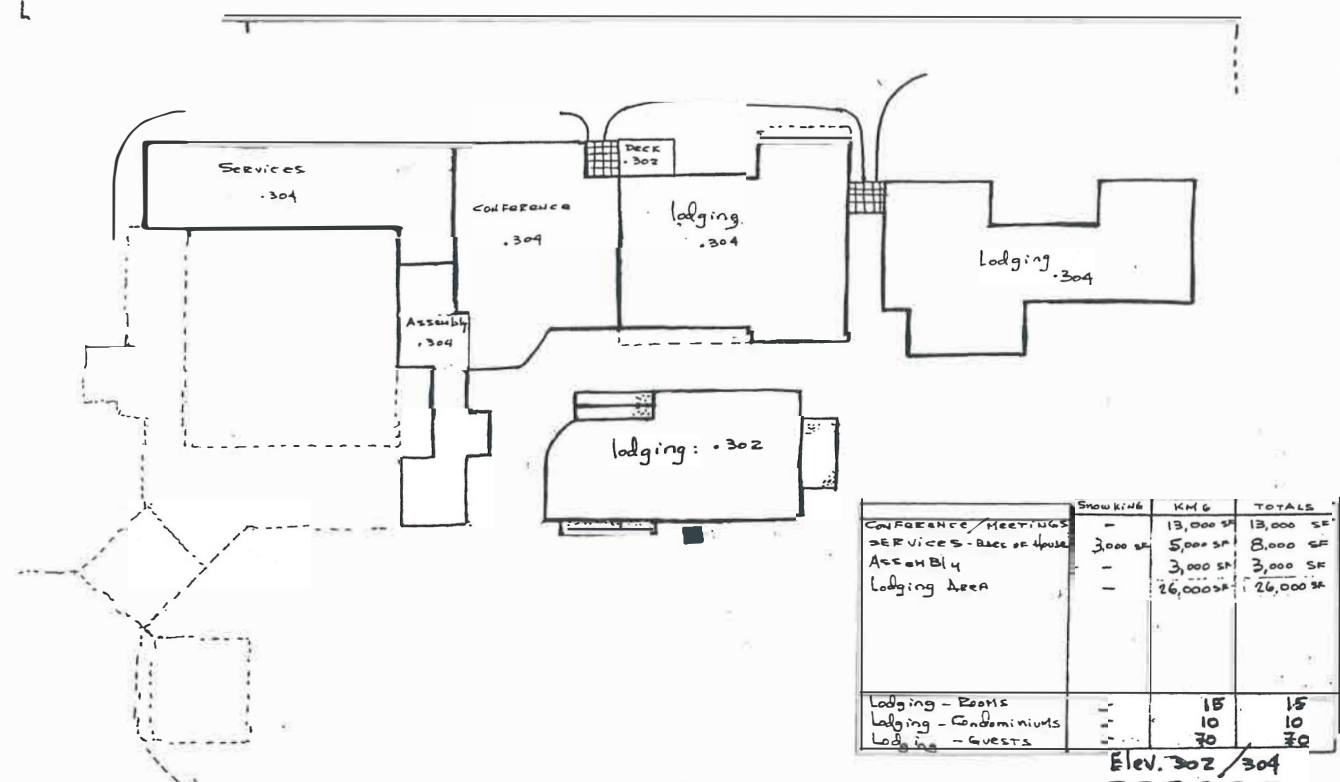


CONCEPTUAL BUILDING DESIGNS - SUB AREA 2



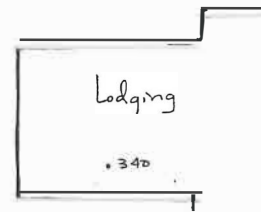
	KMG	TOTALS
Lodging Area	16,000 SF	16,000 SF
Lodging - Rooms	30	30
Lodging - guests	60	60

Elev. 316



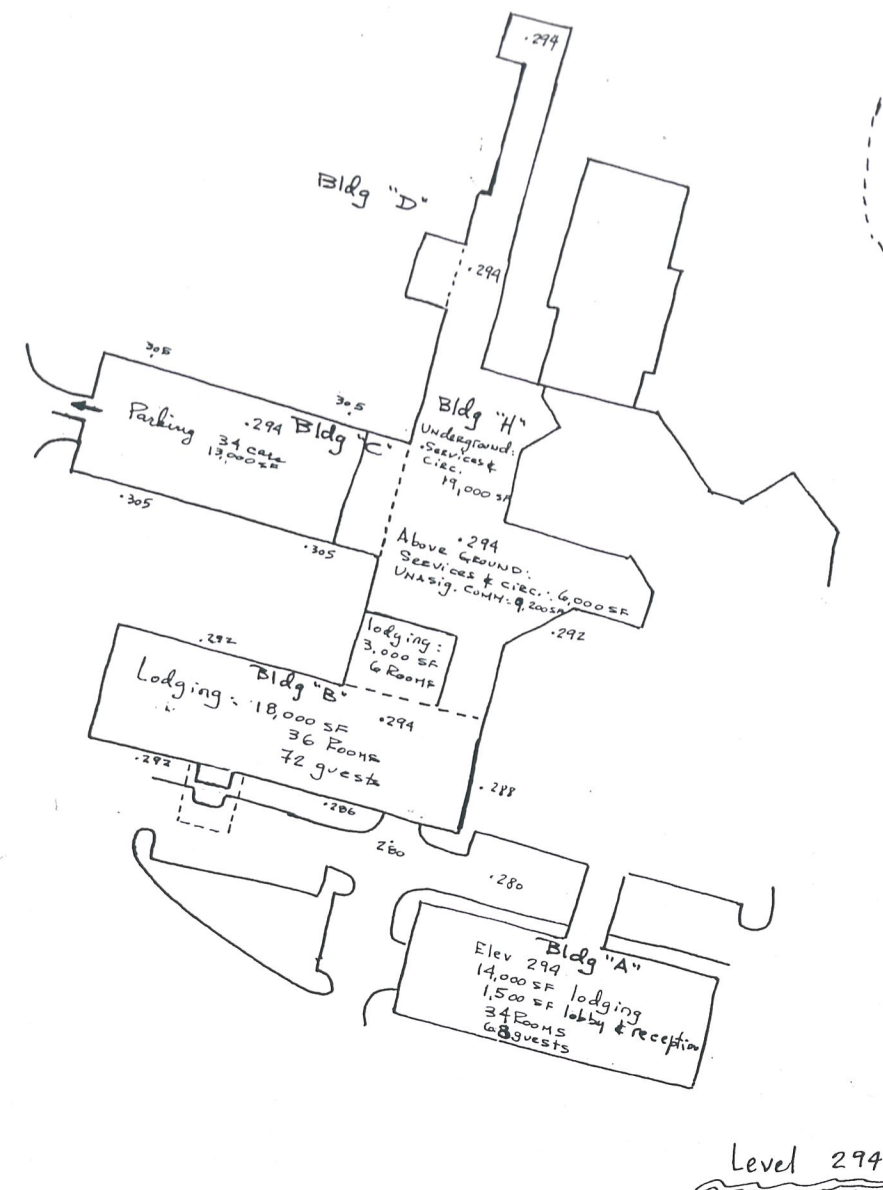
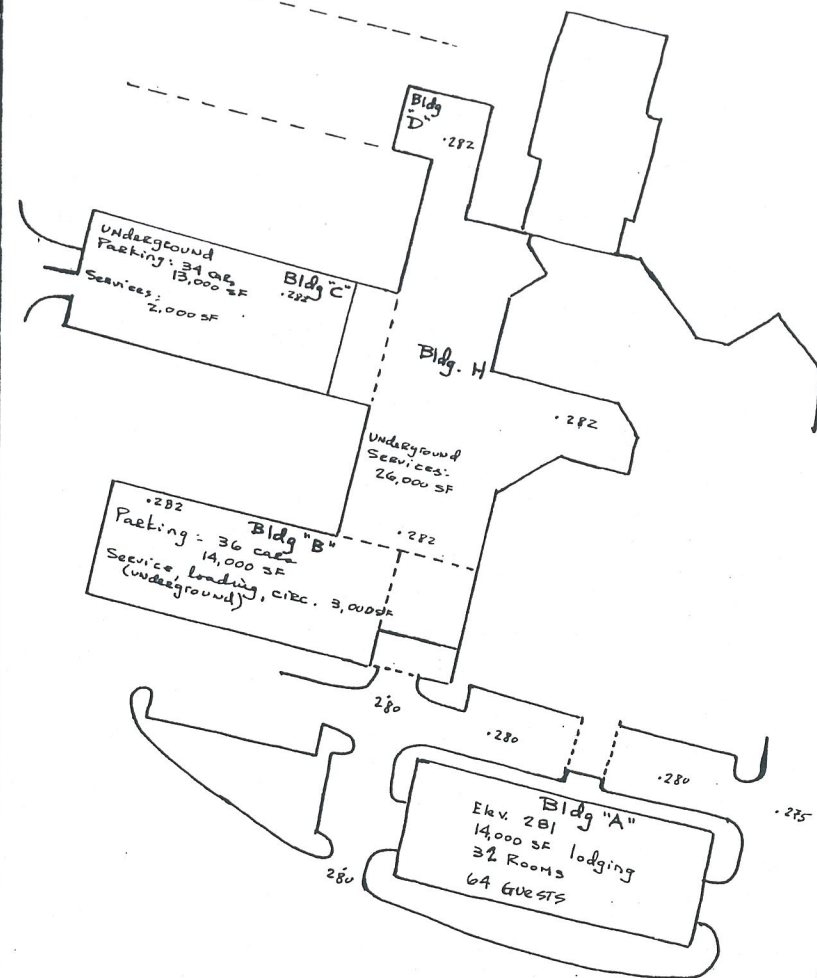
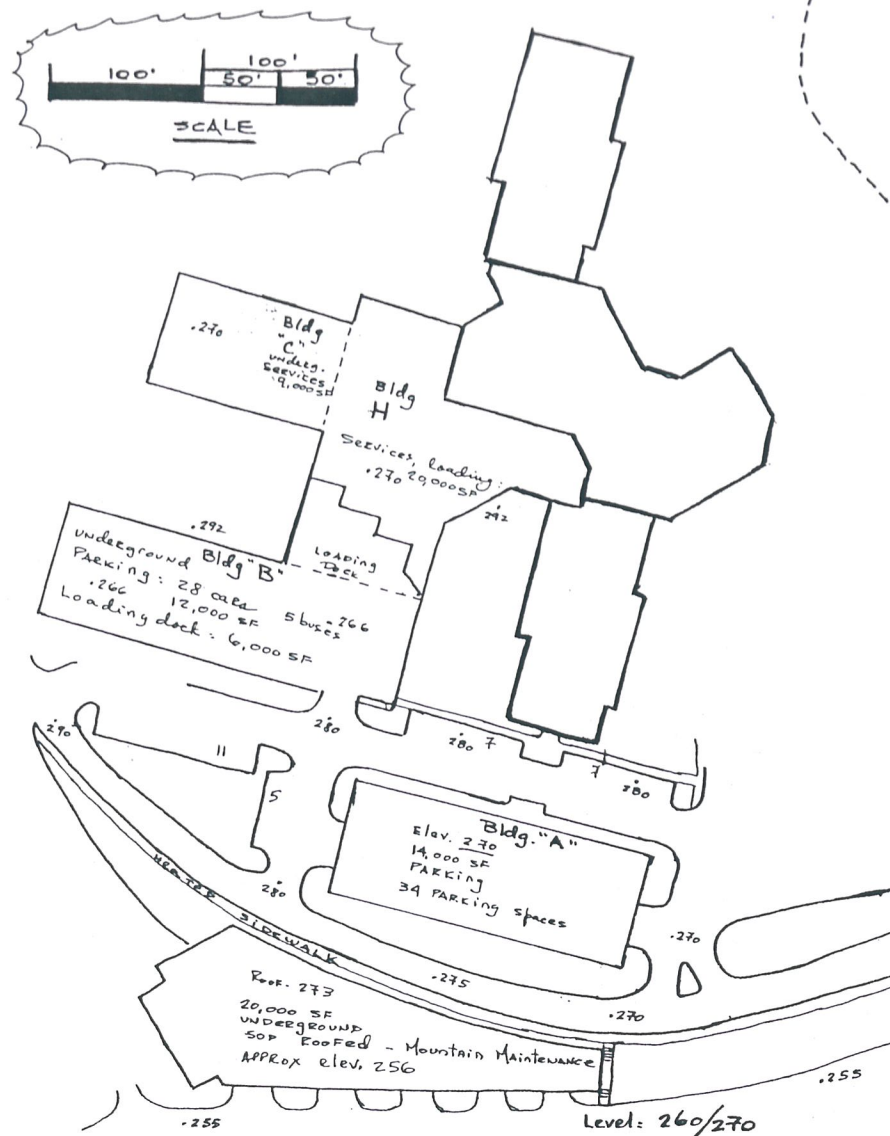
	KMG	TOTALS
Lodging Area	12,000 SF	12,000 SF
Lodging - Rooms	18	18
Lodging - guests	36	36

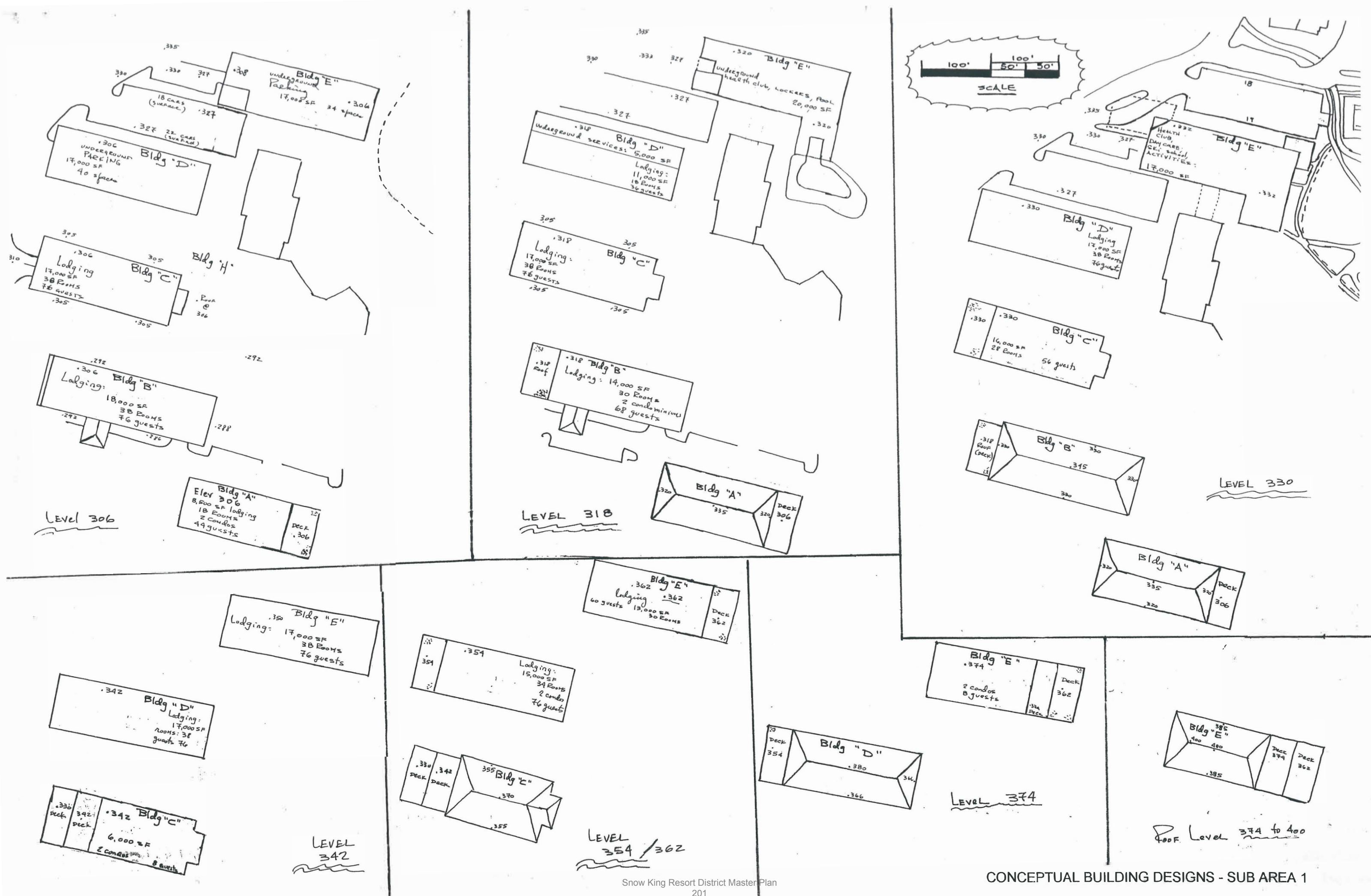
Elev. 328



	KMG	TOTALS
Lodging Area	12,000 SF	12,000 SF
Lodging - Rooms	17	17
Lodging - guests	34	34

CONCEPTUAL BUILDING DESIGNS - SUB AREA 2



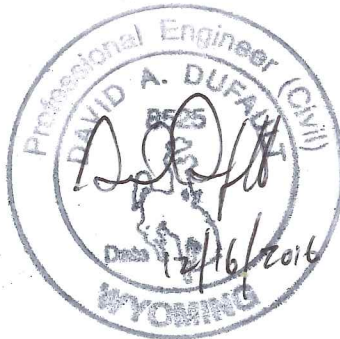


TRANSPORTATION DEMAND MANAGEMENT MONITORING REPORT

**SNOW KING RESORT
TETON COUNTY, WYOMING**

PREPARED
FOR
SNOW KING RESORT MANAGEMENT ASSOCIATION
JACKSON, WYOMING

PREPARED
BY
NELSON ENGINEERING
JACKSON, WYOMING



OCTOBER 2016
Project No. 16-106-01

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0. Executive Summary

Snow King Resort's Master Plan document outlines a Transportation Demand Management Monitoring System that is designed to assess the effectiveness of 13 defined TDM Strategies. Of those 13 strategies, Snow King Resort is actively executing 11 strategies to a satisfactory level; however, this study's findings indicate that a few of these passing strategies can yet be improved upon to further achieve the goals of the TDM. The two strategies that are not being met are either because they are not applicable to the Resort's business model at this point in time, or they relate to factors outside of the Resort's control.

Overall, no significant increases in average daily traffic (ADT) were observed during the traffic volume observation period (approximate window of 30th highest hour). Minor changes in ADT and traffic flow patterns were observed and noted, however, are not highly correlated to Resort activity. An analysis of parking lot usage revealed that the Resort is providing ample parking acreage for its current patronage, however, forecasted development will warrant the need for ongoing lot usage monitoring. Snow King Resort's recent infrastructure contributions (sidewalk connecting the Resort to the Town of Jackson sidewalk) have been observed to be used regularly, and their ongoing complimentary Guest shuttle system is exemplary.

1. Overview and Project Description

1.1 – Master Plan & Transportation Demand Monitoring Program

In 1999 Snow King Resort submitted a Master Plan document to the Town of Jackson outlining their business model, expansion plans, and mitigation efforts for the various projected impacts on the town's residents, and infrastructure. This Transportation Demand Management Monitoring report reviews and analyzes the component of that report referred to as the *Transportation Elements* (Snow King Resort Master Plan, Section IX). In particular, execution and effectiveness of the Transportation Demand Monitoring Strategies will be analyzed.

The Traffic Analysis and Transportation Plan overview as stated in the Master Plan is as follows:

*"Snow King Resort has been successful at encouraging guests of the Resort to walk or utilize existing public/private transit systems for both on-site and off-site events. With moderate improvements to the street and sidewalk system in the vicinity of Snow King Resort, the addition of a convenient Town shuttle system, and implementation of an aggressive **Transportation Demand Management Program**, the existing street system is sufficient to accommodate the projected buildout traffic."*

The Town of Jackson's Conditions of Approval at the time for Snow King Resort's Master Plan included the following feedback relating to Transportation Elements:

- *The applicant shall be required to implement the Travel Demand Management Monitoring System as described in the Transportation Elements of this Plan.*
- *The applicant shall be required to implement **a minimum of two and a maximum of all thirteen proposed Transportation Demand Management Strategies** in order to meet the goals as described in the Transportation Elements of this Master Plan.*

In accordance with both the original Master Plan- Travel Demand Management Monitoring System, as well as in response to the 2013 document *Snow King Mountain Resort 2014 Development Master Plan* presented to the United States Forest Service (USFS), the Town of Jackson and Snow King Resort Management Association (SKRMA) retained the services of Nelson Engineering in the Summer of 2016 to gather traffic/transportation count data and produce a report to assess the effectiveness of ongoing Traffic Demand Management.

1.2 – Transportation Management Strategies

The core of the Transportation Demand Management Program are the 13 strategies that were designed to influence Guests' chosen mode of travel, and minimized the use of single-occupant vehicles. The Transportation Demand Management (TDM) Strategies are aimed at both Guests, and Employees to streamline/minimize daily trip generation and reduce loading on peak hour traffic demand (and/or 30th highest hour demand). The 13 strategies as originally stated are outlined below:

- *Provide free or reduced-rate bus passes to employees and hotel guests (as part of the room package). Inform guests of the availability of transit and non-motorized modes prior to arrival.*
- *Continue (and increase frequency of) shuttle to Teton Village and Airport to encourage guests to use transit rather than renting automobiles.*
- *Provide employee ride sharing incentives. Provide free parking for multi-occupancy vehicles and paid parking for single occupancy vehicles.*
- *Continue to have groups as a large percentage of the lodging business.*
- *Construct the majority of development in a dense pattern near the shared parking area.*
- *Support and participate in community wide mass transportation invitations.*
- *Promote alternative travel modes through advertising and marketing.*
- *Provide “town” bikes at a nominal rate for guests.*
- *Coordinate with Town to provide a frequent and convenient Town Square – MAC Campus – Snow King Shuttle System.*
- *Provide information and reservation services and staging areas for float trips, snowmobile operators, and other tour operations.*
- *Develop parking district with combination of free and fee parking.*
- *Provide on-site and nearby employee housing.*

By implementing a minimum of two, and up to all 13 of these strategies, Snow King Resort aims to continue meeting the Conditions of Approval between the Resort and the Town of Jackson.

1.3 – Transportation Management Monitoring System

The 1999 Snow King Resort Master Plan also defined a Travel Demand Management Monitoring system that aimed to ensure the TDM program was meeting its goals and making a significant effort to implement the TDM Strategies. The following points are components of the Transportation Management Monitoring System (TMMS):

- *Prior to issuance of a building permit for the first approved Final Development Plan, conduct baseline traffic counts for all modes.*
- *Every three years, conduct 24-hour traffic counts, pedestrian counts, bicycle counts, and transit counts. These counts shall begin two years following completion of the first Final Development Plan project.*
- *Conduct guest and employee surveys to determine mode choice, success of alternative traffic modes, and satisfaction with transportation options.*
- *Conduct parking surveys to determine parking utilization by employees, guests, locals, and other visitors.*
- *Correlate hotel occupancy with traffic counts and available transportation options.*
- *Survey transit providers (public and private) to determine utilization during peak travel periods. Maintain a database of transit ridership.*

Initially defined goals of the TDM program were to reduce projected buildout trip generation by 25-35%, and see a relative reduction in the peak hour traffic counts. However, over the past 17 years the Town of Jackson as a whole has seen significant growth and development, and the metrics with which the TDM system’s success is measured must also take into account traffic demand generated by locals and other businesses.

2. Existing Conditions and Traffic Data

2.1 – Overview of Roadway System & Resort Access

The primary access routes to Snow King Resort all feed onto Snow King Ave, which is an East-West collector street within the overall Town of Jackson street network. Snow King Ave has an eastern terminus that flows directly into the Snow King Resort Hotel. There is no vehicular access to the resort from the South, East, or North. The secondary access routes (which all feed onto Snow King Avenue) include Cache St, Willow St, and to a lesser extent, Vine St. While pedestrians and cyclists can still access from directions other than the West, the topography and condominium development to the North and East of the Resort make non-vehicular access routes negligible. Snow King Mountain restricts access from the South, and anyone approaching from the South is likely already using and enjoying Resort features and facilities. Therefore, the focus areas for traffic studies, previous and current, include Snow King Ave, Cache St, Willow St, and Vine St.



Figure 1: Overview of local traffic network & Snow King Resort Access

2.2 – Review of Baseline Studies & Datasets

The previous traffic studies that have been performed and will be used for comparison are detailed in the table below. The 1999 study performed by O'Malley Engineering & Mapping was the original baseline study included in the 1999 Snow King Master Plan. The 2003 and 2008 studies were performed by Rendezvous Engineering for the purpose of the TMMS and reporting on the status of Snow King Resort's TDM system. The 2006 dataset was performed by WYDOT over a two-day period in Mid-July as part of an ongoing traffic volume monitoring program. In 2011, as part of an analysis of the Maple Way-Snow King Avenue Corridor

Analysis, L2 Data Collection performed traffic counts along Snow King Ave as far East as Cache St (dataset does not include Willow St or Vine St, see 7.5 *References* for all above cited sources).

Table 1: Historical/Baseline Traffic Count Data that include some, or all, of the study area.

<u>Report Year</u>	<u>Count & Report Performed By:</u>	<u>Data Collection Period</u>
1999	O'Malley Engineering & Mapping	August 16 & September 2, 1999
2003	Rendezvous Engineering	August 5-15, 2003
2006	WYDOT	Mid-July, 2006
2008	Rendezvous Engineering	August 5-11, 2008
2011	L2 Data Collection	August 16-17, 2011

2.3 – Public Transit System

The Town of Jackson's public transit system consists of the expanding presence of the STARTBus system, a Teton County bussing service that originated in 1987 as transportation from Jackson to Teton Village. In recent years the STARTBus services have expanded to provide Monday-Friday commuter lines from Star Valley, Wyoming and Teton Valley, Idaho, as well as a free town shuttle consisting of multiple lines running every day from 7:00 AM-8:00 PM.

Snow King Resort was included as a stop as early as the STARTBus program's inception in 1987. Other than Teton Village, it is the only other stop in the entire STARTBus operation that is on private land (all other stops are on public roads). Since 1987, the frequency of Bus pickup/drop-off frequency has increased steadily to a current rate of hourly trips to Teton Village, and 30-minute intervals for the free town Shuttle.

3. Data Collection Methodology

Snow King Resort's projected expansion plans outlined in section 1.4, as well as joint discussions with the Town of Jackson and SKRMA, dictate the importance of establishing strong and thorough baseline datasets for 2016. Stringent data collection, regarding the TMMS, will allow for more accurate assessment of the successes and potential failures of the TDM in coming years as development execution progresses. The following methodologies were implemented for the collection of each type of dataset.

3.1 – Automatic Road-Tube Counters

Pneumatic impulse road tube counters were configured and deployed to automatically collect 24-hour vehicle volume time-stamped data at 3 intersections: Snow King Ave & Cache St, Snow King Ave & Willow St, and Snow King Ave & Vine St. The units were setup to count vehicular volume only, and not classification or speed data. Upon initial configuration and deployment, the units' internal clocks were set, and began counting when the secured road tubes were connected. While all three units were checked on a daily basis to check connections and tube integrity, there were several incidents in which the continuous datasets were interrupted, either via the tube end caps being cracked and detached from contact with vehicle tires, or from the entire tubes being severed from Town of Jackson street sweeping equipment (these minor dataset interruptions are indicated in Figures 5 and 7, and can be seen in *Appendices: Daily Traffic Volume Graphs*). The units were initially intended to be deployed for a two-week period, however, to account for dataset losses/gaps, they were collected after 25 days of nearly uninterrupted traffic volume collection.



Figure 2: Study area overview and traffic counter unit deployment locations.

3.2 – Manual Vehicle, Pedestrian, and Cyclist Counts

In order to gauge vehicle turning movements, and establish a modal split ratio between vehicular and non-motorized transportation, manual counts were performed at all three focus intersections during peak traffic hours, 7:00-9:00 AM, and 4:00-6:00 PM for three days. Nelson Engineering Employees were stationed at each intersection, and manually tallied turning movements for vehicles, pedestrians, and cyclists on 15-minute batch worksheets. These numbers were later tabulated into detailed directional-turning movement tables with 15-minute intervals. This data can be used independently to establish a more accurate modal split (in lieu of the 80% vehicular/20% non-motorized split assumed in previous studies), as well as demonstrate a percentage of cyclists and pedestrians that can be extrapolated to match automated vehicular volume data. This raw data is summarized and included in *Appendices: Turning Movement Tabulation*.

3.3 – Parking Lot Capacity Analysis

One of the components of the TMMS includes an analysis of parking lot utilization, which has been largely previously unaddressed. However, with development plans that aim to increase daytime patronage, from Resort Guests and others alike, establishing a baseline dataset and methodology for collecting future data was regarded as an important part of this study.

To assess parking lot utilization, Snow King Resort contracted a local drone aviation and photography consultant, Justin Means. From August 10-14th an unmanned camera equipped drone was flown over each parking lot and bird's eye view photographs were taken of each lot. The initial request was for lot capacity to be taken from relatively identical positions during an AM and PM period. However, due to contractor availability, the aerial photography dataset was largely taken during PM hours. Furthermore, it was communicated that several flights had to remain at low elevations or were partially compromised due to high winds. The aerial photos were subsequently given a timestamp, and lot utilization was tabulated as a percentage of total capacity per lot. The data from this component is summarized and included in *Appendices: Parking Lot Capacity Tabulation*.

3.4 – Resort Employee & Guest Surveys

The success of several of the TDM strategies rest on the Resort adequately informing the Guests of their available transportation options, as well as benefits and incentives provided to the Resort Employees. Assessing components of several of the TDM strategies therefore required surveying both the Resort Employees, as well as Resort Guests. A questionnaire was developed for each, respectively, between Nelson Engineering and SKRMA representatives. The Employee questionnaire was then distributed by Human Resources to be filled out manually by Employees to achieve a sample size of 165 Employee surveys.

The hotel Guest survey was also developed collaboratively between Nelson Engineering and a SKRMA representative. The approved questionnaire was then provided to Resort management and Guests were casually approached in the Resort Lobby throughout the week of August 28 to September 2 and asked to participate in an optional survey. A total sample size of 113 Guest surveys was gathered.

The raw data from surveys and questionnaires is summarized and included in *Appendices: Resort Employee & Guest Tabulation*.

4. Observations & Data Analysis

4.1 – Vehicle Traffic Analysis

The observations and data gathered in 2016 have been compiled into average daily traffic (ADT) and are shown in Table 2 and Figure 3 alongside the historical data listed in Table 1. It is important to note the slight difference in data collection timeframes, varying from Mid-July to Mid/late-August reflect a noticeable difference that represents the difference between highest hour (approximately Mid-July), and 30th highest hour (accepted benchmark and period for previous studies). Nonetheless, the additional datasets from Mid-July, as well as additional roadway segments surveyed in more recent studies, provide valuable additional data can be used for comparison in future years.

Most of the study area roadway segments showed a slight decrease in ADT when compared to the most recent datasets from 2008 and 2011. However, a significant increase in ADT has been observed at Willow Street, North of Snow King Avenue. This increased traffic can possibly be explained by increased local traffic using Snow King Ave to Willow St as an East-West arterial route, which is largely supported by human observations made during turning movement counts conducted during commute hours from August 8-10, 2016 (see Figure 4). Due to road condition and geometry, it is believed that traffic has a tendency to flow from Snow King Ave to Willow St more-so than from Snow King Ave to Vine St. The dataset from 2008, as well as collected count information from 2016 for Vine St North of Snow King Ave, demonstrated no significant observed changes. The volume of traffic using Vine St is significantly less than Willow St. This can be attributed to Vine St's termination at the 'Tee' intersection with Kelly St, whereas Willow St is a North-South route that leads downtown and provides access to Broadway (East of Town Square). Another additional measurement taken during this survey was on Snow King Ave/Snow King Loop East of Vine St, which is both the entrance to Snow King Hotel and its other adjoining Resort properties such as Love Ridge Condominiums, Grandview Lodges, and the Snow King Resort Conference Center. While there is no historical data to compare this information to, it will be a valuable baseline number for comparing future traffic in and out of the Resort.

Table 2: Comparison of study area ADT from 1996-2016.

Street Segment & Location	July 1996 ADT	Late August 1999 ADT	August 2003 ADT	Mid July 2006 ADT	August 2008 Weekday ADT	Mid-August 2011 ADT	August 2016 ADT
SKA West of Cache	7658	4833	5729	4216	5893	6100	N/A
SKA East of Cache	6055	4298	5064	6077	4682	5290	4009
SKA East of Willow	N/A	2654	3809	N/A	3506	N/A	2596
SKA East of Vine	N/A	N/A	N/A	N/A	N/A	N/A	2277
Cache North of SKA	4863	2554	2774	1683	2725	2723	1795
Willow North of SKA	1215	1602	2120	2205	1782	1978	4524
Vine North of SKA	N/A	N/A	N/A	N/A	1155	N/A	1087

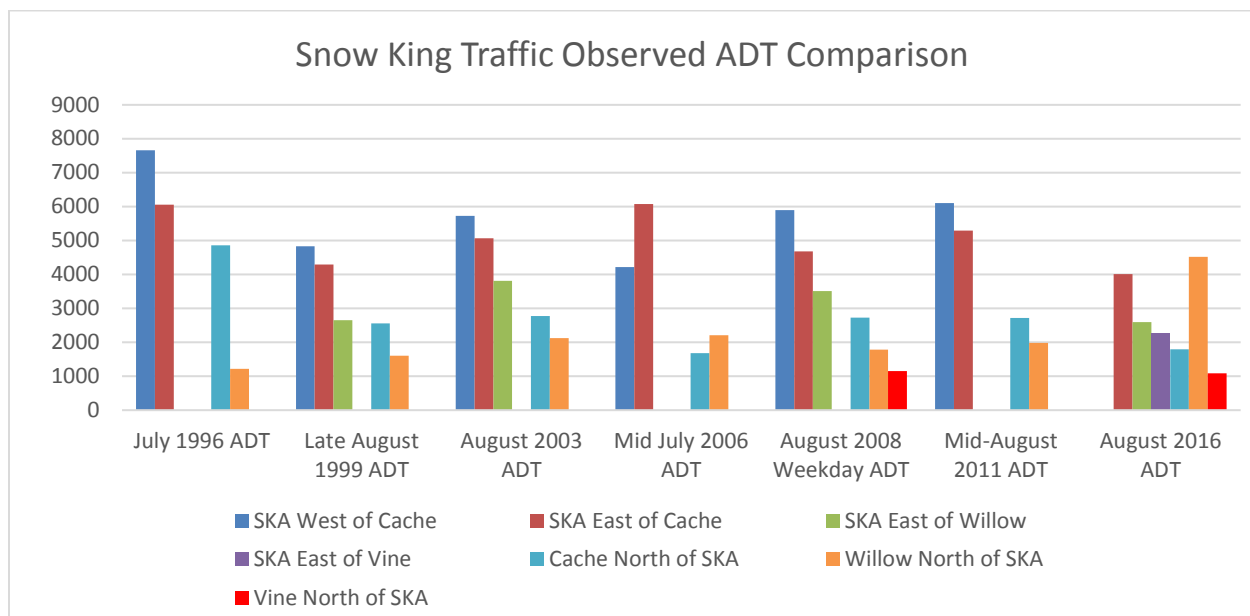


Figure 3: Comparison of study area ADT from 1996-2016.

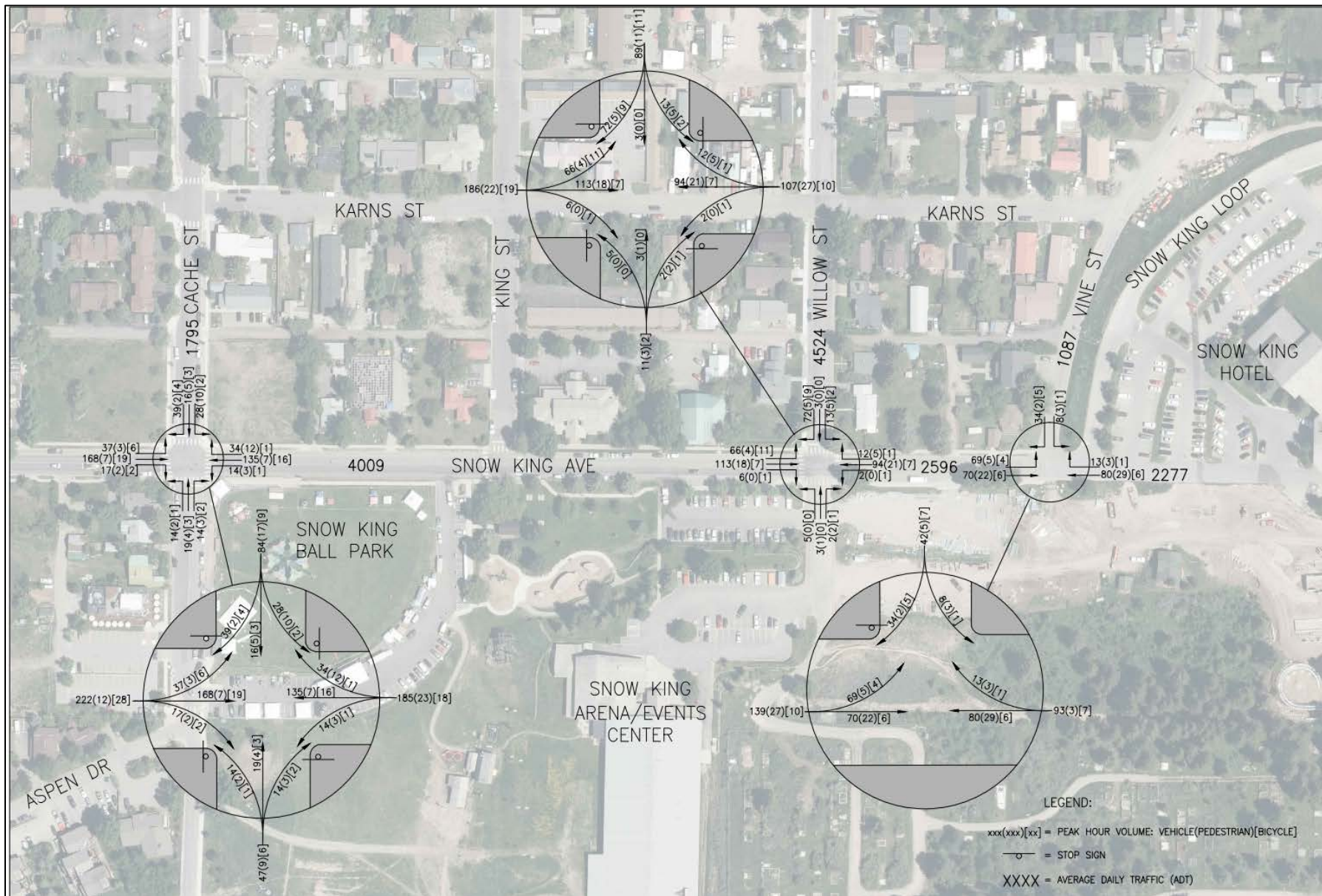


Figure 4: Overview of 2016 ADT, Peak Hour Volume, and turning movements for vehicles, pedestrians, and cyclists.

Directional daily total traffic volumes can be reviewed in Figures 5-7. At the intersection of Snow King Ave and Cache St the flow of traffic can be seen to be predominately East-West averaging 4000 vehicles per day. Northbound traffic is noticeable higher than Southbound, as going Northbound on Cache St provides access to N Highway 89 and the National Parks, as well as a direct route to downtown Jackson. Southbound traffic at this intersection is predictably low, as this mainly leads to a residential part of town (Figure 5).

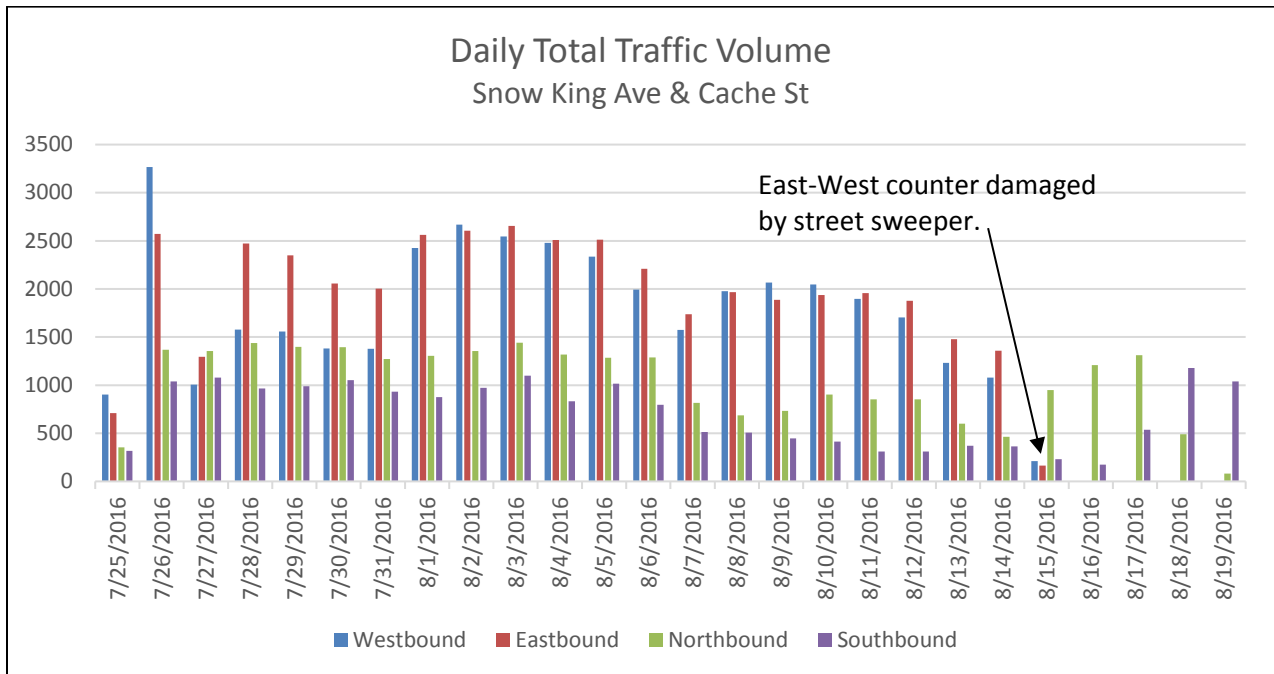


Figure 5: Total Daily Traffic Volume Count Data observed at Snow King Ave & Cache St.

Daily traffic volumes for Snow King Ave and Willow St can be seen in Figure 6. This data demonstrates, again, that Willow St is being largely used as an arterial route North that circumnavigates the traffic of downtown and provides quick access to downtown from the East, or access to East Jackson. The Northbound traffic at this intersection averages 2500 vehicles per day (VPD), while southbound averages 2200 VPD. Westbound traffic, using the aforementioned East-West corridor, averages 1500 VPD, while Eastbound traffic towards Vine St and Snow King Resort is estimated to average 500 VPD (Figure 5).

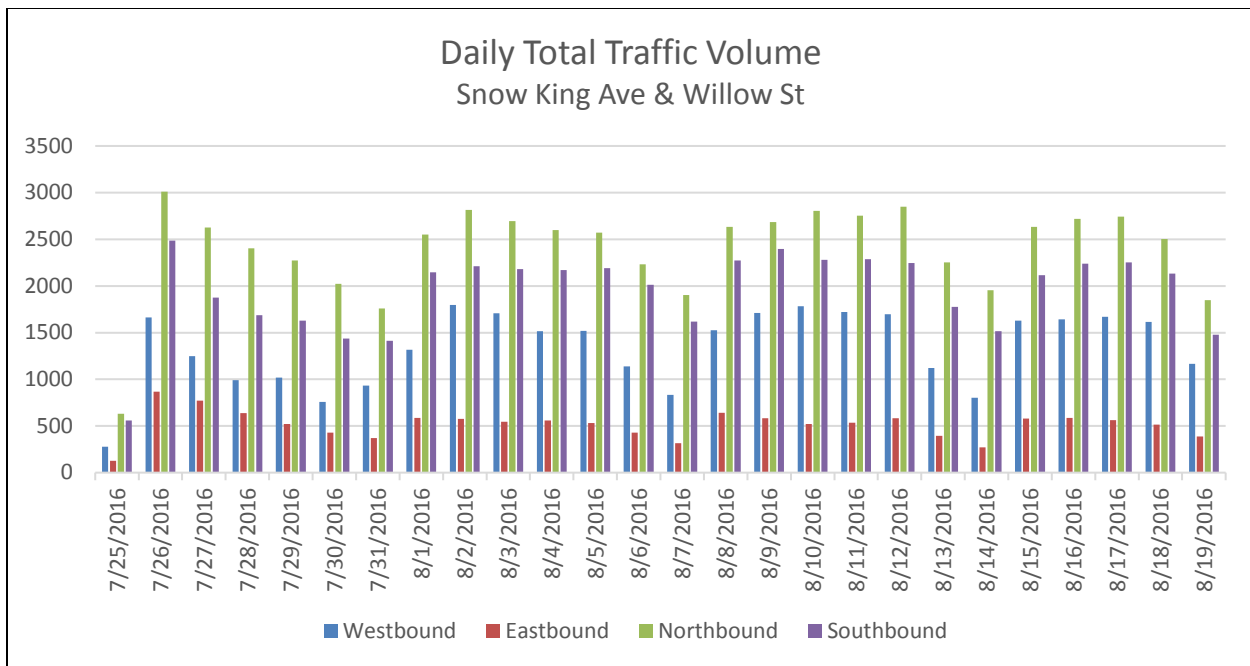


Figure 6: Total Daily Traffic Volume Count Data observed at Snow King Ave & Willow St.

The intersection of Snow King Ave and Vine St observed good data collection for approximately one week, where thereafter visually unidentifiable damage to the counter hoses resulted in hose pressure loss that rendered the automatic counters unreliable/unresponsive. Of the good data collected, it can be clearly seen that the predominant flow at this “Tee” intersection is Eastbound into Snow King Hotel and its associated properties (Figure 7).

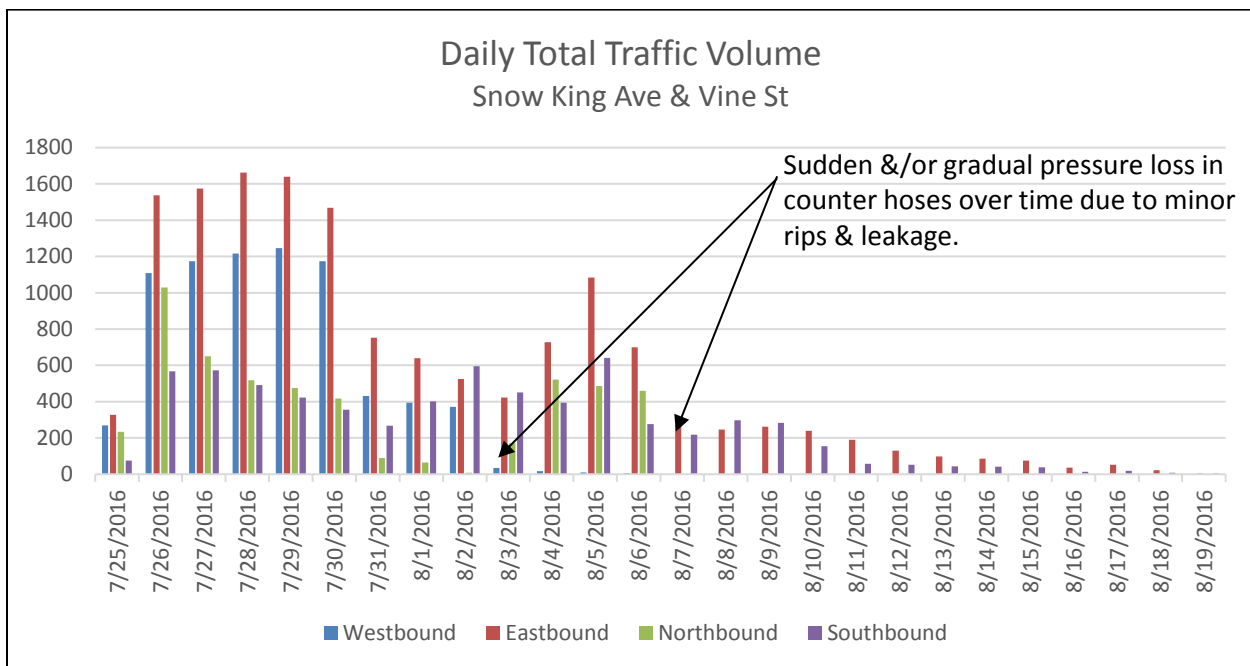


Figure 7: Total Daily Traffic Volume Count Data observed at Snow King Ave & Vine St.

An analysis of ADT over typical peak season Weekdays vs. Weekends can be seen in Table 3. The Weekend ADT is predictably lower than Weekday ADT at all intersections, with varying

ratios dependent on the street segment. The observed average ratio of Weekday:Weekend ADT is 1.42, which is very consistent with the 2008 observed difference of a 41% increase in ADT from Weekends to Weekdays.

Table 3: Comparison of Weekday vs. Weekend ADT for respective street segments.

	Weekday Average ADT	Weekend Average ADT	Overall Average ADT	Weekday:Weekend ADT Ratio
SKA East of Cache	4336	3245	4009	1.34
SKA East of Willow	2678	2351	2596	1.14
SKA East of Vine	2790	1913	2498	1.46
Cache North of SKA	1939	1643	1795	1.18
Willow North of SKA	4815	3650	4524	1.32
Vine North of SKA	1181	565	976	2.09
Average ADT Ratio:				1.42

4.2 – Alternative Transportation Analysis

Use of alternative transportation means varies between Snow King Resort Employees and Guests. As part of the wording in the TDM Strategy, each shall be reviewed separately (see next section for respective analysis). Initial manual count data, performed from 7:00-9:00 AM and 4:00-6:00 PM on 8/8/16 to 8/10/16 yielded the peak hour traffic numbers in Table 4. Including all routes at all intersections, a commuter hour modal split of 30% was observed, averaged over the three days of manual data collection.

Table 4: Peak Hour Directional Traffic by Transportation Mode & Observed Modal Split by Route.

Intersection & Direction	Total Vehicles	Total Pedestrians	Total Cyclists	Modal Split Ratio
SKA & Cache Eastbound	222	12	28	18%
SKA & Cache Westbound	185	23	18	22%
SKA & Cache Northbound	47	9	6	32%
SKA & Cache Southbound	84	17	9	31%
SKA & Willow Eastbound	186	22	19	22%
SKA & Willow Westbound	107	27	10	35%
SKA & Willow Northbound	11	3	2	45%
SKA & Willow Southbound	89	11	11	25%
SKA & Vine Eastbound	139	27	10	27%
SKA & Vine Westbound	93	33	7	43%
SKA & Vine Southbound	42	5	7	29%
Average:				30%

4.2.1 – Resort Guest Alternative Transportation Analysis:

The majority of insight that was gathered into the transportation mode choices made by Guests was through analysis of the Resort Guest Questionnaires. Several of the TMMS strategies are aimed at encouraging Guests to ride the Bus, walk, or bike, through financial incentives as well as convenience. The data in Figure 8 indicates approximately 1/3 of Resort Guests flew into Jackson Airport and rented vehicles for the duration of their stay. However, approximately 30% of Guests that stayed at the Resort came to Jackson with their own vehicles. This provides the basis to assume that approximately 1/3 of Snow King Resort Guests arrived to Jackson via plane, and did not rent their own personal vehicles (Figure 9). This assumption is strongly supported by the figure that roughly 78% of Guests chose, at some point in their visit, to walk to and from downtown Jackson (Figure 8, last question).

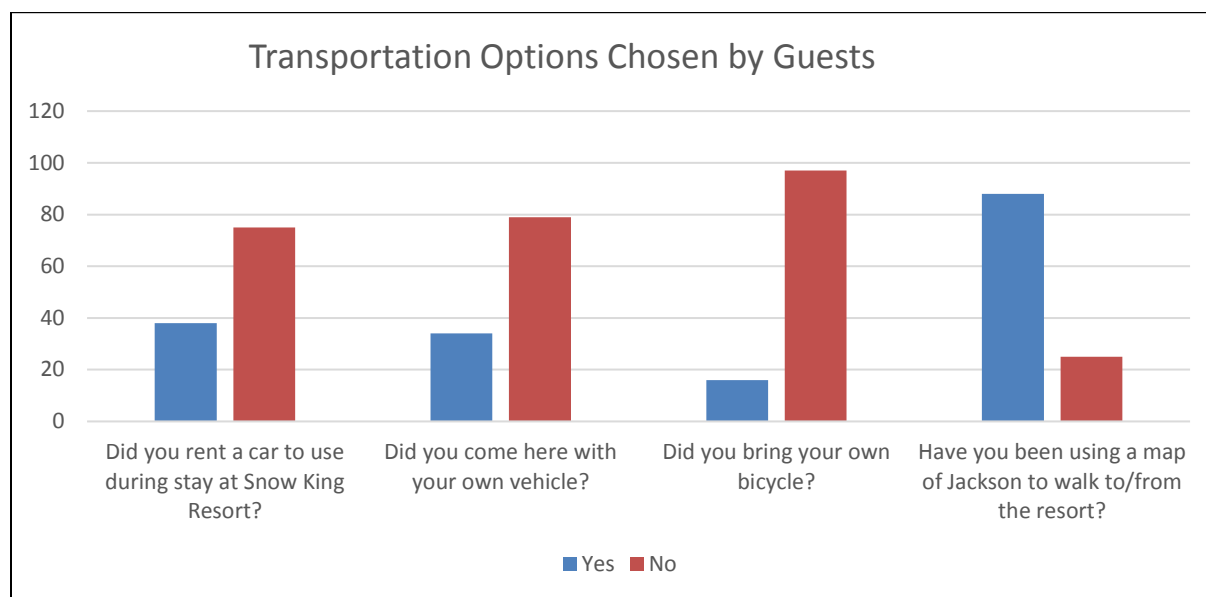


Figure 8: Transportation choices made by Guests.

The Resort-furnished transportation options seem to be relatively well known by Guests and experience significant use (Figure 9). Approximately 43% of Guests arriving by plane took advantage of the Snow King Resort Shuttle, and over half of the Guests are regularly using the Resort-Town Square Shuttle. Less than 10% of Guests were unaware of the shuttle services available to them, or at least unaware that they were free/included with their stay at Snow King Resort. Approximately 18% of Guests took advantage of the Resort bike rentals, which is a relatively good achievement based on the age and interest range of Resort Patrons (Figure 9).

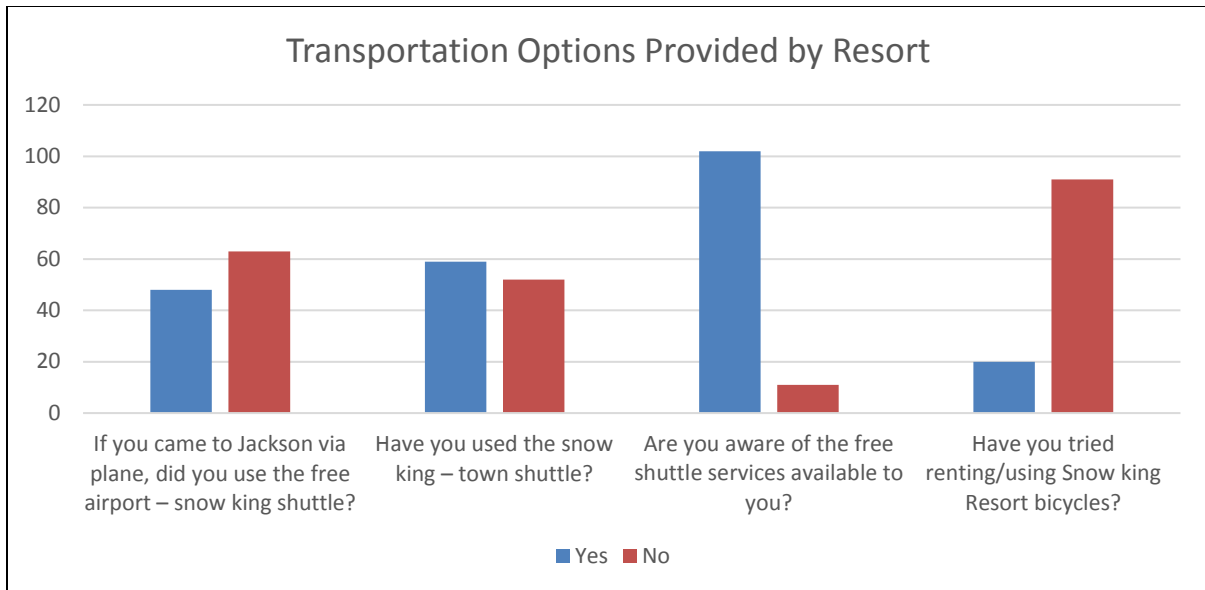


Figure 9: Guest usage of Resort provided transportation options.

4.2.2 – Resort Employee Alternative Transportation Analysis:

A review of the transportation choices made by Snow King Resort Employees revealed that the vast majority of Employees are either driving in personal vehicles, or riding the STARTBus (Figure 10). While this does not demonstrate an effort to encourage Employees to cycle, or walk to work, the public transportation ridership comprises over 1/3 of Resort Employees using alternative transportation.

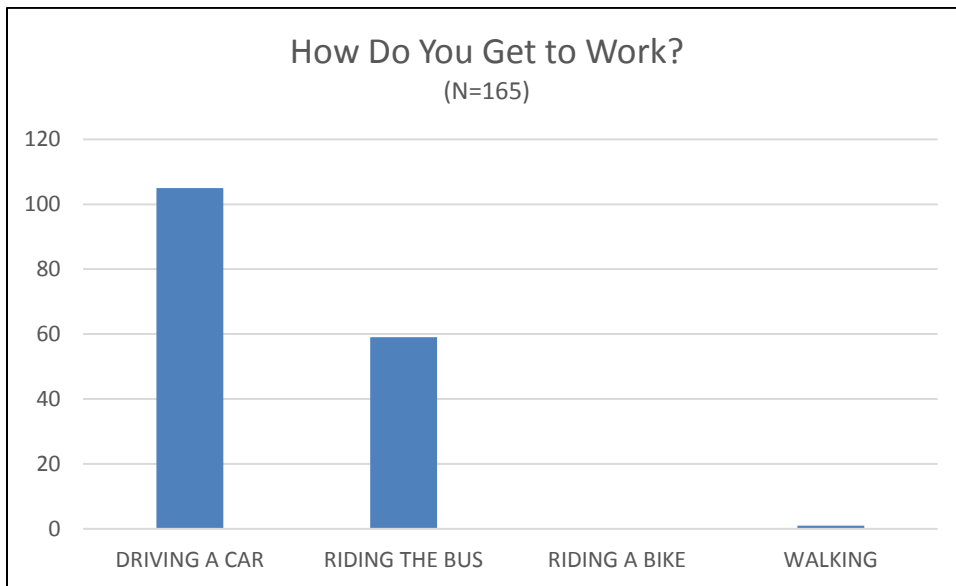
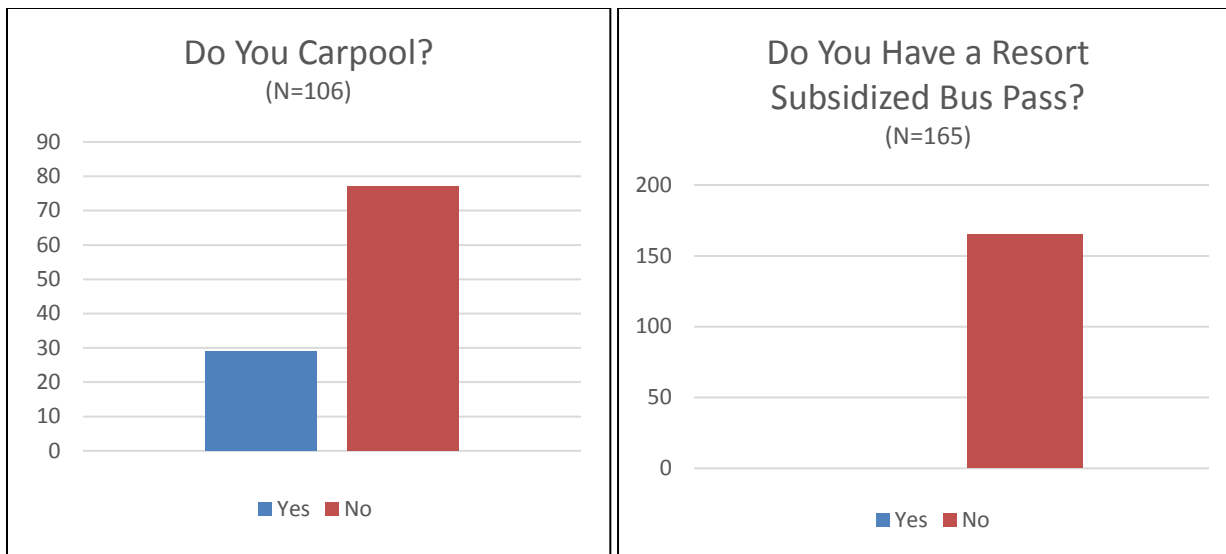


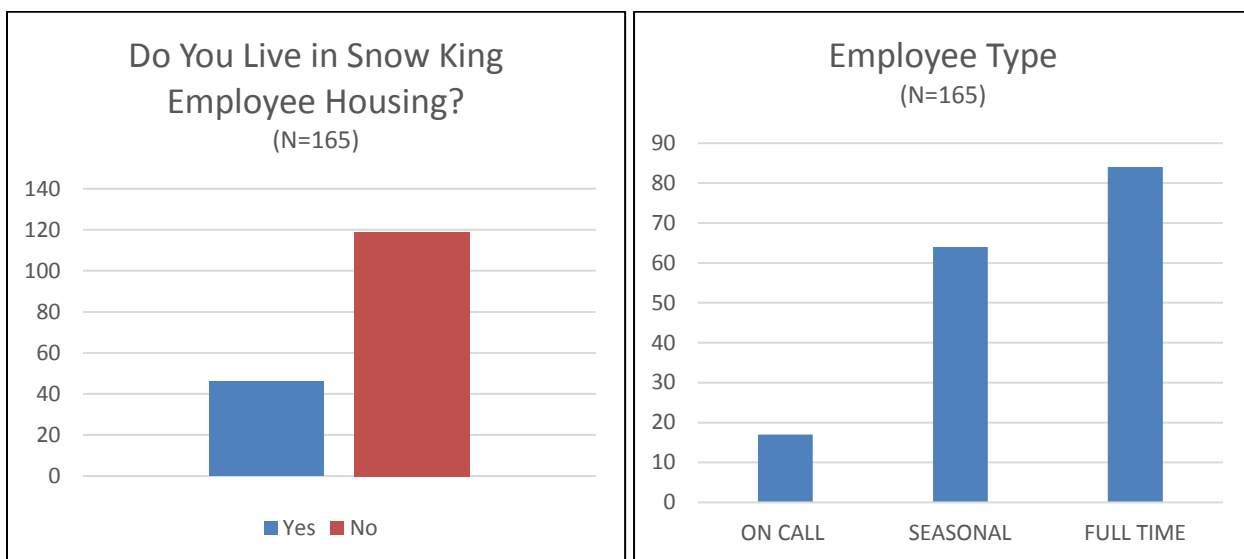
Figure 10: Employee mode of transportation used (N=165).



Figures 11 & 12: Resort Employee feedback about carpooling to work and Resort subsidized Bus passes.

Approximately 28% of the Employees that choose to drive a vehicle to work responded 'Yes' when asked if they regularly carpoolled, which significantly adds to the effort to reduce non-single-occupancy vehicles (Figure 11). When asked if the Resort provided discounted rates for STARTBus passes, 100% of Employees responded 'No.' While the majority of Employees likely live in the Town of Jackson, where the STARTBus Town Shuttle is free and therefore doesn't require a paid Bus pass, this leaves in question the benefits offered to Employees that live in Teton Village, Teton Valley, Idaho, or Star Valley/Alpine, Wyoming (Figure 12).

When surveyed about Employee housing, approximately 28% responded that they were offered, and currently live in, Snow King Resort provided Employee housing. This Employee benefit comes in several options- either in rented apartment units in the Town of Jackson, or seasonally leased motel rooms at the Kudar Motel (Figures 13 and 14).



Figures 13 & 14: Resort Employee feedback about Employee housing, and distribution of type of employment.

4.2.3 – STARTBus Ridership

The STARTBus program has been serving Snow King Resort since its creation in 1987; however, only in the past year, 2015/2016, have STARTBus drivers started collecting count information about ridership at the Snow King Resort stop.

Ridership data was requested from the STARTBus Program Management and reduced to daily pickups (Table 5). The data period sampled from STARTBus was taken to overlap with the period in which the automatic vehicle counters were deployed: 7/25/16 – 8/19/16. The count data obtained ranged from 49 to 103 riders/day, with an average of 75 (Table 5).

Table 5: STARTBus Ridership count data for the Snow King Resort stop for all Bus lines.

Date	Daily Total Pickups @ Snow King Resort	Date	Daily Total Pickups @ Snow King Resort
7/25/2016	77	8/7/2016	51
7/26/2016	77	8/8/2016	56
7/27/2016	56	8/9/2016	64
7/28/2016	101	8/10/2016	60
7/29/2016	79	8/11/2016	98
7/30/2016	76	8/12/2016	62
7/31/2016	93	8/13/2016	63
8/1/2016	60	8/14/2016	80
8/2/2016	74	8/15/2016	57
8/3/2016	74	8/16/2016	69
8/4/2016	137	8/17/2016	87
8/5/2016	86	8/18/2016	69
8/6/2016	49	8/19/2016	103
Average:		75	

While the count data obtained is going to provide an excellent additional data source in coming years to assess usage of public transportation options, the numbers themselves do pose several questions. With approximately 59 Employees using the Bus as their primary means of transportation to/from work, a daily average of 75 people (for all Bus lines, all day) seems unreasonably low. This could indicate that Bus drivers are not yet collecting comprehensive data, or that in the summer months when the data was collected most Employees are finding another means of transportation to/from the Resort.

4.3 – Parking Impact Analysis

An important part of Snow King Resort’s business, and the associated impact on the surrounding residential community, is the usage of both Resort-owned, as well as public parking lots. The aerial drone photography that was collected from 8/10/16 - 8/14/16 demonstrated an average mid-afternoon to early evening usage that can be seen in Table 6. During the typical mid-day times when this data was collected at approximately 3:00 PM, it can be assumed that most Hotel Guests were out doing daytime activities (i.e., visiting National Parks, shopping, etc). The data shows continued high usage in the Resort adjacent parking lots, with an average of 48% capacity throughout all observed periods, and approaching approximately 90% capacity during any evening data collection periods (approximately 8:00 PM). The Arena Lot, and the Overflow Dirt Lot remained largely unused throughout most of the week of observations with averages of 26% and 15%, respectively. The Snow King Ball Park Lot had moderate usage, with an average capacity of 31% (see *Appendices – Parking Lot Capacity Tabulation* for additional detail).

Table 6: Summary of Parking Lot maximum capacity and average observed usage.

Parking Lot #	1	2	3	4	5
Lot Description	Ball Park Lot	Arena Lot	Hotel Main Lot	Hotel Rear Lot	Overflow Dirt Lot
Total Capacity	95	86	152	72	95
Average % of Max Capacity:	31%	26%	47%	48%	15%

5. Strategy Implementation Analysis

Aside from the inherent benefits of monitoring changes in peak summer traffic, as well as analyzing Snow King Resort’s efforts to increase efficiency of their transportation and parking schemes, one of the primary goals of this report is to assess which of the Transportation Demand Management Strategies outlined in the 1999 *Snow King Resort Master Plan* are being implemented to a satisfactory level. The 13 strategies (mentioned in section 1.2) will be reviewed individually.

- *Provide free or reduced-rate bus passes to employees and hotel guests (as part of the room package). Inform guests of the availability of transit and non-motorized modes prior to arrival.*

Strategy Met. The first strategy is difficult to assess because it incorporates both Guest and Employee aspects. The Resort Guest surveys indicate that the Resort is making a clear effort to notify and encourage Guests to use Resort-furnished means of transportation. This includes shuttles to and from the Airport, Teton Village, and Town Square. However, although most Resort Employees can take advantage of the free town shuttle provided by STARTBus, it is very clear that the Resort is making no effort to subsidize Bus passes for any Employees that may live outside of the Town of Jackson (Star Valley, Alpine, Victor, Driggs, or other).

- *Continue (and increase frequency of) shuttle to Teton Village and Airport to encourage guests to use transit rather than renting automobiles.*

Strategy Met. The Resort has done an excellent job of providing Private Resort Shuttles to/from the Jackson Airport, Teton Village, and other destinations in the Town of Jackson.

- *Provide employee ride sharing incentives. Provide free parking for multi-occupancy vehicles and paid parking for single occupancy vehicles.*

Strategy Met. While it is clear that no Employees ever pay for parking, the number of Resort Employees that are either riding the STARTBus, or carpooling to work exceeds 50%.

- *Continue to have groups as a large percentage of the lodging business.*

Strategy Not Met/Irrelevant. The average groups size from a survey sample size of 101 Resort Guests was a group size of 3.1 Guests per party. A large percentage of Guests are either single individuals or couples.

This strategy is not only arguably not being met, but it is a standard of performance that is largely outside of the Resort's control (aside from obscure marketing practices there is no way to encourage group size of travelers). Furthermore, this Strategy has little impact/bearing on the goals of the Transportation Demand Management Program. If in upcoming years the TDM Program and its Strategies were subject to review, this strategy should be changed to something more quantifiable and meaningful.

- *Construct the majority of development in a dense pattern near the shared parking area.*

Strategy Met. Snow King Resort's development plan has seen several recent additions that are all localized around the Resort's main parking lot and along the base of Snow King Mountain.

- *Support and participate in community wide mass transportation invitations.*

Strategy Met. Snow King Resort has participated noticeably in the STARTBus program, as well as successful coordination with the Town of Jackson to recently construct new sidewalks connecting private property to public easement sidewalks to encourage Guests to walk to/from the Resort. However, it is important to note that the STARTBus Ridership information is possibly inaccurate and in need of improved accuracy.

- *Promote alternative travel modes through advertising and marketing.*

Strategy Met. It is clear that at least 30% of surveyed Snow King Resort Guests are choosing to not rely on personal vehicles during their stay. The Resort's use of a private shuttle system, coupled with the frequent STARTBus stops at the Resort provide ample opportunity for Resort Guests to enjoy everything Jackson has to offer without the need for a personal vehicle.

- *Provide "town" bikes at a nominal rate for guests.*

Strategy Met. The Resort has made bikes available for rental to Guests, either via the use of "Town" bikes, or mountain bikes.

- *Coordinate with Town to provide a frequent and convenient Town Square – MAC Campus – Snow King Shuttle System.*

Strategy Met. The Snow King Resort Shuttle system is widely known and used by Guests for transportation to daytime activities and attractions, as well as evening visits to Town Square.

- *Provide information and reservation services and staging areas for float trips, snowmobile operators, and other tour operations.*

Strategy Met. The Resort has successfully streamlined making arrangements for daytime activities for hotel Guests.

- *Develop parking district with combination of free and fee parking.*

Strategy Not Met/Irrelevant. The Resort has reserved a significant amount of lot space for Employee, Guest, and patron parking. The parking analysis indicated that the prime parking lots (reserved for hotel Guests) do occasionally reach capacity, however overflow parking is ample. Due to current sufficient availability of parking, the Resort does not charge Employees, nor Guests or daytime activity patrons for any parking. Therefore, technically this strategy is not being met- but for clear reason. As the Resort development continues to expand and daytime patronage increases, this will likely become an issue as the Snow King Arena Lot, and Snow King Ball Park Lot become more highly sought after parking due to Resort activity.

- *Provide on-site and nearby employee housing.*

Strategy Met. Snow King Resort has done an exemplary job of providing housing for its staff. While a significant portion of this housing is being provided to seasonal staff in motel accommodations, part-time and full-time Employees also are being provided for by the Resort for an approximate total of 28% of total staff having Employee housing.

6. Conclusions

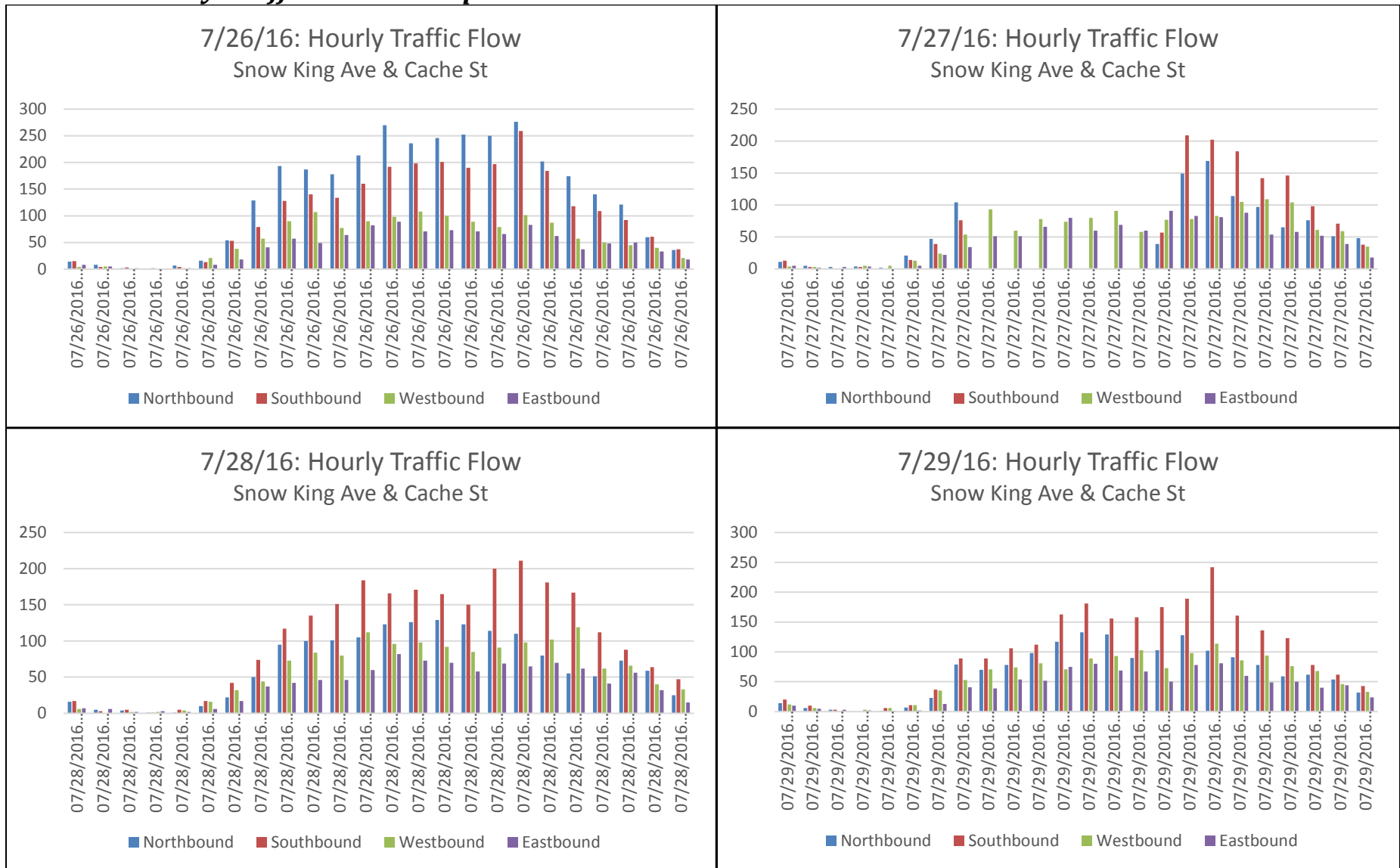
Snow King Resort can be seen to be actively pursuing 11 out of 13 of the Transportation Demand Monitoring Program Strategies. Of these 11 strategies, there is noteworthy room for improvement in several regards (noted above). The two out of 13 strategies that are not being met are either irrelevant to the Snow King Resort business model at this point in time, or were poorly conceived strategies to begin with.

Were the Resort to expand/improve on any of the above Strategies or its general management of transportation issues, likely recommendations include providing Bus passes to Resort Employees (supposed Employees who live outside the routes of the STARTBus Free Town Shuttle) to further lower the number of Employees driving to work, expanding their bike rental program for Resort Guests including incentive-based options, and collaboration with the Town of Jackson to continue to improve walking and cycling corridors between Snow King Ave and Town Square (such as improving the walking conditions along Willow St by means of constructing a sidewalk).

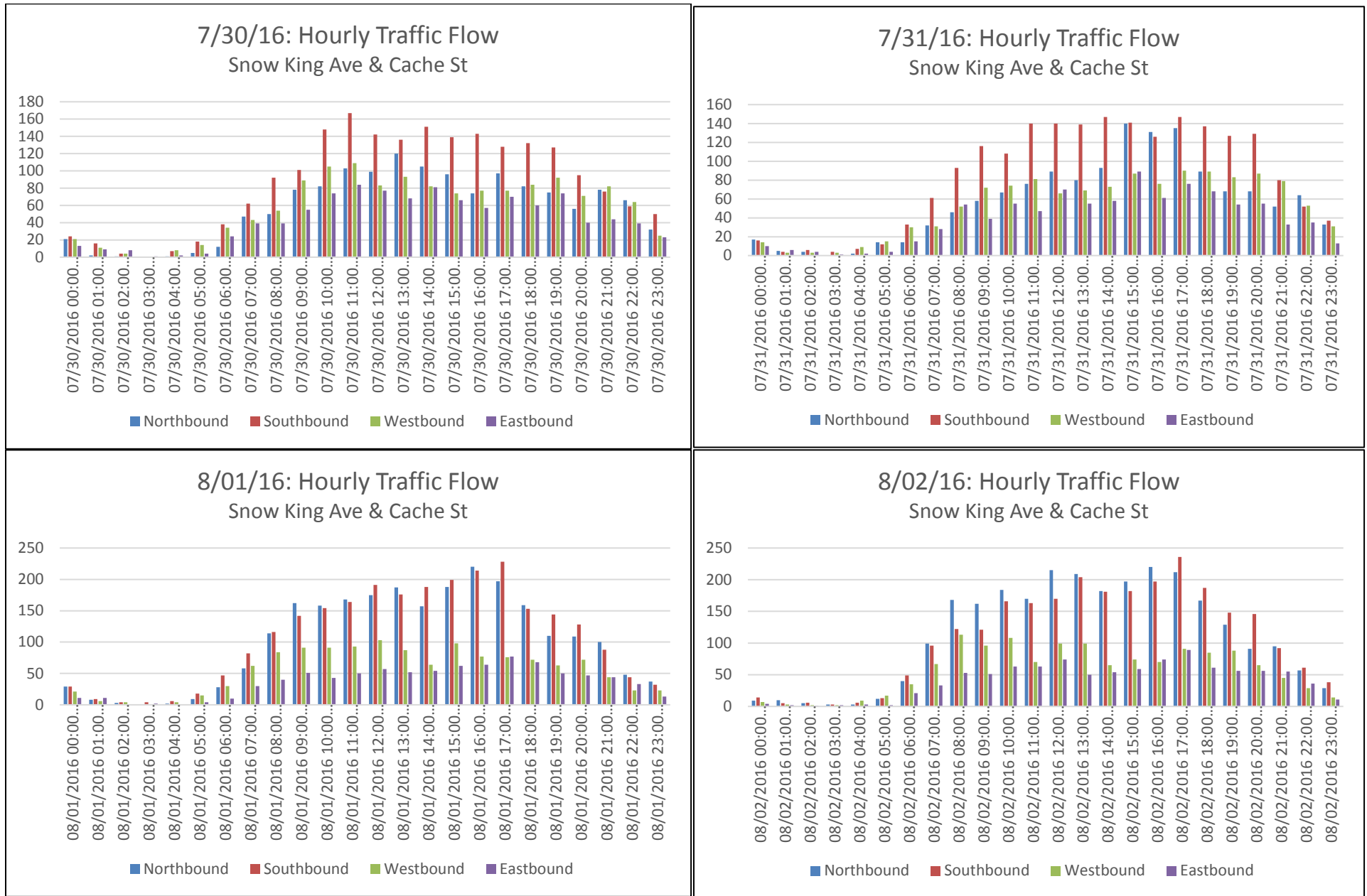
The most successful strategies that the Resort has implemented include achieving high rates of Employee housing for such a large staff size, establishment and continued improvement of the Snow King Resort Private Shuttle System, and maintaining a high proportion of Resort-owned lots designated for Guest and Employee parking. No noticeable increases to daily traffic and trip generation have been observed in the roadway network that provides access to the Resort and its associated facilities, while non-single occupancy vehicle usage has noticeably increased by means of STARTBus use, private shuttle use, walking, and cycling.

7. Appendices

7.1 Daily Traffic Volume Graphs

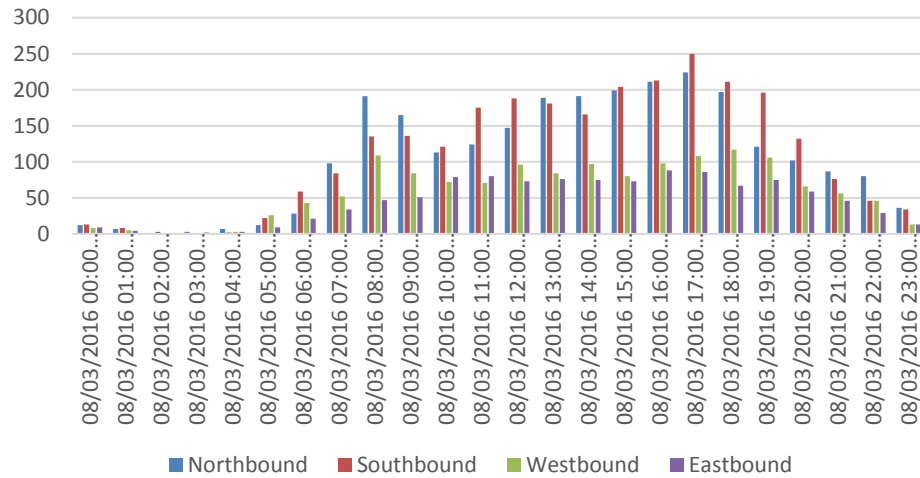


7.1 Daily Traffic Volume Graphs Cont'd (Snow King Ave & Cache St)

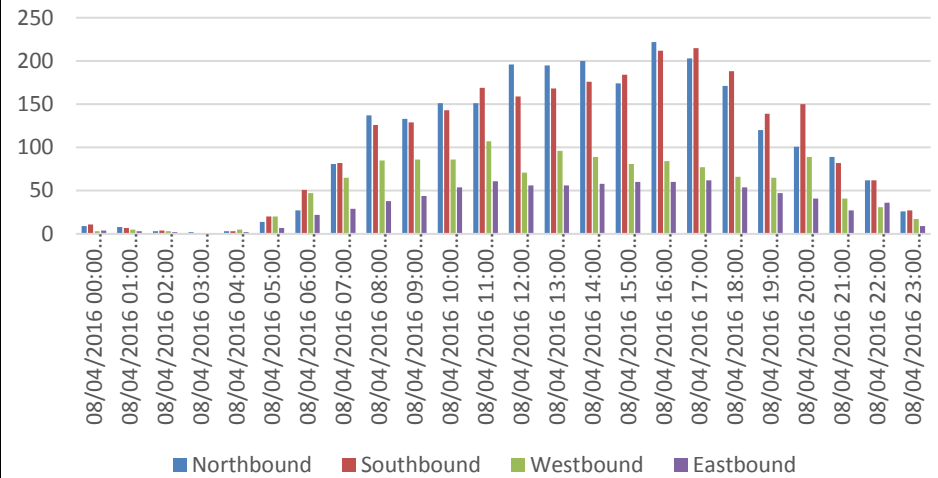


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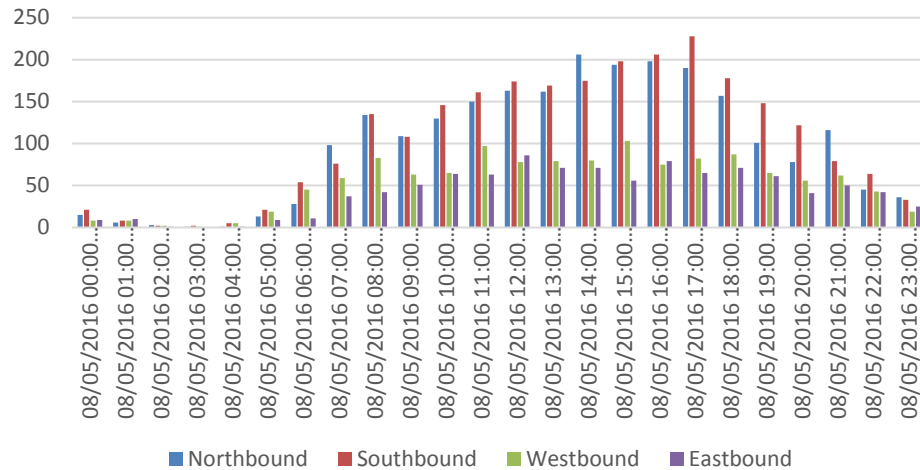
8/03/16: Hourly Traffic Flow
Snow King Ave & Cache St



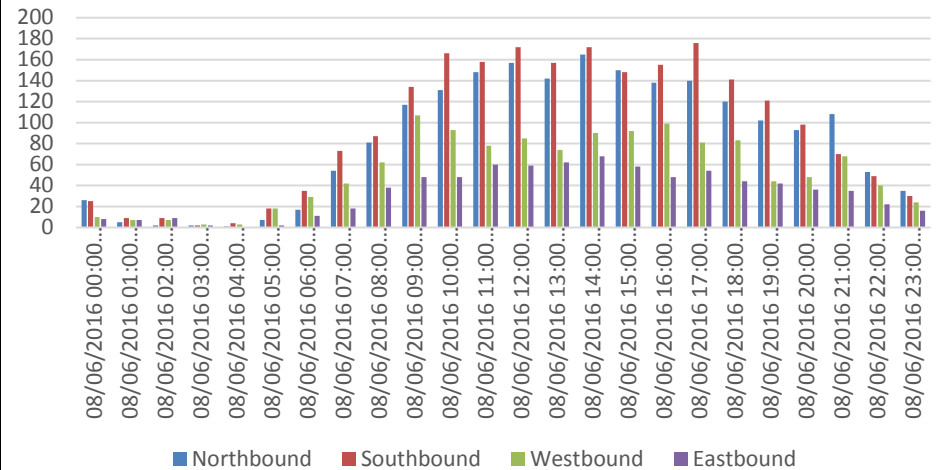
8/04/16: Hourly Traffic Flow
Snow King Ave & Cache St



8/05/16: Hourly Traffic Flow
Snow King Ave & Cache St

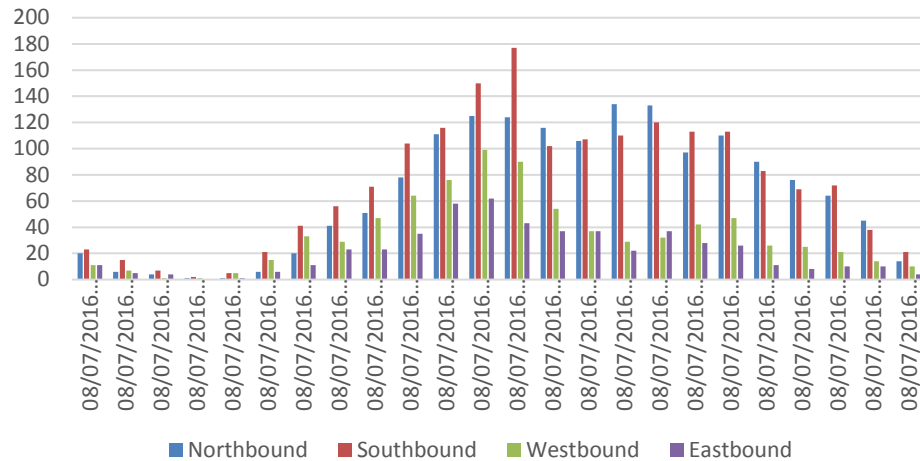


8/06/16: Hourly Traffic Flow
Snow King Ave & Cache St

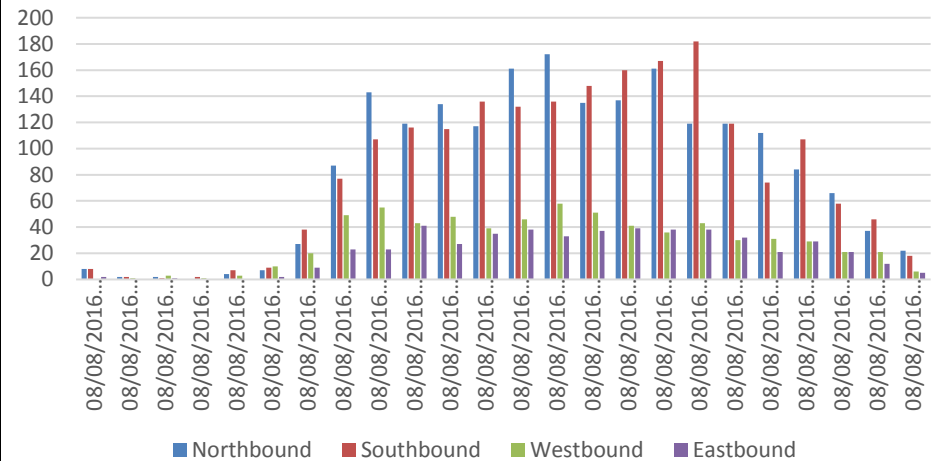


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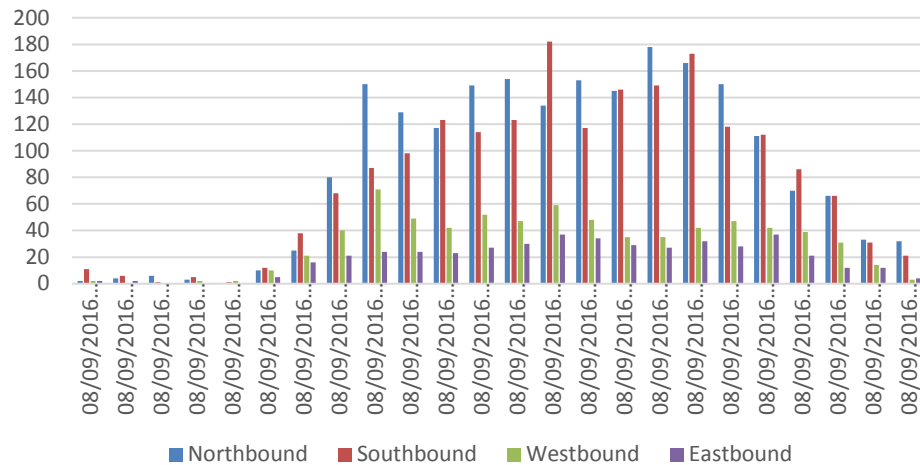
8/07/16: Hourly Traffic Flow
Snow King Ave & Cache St



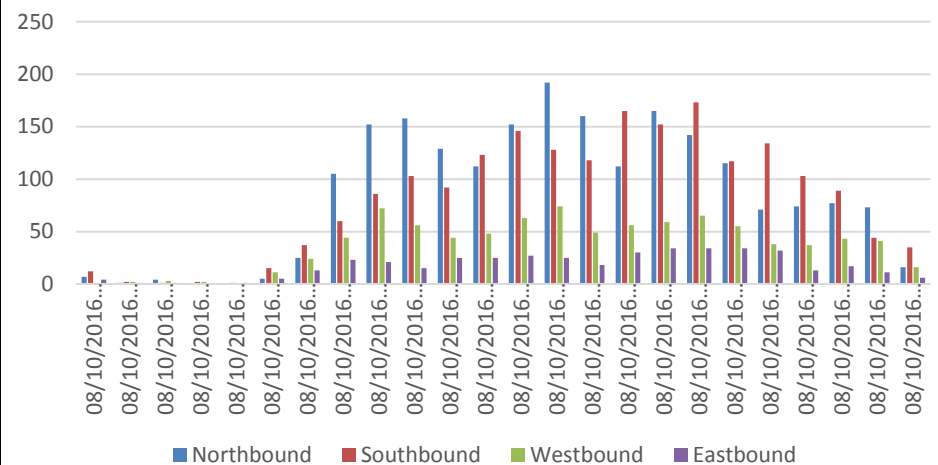
8/08/16: Hourly Traffic Flow
Snow King Ave & Cache St



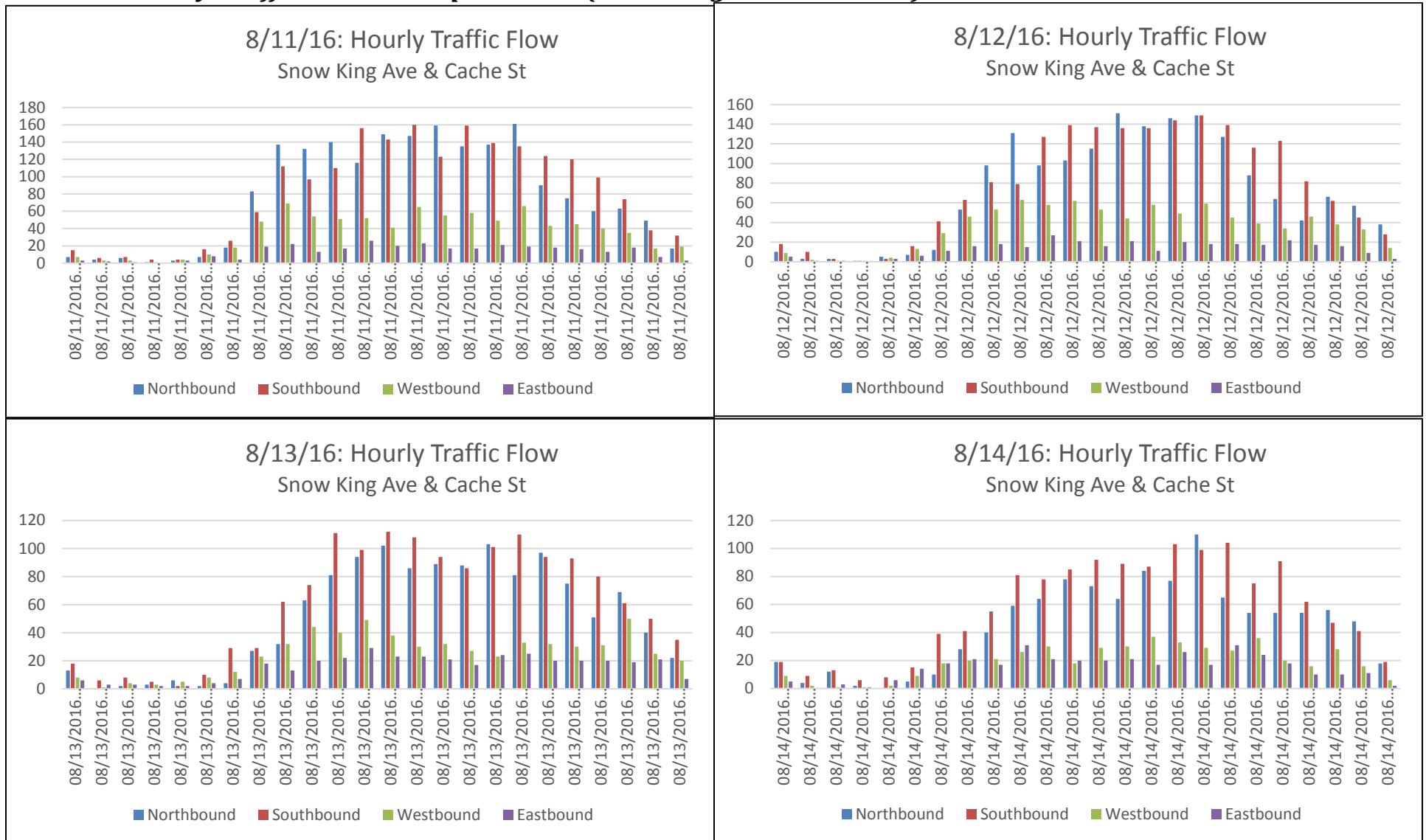
8/09/16: Hourly Traffic Flow
Snow King Ave & Cache St



8/10/16: Hourly Traffic Flow
Snow King Ave & Cache St



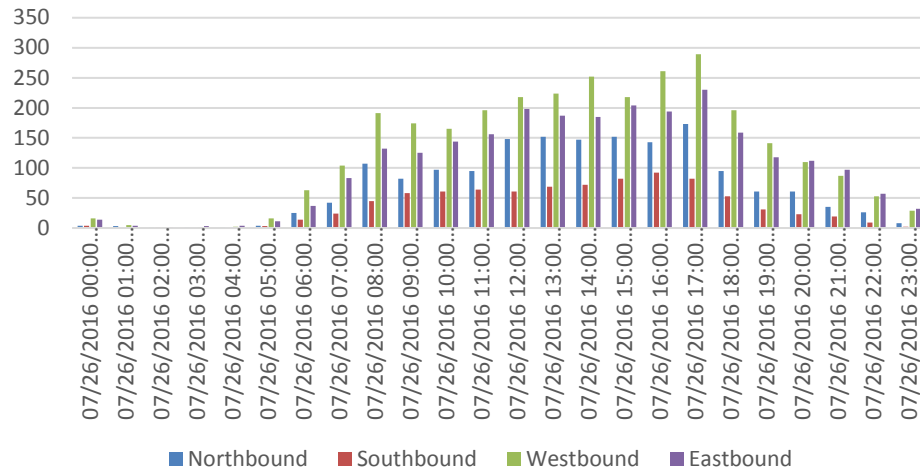
7.1 Daily Traffic Volume Graphs Cont'd (Snow King Ave & Cache St)



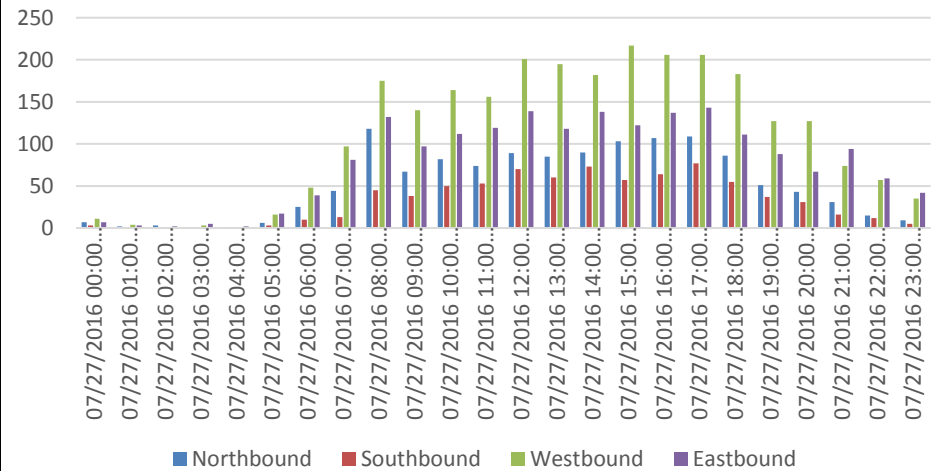
Data from 8/15/16 and forward was compromised in field due to hose pressure loss. Snow King Ave & Cache St dataset terminates on 8/14/16 (

7.1 Daily Traffic Volume Graphs Cont'd (Snow King Ave & Willow St)

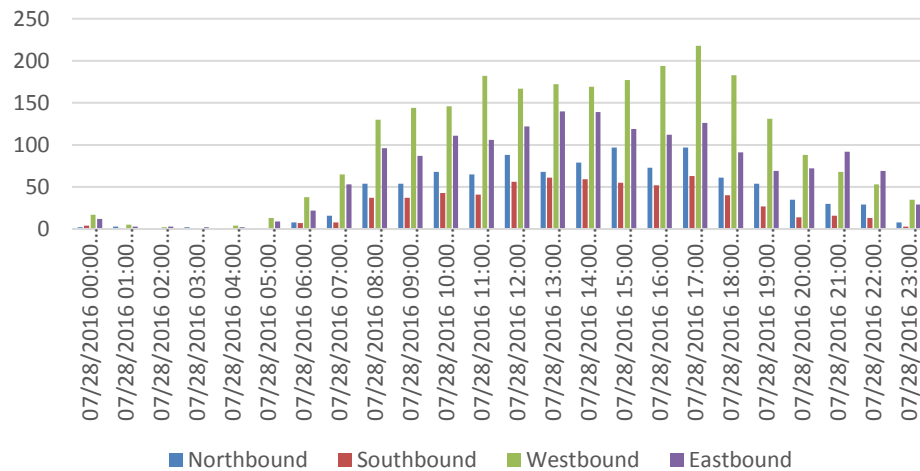
7/26/16: Hourly Traffic Flow
Snow King Ave & Willow St



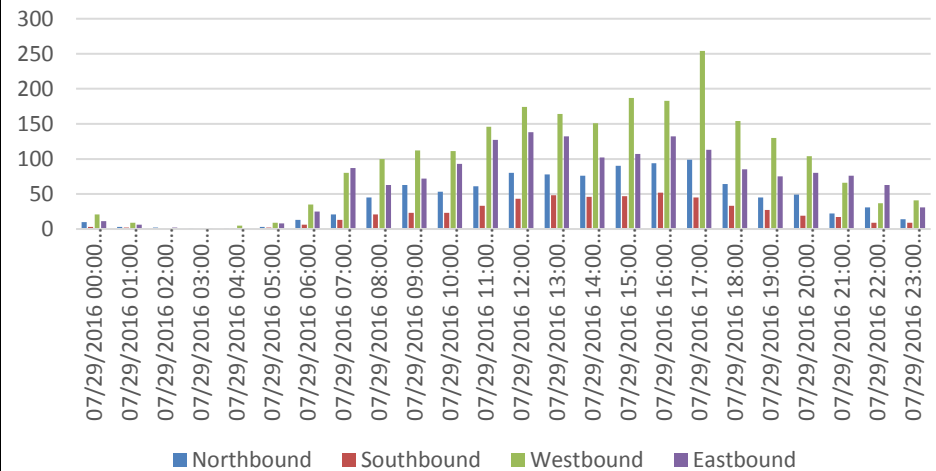
7/27/16: Hourly Traffic Flow
Snow King Ave & Willow St



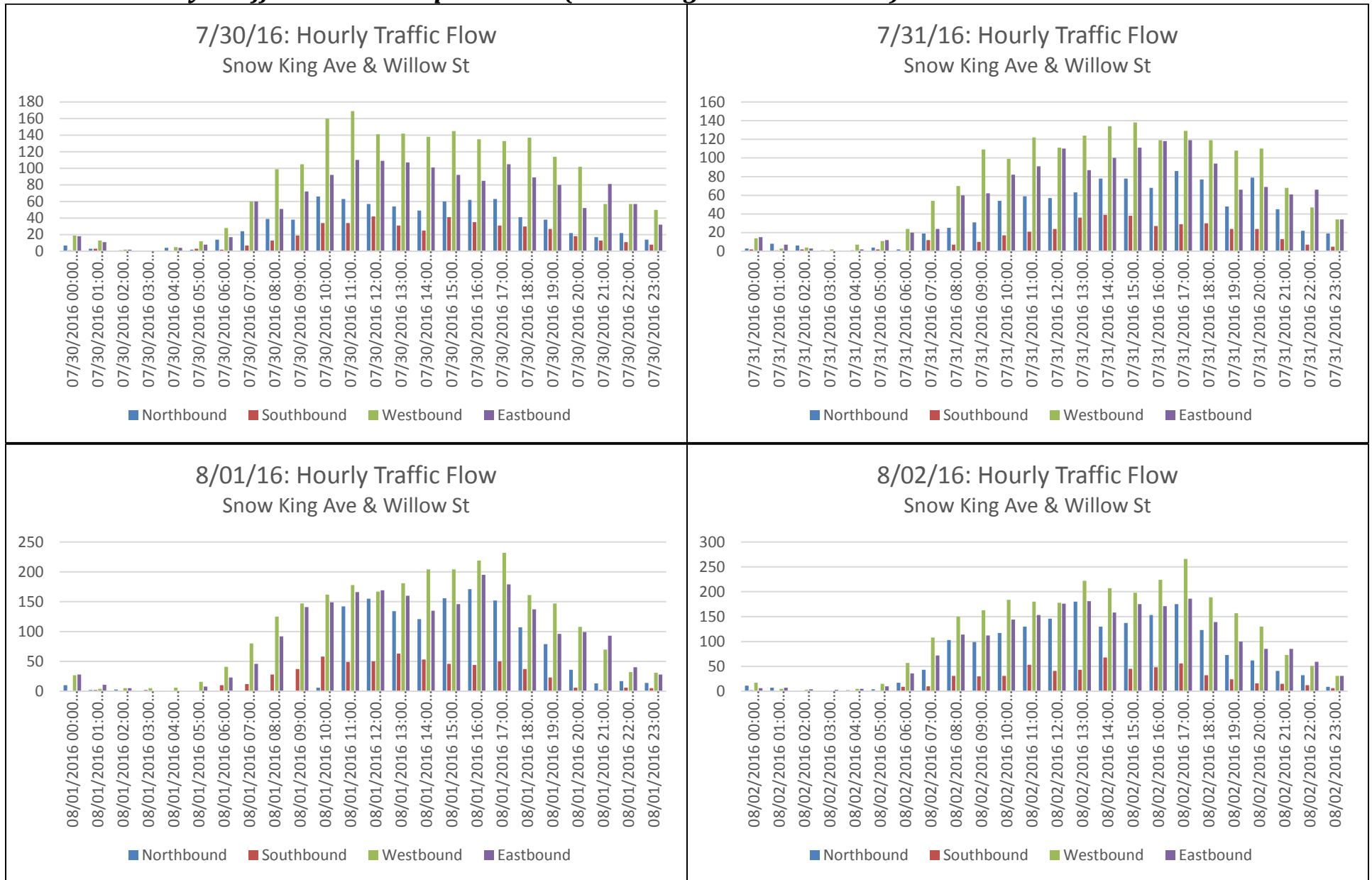
7/28/16: Hourly Traffic Flow
Snow King Ave & Willow St



7/29/16: Hourly Traffic Flow
Snow King Ave & Willow St

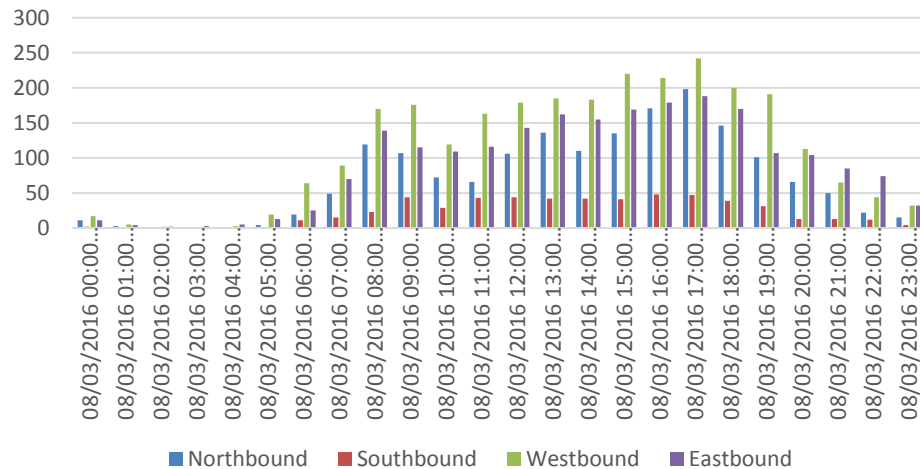


7.1 Daily Traffic Volume Graphs Cont'd (Snow King Ave & Willow St)

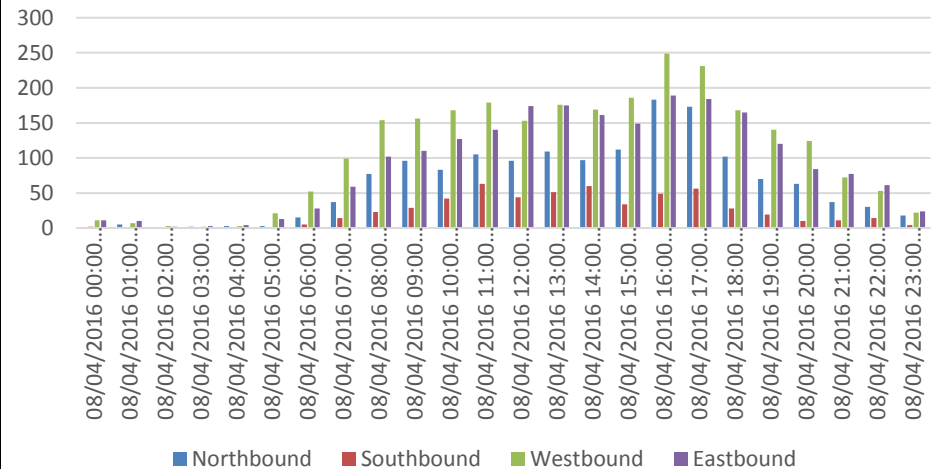


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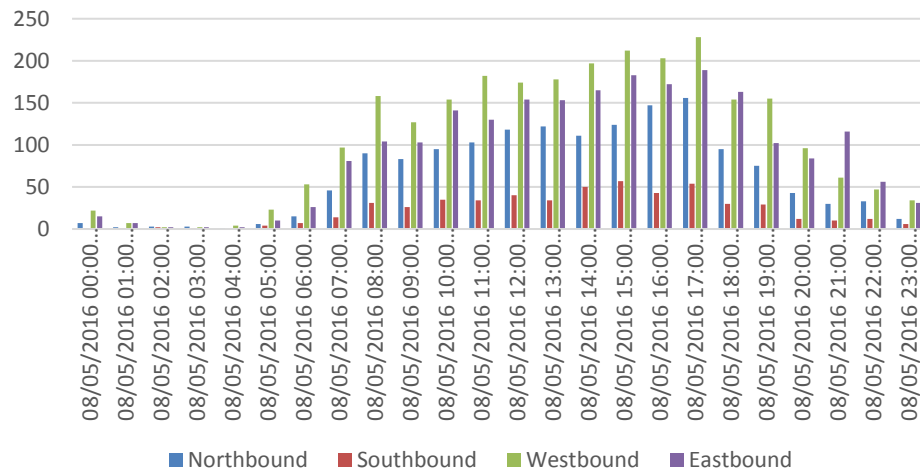
8/03/16: Hourly Traffic Flow
Snow King Ave & Willow St



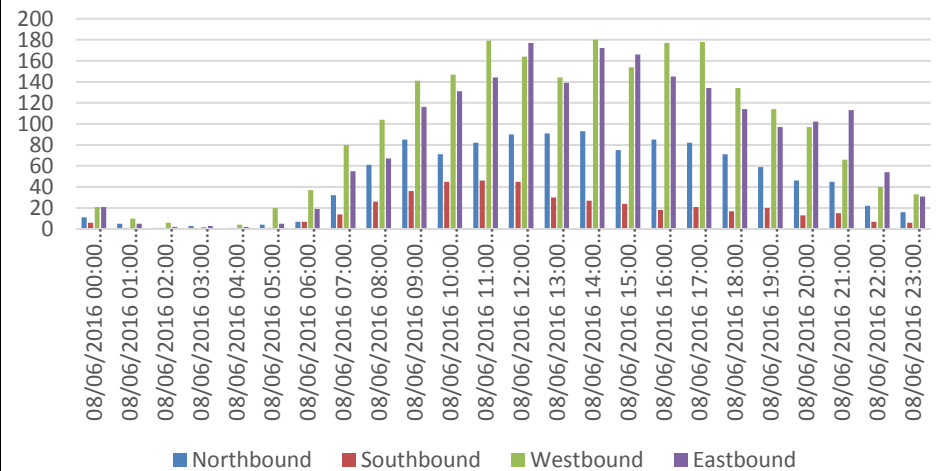
8/04/16: Hourly Traffic Flow
Snow King Ave & Willow St



8/05/16: Hourly Traffic Flow
Snow King Ave & Willow St

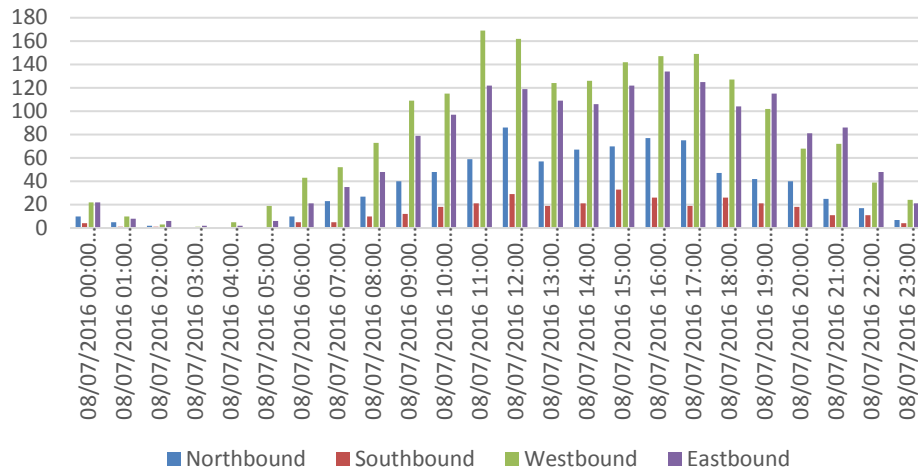


8/06/16: Hourly Traffic Flow
Snow King Ave & Willow St

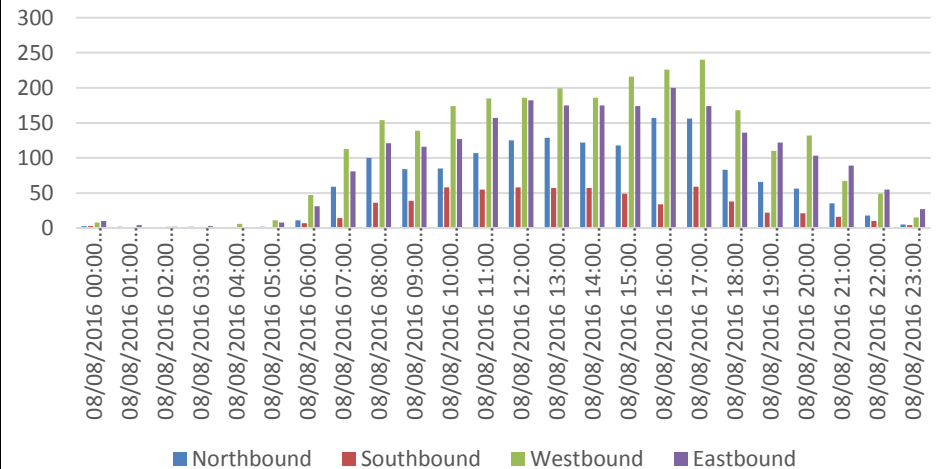


7.1 Daily Traffic Volume Graphs Cont'd (Snow King Ave & Willow St)

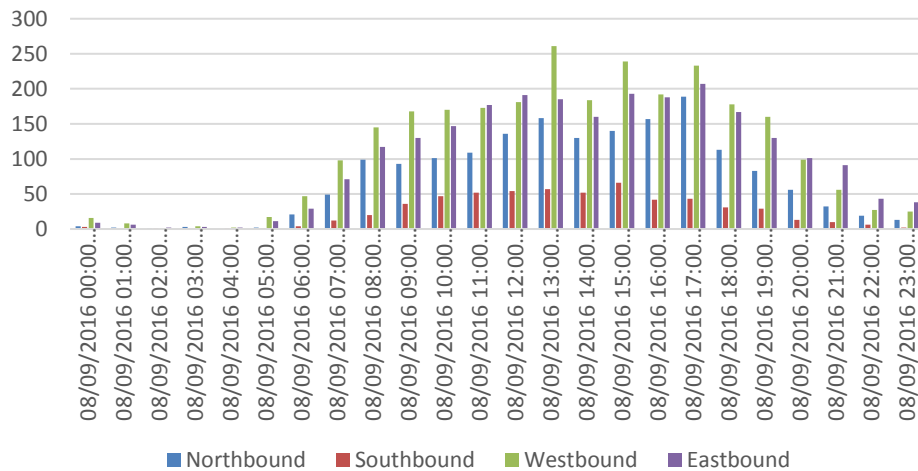
8/07/16: Hourly Traffic Flow
Snow King Ave & Willow St



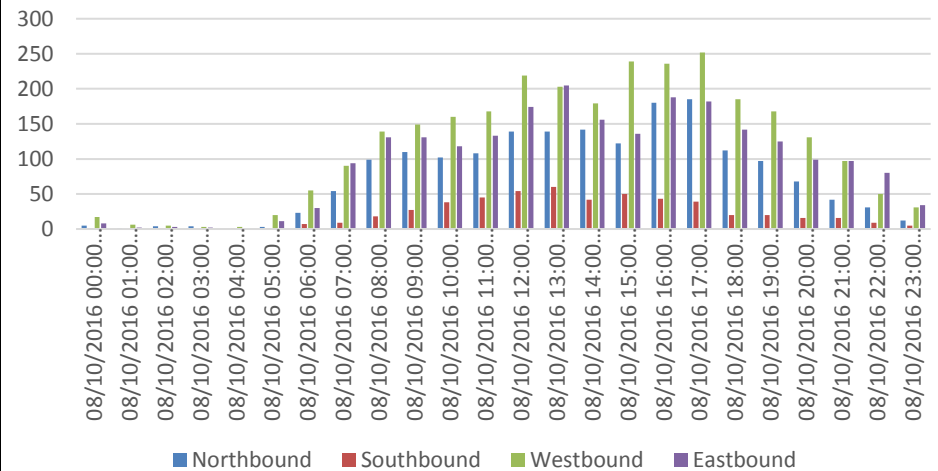
8/08/16: Hourly Traffic Flow
Snow King Ave & Willow St



8/09/16: Hourly Traffic Flow
Snow King Ave & Willow St

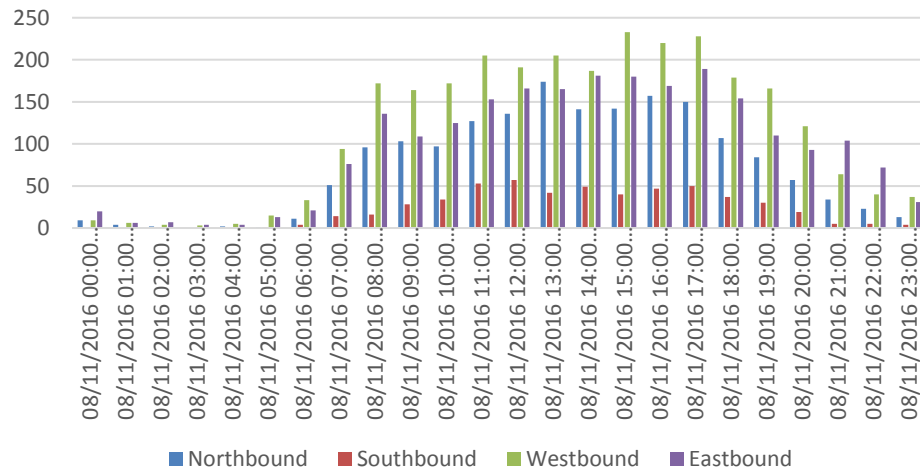


8/10/16: Hourly Traffic Flow
Snow King Ave & Willow St

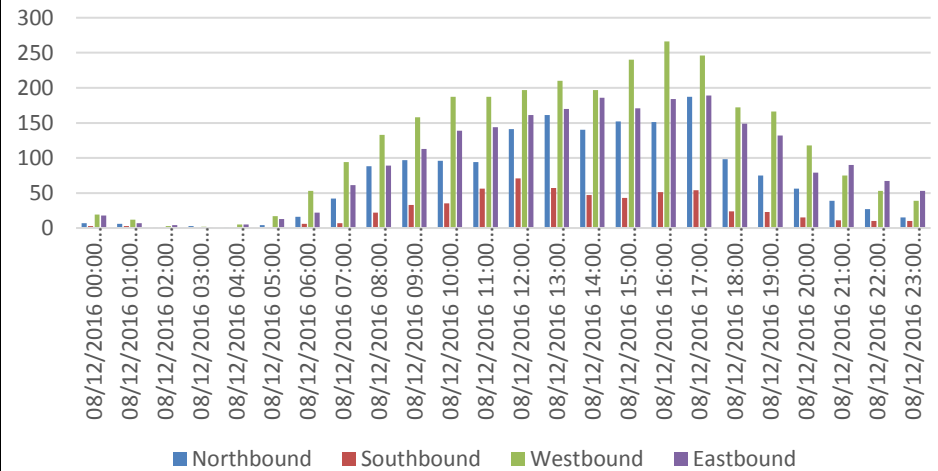


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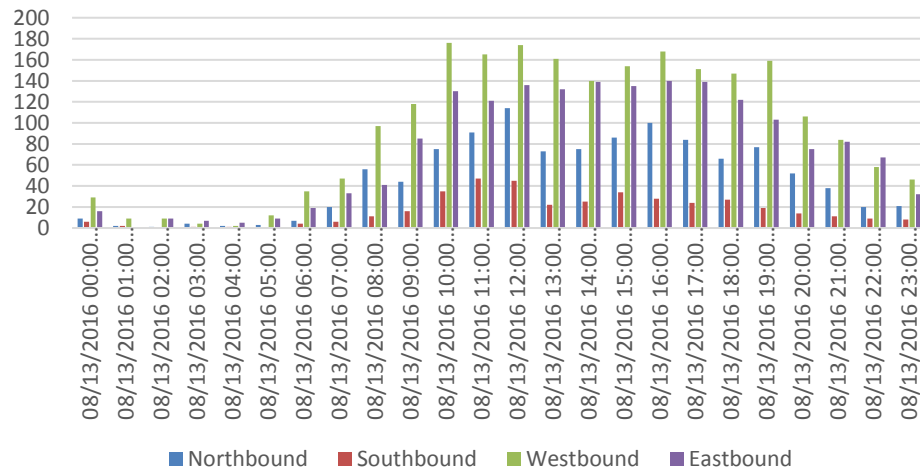
8/11/16: Hourly Traffic Flow
Snow King Ave & Willow St



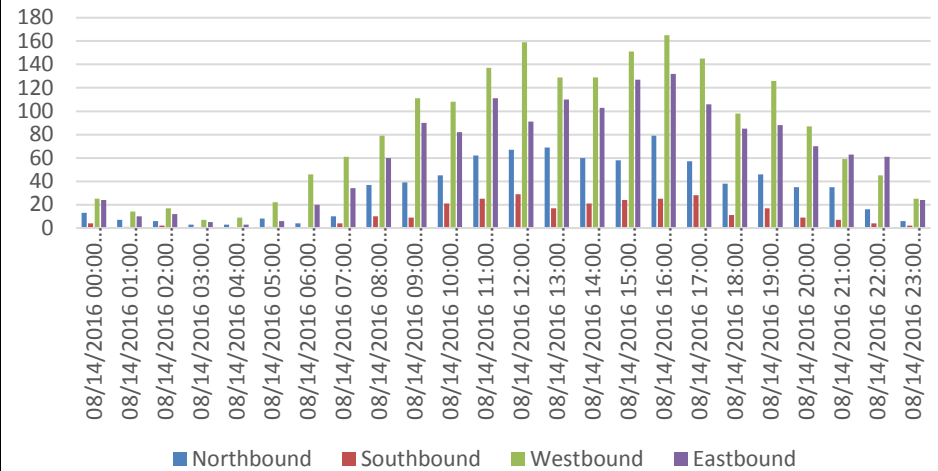
8/12/16: Hourly Traffic Flow
Snow King Ave & Willow St



8/13/16: Hourly Traffic Flow
Snow King Ave & Willow St

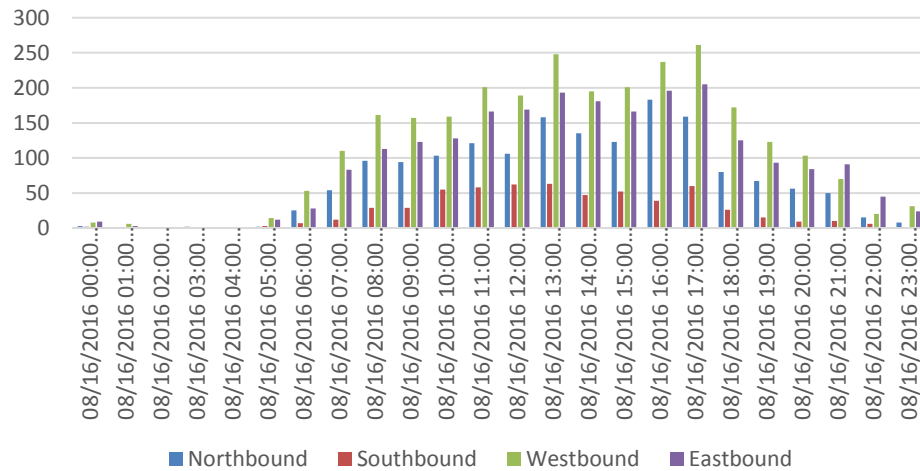


8/14/16: Hourly Traffic Flow
Snow King Ave & Willow St

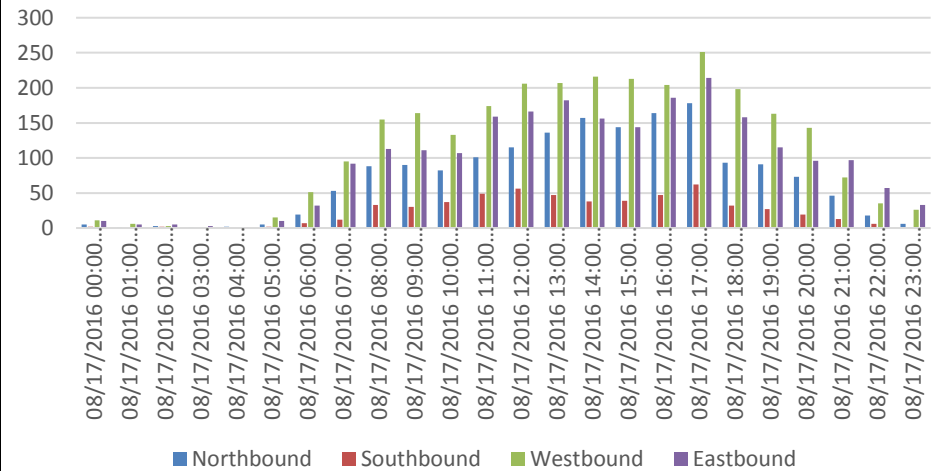


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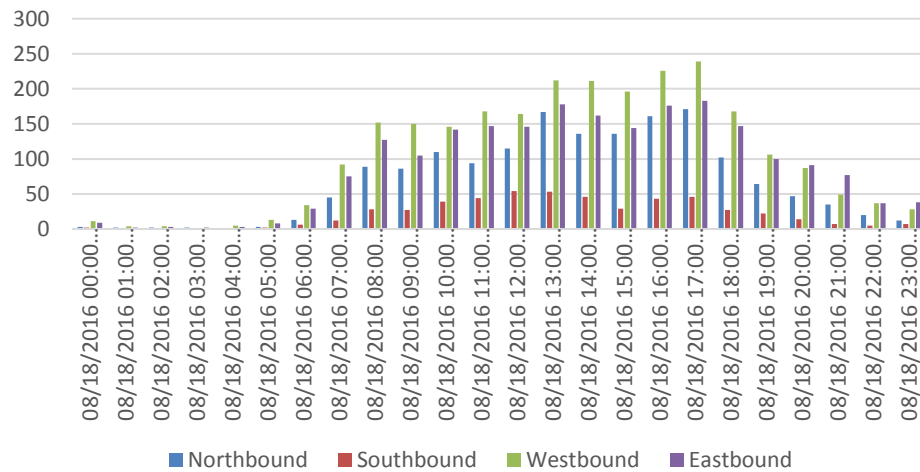
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Snow King Ave & Willow St



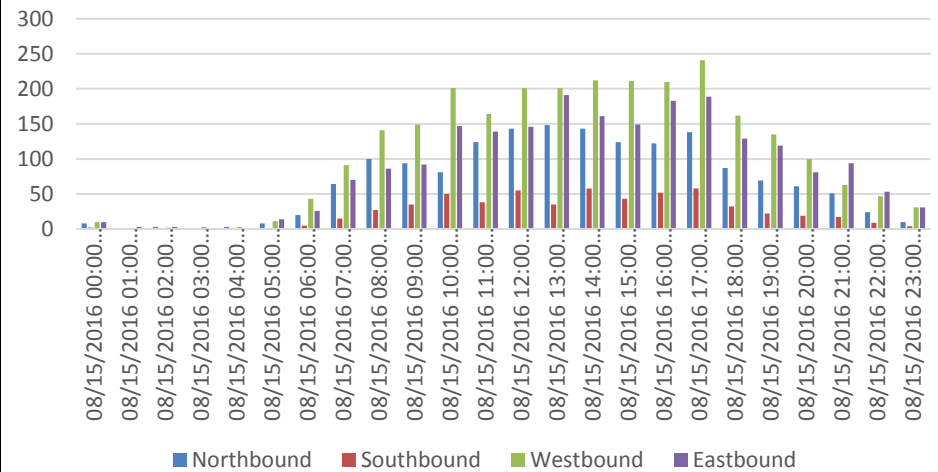
8/17/16: Hourly Traffic Flow
Snow King Ave & Willow St



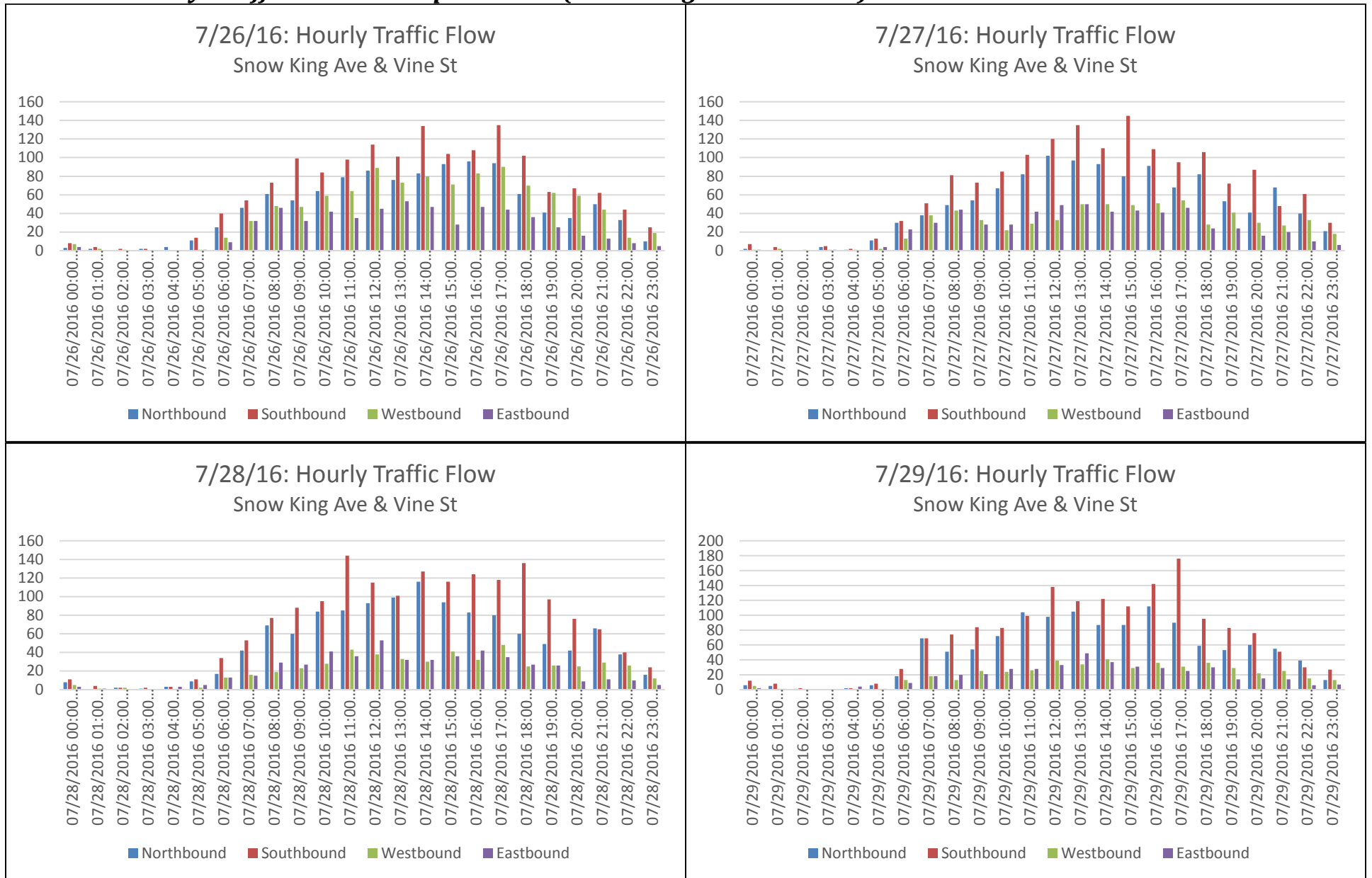
8/18/16: Hourly Traffic Flow
Snow King Ave & Willow St



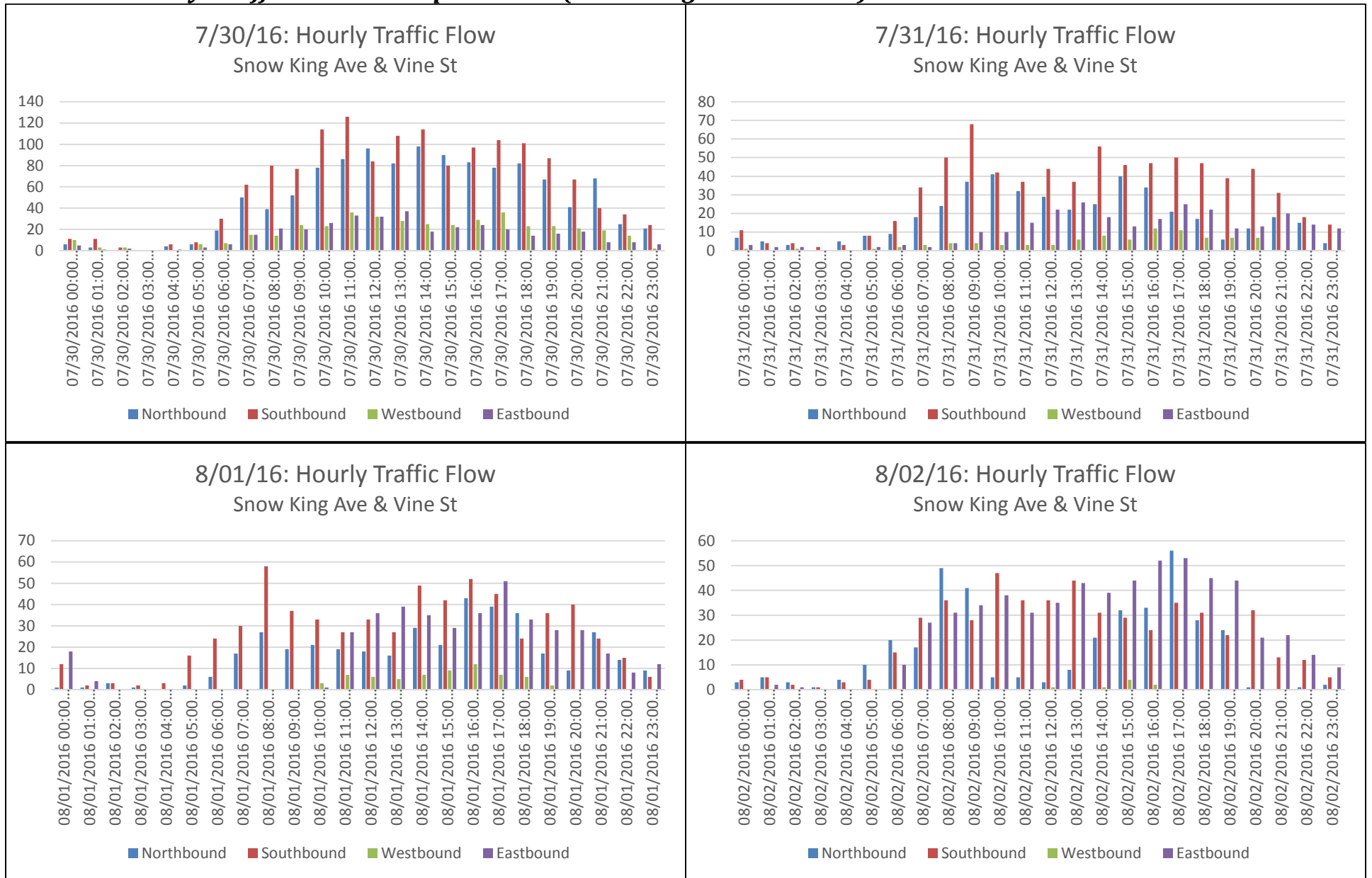
8/15/16: Hourly Traffic Flow
Snow King Ave & Willow St



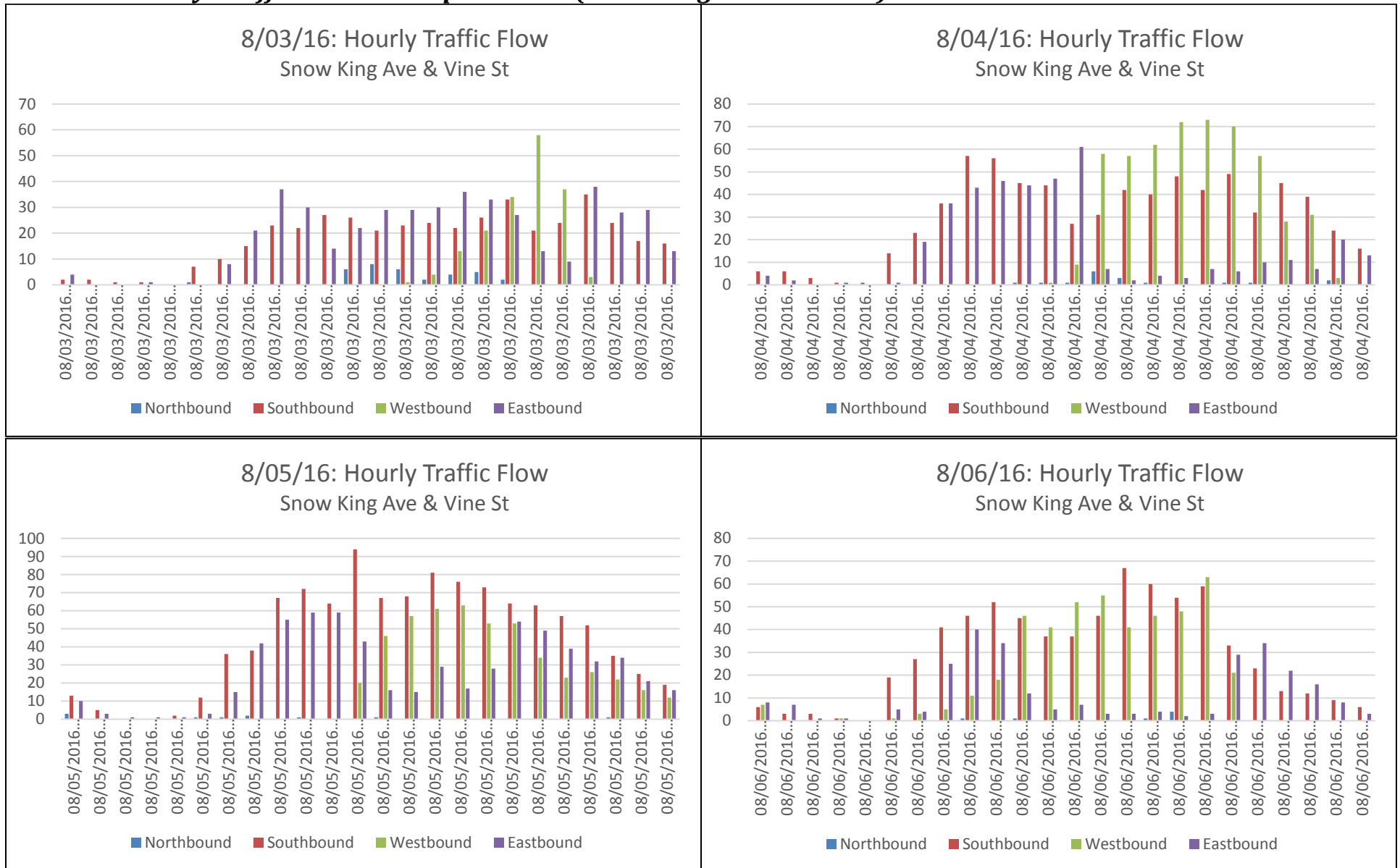
7.1 Daily Traffic Volume Graphs Cont'd (Snow King Ave & Vine St)



7.1 Daily Traffic Volume Graphs Cont'd (Snow King Ave & Vine St)



7.1 Daily Traffic Volume Graphs Cont'd (Snow King Ave & Vine St)



Data from 8/7/16 and forward was compromised in field due to hose pressure loss. Snow King Ave & Vine St dataset terminates on 8/6/16 (or before, due to same issue).

7.2 Turning Movement Tabulation

Intersection	Direction	Average Peak Hour Traffic: Vehicle				Average Peak Hour Traffic: Pedestrians				Average Peak Hour Traffic: Bicycles			
		Left	Straight	Right	TOTAL	Left	Straight	Right	TOTAL	Left	Straight	Right	TOTAL
Snow King & Cache	Eastbound	37	168	17	222	3	7	2	12	6	19	2	28
Snow King & Cache	Westbound	14	135	34	185	3	7	12	23	1	16	1	18
Snow King & Cache	Northbound	14	19	14	47	2	4	3	9	1	3	2	6
Snow King & Cache	Southbound	28	16	39	84	10	5	2	17	2	3	4	9
Snow King & Willow	Eastbound	66	113	6	186	4	18	0	22	11	7	1	19
Snow King & Willow	Westbound	2	94	12	107	0	21	5	27	1	7	1	10
Snow King & Willow	Northbound	5	3	2	11	0	1	2	3	0	0	1	2
Snow King & Willow	Southbound	13	3	72	89	5	0	5	11	2	0	9	11
Snow King & Vine	Eastbound	69	70	-	139	5	22	-	27	4	6	-	10
Snow King & Vine	Westbound	-	80	13	93	-	29	3	33	-	6	1	7
Snow King & Vine	Southbound	8	-	34	42	3	-	2	5	1	-	5	7

7.3 *Parking Lot Capacity Tabulation*

Parking Lot #	1	2	3	4	5
Lot Description	Ball Park Lot	Arena Lot	Hotel Main Lot	Hotel Rear Lot	Overflow Dirt Lot
Total Capacity	95	86	152	72	95
Occupancy:	-	-	-	-	-
8/10/2016 AM	30	27	70	30	9
8/10/2016 PM	17	24	46	35	16
8/11/2016 AM	-	-	-	-	-
8/11/2016 PM	40	17	60	35	14
8/12/2016 AM	-	-	-	-	-
8/12/2016 PM	36	16	72	44	16
8/13/2016 AM	-	-	-	-	-
8/13/2016 PM	36	52	112	47	11
8/14/2016 AM	x	12	76	21	20
8/14/2016 PM	20	9	62	30	13
% capacity:					
8/10/2016 AM	32%	31%	46%	42%	9%
8/10/2016 PM	18%	28%	30%	49%	17%
8/11/2016 AM	-	-	-	-	-
8/11/2016 PM	42%	20%	39%	49%	15%
8/12/2016 AM	-	-	-	-	-
8/12/2016 PM	38%	19%	47%	61%	17%
8/13/2016 AM	-	-	-	-	-
8/13/2016 PM	38%	60%	74%	65%	12%
8/14/2016 AM	-	14%	50%	29%	21%
8/14/2016 PM	21%	10%	41%	42%	14%
Avg % Capacity:	31%	26%	47%	48%	15%

7.4 Resort Employee & Guest Survey Tabulation

Guest Questionnaire Tabulation		<u>Answer</u>	
<u>Question</u>	(yes)	(No)	-
Did you rent a car to use during stay at Snow King Resort?	38	75	
Did you come here with your own vehicle?	34	79	
If you came to Jackson via plane, did you use the free airport – snow king shuttle?	48	63	
Have you used the snow king – town shuttle?	59	52	
How large is the group you are travelling with?	average=(sum/N)=(314/101)=3.1089		3.1089
Are you aware of the free shuttle services available to you?	102	11	
Did you bring your own bicycle?	16	97	
Have you tried renting/using Snow King Resort bicycles?	20	91	
Have you been using a map of Jackson to walk to/from the resort?	88	25	
On average, how many times per day has your group left/returned to the resort?	32	53	26
Have you used the free parking?	42	70	
Have you paid for parking?	49	63	

7.4 Resort Employee & Guest Survey Tabulation Cont'd

Employee Questionnaire Tabulation	<u>Answer</u>			
<u>Question</u>	(yes)	(No)		
Do you carpool?	29	77		
Do you have a resort paid bus pass?	0	165		
Do you use a paid bus pass?	0	165		
Do you pay for parking?	0	165		
Does your Transportation to work vary seasonally?	0	165		
Have you been offered Employee housing?	47	118		
Do you live in Snow King Employee housing?	46	119		
	ON CALL	SEASONAL	FULL TIME	-
Employee Type	17	64	84	-
	DRIVING A CAR	RIDING THE BUS	RIDING A BIKE	WALKING
How do you get to work?	105	59	0	1

7.5 References

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Snow King
Planned Resort District
Master Plan

SNOW KING RESORT MASTER DEVELOPMENT PLAN

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AFFIDAVIT AFFECTING TITLE

Re: Snow King Planned Resort District Master Plan

COMES NOW JEANNE JACKSON, MAYOR OF THE TOWN OF JACKSON, WHO,
BEING SWORN ON HER OATH, DEPOSES AND SAYS:

That the Town of Jackson Town Council on December 18, 2000 did approve the Snow King Planned Resort District Master Plan and Conditions, attached. The Snow King Master Plan includes background information and explanations and is intended to specifically govern development at Snow King Resort.

Further your Affiant sayeth naught.

STATE OF Wyoming
COUNTY OF Teton

Jeanne Jackson

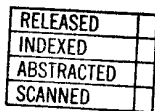
The foregoing Affidavit Affecting Title was subscribed, sworn to
acknowledged before me by JEANNE JACKSON
this 16th day of July, 2001

WITNESS my hand and official seal.



Cynthia A. Nicholson
Notary Public

My commission expires: 2/2002



Grantor: TOWN OF JACKSON
Grantee: THE PUBLIC
Doc 0547519 bk 429 pg 1-211 Filed at 07:55 on 07/19/01
Sherry L Daigle, Teton County Clerk fees: 444.50
By KIMBERLEE JANSEN Deputy

INTRODUCTION

Background

In August of 2018, the Town of Jackson and Teton County adopted specific regulations to allow for the review and approval of Planned Resort districts within each jurisdiction. The regulations, included as Division 4.3 of the Town's Land Development Regulations (LDRs), outline the Purpose and Intent, Applicability, Procedure, Standing, Amendments, Expiration, Extension and Reconsideration, Standards Applying to all Planned Resorts, and Findings of Approval applicable in the Planned Resort District. In the Town of Jackson, the only Planned Resort District is the Snow King Ski and Summer Resort. Division 4.3.2 of the Town's LDRs specifically pertains to the review of the Snow King Ski and Summer Resort located within the Town of Jackson. Thus, this Snow King Resort Master Plan has been reviewed and approved according to the procedures outlined in Division 4.3 and is not be subject to the other requirements of the Town's LDRs.

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This Snow King Resort Master Plan has gone through a series of Joint Town and County Planning and Zoning Commission, Town Council and Board of County Commissioners meetings and workshops prior to the submission and approval of this final document. The original approval of the Snow King Resort Master Plan took place on December 18, 2000.

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Since the approval of the Snow King Resort Master Plan, the Town of Jackson and Teton County LDRs have been updated. Division 4.3.2 of the current (2018) LDRs provide clarity in regards to what square footage is included when calculating the total allowable square footage allowed in the Snow King Master Plan.

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The review process of this Snow King Resort Master Plan included a thorough review of each Chapter of the plan by the Town and County Planning and Zoning Commissions. Subsequent to the comments and suggestions raised by the Commissions, the document was revised to address the identified issues. Staff made all the required findings for approval and recommended approval with conditions that have been incorporated into this final document.

At the December 13, 2000 Joint Town and County Planning and Zoning Commission meeting both Commissions forwarded a positive recommendation to Town Council on the proposed Master Plan. At their December 18, 2000 meeting, the Town Council unanimously approved this Master Plan. All the conditions for Approval that were part of the motion have been incorporated into this final document.

This Master Plan applies to all properties located within the Snow King Planned Resort District. This approved Master Plan acts as a Sketch Plan as per Division 8.3 Physical Development Permits of the Town's LDRs. Prior to commencement of construction or operation of a new land use within the Planned Resort District; each individual application will be required to obtain a development permit, grading permit and/or Building Permit from the Town per the regulations set forth in Division 8.3 of the LDRs for Physical Development Permits.

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Deleted: References to Final Development Plans within this document! Refer to Intermediate and/or Major Development Plans as defined in the Town of Jackson Land Development Regulations (LDR's) Article V Division Section 51200.C.4 - Thresholds for Development Plans. Therefore, Minor Developments, as defined in the LDR's, are exempt from Final Development Plan Review. Also, any such Minor Development(s) will not trigger any of the requirements set forth within this Master Plan that are tied to a Final Development Plan application.

This Snow King Resort Master Plan addresses all the specific submittal components outlined in Section 4.3.1.D of the LDRs, which includes the following:

1. Statement of Purpose
2. Master Site Plan
3. Dimensional Limitation Plan
4. Design Guidelines
5. Transportation Demand Management Plan
6. Housing Mitigation Plan
7. Capital Improvements Plan
8. Land Use Plan
9. Phasing Plan

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Chapter 1: Statement of Purpose and Existing Conditions

The LDRs state that the intent of this Chapter is to describe the rationale for the proposed resort expansion and describe the design theme for the resort. In addition, the Chapter should also describe how the resort master plan fulfills the intent of this Division 4.3, as specified in Section 4.3.1.A, Purpose and Intent.

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This document clearly articulates the overall intent of the resort master plan and the rationale for the expansion of the resort in statements such as the following:

"A primary purpose of this Master Plan is to create a vibrant mixed-use resort complex including a multi-faceted conference/convention center and community facility for Jackson, a facility that contributes to the economy of downtown and also serves as a permeable border between the town and the mountain."

"As a community partner Snow King offers the community, through this Master Plan, limits of development predictability, preserved open space, access to forest lands, and many other positive attributes discussed in this document."

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The purpose and intent as described in Division 4.3.1.A is further defined and clarified by this plan on pages I.A.5 and 6 with an additional twenty-four bullet points describing the purpose and intent to be achieved by the Master Plan in terms of the built environment, impacts on the community and the role the resort will play in the greater Jackson Hole area.

The second purpose of this chapter is to provide a background for the master plan by describing the existing conditions, extent of the master plan, and land ownership within the subject area. This purpose has been additionally addressed through the inclusion of both written and visual descriptions of the subject property and explanation of both existing and planned resort development. This section also clarifies how the existing development already in place within the Planned Resort District is dealt with after this Master Plan was adopted.

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Chapter 2: Consistent with the Comprehensive Plan

The purpose of this chapter is to ensure that the resort master plan is consistent with the goals and objectives of the Jackson/Teton County Comprehensive Plan. This document provides a clear documentation as to how the proposed plan meets the goals and objectives of the Comprehensive

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Plan. Staff concurred with this document's statement that a balance between what the resort brings to the community in terms of jobs, tax revenue, meeting space and recreational opportunities must be balanced with the associated impacts of these benefits on public infrastructure (roads, sewer and water systems, transit, etc.), and demand for employee housing. It is important to recognize that the Comprehensive Plan anticipated the growth and expansion of all resort areas in Teton County while at the same time maintaining the community character of Jackson Hole as shown in the following statements from the 2012 Comprehensive Plan:

"Nonresidential development not associated with agriculture should be clustered in Complete Neighborhoods and Planned Resorts where nonresidential character already exists."

"In the future, the (Snow King Resort) 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 build 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 area along Snow King Avenue to attract residents and visitors to the many amenities and recreational opportunities found there."

Staff found that the proposed plan is consistent with the Comprehensive Plan by providing a well-designed and thought out plan that will be a benefit to local residents and visitors while at the same time addressing the associated impacts of the proposed expansion on the local community.

Chapter 3: Compliance with the Land Development Regulations

The LDRs in Division 4.3 Planned Resort District state that an applicant for a Planned Resort master plan may propose, and the Town Council may approve, alternative standards for development that are consistent with the purpose and intent of Division 4.3. In addition, Division 4.3 states that it is fully consistent with the Division that Planned Resorts may have dimensional, design, and other development standards different from those described in other sections of these LDRs due to the unique circumstances of, and community objective for, resort development. Staff determined that this master plan meets the requirements for a sufficient application per Division 4.3 LDRs and is thus in compliance with the LDRs. Furthermore, as described in Chapter 1: Statement of Purpose and further described in this chapter the proposed master plan is consistent with Section 4.3.1.A which defines a Planned Resort District. Finally, the chapter addresses the required findings as per Section 4.3.1.D LDRs.

Chapter 4: Master Site Plans

The master site plans depicted in this Chapter clearly illustrate the proposed development and the site characteristics. This Chapter stresses that the backbone of the master plan is the pedestrian circulation routes that run through the resort connecting the various outdoor and indoor facilities and activities. These routes are clearly shown by the Snow King Resort Circulation, Pathways and Sidewalks Map and the Snow King Resort Vicinity Trail Network Map included in this Chapter. The summer/winter master site plan clearly illustrates the location of development, vehicular and pedestrian circulation and interaction between the built and natural environment making up the resort. The inclusion of a sub-area plan shows the resort in more focused and centralized areas for more detailed discussion throughout the remainder of the master plan.

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"To support a balance of growth among residential, commercial and resort development to preserve and enhance community character."

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"To manage the rate of growth in the residential, resort and commercial sectors in a way that allows the community to change while preserving community character."

"Teton County's three ski resorts all have significant growth potential (described in Chapter 2). The resorts are obviously important to the community; they make Teton County a two season resort area and add to the quality of life for local residents."

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Chapter 5: Land Use Plan

The intent of the land use plan is twofold. First, to identify the allowable land uses within a proposed Planned Resort. Second, to describe the amount and type of development that is to be expected as a result of the proposed master plan.

The land use designations are consistent with both the master plan's design theme and the character objectives for the resort, as specified in Chapter VI Design Guide lines of this master plan.

Various conditions for approval have been incorporated into the body of this Chapter.

This Chapter also includes a chart depicting the amount and type of development proposed in the master plan in an Example Development Chart. This proposed development example is only to be used as an example of what may be developed on site. The example development scenario is necessary in order to determine the possible impacts and required facilities and services as a result of the proposal. The proposed development example is consistent with the need for resort expansion as well as with the primary purpose of the master plan to: *"create a vibrant mixed-use resort complex including a multi-faceted conference/convention center and community facility for Jackson, a facility that contributes to the economy of downtown and also serves as a permeable border between the town and the mountain."*

Chapter 6: Design Guidelines

The intent of this Chapter is to provide design guidelines to establish standards for buildings, spaces signs and lighting within the resort district along with a mechanism for the implementation. The LDRs state that the design theme of the resort shall be defined by the applicant and be consistent with the standards of Division 4.3.

Division 4.3.1.D.4 establishes seven individual criteria upon which the proposed Design Standards are to be evaluated.

The first criteria described as General in the LDRs establishes whether the proposed Guidelines will create a sense of place. The master site plan satisfies this requirement with three defined primary outdoor spaces. Each one of these locations (Entry Court, Pedestrian Plaza, Pool Courtyard) is designed for a specific function, provide connectivity between the various elements of the resort and take advantage of the natural features found in the area.

The second criteria: Architecture, is satisfied by the proposed Guidelines including sections on Building Form, Massing and Character, Roofs, Exterior Materials, Windows, Commercial Frontage, Entryway, Decks and Balconies, color and Sub-Area 2 Specific Guidelines. The description and criteria provided in these sections will provide base standards upon which individual Final Development Plans can be evaluated for consistency with the master plan.

The third criteria: Bulk and Scale, has been addressed in the Building Form, Massing and Character section of this Chapter. In addition, the Chapter VII Dimensional Limitations graphically shows the three-dimensional building envelope dimensions, Circulation Overlay Zone and Building Envelope Sections designed to control the bulk and scale of the proposed development.

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The fourth and fifth criteria: signage and lighting, although addressed in the master plan, shall be further researched and approved as separate sections prior to the submission of the first Final Development Plan for the resort.

The sixth criteria: Site Planning, has been adequately addressed in the master plan in various chapters including Chapter II Master Site Plans, Chapter VJ Design Guidelines, Chapter VII Dimensional Limitations Plan and Chapter IX Transportation Elements.

The seventh criteria: Character element, as per Section ~~4.3.2- Section 4.3.7~~, has been incorporated successfully into the proposed Design Guidelines. The resort will have a definable architectural character and site design that meets the standards identified in Section ~~4.3.2-Section 4.3.7~~ of the LDRs for the Snow King Resort.

Chapter 7: Dimensional Limitation Plan

The intent of the proposed Dimensional Limitation Plan is to specify dimensional limitations necessary to achieve the design theme identified for the master plan. The plan includes floor areas and floor area ratios, densities, landscape ratios, height, setbacks, building envelopes, etcetera, or other lines delineating areas on which restrictions of development are to be imposed and areas in square feet for each lot or building. Any dimensional limitations unspecified by the Planned Resort master plan shall ~~follow the design theme identified in the resort Master plan.~~

This Master plan accomplishes this through a method of three-dimensional building envelopes presented primarily in graphic format. The proposed three-dimensional building envelopes provides the ability to review proposed Final Development Plans against the proposed envelopes for consistency with the master plan. The building envelopes provide both height and setback requirements for the plan. In addition, standards for setbacks, open space, landscape surface area, landscape surface ratio, building floor area, lodging capacity and floor area ratio are also included as part of the master plan. The various dimensional limitation standards provided in this Chapter ensure that the proposed resort character is maintained.

Chapter 8: Housing Element

The intent of the housing element is to ensure a supply of affordable and employee housing that is commensurate to the demand for housing created by development within the Planned Resort.

The Housing Element adequately addresses the estimated demand and proposed location of employee housing required as a result of the proposed master plan.

Chapter 9: Transportation Element

The intent of the proposed transportation element is to ensure that the resort development does not produce an amount of vehicular traffic that undermines the community's character, and endangers the public health, safety and welfare (i.e. noise, air quality and traffic impacts). The Snow King Planned Resort master plan provides an optimum mix of automobile, transit and pathway facilities within the resort, encourage coordination of all resort transportation facilities with the County-wide transportation system, promote design and management which encourages shifts from single - occupancy vehicle trips to multi-occupancy trips, or other transportation modes, and provide equitable cost sharing for facilities and services.

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The Traffic impact analysis adequately addresses the requirements described in Section [4.3.1.F.8](#) of the LDRs. The proposed plan demonstrates how the travel behavior of resort visitors and employees will be managed to minimize the number of vehicle trips on the roadway network resulting from the resort development. Thirteen strategies are proposed that may be used to influence mode choice and reduce automobile trips as required by the plan.

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The proposed shared parking analysis in combination with the proposed onsite parking will more than adequately meet the anticipated supply and demand for parking at the resort based on the example development plan. In addition, the proposed Entry Plaza planned as the vehicular hub for the resort will adequately handle the volume and wide range of vehicle types that will be utilizing the facility.

Chapter 10: Capital Improvement Plan

The intent of the capital improvements element is to ensure that infrastructure and essential services will be provided in an efficient and timely manner to accommodate projected resort demands. The capital improvements element identifies service providers, analyzes impacts and proposes a capital improvements plan for facilities and services needed by the resort.

This Masterplan accurately identified and acknowledged the necessary service providers required for the development of the proposed master plan. The impact analysis adequately meets the requirements outlined in Section [4.3.1.F.9](#).

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The provided capital improvements program is consistent with the required impact analysis and clearly specifies how the deficiencies in infrastructure will be remedied or mitigated, including descriptions of the infrastructure improvements, the responsibility and sources of funding for the improvements, and the timing for completion of improvements. Concept plans for required improvements are also provided.

Chapter 11: Phasing and the Snow King Resort Master Association

The intent of the phasing element is to ensure that development within the resort occurs in a logical sequence, including amenities and necessary public service expansions. The resort is required to not only provide the necessary improvements and services as a result of the resort expansion, they are also responsible for the monitoring and long-term maintenance and replacement of all facilities, both on and off site.

The proposal to have all responsibilities for the phasing plan and implementation of the master plan be controlled by the Snow King Master Association (SKRMA) meets this requirement. This Association will be able to implement, control and monitor the required improvements and services required as part of this master plan. Detailed descriptions of the duties of this Association are described in this chapter.

Chapter 12: Community Services Element

The Snow King Resort has long played an important role in the community, providing facilities and recreational opportunities to both out of town visitors and the local community. Snow King is utilized as the primary conference/meeting room facility in the Town of Jackson. The Snow King

area provides an abundant array of recreational opportunities both summer and winter from hiking, mountain biking, and the alpine slide ride to skiing, tubing and ice skating.

Conditions of Approval

When the Jackson Town Council approved this Master Plan certain conditions were incorporated into the approval. Most of them are incorporated into the body of the various Chapters of this Master Plan. Other conditions that were part of the approval are:

- All Final Development Plans shall include a detailed Landscape Plan for the review and approval by the Town.
- A detailed signage program for the entire resort will be prepared by the resort and reviewed and approved by the Planning Director prior to the first Final Development Plan application.
- A detailed exterior lighting program for the resort will be prepared by the applicant and reviewed and approved by the Planning Director prior to the first Final Development Plan application.
- The applicant shall provide an employee housing requirement for Indoor/Outdoor Recreational Facilities to be and reviewed and approved by the Planning Director prior to the first Final Development Plan Application.
- The applicant shall be required to implement a minimum of two and a maximum of all thirteen proposed Transportation Demand Management strategies in order to meet the goals as described in the Transportation Element of this Master Plan.
- The applicant shall be required to implement the Travel Demand Management Monitoring System as described in the Transportation Element of this MasterPlan.
- The applicant shall be required to update the proposed shared parking analysis provided as part of the Transportation Element upon substantial completion of this Master Plan to ensure that the Example Development scenario used to develop the original analysis is working.
- The Capital Improvements Plan and other Chapters of this Master Plan include conditions of approval that were part of the approval of this Master Plan.
- The horizontal and vertical Building envelopes fronting Snow King Avenue have been revised in this final version of this Master Plan to comply with condition #28 of the Master Plan approval concerning the human scale aspect of Sub-Area 2 adjacent to the public thoroughfare.
- This Final Version of this Master Plan incorporates all the conditions that were part of the Town Council's approval and is the complete Final Version of the Snow King Master Development Plan as approved by the Jackson Town Council on December 18, 2000.

I. STATEMENT OF PURPOSE

Snow King has been a community resource and a community partner for over 60 years. This Master Plan presents a well-balanced next-generation vision of this partnership.

As stated in Section 4.3.1 A, the purpose of the Planned Resort Zone is to provide for a mix of recreational, retail, and service-oriented activities which have a high degree of self-containment and provides economic and other benefits to the community. The planned Resort Zone is intended to guide the creation or continuation of a planned development configured around a major recreational activity.

Although sometimes repetitive, this Master Plan is consistent with the Comprehensive Plan, complies with the Land Development Regulations and adheres to all the procedures and standards of Division 4.3 of the Land Development Regulations. The Goals, Objectives and Criteria listed in this Statement of Purpose are the guiding principles of this Master Plan.

Prologue

From a bird's eye view, the Town of Jackson is nestled into a narrow space between the Elk Refuge and the mountains, built at the fork of Cache Creek and Flat Creek and extending along the creeks at the foot of the mountains. The Town Square is at the center of this unique topography. The quality that makes the Town of Jackson attractive is the way in which it fits into this topography so that human habitation is seen as a natural part of the much larger landscape.

Snow King Resort, now and when developed as proposed in this Master Plan, aims to be an extension of this defining quality of the town of Jackson. As the border between the town and the mountains, Snow King "fits into the country" and it completes and compliments the downtown core.

As a blend between a visitor-serving resort and a community-serving facility, Snow King is a place where local residents and visitors share space comfortably. This proposed development is consistent with the traditional style of Jackson Hole hospitality: Snow King Resort invites visitors to join right in, relax and take part in the life of a unique community.

A primary purpose of this Master Plan is to create a vibrant mixed-use resort complex including a multi-faceted conference/convention center and community facility for Jackson, a facility that contributes to the economy of downtown and also serves as a permeable border between the town and the mountain.

Access to public lands (US Forest Service) from town through our private land in a seamless transition has always been a priority at Snow King. In fact, so unnoticeable is this transition that most people do not realize that they are entering private property. This tradition is intended to continue.

Among the stated purposes and intent of the resort district, as stated in the Land Development Regulations and the Comprehensive Plan, is to provide recreational opportunities that rely on indigenous natural attributes of the area. These opportunities are provided to both the community and the visitor through the development of Snow King's resort facilities. Snow King has provided the Town of Jackson, and the community at large, with in-town recreational facilities since 1939.

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The ski area provides a venue for the junior ski racing programs, adult ski racing as well as recreational skiing and snowboarding, both day and night. During the summer the area provides a trail system, which has become a staple hiking, running, biking and riding area for residents and visitors alike. In turn other resort facilities and on mountain activities provide the financial and operational platform, which support and provide the ability to maintain and expand these recreational opportunities to both valley residents and visitors.

This Snow King Planned Resort Master Development Plan establishes the development standards and serves as a guide to all future development within the Snow King Planned Resort District. This Planned Development document represents a carefully balanced and well thought out development plans for the properties, it is organized in a clear manner responding to each Section of Division 4.3.1 of the Land Development Regulations and is intended to expand on prior foundations through a collaborative plan, design and approval process between Snow King, the Town of Jackson and Teton County. This foundation is defined in the Land Development Regulations and is consistent with prior approvals dating back to 1972 and with prior presentations approved under the Complete Neighborhood provisions of the old Town of Jackson Development Guidelines.

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Since the first chair lift was built in 1939, Snow King has been a community resource and a community partner. When the hotel opened in 1976, Snow King Resort opened its doors to a great variety of community meetings and events. Snow King has pioneered innovative relationships with the U.S. Forest Service, with the Town of Jackson and with many community organizations such as the Teton County Parks and Recreation Department, the Jackson Hole Ski Club, the Jaycees and many other community organizations. Virtually every non-profit organization in Teton County uses Snow King facilities to bring people together. Many local people regularly use Snow King's hiking and skiing trails as well.

Snow King Resort has, for years, been one of the largest employers in the Town and County. Among the large employers, we pride ourselves in maintaining a very stable level of employment throughout the year.

A very important consideration in this plan is to develop the property with porous edges and inviting corridors that allow circulation to the National Forest lands from the Town. It also considers the property as a bridge connecting the East and West ends of the Town via trails and pathways. Rather than stand out at the base, Snow King Resort melts into the mountain.

As owners of the largest contiguous land parcels with in the Town of Jackson, we have planned and given a great deal of thought to the future development of these lands. We have also proven our slow and careful approach to development. As a community partner Snow King offers the community, through this Master Plan, limits of development, predictability, preserved open space, access to forestlands, and many other positive attributes discussed in this document. Additionally, Snow King is operationally integrated in the community. As resort operators we differ from the standard sub - division developer since we continue to operate the product of our construction/development phase providing assurances of ongoing responsibility to the community.

In addition to the recreational facilities, the Snow King Resort Hotel has provided the largest year round meeting and conference facilities in the county since 1976.

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Within the resort core all buildings are interconnected by indoor and outdoor circulation corridors alleviating the need for guest and visitors to drive to services. Pedestrian and shuttle connections are planned to be developed and improved to connect the Multi Agency Campus, Town Square and Snow King. This Master Plan also encourages East/West and North /South pedestrian connections that complement the fabric of the Town and connect it to its mountain roots.

Functionally, visitors will be able to step out of our meeting rooms directly into the mountain environment. The pedestrian circulation system links the Resort to the mountain on both the north/south and the east/west axis so that Resort use is an integrated part of the mountain trail system. Outdoor recreation is the defining characteristic and largest land use of Snow King Resort summer and winter.

On the Town side, the entire downtown core is viewed as part of the resort in the sense that downtown amenities complement the convention facilities and lodging located on our site. Downtown shops and restaurants will be part of the immediate visitor experience, with both transit and pedestrian pathways linking Snow King to the Town Square conveniently. In the past, Jackson desired a full-service, year-round convention center to complete its array of visitor services; however, today, Jackson has a wide range of convention space that serves the community well. This proposed Master Plan offers the community the opportunity to shift from a focus on convention space to a greater focus on recreation in a manner that will benefit the entire downtown area.

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The proposed development also blends sensitively with the adjacent residential neighborhood, as lodging facilities are bordered by condominiums and employee housing as a buffer for the residential neighborhood to the north and east. In addition, the Resort intends to provide an attractive Cache Street terminus that marks the end of the commercial development of the downtown core and the beginning of the residential neighborhood to the west.

Scale and Type of Development

An objective of this Master Plan is to develop a high-intensity resort node of development, which is compatible with its location and with its crucial relationship with downtown Jackson. The size and character of the proposed development is appropriate to its position as the center for year-round recreational, conference and resort activities within the Town of Jackson for both residents and visitors.

On the mountainside of the Town/Forest border defined by Snow King Resort, the proposed development blends into the contours of the mountain both physically and functionally. The buildings take advantage of the complex contours at the base of the mountain. The scale and shape of the mountain will make these structures appear modest. The Design Guidelines Chapter addresses how large structures such as the existing hotel and the Snow King Center and future additions fit into the topography.

The regulations set forth four basic considerations for establishing the amount and type of development: (1) rationale and character objectives for the resort area; (2) overall development which can be permitted while preserving community character; (3) infrastructure capacity; and (4) resort self-sufficiency to minimize vehicle trips.

The first two issues are discussed in the context of consistency with the Comprehensive Plan, the Land Development Regulations and the Design Guidelines. The issue of infrastructure capacity is discussed as part of the Capital Facilities Element. The issue of resort self-sufficiency is generally

not applicable since the intention of this Master Plan is to be integrated with the down town area. However, the proposed uses do provide basic conveniences and amenities needed by on-site guests and conference center users. Land uses and intensity are consistent with the Land Development Regulations.

The proposed maximum scale of development is in keeping with Division 4.3.1. Three-dimensional building envelopes and design guidelines are used to provide a level of predictability. These physical parameters, in concert with the intensity of use thresholds, allow this document to provide long range planning for infrastructure, capital facilities and community land use patterns. These predictions should enable the Town and the resort to equitably share responsibility for future infrastructure and capital facility improvements.

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Goals and Objectives

Section 4.3.1.A of the Town of Jackson Land Development Regulations state that *the purpose of the Planned Resort District Standards is to provide and guide the creation or continuation of a planned development around a major recreational facility. The intent of this District is to:*

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- A. *Encourage recreational activities that rely on indigenous natural attributes of the area, contribute to the community's character and economy and have had a long-standing, beneficial role in the community; and*
- B. *Provide flexibility for planning and developing recreational resort facilities in a creative, efficient and coordinated manner in order to provide quality visitor experiences; and*
- C. *Create a process in which applicants, Teton County and the Town of Jackson collaborate with landowners in planning and designing resort master plans that meet community goals and respond to the unique circumstances of the resort area; and*
- D. *Permit resort development that contributes to expanding the winter and shoulder economic seasons; and*
- E. *Ensure that resort plans incorporate a mix of land uses, promote alternative modes of transportation, and provide a pedestrian-oriented community in order to alleviate traffic related impacts; and*
- F. *Ensure resort plans are consistent with the Comprehensive Plan, and therefore, are beneficial to the community; and*
- G. *Enable long-range planning for infrastructure, capital facilities, and community land use patterns by establishing a level of predictability in the maximum potential size and character of each resort area; and*
- H. *Ensure a balance is maintained between tourism and community that promotes social diversity but does not cause undesired shifts away from rural, western community character; and*
- I. *Produce resort plans that make significant contributions toward protecting attributes of the community that are considered critical to the community's long-term health, welfare, and wellbeing.*

The Town of Jackson LDR 's also state that the Objectives of the Planned Resort District is:

To be a mixed-use district configured around a resort complex. Resorts are to be well balanced they are to provide tourist accommodations as well as seasonal and year-round housing. The design of resorts is to be compatible with adjoining areas and is to be connected to the community at large by roads, transit and pathways. A portion of the resort workforce, particularly seasonal employees of hotels and restaurants are to be able to find housing within the resort district. Commercial development is to provide both tourist and local convenience shopping opportunities as appropriate.

Division 4.3.2.B includes the following factors and resort characteristics that are important in Snow King's future development:

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Capitalization on the location at the terminus of Snow King Avenue.

Creation of a sense of arrival.

Creation of an active, attractive, pedestrian streetscape along the eastern end of Snow King Avenue.

An attractive, safe and direct pedestrian streetscape connection to the Town Square.

A layout that blends the edges of the resort into neighboring developments, creating a porous edge to the resort that encourages pedestrian travel into and through the area.

Structure sizes and layout that draw people into the resort area.

A continuity of architecture and activities within the resort, creating a multi-use sense of place.

Pathways throughout the resort and connections to the Jackson Hole pathways system.

Continued provision of the amenities of "town hill" skiing.

All of these factors and characteristics are discussed and considered in detail throughout this Master Plan.

This Master Plan endorses and complies with all the above Goals and Objectives and adds this additional criterion:

- Create a vibrant year-round district in a unique resort-oriented urban commercial environment, serving both visitors and residents.
- Maintain and enhance access to public lands through private lands in a seamless transition. Preserve open space, ski runs and extend existing Town parks into the mountain.
- One dominant central hotel oriented towards conferences and meetings without lying accommodations of various types.
- Create meaningful outdoor activity areas that relate to both buildings and open space considering long vistas, and within a comfortable urban pedestrian framework.
- Solidify Snow King's role as the main convention and conference facility in the community.
- Create East/West trail networks that interconnect with other trails leading from Town up the mountain.
- Frame the access to the mountain West of the Snow King Center with a companion building, One Town Hill.
- Locate services and parking underground, wherever feasible, within a comfortable walking distance of destination, while creating building facades that conceal these uses.
- Separate service/delivery areas from the guest areas of the resort.
- Careful use of density to reduce the need for transportation within the district and from Snow King to the Town Square area.

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- Create a Sense of Arrival at the Resort convenient for both visitors and local guests and with sufficient space for various concurrent functions and with clearly visible key destination points.
- Balancing activities to create an efficient distribution of usage throughout the day and the year.
- Create a festive resort-like atmosphere, with a variety of eating and recreational experiences. Lively all seasons.
- Integration into the town's fabric in a non-competitive symbiotic commercial relationship to downtown. Commercial areas should act as adjuncts to recreation, lodging and conference facilities.
- Community oriented Resort and Conference Center with a variety of year-round recreational activities and amenities for visitors and residents, achieving sufficient volumes of pedestrian circulation to create vibrant public spaces.
- Within the resort, pedestrian, bicycle and skier circulation shall be encouraged through the use of a pathways system. Pathways will be integrated into the resort and the Town's fabric and segregated, as much as possible from automobile circulation. The overall plan will be pedestrian friendly.
- Planning with landscape scenic values in mind.
- Design guidelines that enhance the natural attributes of the site and encourage architectural by distinctive design.
- Encourage design diversity with common themes.
- Create a Pedestrian Plaza from the hotel to the Snow King Center with porous building edges.
- Maintain the appearance of a resort set at the edge of town with public access through it to the National Forest Service land. Keeping a sense of connection to the mountains.
- Intercept as much vehicular traffic as possible at or near the Resort's entrance.

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Submittal Components

This Snow King Planned Resort Master Plan document considers, addresses and ultimately assists in achieving these Goals and Objectives, while taking advantage of the unique characteristics of the site.

When considered as whole, the Master Site Plans, Land Use Plan, Design Guidelines and Dimensional Limitation Plan provide a clear vision of the visual and physical character of the resort.

Other components such as the Housing, Transportation, Capital Improvements, Phasing and Community Service Elements address the impacts and remedies associated with the development of the Resort.

Various Chapters of this Master Plan identify, address and respond to all the requirements of Division 4.3.1 in a clear, complete and comprehensive manner.

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Introduction to Existing Conditions and Vicinity Maps

This chapter of the Snow King Master Plan defines the existing conditions within the Snow King Resort District (PRD) and its immediate neighborhood. The maps are designed to provide distinct information and to assist in the familiarization process as well as providing reference information with respect to the later chapters. The first three maps provide information about the current zoning in the Snow King Planned Resort District (PRD) vicinity, and the current status of the built environment at Snow King Resort. The fourth map builds upon the existing conditions by including the approved, and presently being built, Love Ridge Lodge Homes project. The fifth map in this section indicates the extent of this Master Plan.

The "Extent of the Master Plan" excludes areas within the PRD that have been previously developed and exist as separate subdivisions. They include the Pitchfork, Grand Vista, Clark's Knoll and Remington Condominiums as well as the Stevens' project. All these developments are represented as Sub-Area 6. The "guest (APO) count" allocated to these mostly existing developments in Sub-Area 6 (252) has been deducted from the maximum lodging capacity authorized in the District (2,460 guests), netting a maximum lodging capacity available for this Master Plan of 2,208 guests (APO).

The next map in this chapter is the Land Ownership Map that indicates the mosaic of private owners, as well as US Forest Service and Town of Jackson parcels, which comprise the base of the resort.

All the owners within the Master Plan Area (Extent of Master Plan) have agreed to this submission and are presenting this Master Plan jointly. Property owners within the "Existing Condominium Areas" are participating to a limited extent since most development on these parcels has already occurred. The "Statement Regarding Existing Condominiums" details the development permitted within the Existing Condominium Areas (Sub-Area 6).

The Extent of this Master Plan is therefore limited to a 62,364-Acre area, all within the PRD district. This area has been divided, for presentation purposes, into 5 Sub-Areas defined in the "Sub-Area Plan". These Sub-Areas are used for presenting the Master Plan into better manageable components.

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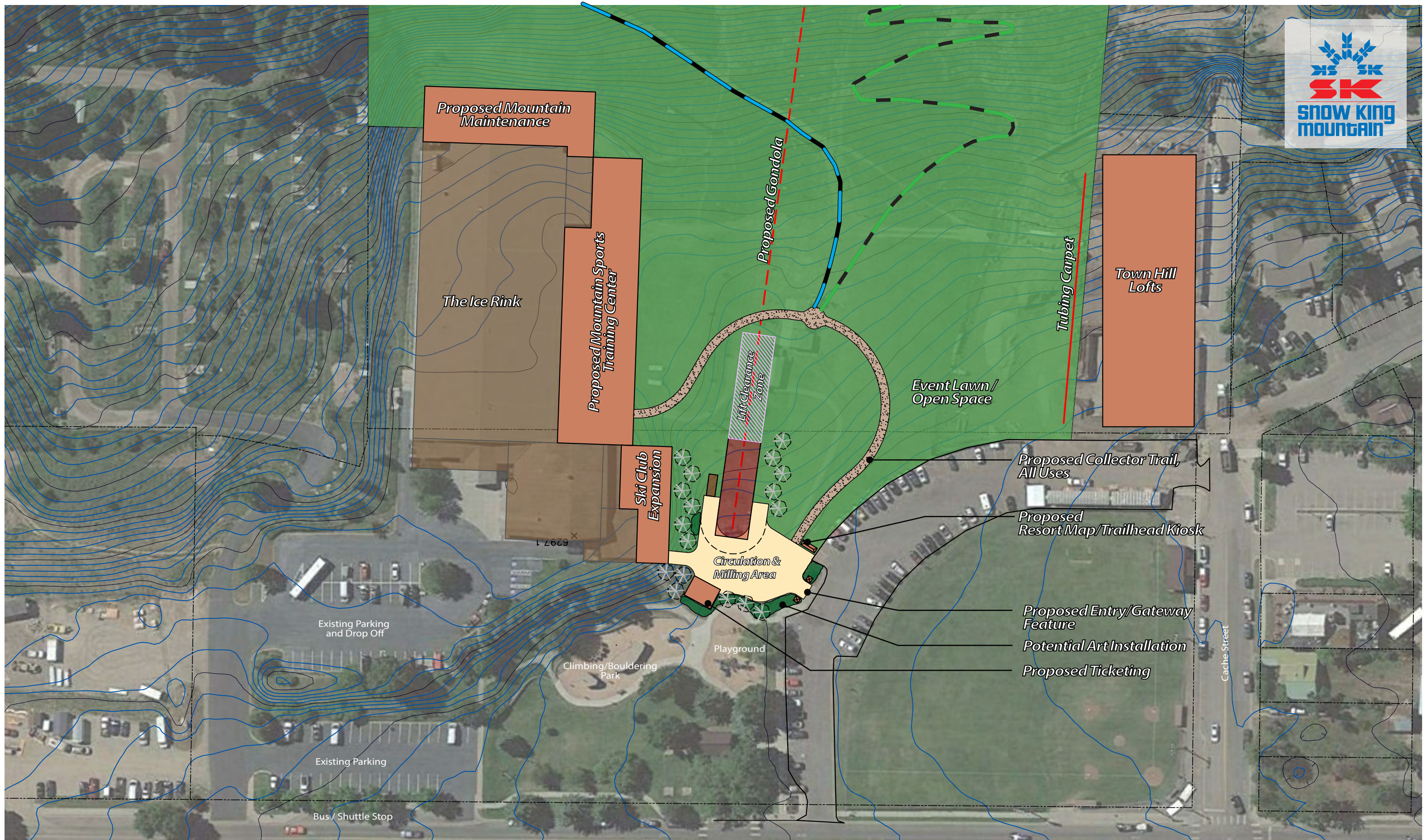
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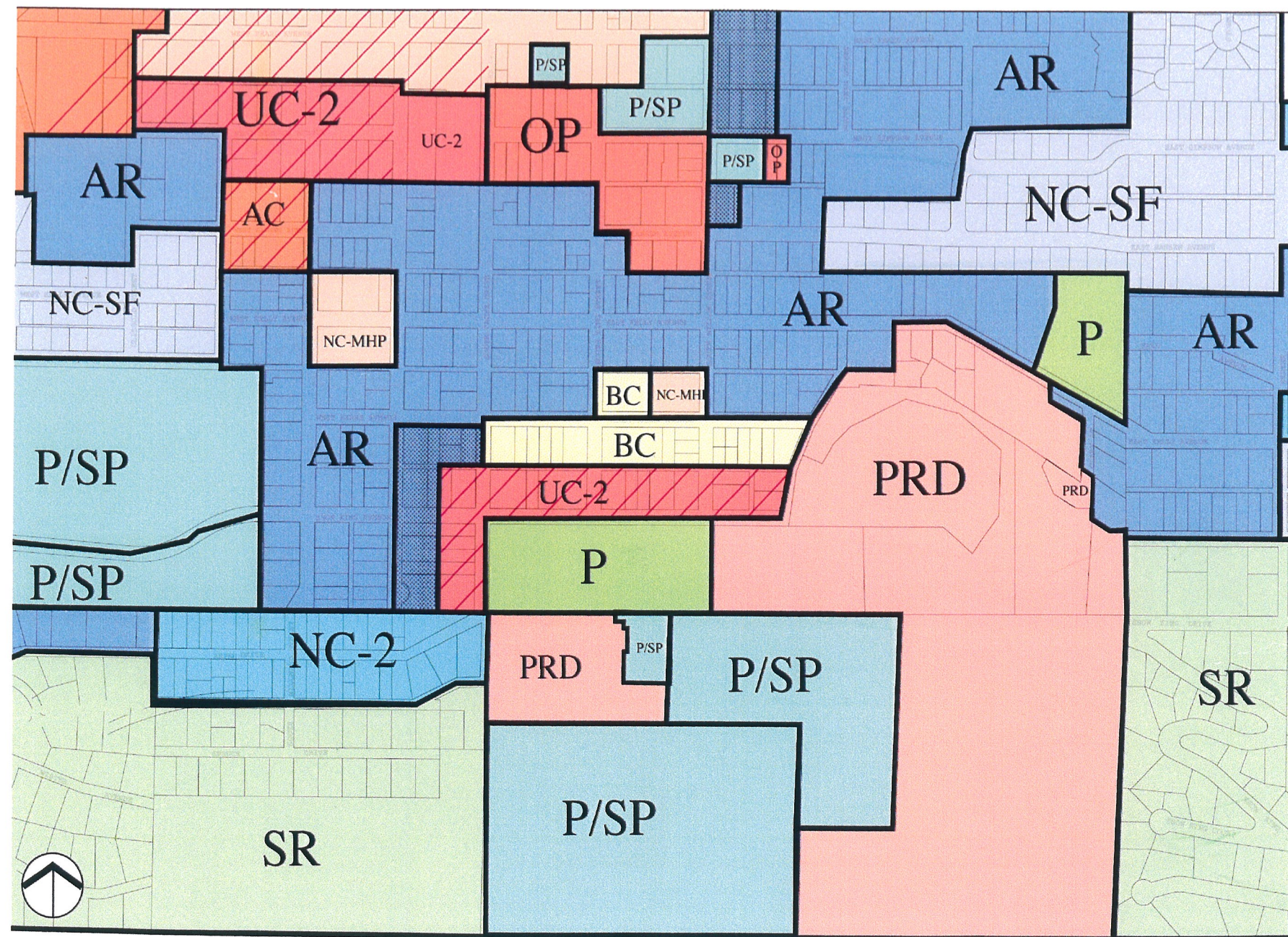
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Extent of this Master Plan

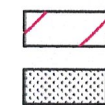






D. Neighborhood Zoning Map

AC	Auto-Urban Commercial
AR	Auto-Urban Residential
BC	Business Conservation
NC-2	Neighborhood Conservation - Two Family
NC-MHP	Neighborhood Conservation - Mobile Home Park
NC-SF	Neighborhood Conservation - Single Family
OP	Office Professional
P	Public Park
P/SP	Public / Semi-Public
PRD	Planned Resort District
SR	Suburban Residential
PRD	Planned Resort District
SR	Suburban Residential
UC-2	Urban Commercial - Two



Lodging Overlay

Office Overlay



E. Existing Conditions Map

This Plan reflects the Snow King Resort Area as it is in its present state. Structures Include:

- The Snow King Resort Hotel
- The Grand View Lodge Conference Center
- The Snow King Sports and Event Center
- Grand View and Love Ridge Condos
- Rafferty Center

Major Site Features include:

- Snow King Ball Park
- Phil Baux Park
- Rafferty, Cougar, and Summit Ski Lifts
- Alpine Slide, Mountain Coaster
- Miniature Golf, and Maze



E. Existing Conditions Plus Approved Plan

This Plan reflects the existing Snow King Resort Area with the addition of the approved KM6 and Snow King Hotel Development. Included in the approved development are:

- Proposed buildings A-E of the Snow King Hotel.
- Proposed conference center, commercial development, and housing on the KM6 parcel.
- Pine Lodge development now known as One Town Hill condominiums.
- Storage facility behind ice rink.
- Mid-mountain lodge, accessory buildings, and pavillion.
- Condominium building 27 located on lot 58 above Grand View Condominiums.
- Mountain maintenance facility located on Vine Street.
- Cabins located on lots 53 and 57 above Grand View condominiums.

I. G. Extent of This Master Plan

The previous map, I.G., indicates the extent of area in the Snow King Planned Resort District area that is pursuant to this Master Plan. This map differs from the "Extent of the PRD" map, J.B., because it excludes the "Existing Condominium Areas" (Parcels 2- A, 2- B, 2-C, 2-D and 2-E and also referred to as "Sub-Area #6"). For planning purposes, the remaining 62.364 Acres has been subdivided into five Sub-Areas. These areas are described on page IV D., SUB-AREA PLAN. Extent of This Master Plan• Sub-Areas 1-6

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I. H. 2. Statement Regarding Existing Condominiums

The following projects, all located in Sub-Area 6, have a limited part in this Master Plan presentation:

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- Pitchfork Townhomes
- Grand Vista Townhouses
- Remington Townhomes
- Stevens Property
- Clark's Knoll Townhouses

These projects encompass a total of approximately 4.85 acres and can accommodate a maximum of 252 guests. These 252 guests reduce the maximum lodging capacity remaining in the balance of the Snow King Planned Resort District to 2,208 (2,460 - 252 = 2,208). Legal descriptions of the parcels encompassing these projects are attached in the Addendum Section.

The Pitchfork, Clark's Knoll and Grand Vista projects were constructed from 1990 through 1996 and are expected to remain as they are regarding dimensional limitations, parking and impervious surfaces.

The Remington and Stevens properties have been assigned 20 and 24 guests respectively.

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- Units within all these projects can be rented for short-term purposes.
- These properties have historically been excluded from SKRMA; however, this master plan amendment proposes that all properties within the district contribute to SKRMA to better ensure long term maintenance of facilities within the resort district.
- The Remington project is allowed a maximum 20 guests (APO's) and therefore is allowed to build an additional unit sized similarly to the 4 existing units.
- The Stevens lot is allowed a maximum of 24 guests (APO's) and 9600 SF of livable space.
- The Remington lot has been built with one employee unit and will remain so.
- The Stevens lot will need to provide its own employee unit or make an arrangement for compliance with the Housing Mitigation Plan for the Snow King Planned Resort District.
- Any redevelopment may not exceed these maximum Floor Areas

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-Pitchfork	95,200 SF	-Grand Vista	6,800 SF
-Clark's Knoll	44,000 SF	-Stevens	9,600 SF
-Remington	9,400 SF		

and cannot exceed the # of guests assigned in the table below.

All applicable sections of the Town of Jackson Land Development Regulations, including but not limited to, parking, employee housing, landscape ratios, height restrictions and impervious surface ratios, apply to any redevelopment that may occur within ~~these developments~~. The Town of Jackson under Section ~~4.3.1~~ shall review all these properties after approval of this Master Plan.

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	Pitchfork	Clark's Knoll	Grand Vista	Stevens	Remington	TOTALS
Condominium Units #	30	19	3	6	5	63
Doors#	48	19	3	12	10	92
Guests#	120	76	12	24	20	252
Site Area - Acres	2.8	1.3	0.2	0.28	0.27	4.85 Acres
Site Area - SF	122,000	56,400	8,700	12,300	12,000	211,400 SF
Parking Spaces - #	60	38	6	16	10	130
Employee Units - #				As needed	1 (2Bdnn)	

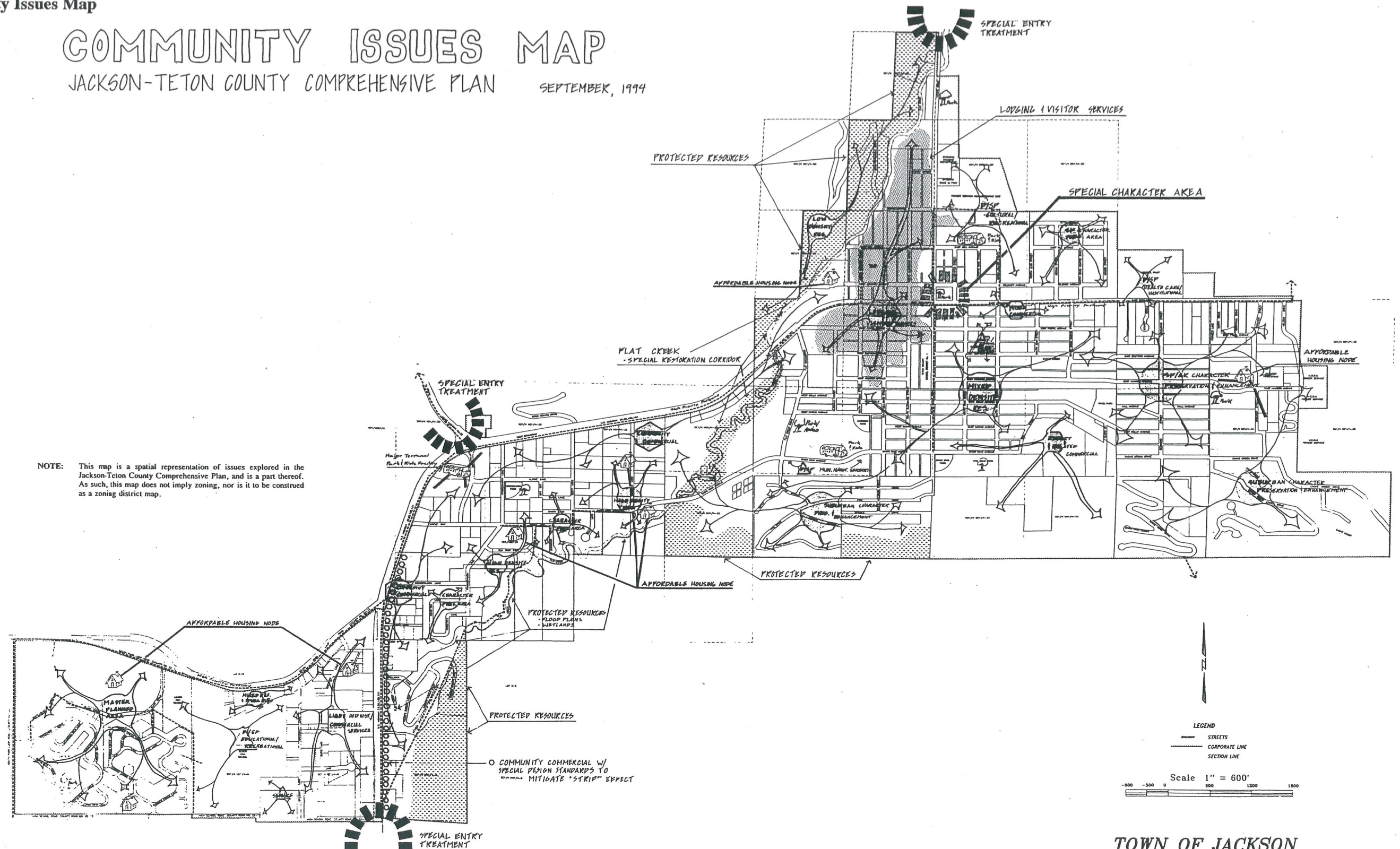
I. Community Issues Map

COMMUNITY ISSUES MAP

JACKSON-TETON COUNTY COMPREHENSIVE PLAN

SEPTEMBER, 1994

NOTE: This map is a spatial representation of issues explored in the Jackson-Teton County Comprehensive Plan, and is a part thereof. As such, this map does not imply zoning, nor is it to be construed as a zoning district map.



TOWN OF JACKSON
TETON COUNTY, WYOMING

I. J
Page 25

COMMUNITY ISSUES MAP

Trail Improvement Program
Snowking/ Cache Creek
(see Scoping Document of May 12, 1998 by Jackson
Ranger District, Bridger-Teton NF)

1"=1200'

ORTHO PHOTO
USGS-1976

TOPOGRAPHY
NELSON
ENGINEERING
HORIZONS FILE
4-1853

Prepared:
August 18, 1998

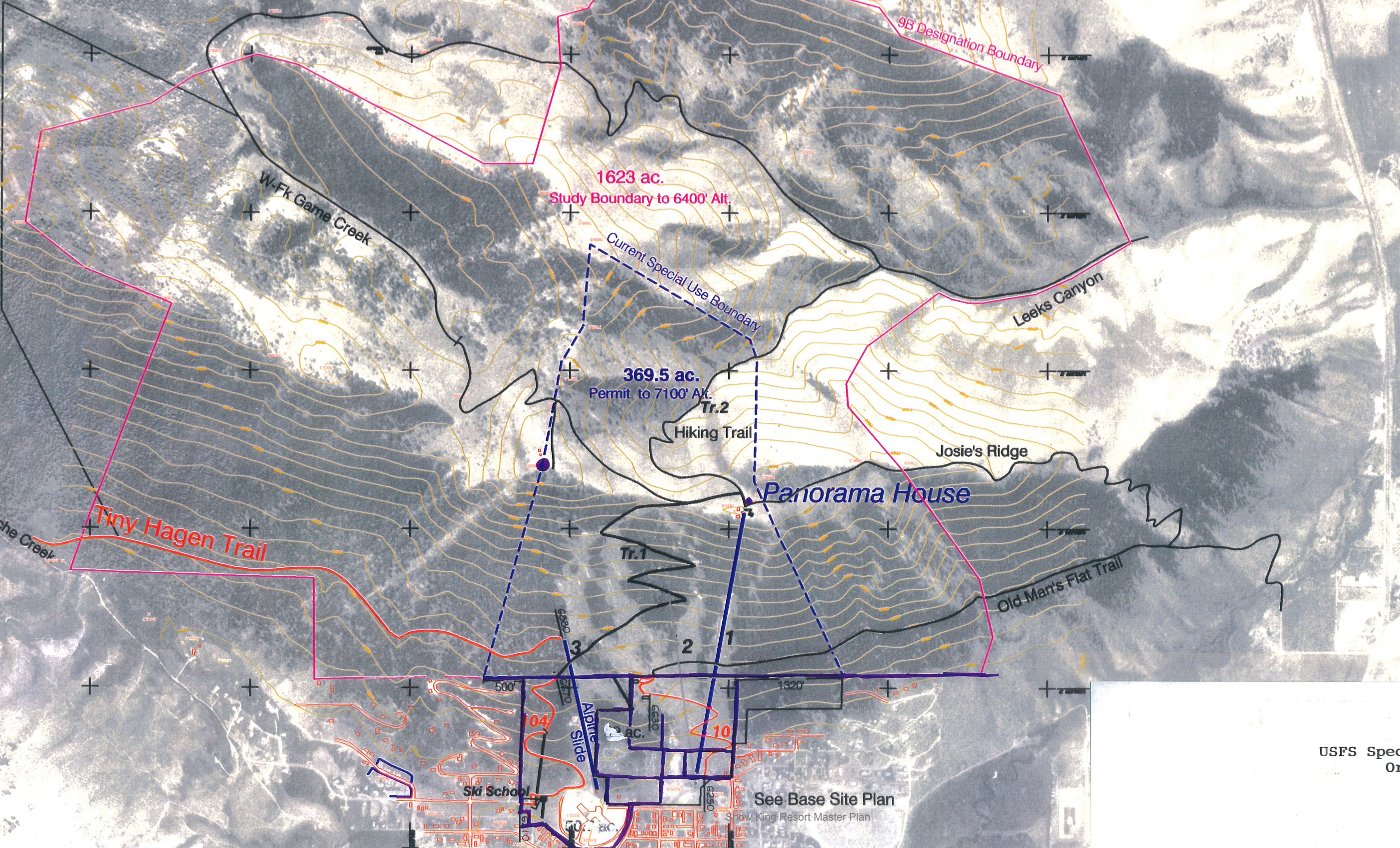


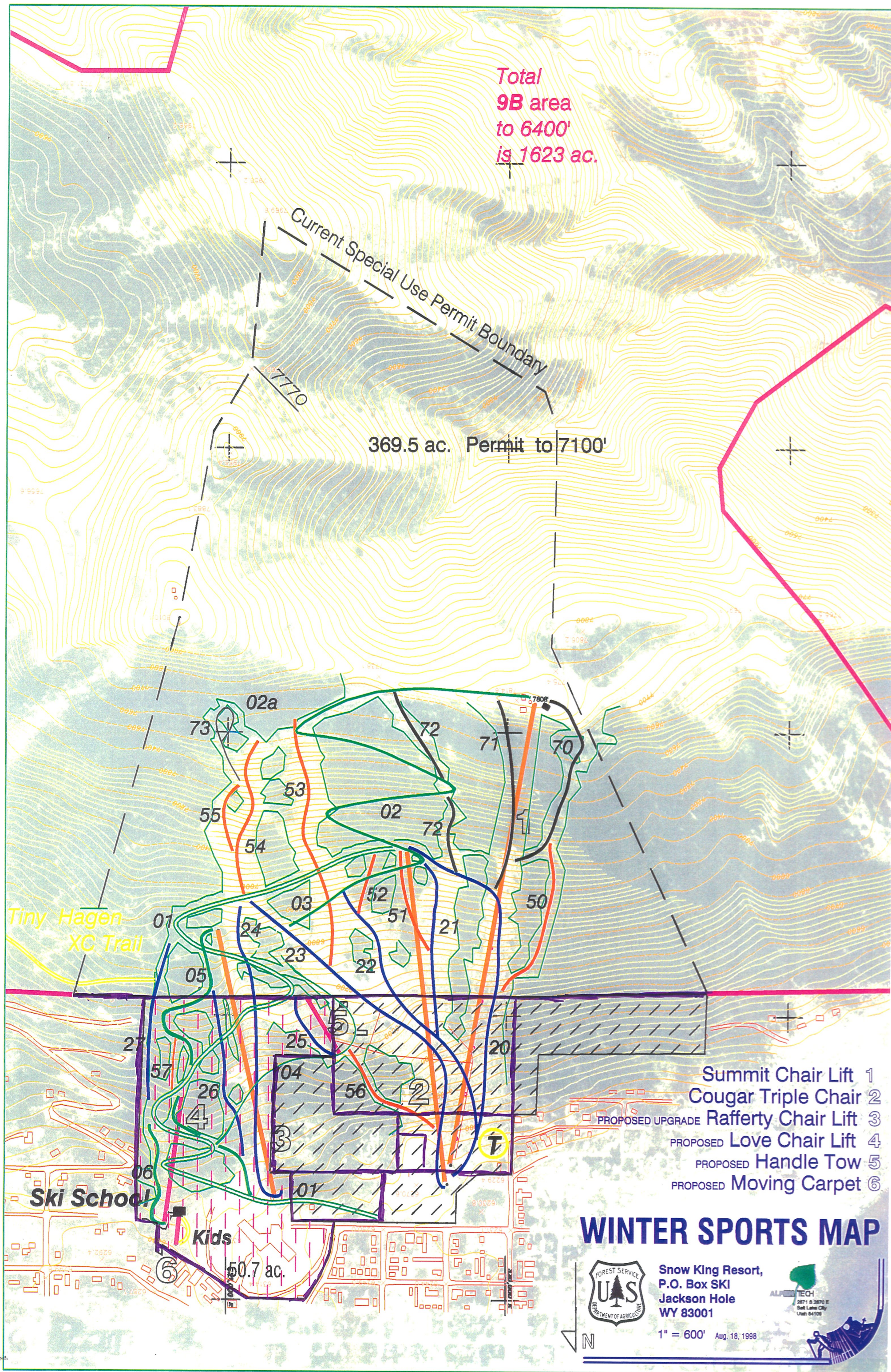
Salt Lake City, Utah

SUMMER USE, MOUNTAIN Snow King Resort

Box SKI
Jackson Hole
WY. 83001

USFS Special Use Permit Area
Ortho Photo





- LEGEND**
- | | | | | | |
|---|-------------------------|---|------------------------|---|-------------------------------|
|  | SUP Boundary |  | Existing Run |  | Proposed Tree Skiing Terrain |
|  | SUP Boundary Adjustment |  | Ski Patrol |  | Proposed Runs |
|  | Parcel Boundary |  | Parking Lot |  | Proposed Mountain Access Road |
|  | Existing Building |  | Mountain Coaster |  | Upgraded Ski Patrol Facility |
|  | Proposed Lift |  | Proposed Zip Line |  | Proposed Maintenance Facility |
|  | Proposed Building |  | Proposed Trail Grading |  | Proposed Wedding Venue |



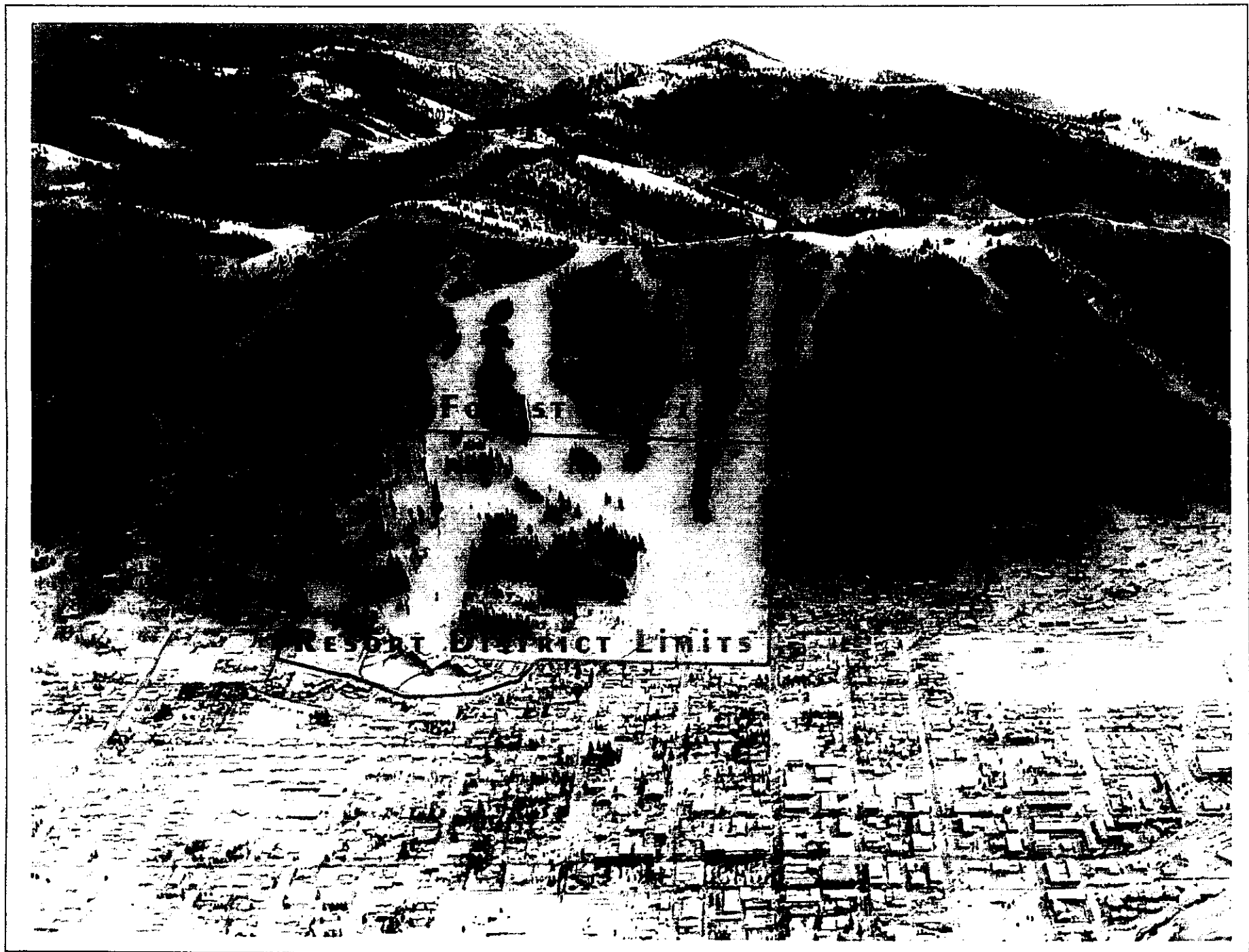
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North

Prepared by:

SE GROUP



II. CONSISTENT WITH COMPREHENSIVE PLAN

This Master Plan is designed to help realize the vision statement and to reflect the guiding principles adopted by Teton County and the Town of Jackson as part of the Comprehensive Plan, and is consistent with [both the 1994 and 2012](#) Comprehensive Plan as a whole and specifically addresses goals and objectives in every Chapter of the Plan. In addition to the statements in this Chapter, other submittal components further articulate the relationships between the Snow King Master Plan and various community goals. _

The Snow King Resort is indicated on the Community Issues Map ([of the 1994 Comprehensive Plan](#)) 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 pathway and trail system, which is the integral fabric of the Resort.

It should also be noted that the [1994](#) Comprehensive Plan preceded the adoption of Division 2500 of the Land Development Regulations referring to Snow King. Therefore, Division 2500 already incorporates, within its body, most pertinent issues concerning the Comprehensive Plan. Various impacts were addressed in economic, planning and other studies that were part of the process of adopting the Snow King Planned Resort District Ordinance.

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 addition to improvements in guest facilities such as rooms, condominiums and conference areas will provide a balance of services for both guests and residents.

This proposed development is intended to help the Town of Jackson realize the vision statement in the [1994](#) Comprehensive Plan (pages 1-6 and 1-7), as follows:

"It is the vision of the citizens, planners and elected officials, who have all contributed to this plan, to guide and manage change and development to:

- ***Support and promote a diverse social and economic population that includes a resident work force:***

Snow King Resort currently employs over 260 persons in a variety of professional levels most of them on a year-round basis and expects to continue this pattern in its expansion. Snow King is among the top five year-round employers in Teton County. The proposed housing plan will assist us in housing more of our employees in Town. The conference facilities assist in attaining a stable year-round work force.

- ***Preserve the traditions and character of the Rocky Mountain West and Wyoming, including ranching and through architectural design;***

The design of the proposed development will help to preserve the traditional character of the region, both architecturally and functionally. The traditional character of Jackson Hole is the outcome of blending outdoor recreation, visitor services and community life and is expressed not only through architecture and appearance, but also through its functions. Snow King has proven for over 60 years our commitment to the community.

- ***Promote economic sustenance that does not depend on population growth;***

Sustainable, sensitive tourism, concentrated in already-developed areas, designed with the landscape and outdoors in mind, benefits this community economically and functionally. This proposed development aims to continue and enhance this kind of low-impact tourism.

- ***Set aside, for generations to come, scenic vistas and wildlife habitat;***

Unlike other resort development in Teton County, Snow King takes advantage of all the infrastructure and commercial development in the downtown core. It concentrates visitor impacts in the downtown core and invites them to "step outside" and enjoy our natural resources. Snow King has a proven track record of harmonious relationship with the U.S. Forest Service. This Master Plan provides generous areas of meaningful open space.

- ***Maintain and enhance environmental quality, including air and water quality;***

All new buildings will make use of technologies that help enhance environmental quality, and be connected to the existing Town of Jackson utility network. The Snow King Resort Master Association will assist in controlling air and water quality. The resort already has a strong recycling program that will continue and be expanded.

- ***Maintain outdoor recreation and adventure opportunities;***

This proposed development provides varied outdoor recreational opportunities as part of the downtown experience. Enabling both locals and visitors to ski, skate and hike right in town, minutes from the Town Square, is one of Snow King's primary contributions to the community. Outdoor recreation at Snow King will be enhanced by this proposed development and access to the mountain through private lands preserved.

- ***Offer a spectrum of housing types, especially for resident workers.***

This proposed development meets the Town's employee housing requirement, with the overwhelming majority being provided within the limits of the Town, as an integral part of the Town and the town's housing stock.

The guiding principles adopted in the Comprehensive Plan (pages 1 - 7 and 1-8), state that "*Teton County is a community first and a resort second*" and "*it is the intent of this Plan to create conditions for a sustainable visitor-based economy...that reflects the unique, small-town, Western commercial character of Jackson, and the outdoor recreational opportunities of Teton County as key components of the visitor experience.*" Snow King Resort is shown on the Community Issues Map as having a unique role serving both residents and visitors because of its location and history. This proposed development would make a crucial contribution to the long-term sustainability of the downtown, visitor-based economy.

In reference to Chapter 2 of the Comprehensive Plan (Population, Economy and Growth), this proposed project directly serves two goals stated on page 2-1. It will "*enhance visitor services that emphasize the area's unique outdoor attributes*" by providing a conference center that opens to the mountains as well as through its use of outdoor recreational spaces and pedestrian circulation and plazas. The Master Plan also "*defines the future boundaries of growth necessary to preserve community character.*"

This project contributes directly to maintaining community character in three ways.

- It will help to maintain social and economic diversity both by providing a range of employment opportunities and through an exceptionally strong employee-housing program. The project also enhances the social and economic diversity within the resort itself by greatly expanding the mix of uses for both visitors and residents.

- It will help to maintain a balance between visitation and community life by serving these two functions within a single facility. The conference facilities are intended to be used by visitors and residents alike, as they are now.

- This project will also help to maintain community character through redevelopment and improvements of the existing economic center at Snow King. Snow King is the largest lodging facility and resort in the Town of Jackson and currently plays a key role in the area's economy.

In Chapter 3 (Community Character), it is noted that part of the process of maintaining community

character is through providing for a style of tourism that highlights regional differences and unique characteristics. *A recent study stated that "it is a joy to encounter places that preserve, enhance and celebrate those things that set them apart and give them a meaning and personality all their own."* (Page 3-1) Snow King's role is an interface between the town center and the mountain and combines the use of its facilities by residents and visitors alike. This integration sets Snow King apart and gives it its own personality. The seamless transition from Town to Resort is emphasized in this Master Plan.

In Chapter 4 (Natural and Scenic Resources), this project addresses three objectives (pages 4-7 and 4-8).

- It will *"improve the visual quality of existing development"*. Visual quality is addressed throughout this Master Plan and buildings are carefully placed to minimize visual impacts. A visual impact study is part of this Master Plan.
- It will help to *"preserve open space"* by providing for ample open space as part of the site plan design.
- It will help to *"provide and manage access to natural resource areas in a manner consistent with natural resource protection goals"* through a network of trails which improve access as well as concentrate other uses in specific, already-impacted areas.

Regarding Chapter 5 (Housing), this project will *provide a variety of affordable and employee housing as the resort continues to develop*, as called for in the Town's housing goals shown on pages 5-6 and 5-7. Because of stable year-round employment, this development also helps the resort's workforce afford available housing. The Housing element proposes housing both within the PRD and in other locations in the Town of Jackson. It also proposes a variety of housing types to meet the needs of different levels of employees. Snow King is proud of the broad spectrum of employment opportunities it offers and intends to support this spectrum with appropriate housing.

In Chapter 6 (Commercial and Resort Development), tourism and related services are recognized as the economic base of the community. The conference center is a key component of this sector. The Comprehensive Plan also calls for *avoiding strip development and encouraging outdoor-oriented tourism*. With the ski hill, hiking and biking trails, skating and other outdoor amenities located near the center of town, this proposed development addresses both of these goals. An additional plus is the ready accessibility to the community of our resort facilities. The proposed development also fulfills the goal of creating a full-service conference/convention center and provides a stabilizing year-round foundation to our seasonal economy.

In Chapter 7 (Community Facilities), this Master Plan will enable us to *collaboratively anticipate community facility needs*, a primary goal (page 7-19). It also helps locate demand for community infrastructure in an appropriate location.

In regards to Chapter 8 (Transportation), the Comprehensive Plan calls for *transportation planning, which helps to preserve and enhance community character*. The location of a conference center within walking distance of downtown, helps to minimize traffic demands. The transportation element of this Master Plan takes into consideration transit, pathways, traffic impacts, parking and airport capacities.

The recurring theme of this chapter is balance: seeking a balance between what the resort gives to the community in terms of jobs, tax revenue, meeting space, and recreation and, in turn, what the resort requires in terms of water, sewer, mass transit and employee housing. The theme of balance also relates to the scale and character of the development and how well it fits into the fabric of the community and the landscape. As mentioned in the Statement of Purpose, this proposed development is an excellent example of balance.

In all of these ways, and many others, the proposed Master Plan is consistent with the 1994 Comprehensive Plan and helps to meet its community goals. The Master Plan is also consistent with the 2012 Comprehensive Plan.

The Snow King Resort is part of the Town Commercial Core district as indicated in the 2012 Comprehensive Plan, which serves as the economic hub of Teton County. The 2012 comprehensive plan highlights the following character defining features for Snow King Resort:

"This district is anchored by two primary economic and community centers, each with their own identity and role – Snow King Resort and Downtown. A key goal of the district will be to better connect

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these subareas in order for each to benefit from the other's vitality, complementary uses, and activities while supporting the overall success of the district as the center for our tourist-based economy."

"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, Snow King Resort will complement Downtown lodging and tourist amenities."

"In the future, the subarea will complement Downtown 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 area along Snow King Avenue to attract residents and visitors to the many amenities and recreational opportunities found there."

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III. COMPLIANCE WITH LAND DEVELOPMENT REGULATIONS

All the lands within this Master Plan are zoned "Planned Resort District" in the Official Zoning District Map, and all development is governed by Division 4.3.1, Planned Resort District, of the Town of Jackson's Land Development Regulations. This Division specifies the purpose, intent procedures and standards applying to such developments and guides all aspects for this Master Plan. This Master Plan is fully consistent with the regulations in Division 4.3.1.

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The Master Site Plan utilizes and complies with the intensity of use and performance-based thresholds established in Section 4.3.2 of the regulations. The land under this Master Plan will be used as a mixed-use district designed in such a manner as to preserve open space by concentrating development only in specific portions of the district, and allocating access routes to the national Forest and to pathways that connect the East and West sides of the Town.

This document, as a whole, responds and complies with all the sections of the zoning and development regulations relevant to Snow King. Even when compared with other zoning Districts, the proposed Landscape Surface Ratio (.50 for the total of Sub-Areas 1, 2, 4, 5 and 6 and .30 for the area within Sub-Areas 1, 2 and 4) and Floor Area Ratio (.40 for the total of Sub-Areas 1, 2, 4, 5 and 6 and .60 for the area within Sub-Areas 1, 2, and 4) compare favorably even with those for residential areas and with the requirements of Division 4.3.1.

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As specifically stated in Section 4.3.1.F.2, "it is fully consistent with the Division that Planned Resorts may have dimensional, design and other development standards different from those described in other Sections of these LDR's due to the unique circumstances of, and community objectives for, resort development." This Master Plan presents its own Dimensional Limitation Plan in accordance with Section 4.3.1.F, that takes into account the specific topography and location of the lands encompassed in this Master Plan.

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The Dimensional Limitation Plan explains its rationale and establishes vertical and horizontal dimensional limitations that are a product of the existing build environment and the topographical context of this site. Floor areas are necessarily large to insure Snow King's position as the largest conference facility in the valley. These aspects of the built environment are tempered by a three-dimensional building envelope system specific to all the high use areas. The types of allowable uses are many and varied to insure community needs, diversity, synergy and increased economic viability. These uses are consistent with a high-intensity resort development node tucked against the base of Snow King Mountain.

The following is a summary of how this Master Plan meets the requirements of each section of Division 4.3.1 and the required findings for approval.

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SECTION 4.3.1.A PURPOSE AND INTENT

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Division 4.3 of the Town of Jackson Land Development Regulations defines the Planned Resort District Zoning District as follows:

"Planned resort (PR) District. The purpose of the Planned Resort Zone is to provide for a mix of recreational, retail, and service-oriented activities which have a high degree of self-containment and provides economic and other benefits to the community. The Planned Resort Zone is intended to guide the creation or continuation of a planned development configured round a major recreational activity."

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The Snow King Resort Master Plan is responsive to every objective of Division 4.3. As the largest convention facility and resort in the Town of Jackson, and encompassing a large contiguous undeveloped land located between Town and forest, the proposed development represents perhaps the only opportunity available to the Town to meet these objectives. The goals of this Master Plan and the purposes of these regulations are closely matched. The purposes of these regulations are stated as to:

A. Encourage recreational activities that rely on indigenous natural attributes of the area, contribute to the community's character and economy and have had a long-standing beneficial role in the community;

Snow King Resort blends conference facilities and other visitor services with varied year-round recreation on the mountain, including skiing, skating, tubing, hiking, biking, horseback riding, activities for children and a summer chairlift and alpine slide. Snow King has evolved as an important part of Jackson's community character because of the way it functions, as a gathering place for both residents and visitors. The existing conference and hotel facilities have benefited Jackson Hole residents and visitors since 1976, while the ski hill and other mountain recreation uses represent a tradition going back to 1939.

B. Provide flexibility for planning and developing recreational resort facilities in a creative, efficient and coordinated manner in order to provide quality visitor experiences;

The proposed development has been planned within the context of the entire downtown area and is coordinated with plans for the Multi-Agency Campus and the Community Center for the Arts to contribute to an animated, viable and vibrant downtown. Snow King's development encourages a concentration of services in the downtown area, leading to more pedestrian activity and efficient corridor use that will bring people to the Town Square. Snow King is an integral part of a holistic downtown vision, and the proposed convention facilities will be the mainstay of a year-round downtown economy.

C. Create a process in which applicants, Teton County and the Town of Jackson collaborate with landowners in planning and designing resort master plans that meet community goals and respond to the unique circumstances of the resort area;

This Master Plan is another step in a long-standing pattern of collaboration and partnership between Snow King and the Town of Jackson, which includes the joint development of Snow King Center and many aspects of the ski operation including snowmaking water and land leases. All the landowners within the more than 62 Acres extent of this Master Plan are acting in unison.

D. Permit resort development that contributes to the winter and shoulder economic seasons;

Convention facilities are key because they attract year-round use. Currently our meetings and convention business provide us with a better off-season occupancy than the Teton County average. With the proposed development, we will be able to accommodate a much broader variety of meetings, and as a result, expect a better spring and fall occupancy rate.

E. Ensure that resort plans incorporate a mix of land uses, promote alternative modes of transportation, and provide a pedestrian-oriented community in order to alleviate traffic-related impacts;

As expressed in various Chapters of this Master Plan, non-motorized pathways are the backbone of this mixed -use resort. In addition to the obvious benefits of providing convention facilities in the immediate downtown area with pedestrian and shuttle access to all the Town Square Businesses Snow King also provides pedestrian access to the mountain. Many people take advantage of Snow King's trails and recreational facilities to enjoy the outdoors without leaving town. Snow King's unique mix of land uses helps ease transportation demands in various ways. This Master Plan includes all the required components of a transportation element and proposes a transportation plan that will serve the goals adopted in the Town's Transportation Plan. Snow King will be an integral part of a multi-modal downtown transportation system. In addition, Snow King's trails and pathways will add a valuable amenity above and beyond what is required by the regulations.

F. Ensure resort plans are consistent with the Comprehensive Plan, and therefore, are beneficial to the community;

Consistency with the Comprehensive Plan is discussed in detail in another Chapter.

G. Enable long-range planning for infrastructure, capital facilities, and community land use patterns by establishing a level of predictability in the maximum potential size and character of each resort area,

This Master Plan establishes maximum development potential in keeping with the maximum established in Division 4.3, and provides the framework for collaboration in the provision of infrastructure needed for a successful development.

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H. Ensure a balance is maintained between tourism and community that promotes social diversity but does not cause undesired shifts away from rural, western community character;

Snow King's development is a continuation of a pattern of use, which is already well established for our property. This development will maintain the existing balance between visitor and resident use of the facilities and bring much-enhanced benefits to the community as a whole. We cannot claim that it will not contribute to the shift away from rural character, but this shift is a consequence of other factors as well. No doubt each discreet development small or large, contributes to this change. Although some portions of the site will be developed in an urban manner, over half of the land is dedicated to open recreational space.

I. Produce resort plans that make significant contributions toward protecting attributes of the community that are considered critical to the community's long-term health, welfare and well-being;

The proposed convention facilities will make a significant contribution toward a sustainable economy for the Town of Jackson, as documented in prior studies. The Resort as a whole will make a large contribution to the economic health of the downtown area. The proposed employee-housing element will make a significant contribution to the housing stock for working people in the downtown area. The proposed recreational development will benefit the entire community and existing recreational uses will be maintained. The design will be a visual enhancement of the mountain base area.

SECTION 4.3.1.B APPLICABILITY

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Snow King Resort is specifically named.

SECTION 2530 PROCEDURE

This Master Plan is in compliance with the procedures outlined in Section 2530.

Section 4.3.1.D. Require the following submittal components:

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- (a) *Statement of Purpose*
- (b) *Master Site Plan*
- (c) *Dimensional Limitation Plan*
- (d) *Design Guidelines*
- (e) *Transportation Demand Management Plan*
- (f) *Housing Mitigation Plan*
- (g) *Capital Improvements Plan*
- (h) *Land Use Plan*
- (i) *Phasing Plan*
- (j) *Community Services Element*

The Chapters of this Master Plan are organized, as much as possible, in response to this requirement.

SECTION 4.3 STANDARDS APPLYING TO ALL PLANNED RESORTS

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This Master Plan application is complete as per Section 4.3 requirements. Each section of this Master Plan explains how it intends to meet the standards for various components and elements set forth in Section 4.3.

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SECTION 4.3.2 STANDARDS SPECIFIC TO SNOW KING RESORT

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These standards fall into six categories:

- a. *Character and design*
- b. *Capacity*
- c. *Land use*
- d. *Landscape surface area*
- e. *Environmental analysis*
- f. *Relationship to Town Square*

Regarding (a) character and design, this is discussed in detail under "Design Guidelines", Chapter VJ of this Master Plan. The proposed development meets and exceeds every one of the specific design standards for Snow King. Although some of the buildings are necessarily large, the scale needs to be considered in the whole context of the goals and objectives of this Planned Resort District.

Regarding (e) environmental analysis, the site does not contain any wetlands and does not interfere in wildlife migration routes. Environmental and hazardous materials assessments have been conducted and no underground storage tanks are located in any of the parcels under consideration. Soils analysis has included studies of the maps prepared by Dr. Love and Harry Covington pertaining to steepness of slopes, ground stability, geologic maps, loam y soils and snow slides possibilities. In addition, visual inspections have been conducted with Dr. Love and results of soil test borings, pits and actual foundation excavations have been analyzed.

All structures in this Master Plan are located in appropriate and stable soil areas. Some of the small

structures located within the steeper slopes of Sub- Area 4 are located on soils that will require engineered foundations. Visual impacts are discussed in detail in various chapters of this Master Plan.

As an operating business, consideration has also been given to operational efficiency and the wise use of resources. Snow King presently follows, and will continue to adhere to, OSHA, DEQ, EPA, ADA and BATF regulations regarding the storage, handling and disposal of dangerous materials as well as other employee and guest related requirements. Impacts are also minimized through the use of management guidelines, such as the National Ski Area Association's Environmental Principles for Ski Areas.

Regarding (f) relationship to Town Square, the transportation element of this Plan describes components, which encourage non-motorized access and public transit access to the Town Square.

Other various aspects are presented in written or graphic form throughout this Master Plan.

SECTION 4.3.1.D FINDINGS FOR APPROVAL

This Master Plan positively responds to and meets or exceeds all the findings for approval described in Section 4.3.1.D:

- A. *Consistency with Comprehensive Plan. The Planned Resort master plan is consistent with the goals and objectives of the Jackson/Teton county Comprehensive Plan.*
- B. *Consistency with purpose and intent. The Planned Resort master plan is substantially consistent with the purpose and intent of this Division, as set forth in Section 4.3.1.A, Purpose and Intent.*
- C. *Affordable and employee housing. The Planned Resort master plan ensures a supply of affordable and employee housing that is in accordance with the requirements for housing created by development within the Planned Resort.*
- D. *Design guidelines. The Planned Resort master plan contains design guidelines that*
 1. *Establish standards for buildings, spaces, signs and lighting within the Planned Resort*
 2. *Promote the design concepts set forth in Section 4.3.1.F.7, Design element; and*
 3. *Establish a method for consistent implementation of the guidelines.*
- E. *Transportation element. The Planned Resort master plan contains a traffic impact analysis and transportation demand management plan that:*
 1. *Promote multimodal forms of transportation that are consistent with the transportation goals of Jackson /Teton County Comprehensive Plan;*
 2. *Manage the generation of resort related traffic to avoid undermining community character and endangering the public health, safety and welfare; and,*
 3. *Identify an equitable cost sharing plan for transportation facilities and services*
- F. *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.*

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A Visual Environmental Assessment has been carried out, as required, to evaluate the visual impacts at the mid-mountain lodge area, including computerized photography. ¶

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G. *Land use element. The Planned Resort master plan promotes land uses that support and maintain the character of the resort as specified in Section 4.3.1.F.7, Character Element.*

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H. *Phasing plan. The Planned Resort master plan contains a phasing plan.*

I. *Character element. The Planned Resort master plan ensures the resort 's development will be in keeping with the community's goals.*

This Master Plan is consistent with the Comprehensive Plan and the purpose and intent of all these regulations. In the following chapters, the introduction for each chapter specifies how this Master Plan meets the requirements for affordable and employee housing, design, transportation capital improvements, land use and phasing. We believe that this Master Plan meets and exceeds the standards for each of these elements.

The final finding required for approval is that the 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." This issue is addressed in the Statement of Purpose.

Among the many features of this Master Plan is that it meets the present and future needs of the Town of Jackson by enhancing an already-existing pattern of use. By expanding Snow King's capacity, the Town of Jackson can attain several desired goals with minimum impact. The impacts that are anticipated are generally compatible with the resort' s vicinity NH-1 zoning.

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A particular and unique strength of this Master Plan is its conformance to the Community Services standards (Section 4.3.1.F.12, which call for the Resort to function as "integral parts of the community by participating in civic initiatives and by implementing the goals of the community." These standards encourage "programs designed to retain access to the resort's main recreational activity and facilities, ... help to maintain a balance between out-of-town visitors and the community, and contribute to the quality of life of the community." As a community partner for over 60 years, Snow King is proud of its close relationship with the community. The various Chapters of this Master Plan clearly address all of the impacts and the rationale o f the proposed development in a cooperative spirit with the community.

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Issues of building height are considered in the Dimensional Limitations Chapter.

It must be noted that goals such as creating a sense of arrival, a dense development oriented towards pedestrian circulation, creating meaningful open spaces and activity areas, proximity to parking, incorporating employee housing and in general creating a vibrant mixed-use district necessitates higher buildings than in other zoning districts. The topography of the site clearly helps in blending larger buildings into the mountains. The Dimensional Limitations and Design Guidelines Chapters expand on this topic and also compare future buildings with the existing hotel and Snow King Center. When taken together, a balance is reached that achieves the stated goals and objectives of this Master Plan.

Regarding (b) capacity, the maximum lodging capacity of 2,460 guests and the maximum building square footage of 915,000 SF are to remain in adherence to the intensity of use established in Section 4.3.2.C as amended.

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This appropriate capacity and size of the resort was discussed in detail during the process of adoption of Division 4.3. Independent studies conducted by the Town and County took into consideration

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not only the site characteristics of each resort, but the inter-relationship between Snow King and other resorts, mainly Teton Village. The size of private land parcels, floor area ratios, landscape surface ratios and other specific site factors were also considered in the process. The size of the resort was also determined to be appropriate in relation to the conference/convention facilities desired by the community and the need to make this conference center financially feasible.

These and other aspects were factors determining the optimum size of the Snow King District Planned Resort and these results were incorporated into Division 4.3 of the Land Development Regulations.

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When fully developed, Snow King Resort's goal is to have the best-equipped conference facility in the State of Wyoming. As proposed these facilities will be highly flexible, much more pleasant than most urban conference centers and will be visually and functionally connected to the surrounding landscape with ready access to the outdoors. When enhanced by Jackson's allure as an exciting destination, this facility will have the potential to attract meetings from all around the region as well as from the highly competitive national market. The objective will be to accommodate conferences for 100 to 300 participants with sufficient space for breakout rooms and to accommodate concurrent groups and functions. This scale is compatible with our community's transportation systems and other commercial infrastructure.

Additionally, Snow King hosts many conferences that use other lodging facilities in town. As their enrollment and programming needs expand, more conference and exhibit space are required to accommodate these town-wide meetings. These meetings provide a stable, low-impact base for the visitor services sector of our economy and, as envisioned in these regulations, contribute to other long-term community goals.

In this context, it is important to note the purpose of this Master Plan is to define maximum build-out for Snow King Resort. This proposal represents the complete facility that will be available to Jackson and these facilities will be developed in phases, over a period of time. As time passes space requirements for individual uses change, while the overall caps remain in place.

Regarding (c) land use, the standard calls for convention facilities capable of competing successfully in the *"year-round convention market."*

Regarding proposed commercial development, the health club, daycare and ski school are all integral parts of a full-service facility and will benefit the lodging guests and other community needs. New food and beverage facilities are proposed in addition to the existing restaurant and kitchens, as well as unassigned commercial space for neighborhood convenience business and for on-site guest services. The proposed movie theatres will be able to be used for conferences during the day and attract visitors to invigorate the pedestrian plaza at other times.

Regarding (d) landscape surface area, the standard calls for a minimum LSR of .25 within developed areas of the Resort. This Master Plan provides a higher minimum LSR of .30 within these developed Sub-Areas. As called for in this standard, the Plan also provides an attractive streetscape along Snow King Avenue, a porous edge and high quality outdoor public space for events and interaction. The goal is to achieve a festival marketplace atmosphere for the plaza area by combining the multiple functions of conference center, commercial space, food and beverage service and open space. The creative mix of businesses and functions will be the key to success.

IV. A. Introduction to Site Plans

The Master Site Plan on the following pages is a refined product of the Conceptual Master Plan submitted in 1995 during the Planned Resort District presentations that were the basis of the PRD ordinance. While slight variations occur, the foundations of the proposed Master Plan are based on the attached Concept Plan and is consistent with prior presentations and masterplans dating back to 1973.

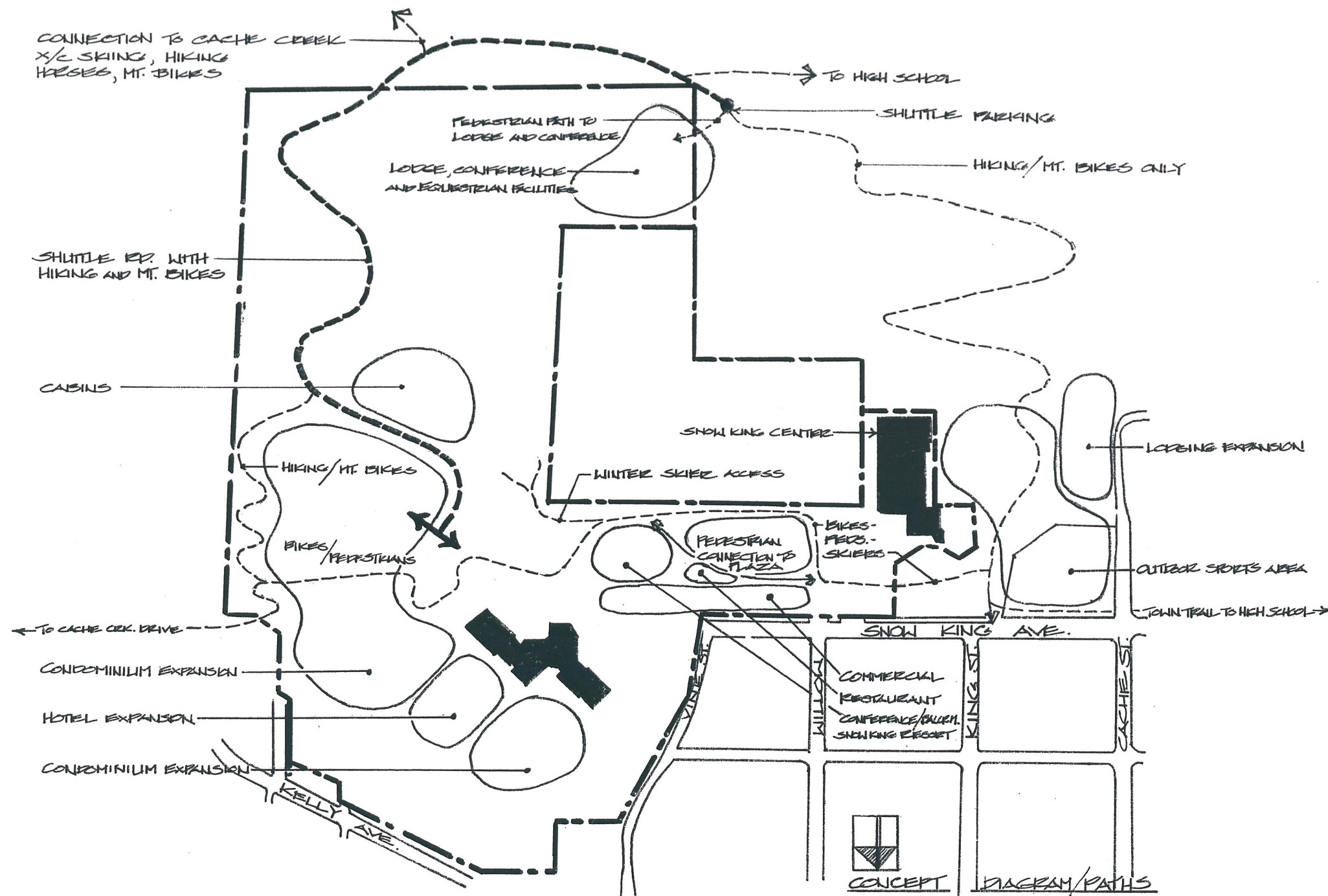
The large contiguous undeveloped land holdings being considered in this Master Plan afford a great opportunity in designing a successful project. Careful consideration has been given to its topography, vegetation, and location. Hiking trails, wind, soils, vehicular, pedestrian and services access, orientation, light and other aspects of the site have been inventoried and considered. This plan is the result of many years of careful thought and studies.

The backbone of This Master Plan is the pedestrian circulation routes connecting Town to Forest lands and the various functions of the Resort. Pedestrian and vehicular circulation is separated as much as possible and East/West and North/South pedestrian/bike connectors are of primary importance. Two primary hiking, riding and bike trails cut across the face of Snow King providing summer shuttle access to the mid-mountain area and additional opportunities for hikers and mountain bikers. The KM6 area (Sub-Area 2) fully develops the pedestrian plaza with connections to Willow Street and the downtown area of Jackson, as well being the nexus of the East/West pedestrian/bike trail network.

This Master Plan places various functions in the most appropriate location and within reasonable walking distances of one another. Dense lodging and conference facilities are located in close proximity to allow conference participants mostly interior circulation. At the same time, priority is given to convenient access to the outdoors from lodging and conference areas, as well as to the availability of natural light to most meeting rooms. The Conference Center is centrally located in close proximity to parking, porte cochere, lodging, underground services and within walking distance to the existing hotel meeting rooms and the Snow King Center.

Building envelopes are a result of their relationship to many aspects, but most importantly indoor and outdoor pedestrian circulation, proximity and access to recreation/assembly areas and intended to create meaningful outdoor spaces. Other Chapters of this Master Plan discuss the rationale for the many aspects of the proposed development. The resulting design accomplishes the goals and objectives of this master plan in a manner complimentary to its location and site characteristics.

This Chapter presents graphic information about the proposed development after build-out. Two separate maps present the proposed Site Plan. The Summer Master Plan depicts the proposed development with both existing and approved features, as they would appear during the summer season. The Winter Master Plan does the same for the winter season. The importance of pedestrian circulation is better portrayed in these two separate maps and in the Transit Routes, Trails, Pathways and Sidewalks plans. The Snow King trail map puts the Master Plan into the larger context of the Snow King massif. The Sub-Area plan sub-divides the total area of this Master Plan into smaller sections for purposes of clarity and ease of analysis.



C. Proposed Master Plan

The proposed Summer / Winter Master Plan depicts the proposed development along with existing and approved features. Proposed site development features include:

Love Ridge / Grand View Vicinity

- Grand View Lodge & Conference Center
- Grand View & Love Ridge Condos
- Proposed development on lots 53, 57, & 58

Hotel Additions

- Buildings A & B
- Paved Parking Areas, Roads and Walks

KM6 Area

- Conference Center / Indoor Recreation
- Buildings K, L, M
- Walks and Stairs
- Heated Plaza, Walks and Stairs
- Existing Miniature Golf and Maze

East Base Area

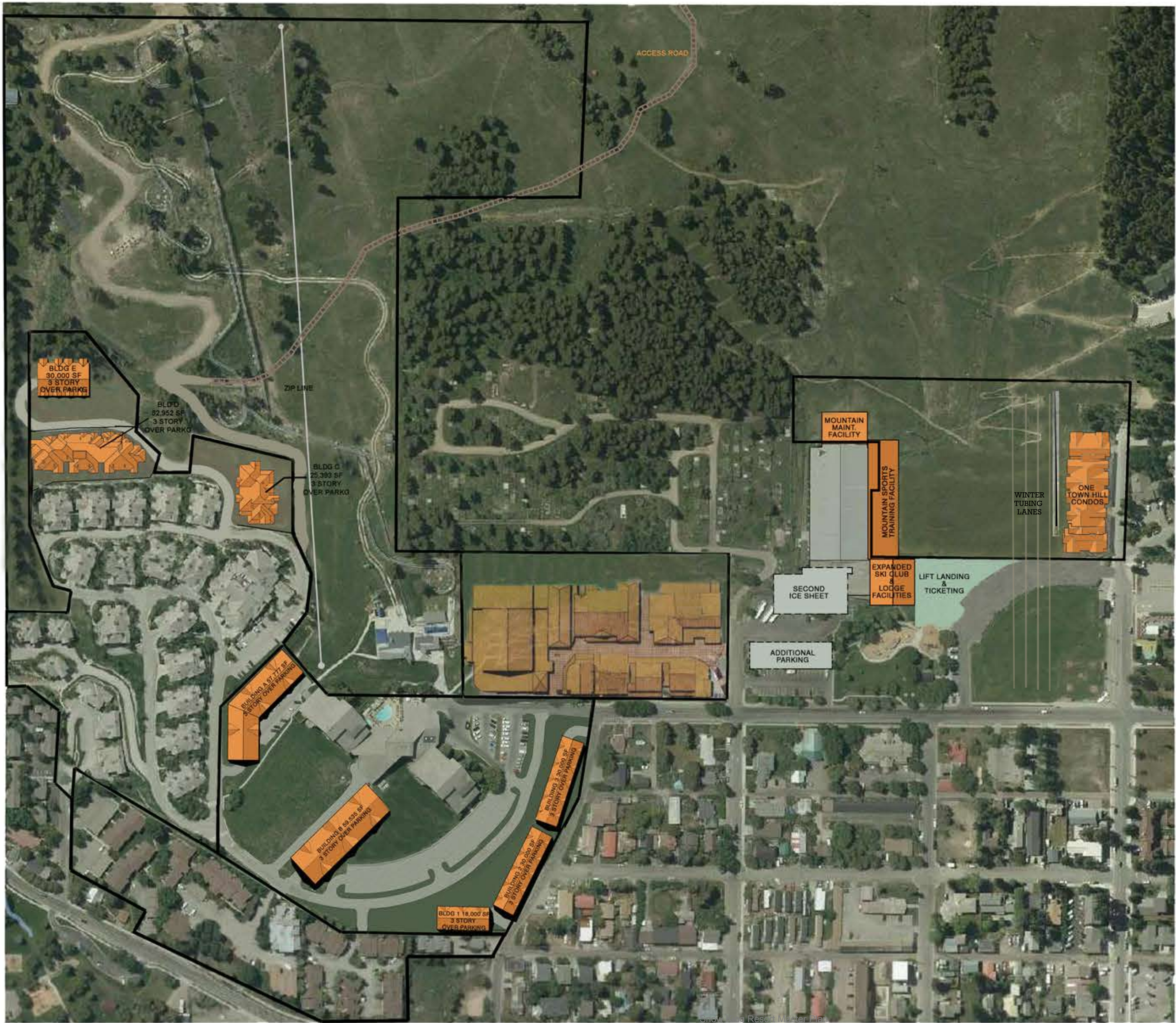
- Rafferty Center & Mountain Coaster
- Alpine Slide & Rafferty Lift
- Zip-line

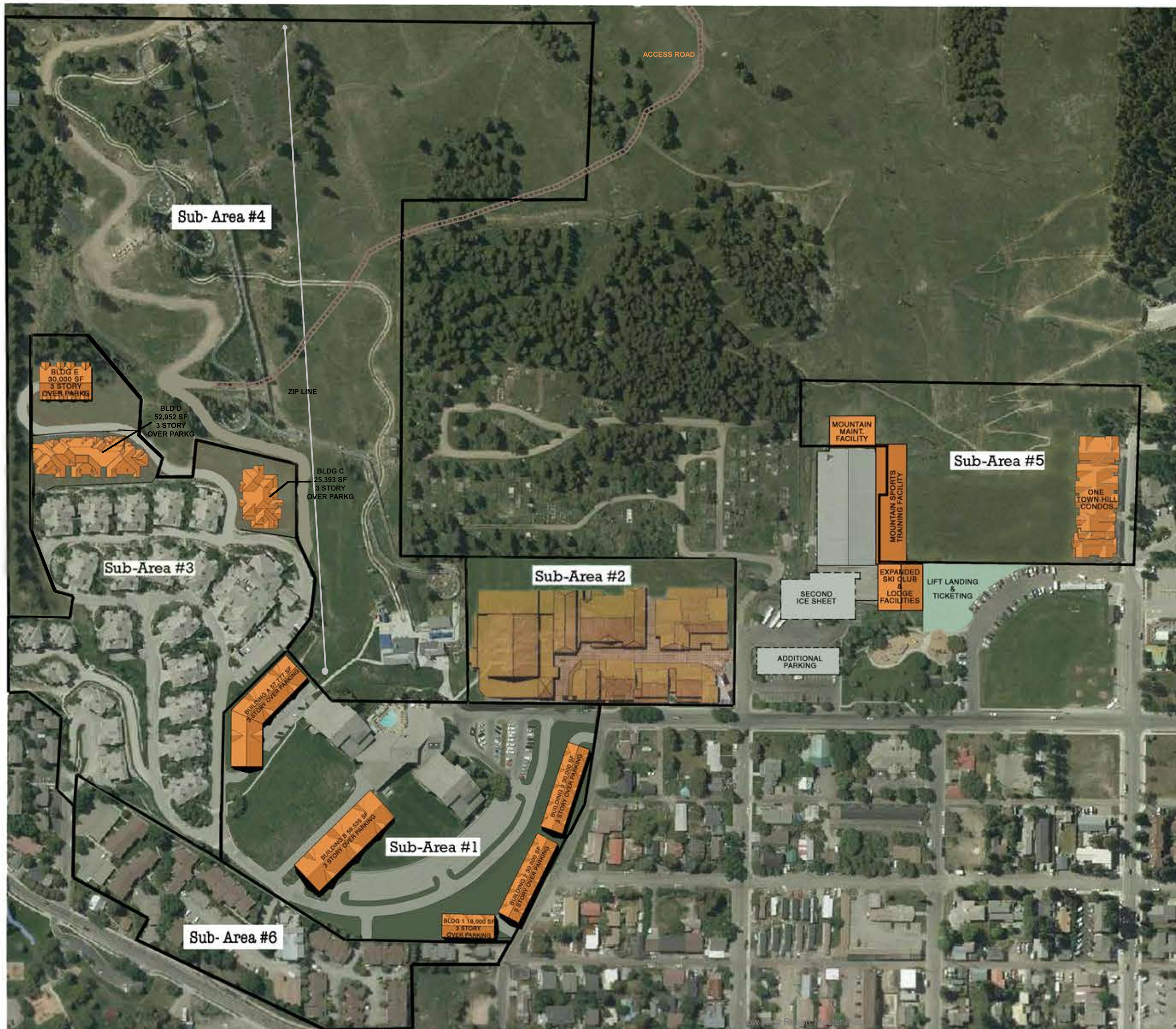
West Base Area

- One Town Hill Condos
- Proposed Mountain Sports Training Facility
- Proposed Mountain Maintenance Facility
- Snow King Sports and Event Center
- Proposed Expanded Lodge Building
- Proposed Gondola

Vine Street Area

- Employee Housing / Apartments



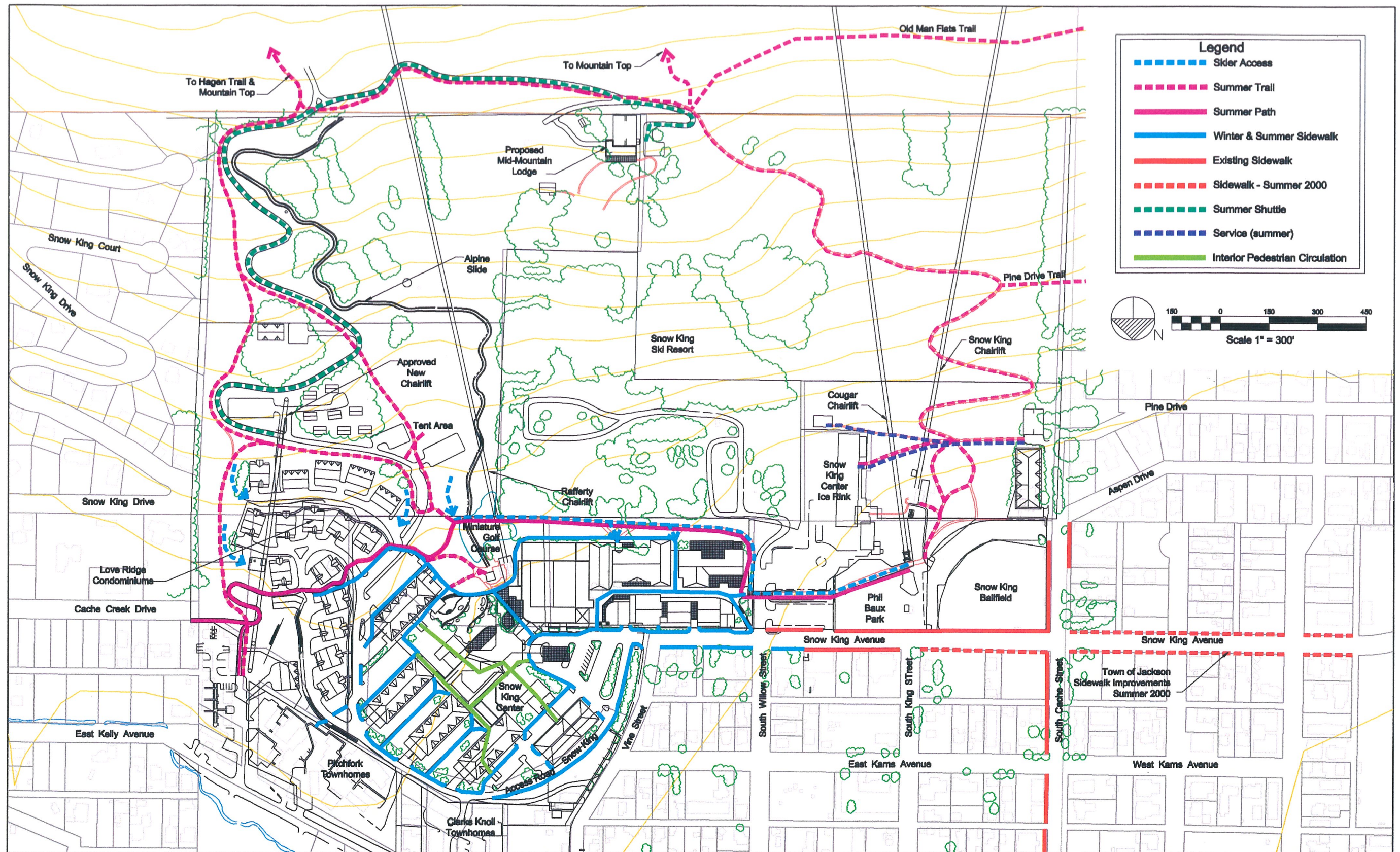


B./D. Sub-Area Plan

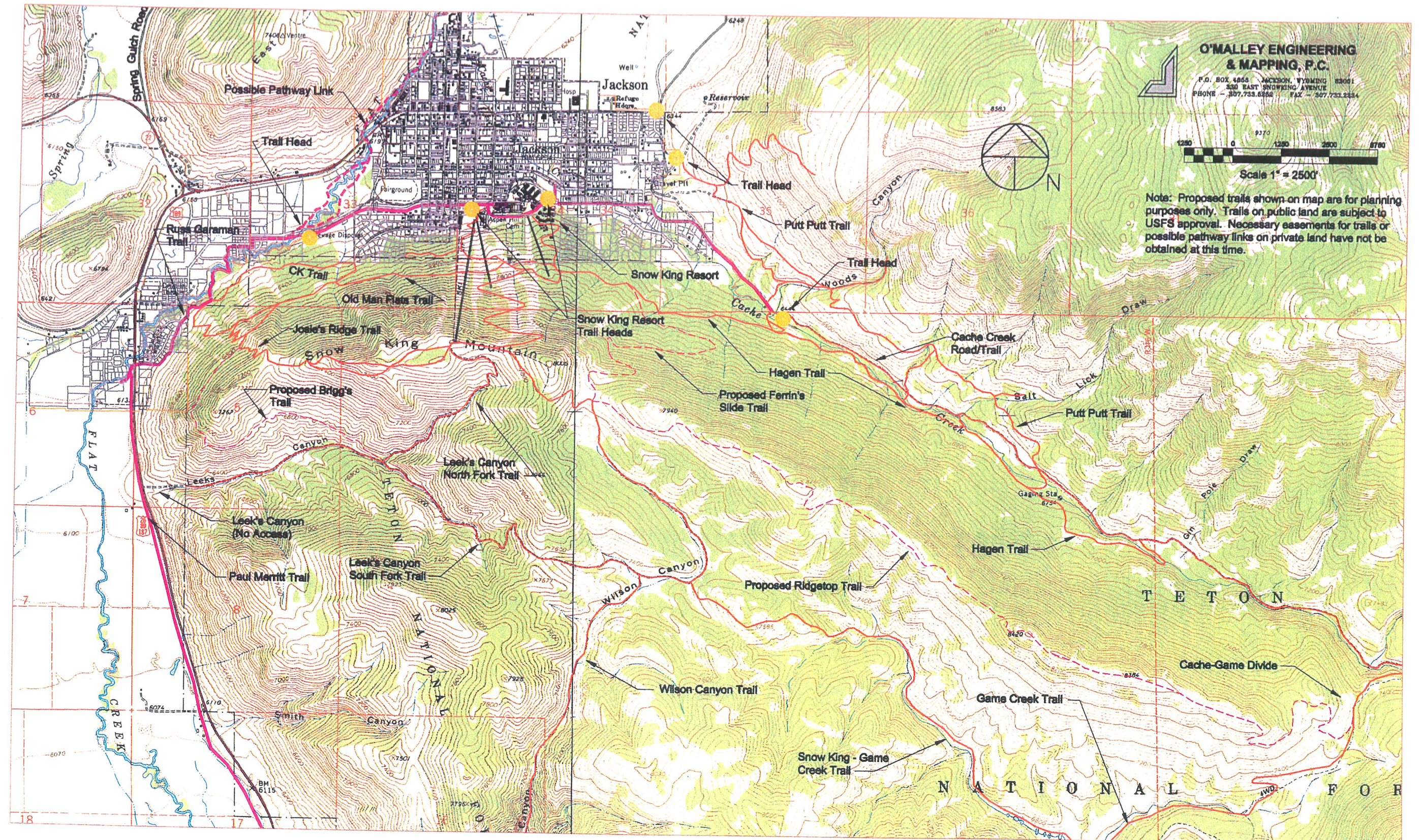
For planning purposes the land in the Snow King Planned Resort District has been reconfigured as follows:

- Sub-Area #1: Existing Hotels, Hotel Additions and employee housing.
- Sub-Area #2: KM6 Area between Hotel and Snow King Center
- Sub-Area #3: Existing and proposed condominiums
- Sub-Area #4: Snow King Mountain Recreation area
- Sub-Area #5: Snow King Mountain West Base area and One Town Hill
- Sub-Area #6: Existing Condominium Area *

*Sub-Area #6 - See statement regarding existing condominiums



SNOW KING RESORT - CIRCULATION TRAILS, PATHWAYS AND SIDEWALKS



V. THE LAND USE PLAN

Introduction to Land Use Plan

Section [4.3.1.F.10](#) of the PRO regulations requires a Land Use Element that supports and maintains the character of the resort. The regulations set forth permitted uses and guidelines for the amount and type of development.

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As stated in other Chapters of this Master Plan, a major goal is to create a vibrant mixed-use resort. To attain this goal, many varied uses are allowed and the whole site is considered as an integral unit in order to maximize efficiency and create the desired results. The objective of this Master Plan is to develop a high-intensity resort node of development, which is compatible with its location in the neighborhood, and with its crucial relationship with downtown Jackson.

Permitted uses are defined in Section [4.3.1.F.10](#). Permitted uses include residential uses, uses necessary to support the resort's primary recreational activities and uses necessary to support the resort's lodging, day visitors, employees and use by local residents. In the case of Snow King, conference center uses are emphasized and commercial uses serving on-site guests and the adjacent neighborhood are permitted. Special events are also permitted. Prohibited uses include regional serving commercial uses and commercial amusement activities, which are deemed detrimental to community goals and character.

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The regulations set forth basic considerations for establishing the amount and type of development:

(1) Rationale and character objectives for the resort area; (2) overall development which can be permitted while preserving community character; (3) infrastructure capacity; and (4) resort self-sufficiency to minimize vehicle trips.

The first two issues are discussed in Chapters II, III, VI and VII, in the context of Consistency with the Comprehensive Plan, Compliance with the Land Development Regulations, Design Guidelines and Dimensional Limitations Plan. The issue of infrastructure capacity is discussed as part of Chapter X, Capital Improvements Plan. The issue of resort self-sufficiency is generally not applicable since the intention of this Master Plan is to be integrated with the downtown area. However, the proposed uses do provide basic conveniences and amenities needed by on-site guests and conference center users and assists in decreasing vehicle trips.

Overview of Permitted Uses

The uses allowed in this Master Plan provide a balanced mix that will enliven the resort and support its dual purpose as a center for both visitors and residents. All the allowed uses fall within the scope of permitted uses, and most descriptions are derived directly taken from the definitions provided in Section [4.3.1.F.10](#) of the Town of Jackson Land Development Regulations.

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Although future uses cannot be completely anticipated, the intent is to comply with the overall goals and objectives of this Master Plan. The Resort District can be characterized as having similarities either in part or in whole, to all zoning districts. These similarities are mixed together into a constantly evolving balance. In order to maintain a healthy balance for the future, flexibility in the type and intensity of use is essential.

The Land Use Plan and its associated land uses are divided into two broad categories; those uses allowed within the building envelopes and those uses allowed outside the building envelopes (Recreation Land Use Zone).

Uses within the building envelopes are generally characterized as residential, commercial institutional, amusement /recreation and home uses. Recreation Land Uses are allowed to spill into the building envelopes.

Uses outside the building envelopes can generally be classified as non-residential, amusement/recreation and temporary uses. While these uses may require the need for structures or other physical improvements they are usually small in scale and quite specific in use. To attempt to confine development, which is related to the recreational activities such as skiing, biking, horseback riding, alpine slide etc. seems an impractical, if not impossible task. Hence the rationale for allowing recreational use flexibility outside the building envelopes.

Other various recreational uses such as swimming pools, hot tubs, playgrounds, picnic areas and shelters, pathways, trails, tennis and volleyball courts, alpine slide, miniature golf, outdoor function areas, sign structures, bridges, ticket windows, barns, tents, performing stages and platforms, dance floors, band stands, BBQ areas, ski lifts, decks, loading areas, nurseries, equestrian operations, ski school and day care facilities are allowed both within and outside the Building Envelope areas.

The following descriptions are intended to familiarize the reader with the uses particular to this Master Plan, as well as other uses which the resort feels are appropriate consequently establishing the nexus between this multiple use district and the LOR's. Definitions will be as per [4.3.1.F.13.C](#) of the current Land Development Regulations unless otherwise noted. Thresholds for size and number of permitted uses is discussed in the Dimensional Limitations Plan.

Uses Permitted Within Building Envelopes.

Residential Uses - Snow King anticipates the following residential uses: Conventional Single Family Units, Accessory Residential and Institutional Residential. Employee housing is also to be located throughout the site and integrated within the Resort in various nodes.

While it appears that residential use within the Snow King PRD will be limited, Snow King believes that residential uses may still have a place in the resort. Consequently, the previously stated uses as defined by Section [4.3.1.F.10](#) are allowed.

Accessory Residential Unit. -While these types of residential uses are highly unlikely within the resort area, Snow King does not want to preclude their use.

Institutional Residential-Employee Housing. Units of this type are permitted. Institutional-Residential Employee Housing is meant to comply with this Master Plan 's Employee Housing requirements. Unit types may vary and may include, but not limited to, dormitories and multiple occupancy units.

Institutional Residential. Other. Like accessory units this type of use is currently not being considered by the resort. However, it is not out of the realm of possibility that a private school dormitory housing or some type of group living facility or dormitory might be a future possibility.

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Non-Residential Uses - Snow King has the following commercial uses included in this Master Plan: Commercial Lodging (including hotel, condominiums, condominium-hotel, interval ownership units and support facilities associated with residential and non-residential short-term rentals), Commercial Retail, Office uses, Restaurant /Bars and Service uses. Although not currently in the group of contemplated commercials uses the resort believes that Bed and Breakfast operations could increase the Resort's ability to provide a viable center for both visitor and residents. These uses are all defined by Section 6.1.8, and are appropriate to include herein.

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Commercial Lodging - Commercial Lodging (or simply lodging) can take the form of hotel rooms, cabins, lodges, townhouses, condominiums, condominium-hotels or interval ownership units. Condominiums or other units can be sub-divided into separate sub-units called "lock-offs". A lock - off is a portion of a larger residential unit that can be used, or rented, separately from the rest of the unit. A unit can have more than one-lock off portion; for instance, a 3-bedroom condominium unit can be subdivided into 3 separate rental units, each with a separate entrance door. Interval ownership unit is defined as "Condominium-Time Share" in the Land Development Regulations Definitions.

This Master Plan indicates four hotel areas within the resort that are intended for lodging: the existing hotel and additions, Sub-Area's 2 and 3, and the One Town Hill condominiums. The vast majority of new lodging is proposed in the area of the existing hotel and additions. Uses are interchangeable and only limited by the capacity limits in the Schedule of Dimensional Limitations. Although for purposes of the Example Development a larger ratio of hotel rooms than condominiums have been used in the breakdown of the total guests allowed, it is not believed that this will be the ultimate lodging breakdown. Since hotel rooms have a greater per square foot and per guest impact on traffic, parking and housing the "worst case scenario" was chosen in order to calculate impacts.

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Conference and Assembly Facilities. - Conference space is defined as the actual square footage of the meeting rooms whereas assembly space is defined as foyer or gathering space outside of the conference rooms. Assembly space accommodates registration tables, displays, receptions and other activities associated with a meeting event. The majority of the new conference and assembly space is anticipated for the Sub-Area 2 and 3.

Deleted: Some small conference space has been allocated to the Pine Lodge and Mid-Mountain facilities.

Restaurant and Bar. -Expanded Food and Beverage facilities are contemplated throughout the Resort, but mostly concentrated in the core areas. Smaller Food and Beverage outlets are envisioned within the ropes course and miniature golf areas. Outdoor food and beverage facilities are also contemplated throughout.

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Commercial Retail. These types of retail sales operations are contemplated for the street level shops along Snow King Avenue as well as within and surrounding the pedestrian plaza. The locations provide efficient access for neighborhood local convenience as well as access to lodging and parking and assists in creating vibrant pedestrian spaces. The close proximity to dense neighborhoods and the numbers of guests staying at the resort should increase the diversity and viability of retail operations. Any single commercial retail space exceeding 15,000 SF shall require a Conditional Use Permit, all other commercial retail is permitted by right.

Office. Commercial office space is planned for the spaces above the commercial retail and is envisioned as including professional services and other activities, which are conducted in an office environment. Similar to the Commercial Retail these types of use are appropriate throughout the resort and will provide a consistent level of local traffic to diversify the mix of activity and commercial viability of the area. Resort uses, such as the Resort management itself, will also require office space.

Service Use. The successful balance of local convenience and visit or services is intended by allowing this use type as defined in Section 4.3.1.F.10. These diverse types of uses will be allowed and encouraged within the building envelope system.

Bed and Breakfast. This type of use shall require a Conditional Use Permit.

Residential Short-Term Rental. This use is allowed throughout the extent of the PR District.

Institutional Uses. As defined in Section 6.1.8, three non-residential institutional uses are considered. Snow King Resort considers all to be valid and appropriate uses within the building envelope areas. Additionally, utility uses outside the envelopes are also allowed particularly in consideration of Snow King Mountain's expanding role in providing a base for valley wide telecommunications. Although the current plan does not contemplate most of the types of institutional uses named in Section 6.1.8, these uses are allowed since in almost every instance large segments of the community would utilize the resort and its many activities and services.

Day Care Center Group. This operation complies with the Group Day Care definition under the institutional designation in Section 6.1.8. Day care can also take the form of a "Discovery Center" and can be operated in conjunction with the Ski School. Snow King Mountain currently offers a summer day camp program to local school age children from ages 6 to 14. Day Care/Education is allowed as a Basic use in all Building Envelopes. In winter, the Snow King Mountain Sports School serves as a de-facto after school day care program for school age children who are interested in learning to ski after school.

Amusement and Recreation Uses. Within the building envelope area, the following uses are appropriate; Commercial Amusement and, Indoor Recreation. In addition, the uses of Outdoor Recreation, Tour Operators / Outfitters and Ski Area may in whole or in part of their operation occur within the building envelope area.

Commercial Amusement. Commercial Amusement uses are permitted as follows:

- Permitted by Right: noncommercial theatres and music halls, video arcades, and indoor skating rinks.
- Conditional Use: bowling alleys, commercial movie theatres and music halls, pool and billiard halls and shooting arcades.
- Other uses shall require a Conditional Use Permit unless determined to be unnecessary by the Town Planning Director.
- A zip-line in sub-area 4 as indicated in the included master plan maps and sketches.

Indoor Recreation. Planned Indoor Recreational uses include a health club and spa, intended for use by both residents and guests. A large indoor/outdoor pool is also planned. In addition, similar types of operations may be feasible and are appropriate from the standpoint of providing diverse opportunities to visitors and residents.

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Deleted: A large daycare operation is planned. This operation is intended to fulfill the needs of guests, employees and valley residents.

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Home and Temporary Uses. While none of the uses defined under the Home Uses and Temporary Uses designations are currently contemplated, the Resort believes that they are compatible, appropriate and may have a place in the future of the resort. The presence of home businesses, small day care operations and cottage industry would help to diversify the social fabric within the Resort. Temporary Uses such as Special Events are perfectly adapted to the plaza in Sub Area #2.

Uses Permitted within the Recreation Land Use Zone

Outdoor Amusement/recreation. Outdoor Recreational uses are permitted as follows:

- Permitted by Right: youth recreation camps, bicycle facilities and uses, swimming pools and hot tubs, tennis, volleyball courts, paddle tennis, stables and corrals not associated with an agricultural use, cross country ski trails and facilities, playground, picnic areas and shelters, zip lines, yurts, splash pads and water features, mountain coasters, mazes, ropes courses, outdoor food and beverage facilities, pathways, trails, alpine slide, miniature golf, outdoor function areas, performing stages and platforms, dance floors, band stands, BBQ areas, ski lifts, summer and winter tubing park, decks, climbing walls, loading areas, ski school facilities and other related ski facilities and amenities.

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One of the greatest assets provided by Snow King to the community is the continuing existence of both summer and winter recreational opportunities. Summer outdoor recreation uses considered in the Master Site Plan include, but are not limited to, indoor and outdoor climbing walls, miniature golf, and an expanded trail system for hiking, biking and riding including both cross country and downhill bike trails. Phil Baux Park, and its seamless expansion into Snow King's private lands is also an integral part of this Master Plan.

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Winter outdoor recreation includes tubing, skating (both indoors and outdoors) and of course skiing and snowboarding. Skiing and snowboarding activities comprise the bulk of these activities from the perspective of land and support facilities. In addition to the existing base facilities and lifts near term improvements include a new gondola to the summit and continuing improvements to the snowmaking operations. A proposal for a modest expansion of the ski area on USFS managed land to include a safe access road to the summit has been presented to the USFS and is included as part of this master plan. While the Teton County Comprehensive Plan states in 3.1.d that existing planned resorts should be limited to their footprint, this reference specifically applies to areas of the county zoned Planned Resort (PR) where lodging and commercial activity can occur. This reference specifically excludes public lands under administration of the United States Forest Service as noted in the Town LDRs (4.3.2.A). Snow King supports the definitions for Outdoor Recreation and Ski Slopes provided in Section 6.1.3.C since it allows the flexibility to construct and operate all the ancillary facilities associated with both summer and winter activities.

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Other uses such as Day Care Center, summer day camp, ski school, utilities and nursery, allowed within the Building envelope area, will also be allowed in the Recreational Land Use Zone.

Ski slopes are obviously allowed, as well as all the facilities required to operate the ski area such as maintenance and storage spaces, snowmaking facilities, explosive storage, lifts and ski slopes lighting.

- Conditional Use Permit will be needed for Skateboard parks, equestrian centers.
- Other uses not mentioned above shall require a Conditional Use Permit unless determined to be unnecessary by the Town Planning Director.

Agricultural Uses. Snow King does not have any plans to rear livestock or grow crops nor does the applicant believe that this is an appropriate use within a resort setting.

Deleted: The resort does, how ever, foresee the potential need to operate a nursery facility to meet the landscape needs of the Resort. The scale of this operation is not known at this time and the use is not shown on any of the Master Plans.

Tour Operators/Outfitters. Seasonal facilities such as warming buildings or restaurants are intended to be used, as much as feasible, year-round and may be used for these purposes.

Temporary Uses. As stated in the section on Uses Within the Building Envelopes the resort acknowledges Temporary Uses as one of the most important uses to be allowed within the Resort District. Particularly important is the Special Event definition provided in Section 4.3.1.F.10. Winter ski races, the Hill Climb, mountain bike races and summer Hill Climb are a few of the important events held on the mountain each year. The Annual 4th of July fireworks has been considered in allocating open space. Over the years, other outdoor uses will come up. Snow King assumes that the desire for more of these types of events will grow in number and diversity. With the exception of Gravel Extraction all the Temporary Uses listed in Section 6.1.1 may have a place at the resort and are allowed. Temporary uses such as events, recreational equipment demonstrations or wedding and event tents are a critical feature of the resort district that allow it to cater to guests on short notice. These uses are common and approved for all of the resorts in Teton County including Grand Targhee and the Teton Village. As such, the ability to host an event at short notice for the Snow King Hotel or Mountain Operations are an important aspect of Resort district operations.

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Special Events. Special events such as music and dance festivals, snowmobile events, art and craft show, concerts, live theater, and similar events, which are compatible with the resort and its facilities, shall be permitted.

The attached Land Use Schedule is intended to summarize the above descriptions. Where the Limited note is used in the Schedule, reference the above text for details.

Although Final Development Plans will determine the precise areas dedicated to each use, an Example Development has been created in order to calculate impacts such as traffic, parking, employee housing and utilities needed at the site. As discussed in Chapter VII, this is only an example and relative sizes and locations of various uses will change over years. This Example Development only represents Snow King's best estimate of uses within Building Envelopes at this point in time.

Uses not governed by this Master Plan

This Master Development Plan does not directly pertain to land owned by the Town of Jackson (TOJ) or the United States government and managed by the United States Forest Service (USFS). However, included with the 2019 amendment to this master plan and update are maps that show future proposed plans on USFS lands and TOJ property. Among the proposed uses indicated on TOJ land are an additional sheet of ice added to the North of the existing Snow King Sports and Event Center that is not associated with this master plan, an enlarged ski shelter/Jackson Hole Ski and Snowboard Club facility, and an aerial tramway landing on land currently leased from the Town of Jackson for the operation of the ski area. The accepted 2017 USFS Master Development Plan covers all uses proposed on USFS managed lands which can be seen in the included 2017 USFS Master Plan Map.

SNOW KING RESORT LAND USE SCHEDULE

	Building Envelope Zone	Recreation Land Use Zone		Building Envelope Zone	Recreation Land Use Zone
Gravel Processing			Commercial		
Extraction			Office	Y	
Disposal			Planned Commercial	Y	
Temporary Uses			Commercial Retail	L	
Christmas Tree Sales			Heavy Retail/Service		
Contractor's Office	Y	Y	Services	Y	Y
Special Event	y	y	Restaurant/Bar	y	L
Real Estate Sales Office	y	y	Drive-in Facility		
Shelter	y	y	Commercial Lodging	y	
Farm Stand			Bed and Breakfast	C	
Gravel Extraction & Processing			Dude/Guest Ranch		
Amusement/Resort			Residential short-term Rental	y	
Commercial Amusement	L	L	Agricultural Support/Service	L	L
Campgrounds			Institutional Residential-Other	C	
Outdoor Recreational	L	L	Residential		
Indoor Recreational	y	y	Agricultural Employee Housing		
Tour Operators/Outfitters	y	y	Conventional Single-Family Unit	y	
Ski Slopes	y	y	Conventional Single-Family Subdivision	y	
Home Uses			Planned Residential	y	
Home Occupation Home Businesses	y		Planned Unit Development	y	
Day Care Home, Family	y		Mobile Home		
Day Care Home, Group	y		Mobile Home Park		
Cottage Industry			Working Ranch Subdivision		
Aeronautical			Guest House/Guest Unit	L	
Airports			Accessory Residential Units	y	
Landing Strips			Institutional Residential/Employee Housing	y	
Heliports			Nonresidential		
Balloon Operations			Agricultural		
Industrial			Agriculture	L	L
Institutional			Nurseries	L	L
Light Industry					
Heavy Industry					
Institutional					
Institutional	C	C			
Utilities	C	C			
Day Care Center Group	y				

Y:::Permitted by Right, C:::Conditional Use , S:::Special Use

L= Limited -See Text for details

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EXAMPLE DEVELOPMENT

Land Use by Sub-Area	Sub-Area 1 SK Hotel Vine St	Sub-Area 2 KM6	Sub-Area 3 Grand View Love Ridge	Sub-Area 4 Mountain Recreation	Sub-Area 5 One Town Hill	TOTAL For All Sub-Areas
Condominium Units (Number)	139	50	150		36	375
Hotel Room (Number)	204	100	50			354
Total Units	343	150	200		36	729
Statistics: Lodging SF/Guest	255	250	334		319	284
Total Guests (Number)	964	400	700		144	2,208
Above-Ground Uses (Square Feet)						
Lodging	246,000	100,000	234,000		46,000	626,000
Lobby / Reception	12,000	6,000	2,000			20,000
Conference / Meeting	9,000		6,000			15,000
Assembly	1,000	15,000				16,000
Commercial: F&A	20,000	11,000				31,000
Commercial: Unassigned		36,000	4,000		4,000	44,000
Commercial: Theaters		9,000				9,000
Health Club, Daycare, Ski School, Etc.	5,000		3,000	5,000		13,000
Back of House & Storage	10,000	17,000	3,000			30,000
Services and Circulation	10,000			1,000	6,000	17,000
Supply & Mech	5,000			1,000		6,000
Services - Offices	3,000					3,000
Supply - Public		6,000				6,000
Office	10,000	4,000				14,000
Recreational Uses		40,000		10,000	15,000	65,000
Total Above-Ground Building Area	331,000	244,000	252,000	17,000	71,000	915,000
Underground Uses (Square Feet)						
Back of House		18,000				18,000
Supply, Mechanical, Maintenance	25,000	28,000	10,000			63,000
Services Loading / Circulation	84,000					84,000
Loading Dock Area	6,000	22,000				28,000
Kitchen Storage Services					4,000	4,000
Maintenance / Services	20,000		10,000			30,000
Storage and Misc.	10,000		5,000	5,000		20,000
Supply Services - Public		2,000				2,000
Underground Conference		22,000				22,000
Underground Assembly		9,000				9,000
Lockers - Health Club	20,000					20,000
Total Underground Building Area	165,000	101,000	25,000	5,000	4,000	300,000
Ground Surface Area (SF)						2,716,500
Floor Area Ratio (FAR)						0.34

VI. DESIGN GUIDELINES

A. Introduction:

Division 4.3 requires Design Guidelines, which establish standards for buildings, spaces, signs and lighting within the PRO. These Design Guidelines respond to and specifically address the standards set forth in Section 4.3.1.F.7 of the Town of Jackson Land Development Regulations that state:

- **Character and design.** As indicated *in the Comprehensive Plan*, Snow King Resort will continue its role as a unique, resort-oriented urban commercial node serving both visitors and residents. Improvements and expansions at Snow King will solidify its role as the main convention and conference facility in the community. Factors and resort characteristics important in Snow King's future development include:
 - (1) Capitalization on the location at the terminus of Snow King Avenue.
 - (2) Creation of a sense of arrival.
 - (3) Creation of an active, attractive, pedestrian streetscape along the eastern end of Snow King Avenue.
 - (4) An attractive, safe and direct pedestrian streetscape connection to the Town Square.
 - (5) A layout that blends the edges of the resort into neighboring developments, creating a porous edge to the resort that encourages pedestrian travel into and through the area.
 - (6) Structure sizes and layout that draw people into the resort area.
 - (7) A continuity of architecture and activities within the resort, creating a multi-use sense of place.
 - (8) Pathways throughout the resort and connections to the Jackson Hole pathways system.
 - (9) Continued provision of the amenities of "town hill" skiing.

The following Design Guidelines address the specific characteristics and issues excerpted above. These Design Guidelines will be administered by the Snow King Resort Master Association (SKRMA). Final Development Plans will be reviewed and approved by SKRMA prior to presentation to the Town for approval as per Section 4.3.1.F.7. All buildings will be reviewed for compliance with the Master Plan Design Guidelines by the Town Design Review Committee.

The visual presentations accompanying this Master Plan show the character and quality of the buildings that these guidelines will produce. New development is intended to visually enhance the existing resort, add a new and exciting dimension to the Town of Jackson, and blend with the built and natural landscape. The plaza, storefronts and entry tower are intended to provide a pleasant and attractive Snow King Ave. streetscape, inviting to the visitor or resident approaching from the West.

B. Design Guidelines. Character and Design Objectives

1. Capitalization on Location at Terminus of Snow King Avenue

The current main entrance to Snow King Resort is at the East end of Snow King Avenue. This entrance will remain and be strengthened in a number of ways. The entryway will be re-graded to a slightly gentler slope and equipped with snow-melting surfaces. The street frontage will be lined with three- and four-story buildings with retail uses at street level and other uses above. These buildings will create an important street edge designed to provide visual interest to pedestrians and motorists. The East/West axis will be improved with the addition of landscaped islands that will screen the paving surfaces and soften the approach. The entrance to the hotel will be brought further West by means of a large Porte Cochere, which will serve as a drop-off for the hotel and conventions users, as well as for buses, cars, shuttles, limousines and taxis.

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2. Creation of a Sense of Arrival

By expanding the Porte Cochere and creating a courtyard, the sense of arrival is enhanced and circulation, both pedestrian and auto, clarified for the arriving guest. Consideration is given to loading and unloading requirements for both guest and residents attending functions at the Resort. The large vehicular plaza is designed with large vehicles (buses, outfitter vans, and trailers) in mind. The row of buildings along the south side of Snow King Avenue, starting with the entry Tower and plaza at the west, will help draw people visually into the resort and is an important feature necessary to create a sense of arrival. Pedestrians will be able to walk along an outdoor arcade lined with retail windows, providing visual interest and shelter from the weather.

3 & 4. Creation of Pedestrian Streetscape Along East Snow King Avenue and a Connection to the Town Square

The addition of buildings fronting the street with retail and commercial uses will enhance the pedestrian experience by adding visual interest, sidewalks and lighting. Snow King Resort will work in concert with the Town of Jackson to direct pedestrians between Snow King Resort and the Town Square. Willow, King and Cache Streets are all options for pedestrian connections to downtown.

5. Porous Edge Encouraging Pedestrian Travel

The building edge along Snow King Avenue is articulated to reduce the apparent bulk and scale of the two-, three-, and four-story structures. Small retail and commercial spaces connected by a covered arcade will disguise the parking structure behind and give an active and inviting facade. By using different building heights and varying the roof forms, the street edge is given scale and visual interest. The facade facing Snow King Ave. East of Willow is designed to integrate with potential future development along the north side of the street. The open areas to the East and West will encourage hiking and biking up the mountain. On the West, behind the ballpark, the One Town Hill building will define the western edge of the resort and be visible when approaching the Resort from the North. The large open space area between the Snow King Center and the One Town Hill will continue to act as a magnet for mountain access and be enhanced with additional outdoor activity areas.

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6. Size and Layout that Attracts People

The new master plan is built around three primary outdoor spaces, each of a very distinct character and purpose. The centrally located Entry Court, with re-graded drive and expanded pick-up and drop-off areas, is the vehicular centerpiece of the new plan. Arriving visitors will be able to pull in under the cover of the Porte Cochere and will be directed to check-in areas or to the convention center. Access to the parking structure will be clearly marked and easily accessed. The second major public space is the plaza above the parking structure, which is affronted by lodging/commercial buildings. This entirely pedestrian space connects the main hotel, the convention center and other condominium and hotel wings through a pedestrian bridge, to the Snow King Center, the Ski hill, and Phil Baux Park. This pedestrian plaza is to be lined with food and beverage outlets, shops, kiosks and outdoor activities and is intended as the center of pedestrian activity for the Resort. The third major public space is the Pool Courtyard, which will be enhanced under the new master plan with terraced gardens, water features, and hot tubs stepping up the hill from the hotel lobby. This space commands south sun, exceptional views up to Snow King Mountain and is well protected from prevailing winds. This will be the recreational centerpiece of the hotel and condominium complex and will also be visible from the main hotel lobby attracting guests to the outdoors. The new Health and Fitness Club will overlook and connect to this Pool Courtyard. The effect of these three spaces will be to give the visitors distinct spatial and programmatic experiences and will serve to attract and amuse people in many different ways.

7. Continuity of Architecture and Activities/Multi-Use Spatial Sense

The spatial experience outlined above is enhanced by the fact that it incorporates mixed uses and by the variety of activities that will take place at the Resort. The mixture of retail, office, restaurants recreation, and lodging mimic the uses typically found in active urban areas, and the proposed density is necessary to activate these outdoor spaces.

8. Pathways Connecting to Pathways System

The Pathways and Trail system is the backbone of the Snow King Resort Master Plan. The proposed system will provide a nexus for the regional trail system. The special location of the Snow King properties allows for East/West and North/South Trail and Pathways connections. Special emphasis is placed on the separation of pedestrian and vehicular circulation and the creation of meaningful interior and exterior spaces for pedestrians to congregate. The pathway system within Snow King Resort expands, and connects to the off-site pathways (See Summer Circulation and Pathways and Winter Circulation and Pathways).

9. Continuation of the Amenities of "Town Hill" Skiing

The Snow King Ski Hill is intended continue in operation as an amenity for both residents and guests alike. Skiing, sledding and other activities figure prominently in the new Snow King Master Plan. The increased intensity of the resort is hoped to lead to an expansion of the amenities as the need arises.

C. Design Guidelines. General Purposes

The purpose of these conceptual design guidelines is to give some idea of the physical character that is being envisioned in this Master Plan and will be used to assist Snow King Resort in the planning, design and construction of projects build under this master plan. They reflect the goals of the master plan in attempting to create a true resort experience with visual variety, pedestrian activities, and a unique character which will make the resident and visit or experience more memorable. It is the intent of these guidelines to strike a balance between control and creativity, to allow enough flexibility in the choice of materials and style to give life to the resort, while at the same time maintaining a sense of cohesiveness. The world's great cities were not designed by one architect at one time, but rather grew and developed over time with the creative input of many. Snow King Resort is attempting to create a broad enough palette of possible materials and design elements to encourage a unique blend of architecture, which will give it variety and visual interest.

Snow King Resort has an important role as anchor for the Town, a counterbalance to the Town Square and the proposed Visitor and Multi-Agency Camp us at the North end of Cache Street. As such, it must act as a terminus, a destination for both residents and tourists. This Master Plan, by adding significant intensity to the Resort, makes it a much more varied and desirable destination than it currently is. The combination of Convention Facilities, the Snow King Center/ice Rink, an array of lodging facilities, retail, commercial functions and a Health Club/Spa, all reinforce Snow King's role as a multi-use center for the community.

As the Master Plan builds on the existing Snow King Resort, so do the architectural guidelines, which build on the existing character that has developed during the life of the resort. The new architecture of the Snow King Resort will build on the community character of Jackson with well-designed buildings, clean rooflines, taper-sawn shake roofs and a clearly expressed structure. The materials palette, while encouraging a preponderance of wood and stone, will also include stained concrete, painted or oxidized steel, stucco, and high quality cultured stones.

Indigenous architecture has long had a powerful association for people who visit the West, from the log cabin in the woods, to the burl wood columns in the Cowboy Bar. Snow King has established a

character that is clean and somewhat modern. Its new character must tie to the old and yet be firmly rooted in today's world. While rustic character has been adopted for other resorts, a more direct simple architecture that capitalizes on large areas of glass, simple roof forms and tautly detailed elegant materials, will distinguish Snow King from other Jackson experiences. Tying the new buildings with the old will create a powerful and unique style for Snow King as it develops in the new millennium.

The resort and convention business has changed over the years and the new Snow King Master Plan incorporates changes intended to keep it apace in this intensely competitive business. By more effectively attracting today's conferences and tourists, Snow King will continue to provide a strong economic infusion for the community.

Section 2550. G requires Design Guidelines that establish parameters for buildings and spaces in the Planned Resort following this outline.

1. General. *The design theme of the Planned Resort shall have an emphasis on outdoor recreational activities and create a sense of place. A sense of place is created when site planning and architecture:*

- a. Concentrate activities and human interaction into identifiable spaces, such as a plaza or mall;*
- b. Assemble a build environment that connects buildings, spaces and structures through common scale, design and materials;*
- c. Incorporate into the build environment the natural features and cultural heritage of the area; and*
- d. Produce an identifiable image that is associated with the planned resort and with Jackson Hole.*

There shall be visual continuity among the resort structures and design elements without unduly limiting variety in design. Development shall be compatible with the surrounding built and natural environment in both scale and character.

2. Architecture. *Building design guidelines shall reflect:*

- a. The community's architectural character and themes*
- b. A human scale, pedestrian-orientation, which are created when:*
 - (1) The height of buildings does not overwhelm people walking beside the buildings; and*
 - (2) The ground level doors, windows and design features of buildings create an interesting diversity for people walking past the buildings.*
- c. A built environment in keeping with the cultural and aesthetic values of the community*
- d. Natural attributes of the immediate vicinity*
- e. Building materials and colors compatible with the surrounding natural and built environment.*

3. **Bulk and scale.** The design guidelines shall ensure the bulk and scale of individual buildings within the Planned Resort achieve compatibility with:

- a. Other structures within the Planned Resort, when the resort development is completed, and
- b. Neighboring structures that are not a part of the resort, and
- c. The natural environment.

4. **Signs.** The design guidelines shall include a sign component that sets forth the sign theme for the Planned Resort and specifies criteria for determining permitted sign sizes types and locations. The guidelines shall contain prototypical examples of all types of signs, including wall, canopy, freestanding, directions, and informational signs. The flexibility extended to Planned Resorts via this Division, to propose standards for signs different from those specified in Chapter 15.28, Signs, of the Jackson Municipal Code, is encouraged with the purpose of having sign guidelines in keeping with the unique character and needs of the resort.

5. **Lighting.** The design guidelines shall include an analysis of proposed project lighting. Areas to be illuminated (parking areas, walkways, entries, etc.) shall be identified and general standards should be set forth. Identification of models and types of standards and fixtures is encouraged, but specific illumination plans and photometric footprints are not required. Generally, lighting shall be low-intensity, low-profile, and shielded to avoid "light pollution" and glare to offsite areas. General illumination standards are set forth in Section 49370, Exterior Lighting and Glare.

6. **Site planning.**

A. **Orientation and aspect.** Structures and public spaces within the Planned Resort, generally shall be arranged with views of, and access to, the principal resort recreational amenity.

b. **Entrance features.** Entrances to the Planned Resort shall create a sense of arrival. A sense of arrival is created when the entrance into the Planned Resort is easily identifiable and is consistent with the design theme of the resort.

c. **Natural Resources.** The site design shall highlight the natural resources within the Planned Resort and integrate them into the layout of the resort in order to promote a connection to the natural environment. Consequently, natural features of the site, such as significant vegetation, rock outcroppings, water bodies, etc., shall be preserved and incorporated into the project design to the extent practicable.

d. **Pathways and pedestrian facilities.** Pathways and pedestrian facilities, including access for the disabled, shall be integral components of the site design. The site shall provide an attractive, outdoor atmosphere that encourages use and reliance upon pathways and walkways.

(1) **Safe, convenient and direct access.** Pathway and pedestrian systems shall provide safe, convenient, and direct access throughout the resort, to public lands, transit facilities and the existing or planned community pathway system, when adjacent to the resort.

(2) Pathways. Pathways shall be provided for non-motorized transportation, except motorized wheelchairs for the disabled shall be permitted. Bicycle racks, ski racks, etc., shall be provided at various destination points within the resort.

e. Transportation facilities. Site design shall integrate safe, convenient, and direct access to transportation services and facilities (i.e., bus shelters, information kiosks,) and shall incorporate the facilities necessary for the proper functioning of the Transportation Demand Management Plan (see subsection H.2, below).

f. Circulation. The layout of local street, alleyways, and parking lots shall be sensitive to the natural terrain and landscape. Cut and fill areas shall be minimized and natural features of the site such as wooded areas, rock outcroppings and water bodies, shall be preserved to the maximum extent practical.

g. Access. Safe vehicular access appropriate for refuse removal, recycling, emergency services, and delivery shall be provided. Service access shall not create unsafe conflicts with automobile and pedestrian access to primary destinations within the resort.

h. Landscaping. Project landscaping including hardscape areas shall be consistent with the overall design theme of the resort. Use of indigenous plant materials is encouraged. Existing vegetation shall be preserved and incorporated into the design of the project to the extent practical, especially wooded areas and other significant vegetation which provides shelter or habitat for wildlife.

The Guidelines and the plans and sketches incorporated in This Master Plan, when considered as a whole, address the above sections of Division 2550.

D. Architectural Design Guidelines

1. Building Form, Massing and Character: Buildings must feel as if they fit in the context of the Town of Jackson. They should not seem "imported" from someplace else. They must not overwhelm the pedestrian scale. Building masses will be broken down through the use of covered arcades at pedestrian levels and thru the use of building envelopes that require the structures to step back away from the street or plaza.

Architectural forms will be simple and practical, not elaborate. They must reflect an ability to deal with the severe climate and have honesty and directness similar to the best indigenous structures such as barns and sheds, or some of the structures in Yellowstone and Grant Teton National Parks.

In general, building forms should be used to create definable public spaces between buildings. Buildings affronting plazas should create an edge that defines the space. Buildings on the south side of a plaza step back above the second story to allow light into the plaza. Where building facades face the mountains or non-pedestrian spaces, buildings will be allowed to rise without necessarily stepping back.

Buildings should be sited to help shape the spaces around them and to create a sense of "street space" by lining up with adjacent buildings where possible.

Buildings should employ various architectural devices to help bring the masses to a more friendly, pedestrian scale. Changing materials, breaking the wall line, using different roof forms and adding balconies or projecting bays are some of these devices.

Larger buildings may be broken into smaller elements that appear to be an aggregation of smaller buildings. Overly differentiated facades on a single building are to be avoided however.

2. **Roofs:** in order to be sympathetic to the existing Snow King Resort, new buildings must relate to existing architecture by using similar roof forms, generous roof overhangs, and some similar materials such as heavy timber beams holding up roofs overhangs.

Primary roofs must be sloped and in keeping with existing roofs, their slopes should predominantly be in the range of 4:12 to 7:12. Flat roofs and parapet roofs will be allowed where they act as connectors from one gabled roof to another and at larger spaces where necessary and not visible from street or plaza levels or where practical for best incorporating structures into the surrounding built environment. Special consideration is to be given to designing roofs in reference with nearby pedestrian uses. Roof materials should be as consistent as possible throughout the Resort. ▼

Large roof overhangs should be held up by heavy timber beams or knee braces. Eave lines should be kept thin to avoid the heavy look of typical cold roof structures with 20" fascia's.

3. **Exterior Materials:** Buildings shall sit on masonry bases, and feel as if they are firmly rooted in the ground. Stone, cultured stone, stucco, synthetic stucco and concrete will withstand the extreme weather conditions and piling up of snow along the foundations.

Appropriate materials above the ground level will predominantly be stone, cultured stone, wood siding, wood shingles, heavy timber, logs and glass. Other materials such as brick, stucco, synthetic stucco, oxidized steel, and board-formed concrete will also be allowed to a lesser extent. Buildings should have texture and visible structural purpose.

4. **Windows:** Windows at the pedestrian level should be as large as possible given the function behind them. For retail and/or hotel frontage windows should represent approximately 75% of the linear frontage.

Above the ground floor, there is no minimum requirement of window to wall. In keeping with the existing Snow King Hotel and its available views in all directions, large windows are encouraged. When in heavy walls of stone or concrete, windows should appear to be "punched", and they should have lintels of timber or stone. Metal clad windows, wood windows, and non-reflective aluminum storefront windows are all permitted. Darker colors of the windows are encouraged.

Deleted: Sloped roof materials will be limited to fire-treated cedar shingles or shakes, standing seam copper, or oxidized steel.

Divided light windows, if used, must have real divisions, either true divided light or simulated divided light with metal spacers between the double panes of glass. Snap-in false mountings will not be permitted. Generally larger expanses of glass are preferred to small divisions.

5. **Commercial Frontage, Entryways:** At the pedestrian level, Retail and Hotel storefronts should appear light, glassy and as transparent as possible. As a goal, approximately 75% of the linear frontage of walls opening onto the public plazas and arcades should be glass.

Stone, stained concrete, and painted steel are recommended materials for the pedestrian level walls between the glass.

6. **Decks and Balconies:** Decks and balconies add functional amenity to the resort but also become part of the design palette used to add character and create variety on the building exterior. Where possible balconies and decks should be located to take advantage of solar exposure and/or views. Long, linear balconies are not permitted.
7. **Walkways:** To promote the sense of a unified resort with pedestrian accessibility, buildings should have covered walkways on facades along which connections can be made to other buildings in the village. Wherever possible these walkways should have retail stores and restaurants and other visually interesting spaces along them. All buildings must take into account pedestrian access to all adjacent buildings and the rest of the Snow King Resort.
8. **Color:** The use of color should support and reinforce the overall design theme for Snow King Resort. As a year-round resort, colors chosen must work well in all seasons and help the resort blend with its town context as well as with the natural landscape. Color schemes should be built around natural materials, such as stone and wood. Earth hues, natural colors of foliage, deadfall timber and dried grasses are all appropriate. Primary or bright colors should be used sparingly, as accents to highlight the more muted color schemes. Use of "day glow" colors is not allowed. On wood, stains are preferred over paint.
9. **Lighting:** The lighting systems will serve functional and aesthetic roles that include:
 - Providing security and visual safety
 - Serving as directional indicators for vehicular and pedestrian traffic
 - Providing extended outdoor use time, particularly in pedestrian areas,
 - Reinforcing the identity and character through form, color, and materials of fixtures, visual light quality and placement

Lighting must be designed and configured in conformance to Town of Jackson standards. Light sources must be shielded so as not to reflect direct light upon adjacent buildings or properties.

Pedestrian scale lighting: The use of low level light sources at the pedestrian scale to accent or illuminate the ground plane provides a special opportunity to reinforce Snow King's unique identity and character. This is achieved by the use of proper fixtures at lower mounting

heights to produce a more intimate effect. At night, the fixtures provide light necessary for safety and visual effect. By day, the fixtures should lend animation and scale to the pedestrian environment. Fixtures at a maximum height of 16 feet will be used for these pedestrian areas. Painted steel will only be used for accent.

Additional pedestrian scale lights may be used including bollard lights at approximately 42' in height, and canister type lights on overhead structures. Lighting for pedestrian areas should be incorporated into the buildings whenever possible.

9. **Disabled Accessibility:** Consideration for the disabled must be a part of the design process for any project. Every structure shall be accessible by the disabled through the use of ramps (not to exceed 8%) and/or elevators. All outdoor pedestrian areas must be accessible.

10. Sub Area 2. Specific Guidelines.

One of the key design elements is the pedestrian connection between the existing hotel area and the Snow King Center. This connection is intended to be made through a pedestrian mall located above underground parking. It is intended that this route be lined with covered arcades as defined below, and given ample visual and special variety to create a lively streetscape.

Key components of this pedestrian mall are:

Properly scaled buildings lining a properly scaled "street", storefront spaces with a predominance of glass, interesting shop windows and doors inviting to the pedestrian, indoor and outdoor food and beverage outlets, visual variety and not just a straight line of facades. Public spaces, lobbies, restaurants and similar extroverted uses should be placed along the mall to help enliven the spaces and make them inviting to passersby.

As a means to allow, and in fact require, this kind of streetscape in a future design whose exact programmatic needs are to be left flexible, a number of rules need to be followed:

- A 65' wide "overlay" zone has been created and called the "Pedestrian Mall Overlay." This overlay defines an area of Primary and Secondary pedestrian connectors that must fall within this overlay. See Pedestrian Overlay Drawings in the Dimensional Limitations Chapter of this Master Plan.
 - Two types of Pedestrian Connections are established: Primary and Secondary.
 - The width of the connections is flexible but is governed by the following parameters:
 - Primary Connection:** The open width of this connection shall be between 25' and 65' and should be able to structurally support fire equipment loads. Building height along this Primary Connection is governed by a 1 to 1 proportion of height of building to width of Pedestrian Connection, so where the Connection is say 35' wide, the height of buildings on either side shall not exceed 35'. In the event that there is room left in the maximum height plane of the building envelope grid, buildings can set back a minimum of 8' and extend up to the limit set by the building envelope grid. The 3-dimensional building envelope grid, as defined in the Schedule of Dimensional Limitations Sub-Area 2, shall take precedence. Areas designated T-1 and T-2 in the building envelope grid has special parameters as described in the Dimensional Limitations Plan.
- Primary Connections must be lined, on at least one side, with a covered arcade ranging in width from 10' to 16' and at least 12' in height. Structural elements such as beams, trusses and knee braces may drop below the 12' height to a minimum of 9'.

-Secondary Connections are not subject to the above height to width limitation. However, these secondary connections must measure a minimum of 16' in width and 12' in height and are to occur approximately within these Secondary Connection overlays. These secondary connections can be bridged by buildings above, as long as the covered area does not exceed 40' in length.

- Building facades must be articulated, and are not permitted to run straight for more than 200 ' in length. Jogs or setbacks breaking a straight run must be at least 8' in depth. Curved facades will be allowed and considered breaks.
- Building facades must be organized into a base, middle and top, with appropriate changes of material, varying of the massing and the use of balconies to help break down the massing of the buildings.
- Among the conditions of approval of this Masterplan were proposed revisions to the schedule of dimensional limitations regarding the height and massing of building envelopes fronting Snow King Avenue along its South side. These conditions have been addressed in the building envelopes that are part of this Master Plan. These envelopes, as shown herein, are now in compliance with the conditions of approval. Town staff will review the final design of Sub-Area 2's public thoroughfare frontage at the Final Development Plan stage to ensure that this street level frontage is treated architecturally to achieve the appropriate scale.

As the Snow King Resort develops, these guidelines will ensure that it does so in ways that will greatly enhance its character and make it a more exciting place to visit.

Within this Chapter, as well as in the Schedule of Dimensional Limitations Chapter, drawings and sketches have been included. These are intended to clarify and define the intent of the written guidelines.

E. Site Design Guidelines. Plant Palette.

Site design at the Snow King Resort focuses on plant palette and design, pedestrian circulation, site architectural features and the colors and materials that comprise the build environment. Snow King's setting is both urban and rural. On the one hand the in- town location provides a diverse urban design context. This context generally implies that the site design will be dominated by landscape with formal plantings. Conversely, the resort is built into the base of a forested mountain and is bounded by the Bridger-Teton National Forest. This context usually implies a more random or natural site design. The objective will be to intertwine these two design goals, in a transitional manner, without creating confusion.

Just as the resort straddles a seam between the urban and rural environments it is located at the interface of three different plant communities. The lower portions of the site are dominated by the sage/grassland and the Aspen/Chokecherry communities; remnants of these communities still exist along the eastern boundary of the PRD. The higher, moister portions of the site exhibit a Douglas Fir and Spruce plant community.

Plantings around the resort should mimic these existing communities. Replication of the endemic plants also provides an excellent opportunity to provide visitors with information about the local flora. These plants will also provide an adaptable palette necessary to flourish in the wide variety of moisture, light and temperature conditions, which large buildings create and will also help to weave the rural with the urban environments.

Other planting materials of sufficient caliper will be used to screen and enhance the buildings. In general, the plant material will be in accordance with sections 4140, 4150, 4160, and 4170 of the Land

Development Regulations, except for areas designated as Ski Trails and Outdoor Recreation.

Within Sub-Area 4, only evergreens will be used to minimize visual impacts.

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Detailed Landscape Plans will be part of each Final Development Permit Application.

F. Pathways and Circulation Elements

As described in Section 2550. G.6.d., the Planned Resort District is designed to *'provide an attractive, outdoor atmosphere that encourages use and reliance upon pathways and walkways.'*

The proposed pathway and circulation system of the Snow King Resort is comprised of a network of diverse pedestrian passageways that collectively provide a full range of use and circulation functions throughout the resort and adjacent properties. The system is intended to extend and enhance the existing pedestrian/recreations fabric of the town as well as to accommodate the functional demands of the proposed Snow King Resort expansion. In order to facilitate future pedestrian traffic growth, both within and without the PRD, direct and convenient linkages to transit facilities, parking and community pathways are incorporated in the system.

The proposed pathway system consists of the following physical components:

- 10' wide paved bike /pedestrian pathways
- Concrete sidewalks and stairs
- Heated concrete sidewalks and stairs
- Paved pedestrian pathways and plazas
- Gravel surfaced trails (pedestrian only)
- Gravel surfaced hiking /mountain bike /horse trails

The primary objectives of the proposed pathway system can be described as follows:

To provide links to existing paths the planned trail system connects to the [Sink or Swim](#) Trail up the mountain and to the East-West and Hagen Trail leading to Cache Creek.

To encourage pedestrian use. The pathways system is integrated into the proposed and existing buildings to create an open, convenient, non-hierarchical system of movement. By not directing or restricting pedestrian traffic the user is encouraged to wander and explore. The buildings and paths are situated in such a way that the pathways can be perceived as extensions of the internal building passageways, thereby, further encouraging pedestrian use.

The pathways system also promotes utilization by providing facilities for recreational activities including walking, hiking, running, biking and riding.

To provide safe pedestrian movement Much of the KM6 and Hotel Sub-Area pedestrian spaces located outside the Extent of Winter Skiing boundary are proposed to be heated for winter use. Pedestrian pathways are to comply, where feasible due to topographic conditions, with ADA requirements.

To provide an aesthetically pleasing and enjoyable experience. The pathways system takes full advantage of the natural attributes of the site and the various exposures to long vistas.

G. Signage

Signage within the resort can be divided into two categories: resort signage and commercial signage. Resort signage provides direction to basic resort services. It is to be homogenous in style, color and material. Commercial signage advertises services or products for individual businesses. Consequently, great latitude of style, color and material must be anticipated.

Sign Face Materials: The primary goal is to employ materials, which are non-reflective and have a soft or smooth textured appearance. Some acceptable material examples are: wood which has a natural oil or flat paint finish, unfinished metals which oxidize to a flat finish, or metals painted with a flat finish and other materials which can be shown to have flat, non-reflective surfaces.

Sign Standard Materials: Generally, the preferred standard material will be stone, stained concrete and wood. Standard materials should relate to the context of the site, particularly to the building with which they are associated. Signs should be incorporated into the structure of the building rather than being stuck on the outside as an afterthought. Metals, plastics and other material may be acceptable if it can be shown that they relate to and integrate the sign into the site and/or building. Large structures could be introduced at the Resort's entrance to enhance the sense of arrival, but must be composed of wood or stone.

Sign Face and Standard Color: Colors should generally be muted earth tones similar to the endemic Jackson Hole soils. The use of earth tones in non-reflective media is another subtle method of unifying the build environment with its rural surroundings. This color theme is not intended to prohibit bright colors entirely; however, it is intended to define the predominant surface area of the sign face and all of the base and/or standards.

Signage Lighting: Fixtures for lighting sign faces should be incorporated into the structure of the sign. The fixture should be a 90-degree cutoff type, which is adjusted to prevent the lamp from being visible.

A detailed signage program for the Resort will be prepared, for Town Staff approval, prior to filing the First Final Development Plan Application.

VI. DIMENSIONAL LIMITATION PLAN

A. Introduction, Definitions and Maximum Scale of Development

This Dimensional Limitation Plan has been prepared in accordance with the requirements of Section 4.3.1.F:

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***Dimensional Limitation Plan.** The Planned Resort Master Plan shall have a Dimensional Limitation Plan, which specifies dimensional limitations necessary to achieve the design theme identified by the applicant. The plan shall include floor areas and floor area ratios, densities, landscape ratios, height, setbacks, building envelopes, etcetera, or other lines delineating areas on which restrictions of development are to be imposed and areas in square feet for each lot or building.*

This Master Plan presents a Dimensional Limitations Plan that takes into account the topography of the site and the unique role of the project. As specifically permitted in Section 4.3.1.F, these dimensional standards differ in several respects from standards described in other sections of the Town's Land Development Regulations.

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A great deal of care has been given in the performance-based Design Guidelines and this Dimensional Limitation Plan to balancing the various goals of this Master Plan with the visual impacts of the development. The site's topography helps achieve this balance.

It should be noted that two existing buildings on the site are rather large, but fit into the mountain landscape. The existing hotel has over 130,000 square feet and is over 70 feet in height at places, while the Snow King Center has over 53,000 square feet. However, these buildings relate well to their location and are designed in such a manner as to disguise their size. The site's topography is appropriately used in this Master Plan in order to attain the major goals stated in the Statement of Purpose while minimizing impacts.

Many goals and objectives listed in Division 4.3.1 and discussed in the Statement of Purpose necessarily lead towards larger buildings than those all owed in other sections of the LDR 's. Division 4.3.1 recognizes that fact and encourages a different approach to dimensional limitations as necessary to achieve these goals. Creating a sense of arrival, vibrant pedestrian spaces, structure sizes that draw people to the area, concentrating development in order to create meaningful open spaces, reducing walking distances, having a central arrival point, proximity to parking and creating a lively urban environment necessitate a dense development pattern for some areas of the resort. Some buildings are necessarily large in order to accommodate the desired size of the conference center as well as to have lodging within a reasonable, and preferably indoors, walking distance to the conference facilities.

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Other goals, such as creating porous edges and blending into existing neighborhoods are also taken into account. The topography of the site assists in achieving the stated goals of this Master Plan in a successful mixed-use development. When combined and taken as a whole, the performance guidelines of this Dimensional Limitation Plan, the Design Guidelines, Land Use Plan and Site Plans are balanced to achieve the stated goals.

The Snow King Dimensional Limitation Plan is based on a method of three-dimensional building envelopes and is presented in a mostly graphic format. This method, when combined with the

performance based Design Guidelines, the Land Use Plan and the Site Plans, achieve the goals and objectives of this Master Plan while allowing flexibility and controlling bulk and scale within the integral pedestrian fabric of the Resort. This Plan adapts, and is well suited, to the site's topography as well as other site-specific considerations such as soils, vegetation coverage, solar and wind factors and proximity to common amenities.

This Chapter also includes photographs of a model used to demonstrate the 3-dimensional building envelope concept used throughout this Master Plan.

Since the lands comprising this Master Plan are unplanted and are not yet subdivided, setbacks are drawn and based only on the perimeter property lines. Setbacks at specific perimeter locations vary according to the relationship to adjacent areas.

Building envelopes defined in this Master Plan are intended to suggest approximate locations only and shall be allowed to be adjusted while keeping within the overall theme and rationale of this Dimensional Limitation Plan and the Design Guidelines. Final Development Plan applications and the approval process defined in Section 4.3.1 will finalize the details of each phase of development. Minor deviations on the locations and sizes of building envelopes can be approved by the Town's staff.

All development within this Master Plan must meet Land Development Regulation Hillside Development Requirements in place at the time of the development plan.

Sub-Areas 3 is controlled under separate procedures:

Sub-Area 3:

Lots 1 through 10 are to remain as previously approved, for the development of 40 condominiums. Lots 11 and 12 will be used for recreational and residential development, respectively, as previously approved. (Love Ridge Plat # 941). These 2 lots are exempt from the Schedule of Dimensional Limitations and floor area parameters. Lot 12 will be developed as a residential lot. Lot 11 will comply with the Recreational Land Use Zone parameters of this Master Plan.

Building area developed, and guest (APO) allocated within Sub-Area 3, will be deducted from the total building area and guest (APO) allowed within this Master Plan. The 10 condominium buildings within Lots 1 through 10 of Love Ridge are estimated to contain approximately 77,000 SF of Building Floor Area. Therefore, the Maximum Building Floor Area left over for Sub-Areas 1, 2, 3, 4, and 5 is $(915,000 \text{ SF} - 77,000 \text{ SF} = 838,000 \text{ SF})$ 838,000 SF. The 40 condominiums in lots 1 through 10 equal 160 guests (APO) leaving $(2,208 - 160 = 2,048)$ 2,048 remaining guests (APO) for Sub-Areas 1, 2, 4, and 5.

As previously mentioned, development within the existing condominium area will be controlled in accordance with the "Statement Regarding Existing Condominiums".

Building Envelopes.

The three-dimensional Building Envelopes for Sub-Areas 1, 2, 3, 4, and 5 are shown in the attached Sub-Area maps. The location and dimensions of Building Envelopes are a result of their relationship to the natural topography and landscape, the vicinity areas, pedestrian circulation, visual impacts, proximity to open spaces, desired vistas from interior spaces (both public and private), accessibility to common parking and underground services and other design considerations. The best locations have been chosen to create meaningful open spaces and interior/exterior circulation areas. Higher

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levels of intensity are allocated near these areas. A computerized three- dimensional model was also used in preparing this Dimensional Limitations Plan.

Special consideration has been given to blend the development into existing neighborhoods. At the East end of Snow King Avenue, the buildings facing the street have been kept at a lower level than those behind the pedestrian plaza. Only some higher points are interjected to assist in creating a sense of arrival. A transitional space is created at the Willow Street corner. The One Town Hill defines the western edge of the resort and frames the access point to the mountain.

The mountain's presence and dense vegetation act as a background to Sub-Areas 1 and 2. Consideration is given to the location of higher buildings in relation to this background and the appearance of these buildings from different angles, especially the approach to the resort and the views from adjacent neighborhoods.

Building envelopes describe and define the approximate three-dimensional parameters for building height and building ground coverage as well as the buildable scale of non-recreational development including building height within specific areas. These envelopes provide predictability regarding the scale of maximum potential development. Modifications of building envelopes are allowed, provided that the overall theme of the Resort as defined in this Master Plans remain in place.

The envelopes are defined in the Sub-Area plans in a plan view with the maximum top elevation of the roofs within the envelopes specified in the elevation number for each envelope. This elevation number refers to the Town of Jackson elevation datum. Chimneys, vents and roof top mechanical equipment shall be allowed to penetrate the top plane by no more than 4 feet. Decks, awnings, roof overhangs, exterior stairs, railings, parapets and other outdoor spaces will be allowed to penetrate building envelopes. Location of roads, walks, patios and other impervious surfaces is not restricted to building envelopes.

The height of Building envelopes located within Sub-Areas 4 and 5 are not indicated in the graphic format. Buildings within Sub-Area 4 envelopes will be limited to buildings in a scale similar to those already approved for lots 1 through 10 of the Love Ridge Plat. ▼

Recreational buildings, and buildings/structures directly related or ancillary to recreational activities and functions are included in calculations of buildable square footage but are not restricted or defined by the building envelopes and coverage system. Buildings such as ski lifts, recreational improvements such as climbing walls, alpine slides, snowmaking, etc., require more flexibility in their location and site design. These structures are to comply with the Recreational Land Use Zone parameters.

Example Development.

This Master Plan and the Sub-Area Plan, indicate an Example Development. This Example Development has been used to calculate requirements for parking, employee housing, storm water run-off, traffic generation, employment, impervious surfaces, building coverage and utilities. This Example Development also responds to the estimated present day needs to support the conference center's size and other recreational and commercial infrastructure necessary to invigorate the resort and make it economically viable. As years pass the relative allocation of various land uses will adjust and vary according to market conditions while keeping within the specific Limits of Development stated herein.

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The Example Development has generally been weighted towards land uses producing larger impacts than others. However, as part of the 2019 Master Plan Amendment, the number of hotel rooms indicated in the example development chart has been substantially reduced. In the revised example development chart most of the Lodging Capacity of 2,048 guests has been allocated to condominiums as opposed to hotel rooms. Since hotel rooms have greater impacts per square foot, and per guest, on traffic, parking and housing than condominiums, this amendment seeks to reduce impacts of resort development on the community. It is expected that lodging uses will mostly take the form of condominiums.

Areas shown in the Sub-Area tables for Roads and Parking, OSR/LSR and total Impervious Surfaces are provided for informational purposes only and are not to be construed as maximum levels of development within Sub-Areas. References to Building Coverage equate to building footprints and have been used for calculations of storm water run-off. Final determination of actual development within each Sub-Area will be ascertained at the Final Development Plan stage. However, overall maximum development must comply with the Setbacks, Open Space Ratios, Maximum Building Floor Area, Floor Area Ratio (FAR) and Lodging Capacity limits set in the Sections that follow.

Recreational Land Use Zone.

The areas located outside the graphically defined building envelopes are designated as Recreational Land Use Zone.

Specific Considerations Related to Sub-Area 1

The 2019 proposed Master Plan amendment for Sub-Area 1 envisions a substantial decrease in hotel rooms on this sub-area and an increase in condominiums and employee housing. In place of 5 additional wings of approximately 50,000 sq ft each, the 2019 proposal includes 2 condominium buildings of approximately 60,000 sq ft each. This is a reduction of approximately 130,000 sq ft of hotel rooms. This design leaves sufficient open green space for temporary events that are critical to the operation of the Snow King Hotel. In addition, the sub area has been redrawn to include all of the resort property on Vine St. Three new buildings are proposed on Vine St that would serve as some combination of employee housing and market rate apartments that are intended to be used for workers in the Town regardless of deed restriction. The design of these buildings on Vine St. will include a sidewalk and Complete Street cross section connecting the facilities to the resort and the maximum building height will be 39 feet. Changes to this Sub-Area site plan enhance the focus of this master plan on housing local employees as opposed to increasing tourist capacity, and is consistent with current LDRs.

Specific Considerations Related to Sub-Area 2

Certain specific parameters are part of Sub-Area 2's Limitations. The Pedestrian Mall Overlay Zone is graphically depicted in this Chapter (page VII. H) and further discussed in the Design Guidelines Chapter 4 of this Master Plan. This Overlay Zone restricts the height of buildings bordering the Primary Pedestrian Circulation Connection and establishes parameters for Primary and Secondary pedestrian connections.

Two areas (designated T-1 and T-2 in page VII. D) have special parameters. Within Building Envelopes T-1 a tower feature not exceeding 25% of its surface area can penetrate beyond the envelope ceiling (6310 and 6290) to a maximum height of 6330. The remaining 75% of these envelopes are restricted to the 6310 and 6290 limits. The Building Envelope designated as T-2 is excluded from the "Pedestrian Mall Overlay Zone" height guidelines, but restricted to the 6350-maximum height of the envelope as depicted in VII.D.

At the corner of Willow and Snow King a Plaza/Entry feature is intended. Pages VII. I and VII. J depict a conceptual image of the intended use of the corner envelope. The 2019 Amendment to this master plan considers an optional change in use for the conference center within this sub-area. Since substantial conference space has been built in Sub-Area 3 at the Grand View Lodge, Snow King Resort is proposing the option for this conference center to be used for either conference space or indoor recreation depending on future demand at the time of construction. If the community desires additional conference facilities over indoor recreation, we are happy to leave this use as originally intended.

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Specific Considerations Related to Sub-Area 3

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The remaining developable lots within Sub-Area 3 consisting of Lots 53, 57, and 58 located to the South of the existing Grand View Condominiums will be developed to fit in with the bulk, scale, and character of the existing Grand View Condominiums and Grand View Lodge. These buildings can be up to three stories in height with a basement and with massing, articulation, openings, and step backs used to reduce bulk and mass. Buildings on these lots may consist of one single building complex or multiple buildings in order to best create a design that fits well with the topography and neighboring condominiums. Parking is to be primarily provided on-site and generally consistent with neighboring development. Active uses, such as retail and services, are permitted on the lower two levels, with lodging, residential or office on upper floors. The minimum landscape surface ratio for these lots is 10%. Sketch plans for buildings on lots 53 and 57 are included with this master plan. Both of these buildings were previously approved for construction by the Jackson Town Council. Additional landscape screening around these buildings will be included at the time of development plan submittal for these buildings. At the time of development on any additional lots within this sub-area the developer will be required to provide alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive including paving, bollards, signage and other best practices associated with this connection.

Specific Considerations Related to Sub-Area 4

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Sub-Area 4 includes property owned and operated by Snow King Mountain for the purposes of summer and winter recreational facilities. A zip-line is proposed to land in this sub-area as part of the 2019 Amendment to this master plan. Sketches of the zip-landing platform are included in the sketch plan section of this document. This sub-area is eligible for light industrial uses associated with mountain operations and maintenance through a conditional use permit.

Specific Considerations Related to Sub-Area 5

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Sub Area-5 primarily serves as the West Base area for Snow King Mountain ski area operations and contains the One Town Hill development. Proposed future development in this sub-area consists of an on-mountain maintenance facility for Snow King Mountain that would sit to the South of the ice rink and service grooming and snowmaking equipment as well as house a pump house for snowmaking. The building would be a maximum of two stories with the second level providing office space for mountain operations. Roof design for this building may be either flat or pitched to accommodate the usage and best integrate with the existing building and hillside. In addition, a mountain sports training facility is proposed as a new indoor recreational facility on the West side of the existing ice rink. At the discretion of the developer the zone designated for the mountain sports training facility could also be designated for use as a second sheet of ice. The maximum height of this building, or addition to the ice rink structure would be the same height as the existing peak of the ice rink roof. The roof of this structure may be flat or pitched to best accommodate the recreational use and design of the building. This sub-area is eligible for light industrial uses associated with mountain operations and maintenance through a conditional use permit.

A new gondola is proposed to land adjacent to Sub-Area 5 on land currently leased from the Town of Jackson for ski area operations in the area outside of what is commonly known as Phil Baux Park. A conditional use permit will be required for the construction of this gondola with plans to include site circulation for all modes of transportation and the clustering of buildings to preserve as much open space as possible. These improvements should be located generally at the street level to address accessibility and ease of access during all seasons. Considerations will be given to queuing and waiting areas for users accessing the gondola so as not to impact other users of the park.

Specific Limits of Development.

The following Setbacks, Open Space Ratios (OSR), Building Floor Area, Floor Area Ratio (FAR) and Lodging Capacity will be the specific limits of development within the area of this Master Plan.

Setbacks.

Setbacks are graphically shown in the attached maps for Sub-areas 1,2, and 5.

Open Space Ratio (OSR).

Open Space Area defined a land surface not covered by buildings, structures or impervious surfaces. Ski trails and other open space recreational spaces as well as hardscape surfaces comprising pedestrian plazas, patios and outdoor function areas are also considered Open Space Areas.

Open Space Ratio (OSR) means the proportion of a development that is provided and maintained as Open Space Area.

Landscape Surface Area and Landscape Surface Ratio (LSR)

Landscape surface area means a land surface not covered by buildings, structures or impervious surface, except facilities and/or impervious surfaces specifically permitted in Section 4150, Standard Plant Unit. Once landscaped, according to division 4100, Landscaping Standards, the landscape surface area shall be left undisturbed and maintained to support plant life. Hardscape surfaces composing pedestrian plazas, patios and outdoor function areas are also considered Landscape surfaces.

Section 4.3.2.E specifies that:

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Landscape surface area. Within areas of the Planned Resort to be developed as lodging, conference, commercial and related facilities, the minimum landscape surface ratio shall be .25, exclusive of the already permitted residential development that exists upon the enactment of this Division (Clark's Knoll, Pitchfork Townhomes, Love Ridge, and Love Ridge Addition.) Notwithstanding, the Town Council may reduce the minimum landscape surface area to no less than twenty (20) percent upon demonstration by the applicant that the following objectives are achieved with a reduced landscape surface area. The primary purposes of the landscaped areas within Snow King are to:

- (1) Create visually strong and attractive streetscapes.*
- (2) Create a porous edge to the Planned Resort such that residents and visitors in the surrounding areas are invited to enter the resort through attractive pedestrian ways.*
- (3) Support high quality urban design, including integral public spaces for interaction and public events.*

This Master Plan complies with 1, 2 and 3 above.

The following minimum Landscape Surface Ratios (LSR) are established for this Master Plan:

- For the total area of Sub-Areas 1, 2, 4, 5 and 6, the minimum LSR shall be .50
- Within the total area of Sub-Areas 1, 2, and 4 the minimum LSR shall be .25
- Within Sub-Area 5, the minimum LSR shall be .75
- Within Sub-Area 6 the minimum LSR shall be .90

Building Floor Area.

Building Floor Area is defined in Division 4.3 as:

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Floor Area. Floor area means the sum of the gross habitable floor area for each of a building's stories as measured from the exterior limits of the faces of the structure. The floor area of a building excludes attics, basements, cellars, unenclosed porches, or any floor space in an accessory building or in the principal building which is designed for the parking of motor vehicles in order to meet the parking requirements of these Land Development Regulations.

Division 9.5 B of the Land Development Regulations defines basements as spaces where 50 percent or more of the perimeter is below ground level. Spaces defined as basements dedicated to various functions such as services, storage, meeting, support, loading and unloading are not included in computations of Building Floor Area, but are included when considering other impacts such as housing, parking and transportation.

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Building Floor Areas Exclude:

- Areas dedicated to Employee Housing as per the Housing Mitigation Plan
- Temporary Buildings, such as Tents.

In accordance with these definitions the Total Maximum Building Floor Area for Sub-Areas 1, 2, 4, and 5 will be limited to 838,000 square feet.

Floor Area Ratio (FAR).

Floor Area Ratio (FAR) is defined in Division 9.4.6.C as:

Floor Area Ratio (FAR). Floor area ratio means the intensity of building, measured as a ratio derived by dividing the total floor area of a building or structure by the lot or sub-area.

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- The Maximum Floor Area Ratio (FAR) for the total of Sub-Areas 1, 2, 3, 4, and 5 shall not exceed .40
- The Maximum Floor Area Ratio (FAR) for the total of Sub-Areas 1, 2 and 4 shall not exceed .60

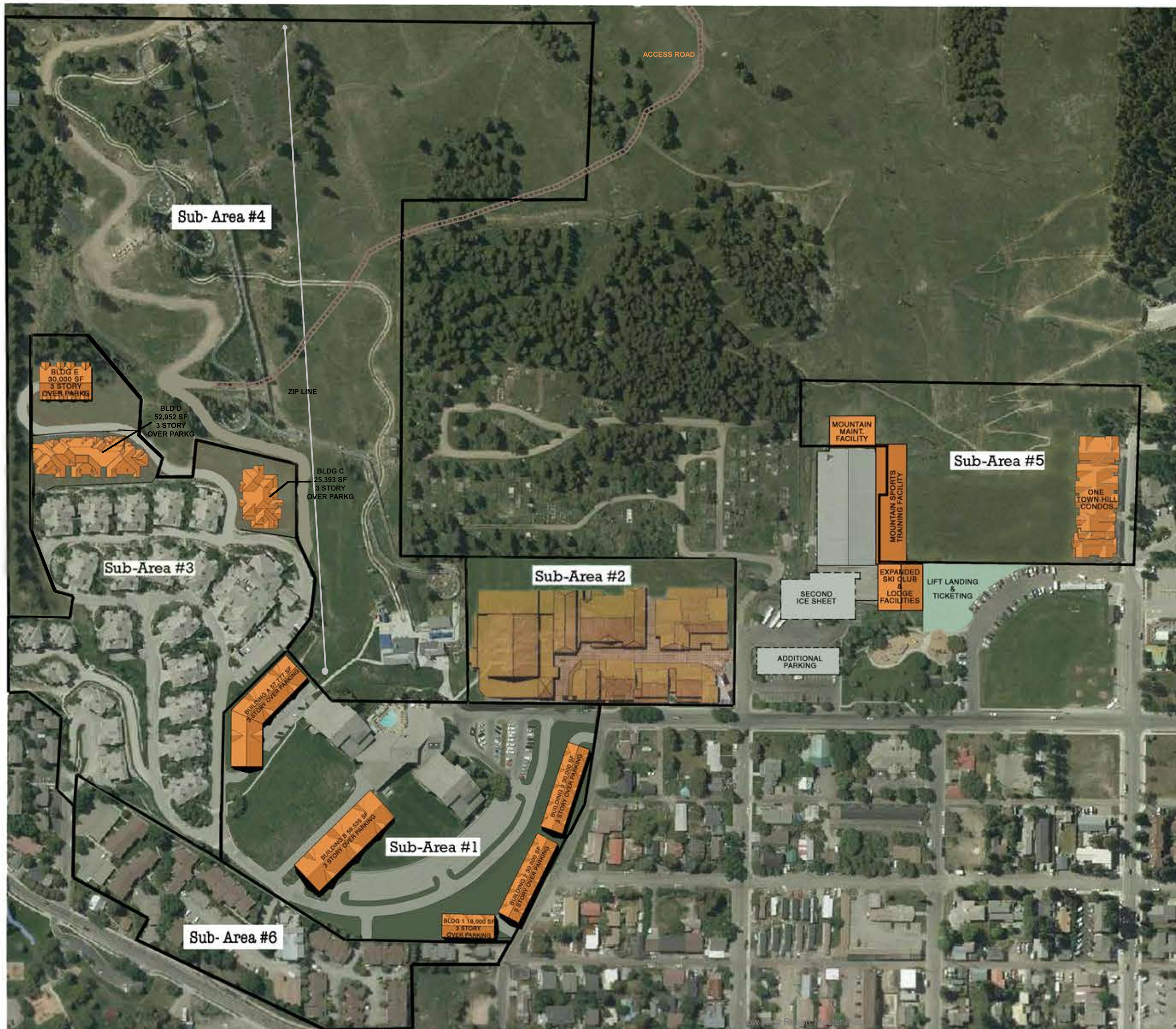
Lodging Capacity.

Lodging Capacity within Sub-Areas 1, 2, 4, 5 and 6 shall not exceed 2,048 guests (APO) as defined in Section 4.3.2.C:

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- Guest. A guest is a person who is accommodated in overnight lodging facilities within the Planned Resort. The number of guests is calculated by the "average peak occupancy" of the lodging accommodations.*
- Average peak occupancy. For the purposes of this Section, the following average peak occupancies (APOs) shall be used in calculating the capacity of guest accommodations:*
 - Hotel, motel, or similar lodging unit. A hotel, motel, or similar lodging unit that exists as sleeping quarters and does not contain other types of living spaces such as a living room or kitchen, shall be assigned an APO of two (2).*
 - Dwelling unit. A dwelling unit, used for short-term rental, shall be assigned an APO of four (4).*

Other. Other lodging facilities that do not meet the definitions above shall have an APO assigned that is the sum of the number of bedrooms the lodging facility contains multiplied by two (2).

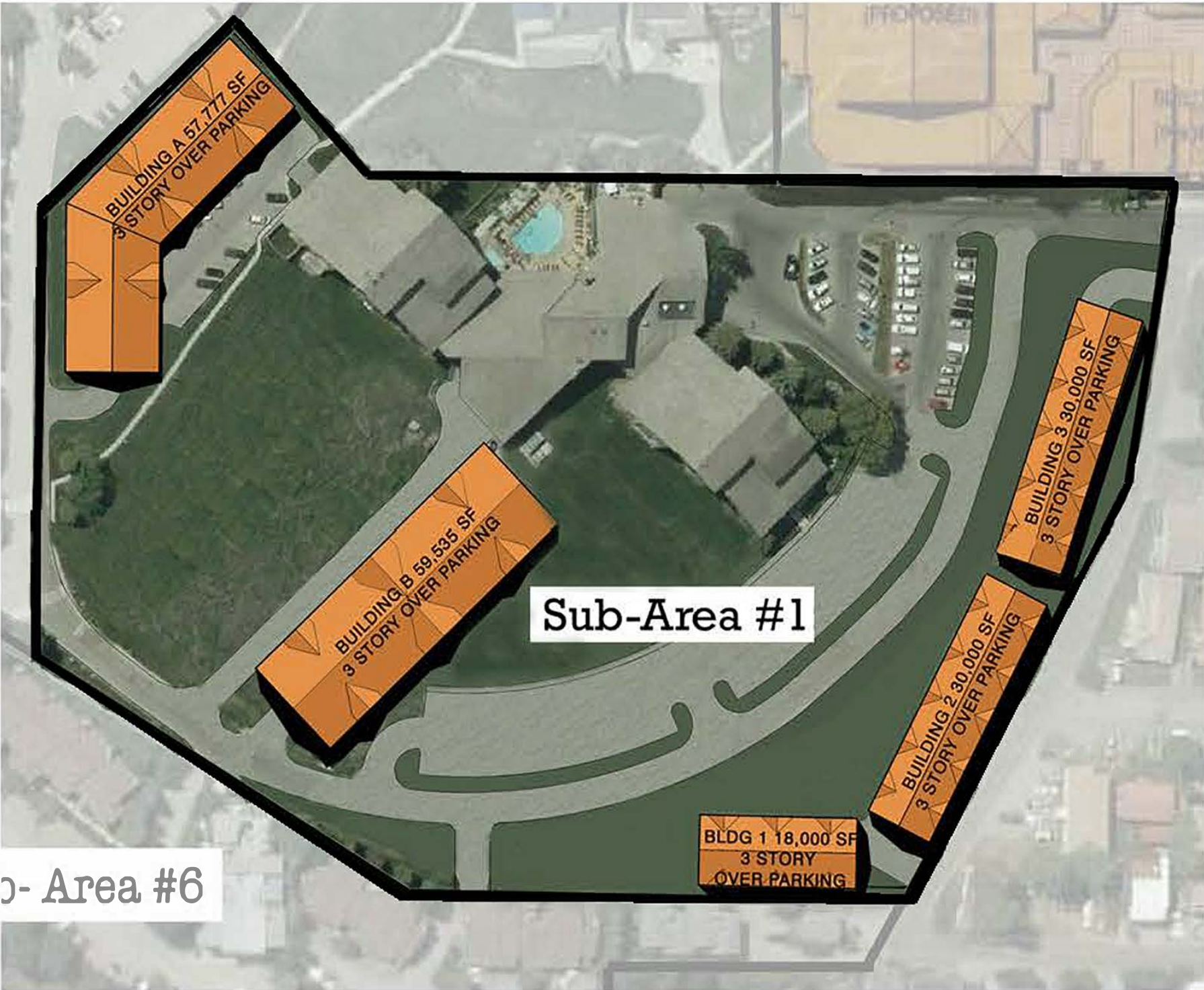


B./D. Sub-Area Plan

For planning purposes the land in the Snow King Planned Resort District has been reconfigured as follows:

- Sub-Area #1: Existing Hotels, Hotel Additions and employee housing.
- Sub-Area #2: KM6 Area between Hotel and Snow King Center
- Sub-Area #3: Existing and proposed condominiums
- Sub-Area #4: Snow King Mountain Recreation area
- Sub-Area #5: Snow King Mountain West Base area and One Town Hill
- Sub-Area #6: Existing Condominium Area *

*Sub-Area #6 - See statement regarding existing condominiums



C. Sub-Area #1

Sub-Area 1
Hotel Area and Hotel / Condominium Expansion

Sub-Area 1 consists of the existing Snow King Hotel as well as two proposed condominium buildings (Building A & Building B) associated with the Snow King Hotel. In addition, this sub area includes proposed apartments for employee housing located on Vine St (Buildings 1, 2, & 3). Some portion of these buildings will be deed restricted to satisfy employee housing requirements within the district. Those units which are not deed restricted are intended to be used for Resort District employees, or employees in the Town of Jackson.



D. Sub-Area #2

Sub-Area 2 KM6 Area	
Ground Surface Coverage (Example)	
Buildings	133,000
Pavement: Roads & Parking	N/A
Walks, Pathway, Plaza, Patio	17,330
LSR	0.44
Other Impervious (Bike/Foot Paths, Tennis Courts, Etc.)	7,730
Total Impervious Coverage	150,330



Sub Area #3 Existing and Proposed Condominiums

Sub-Area 3 consists of the Grand View, Love Ridge, and Simpson Patent condominium developments and the Grand View Lodge. Lots 53, 57, and 58 are the remaining lots platted for condominium development within this sub-area. The Jackson Town Council approved building plans for a condominium building on lot 53 and the planning/building departments issued a building permit for building D on lot 53 which expired in 2009. The architectural drawings for this building are shown in the sketch drawing section of this master plan. The Town Council approved a development plan for a building on lot 57 in 2004, the architectural plans for this building are included in the sketch drawing section of this master plan. Condominiums on lot 58 are proposed to match buildings on lots 53 and 57 in architectural design.



G. Sub Area #4

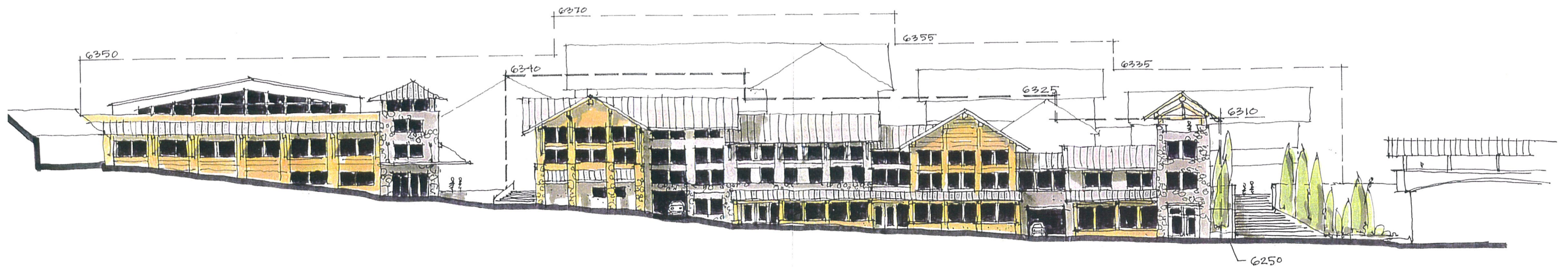
Sub Area #4 Snow King Mountain Recreation Area

Sub-Area 4 primarily consists of Snow King Mountain recreation use area and supporting structures.

**Sub-Area #5 - Snow King Mountain
West Base Area & One Town Hill**



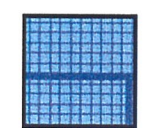
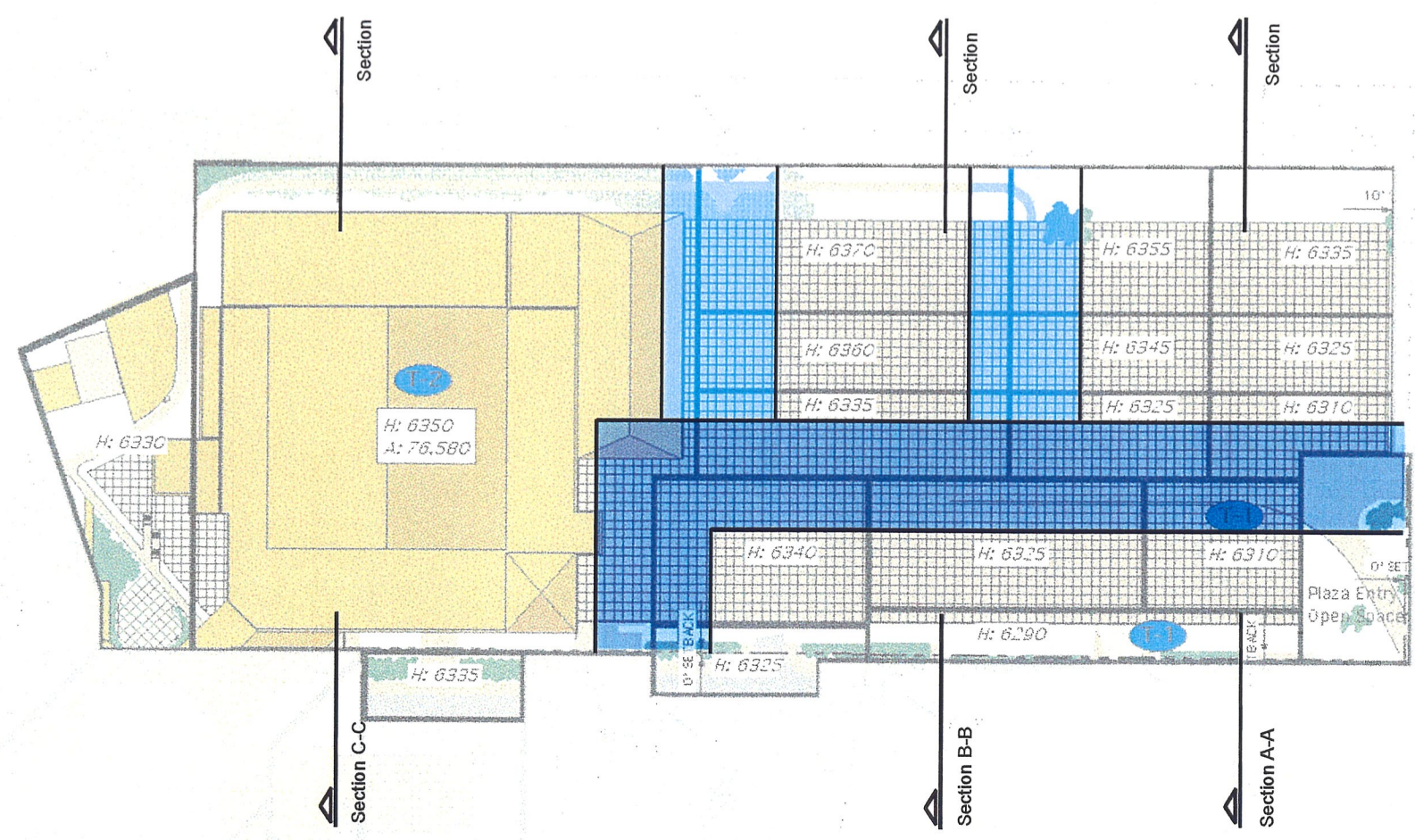
Sub-area 5 contains the West base area for Snow King Mountain ski area operations and the One Town Hill condominium complex. Future development proposed for this sub-area includes a maintenance facility and office spaces for mountain operations, snowmaking pump house, and a mountain sports training complex. These additional buildings would be attached or constructed adjacent to the existing Snow King Sports and Event Center ice rink. While not directly within this sub-area, a gondola and ticket booth are proposed to be located in the shaded area that has historically been leased to the ski area for operations. This area is shaded in light green on the map. This map also indicates a second sheet of ice and expanded ski club facilities which are located on Town of Jackson land for illustrative purposes and are not associated with this master plan.



SNOW KING MASTERPLAN - ELEVATION ALONG SNOW KING AV.
27 FEB 01

VI. H. 1

Architect's Supplemental Sketches • KM6 BUILDINGS



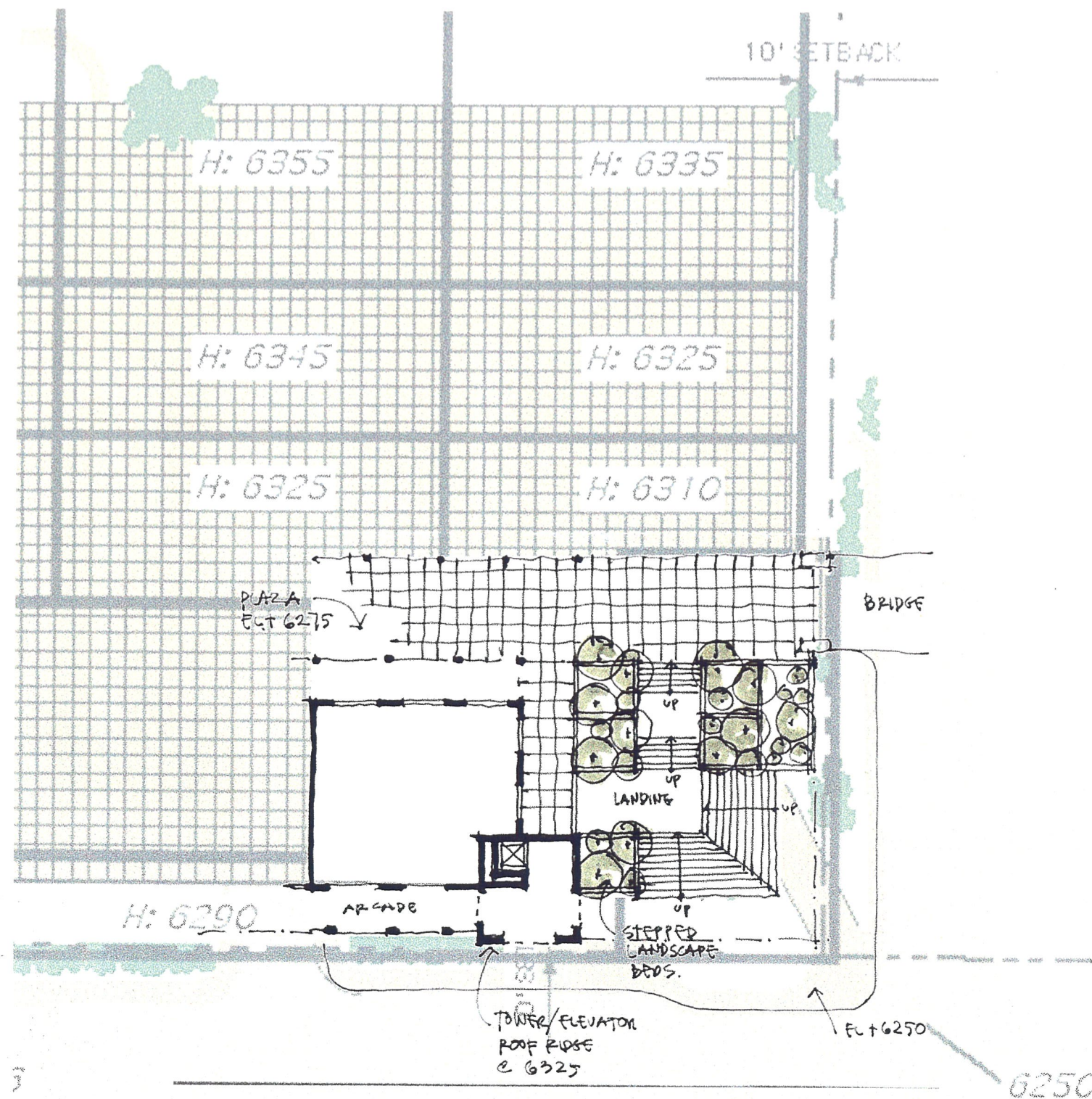
Primary Circulation



Secondary Circulation

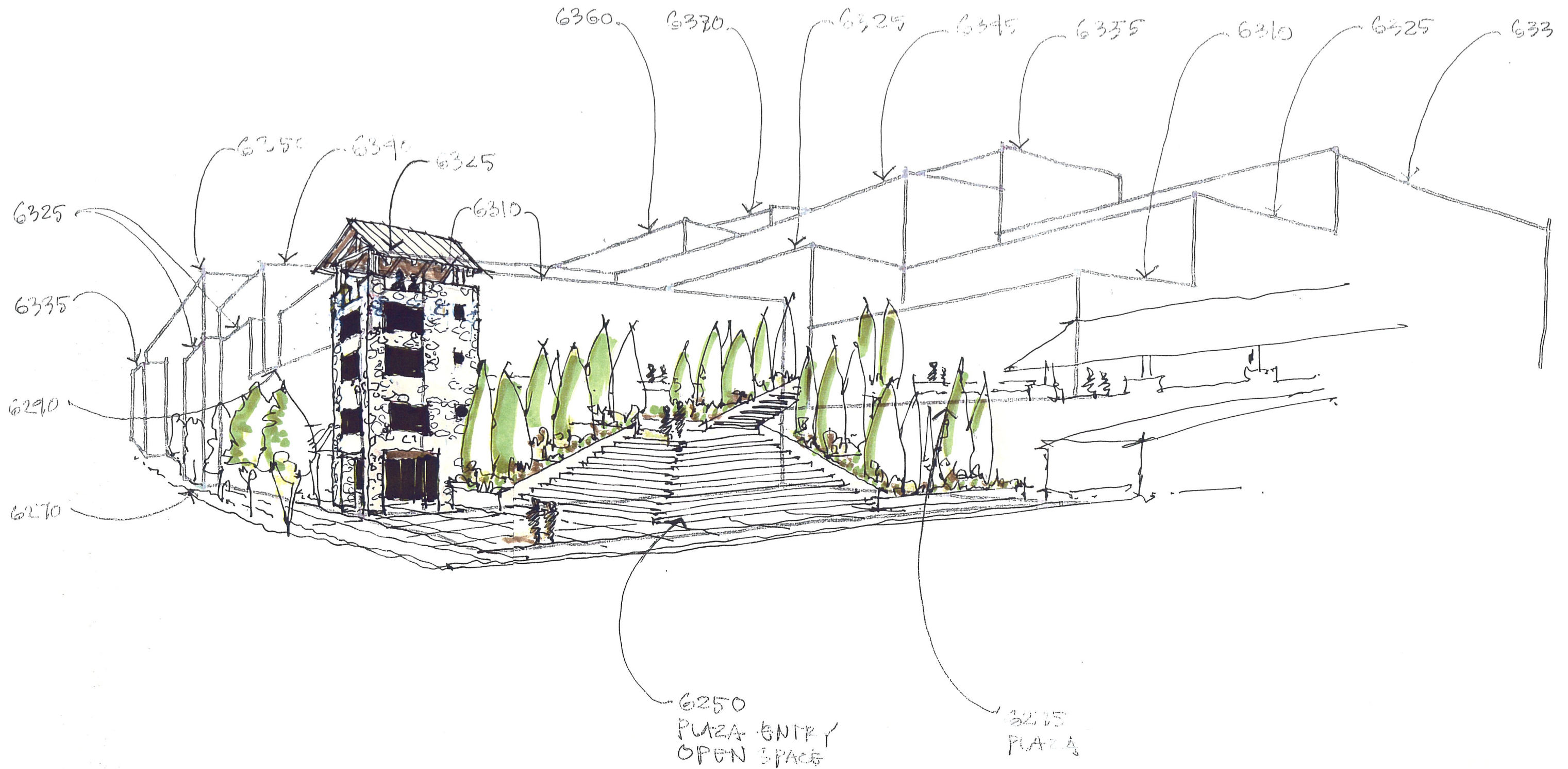
VII. H

CIRCULATION OVERLAY ZONE



VII.I

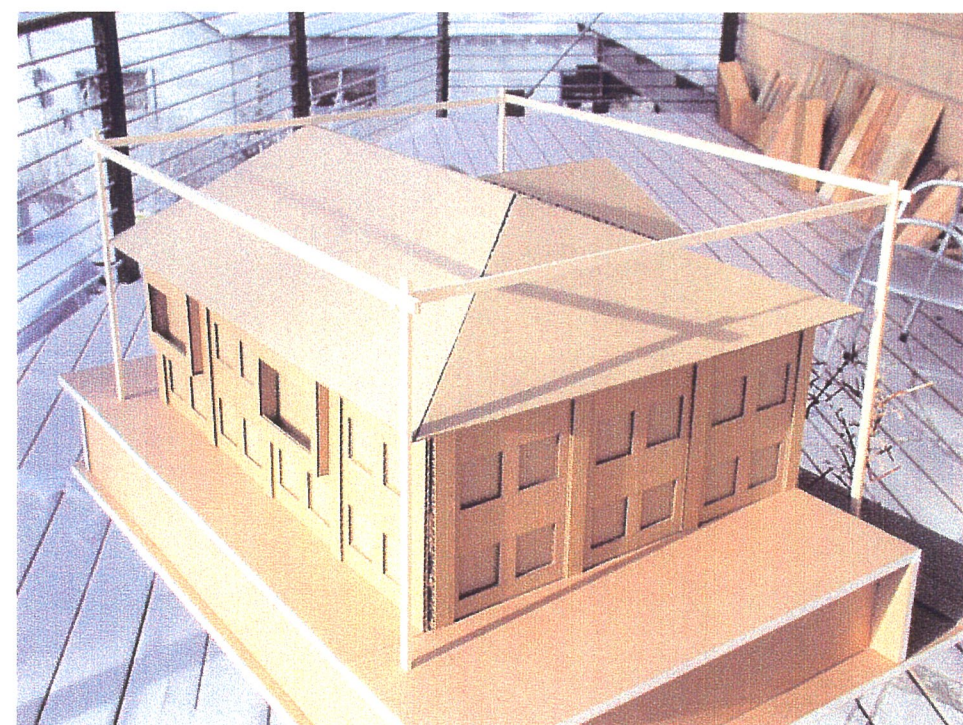
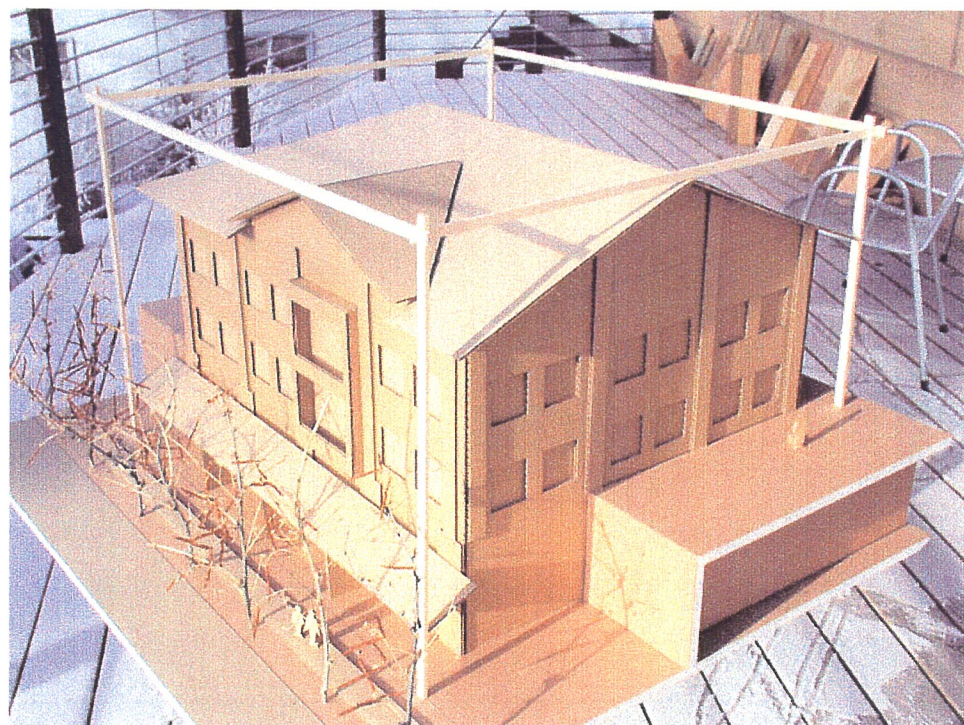
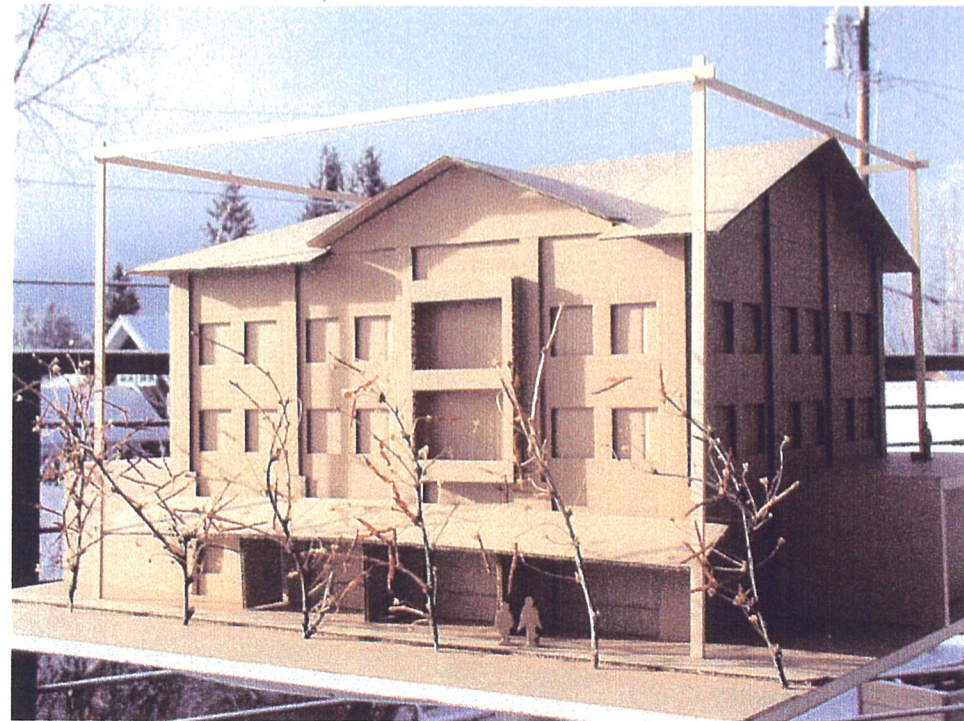
PLAZA/ENTRY SKETCH



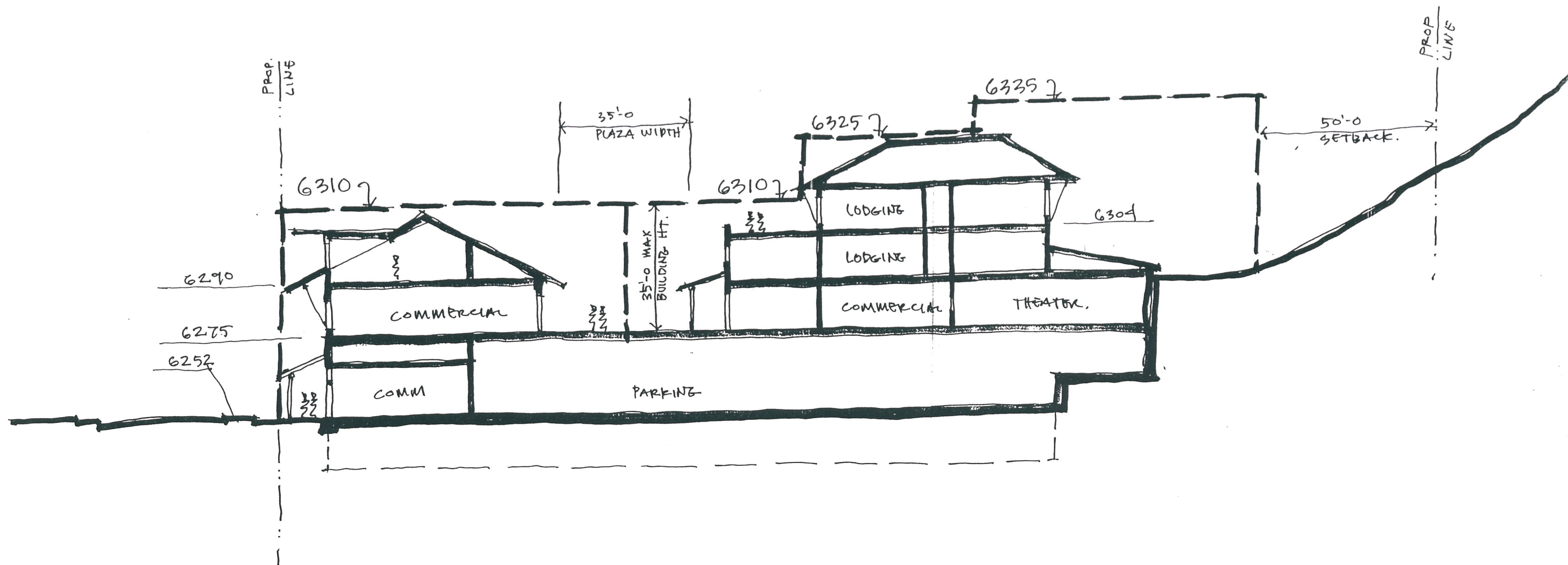
VII. J

SNOW KING MASTER PLAN (REVISED)

27 FEB 01



VII. L



SNOW KING MASTERPLAN

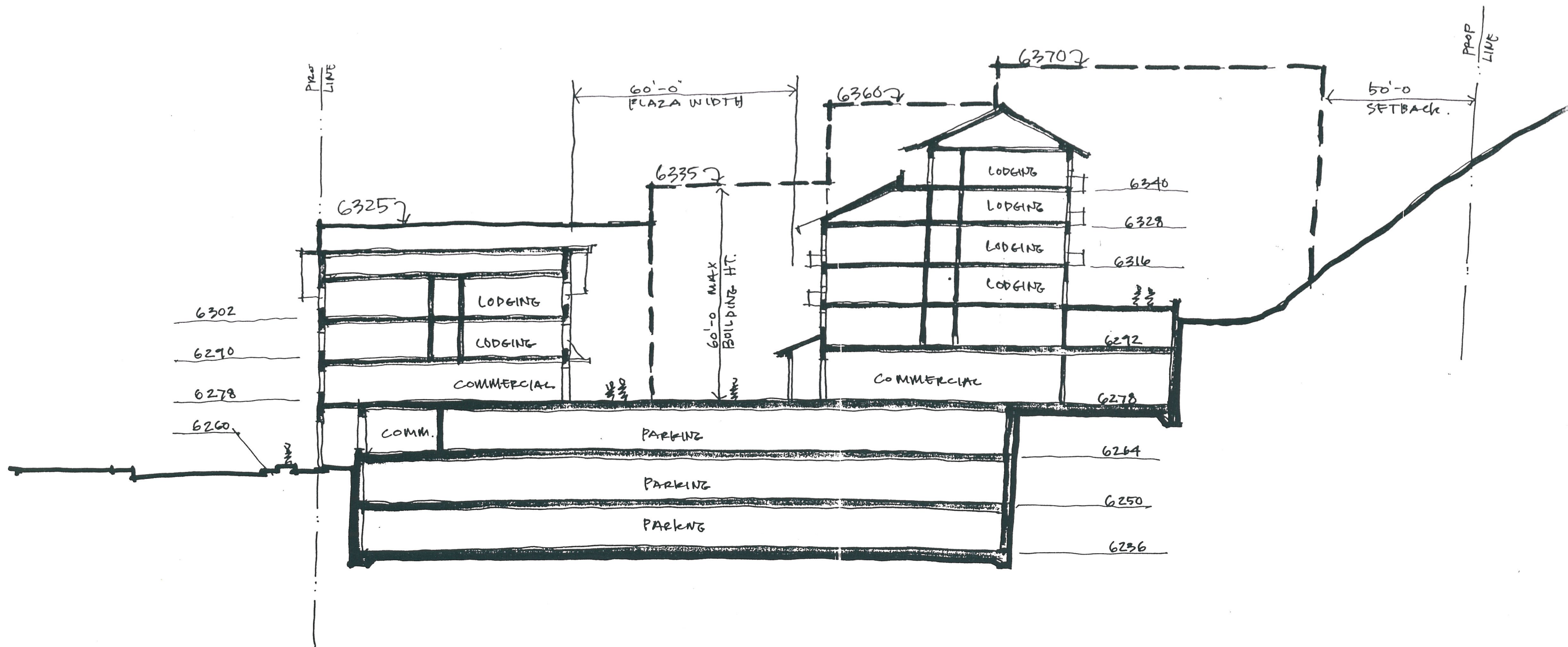
PROPOSED ENVELOPE REVISIONS

14 NOV 00

SECTION A-A

VII. M

Page 87

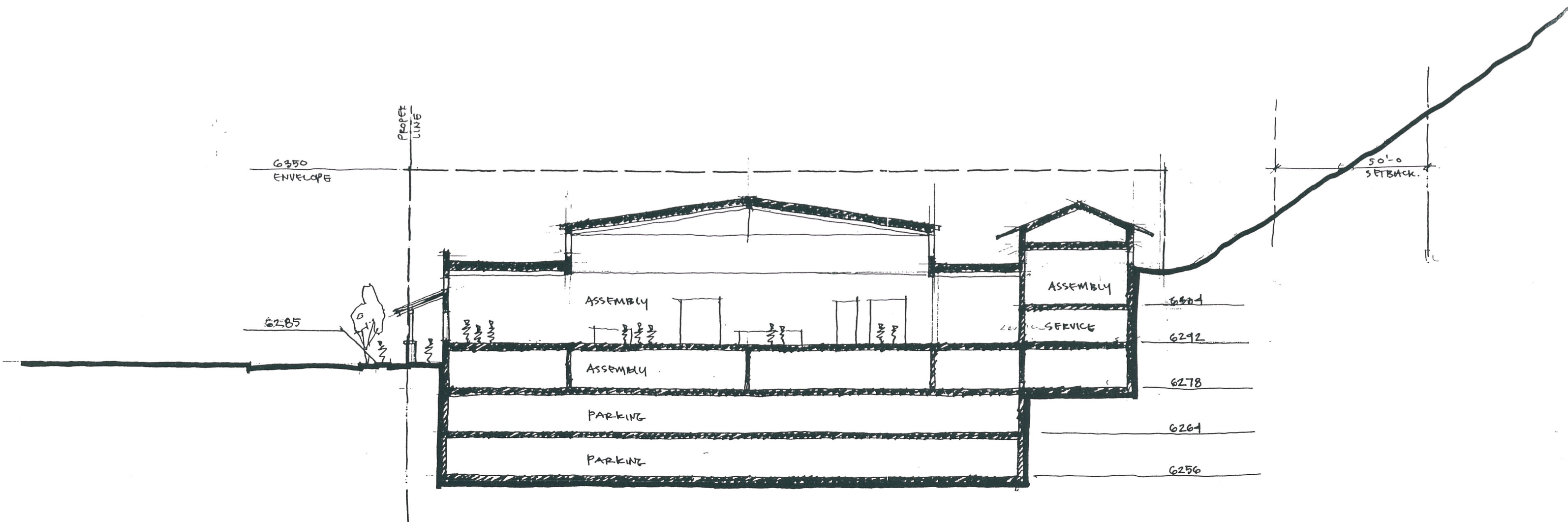


SNOW KING MASTER PLAN PROPOSED ENVELOPE REVISIONS.

14 NOV 00

VII. N

SECTION B-B

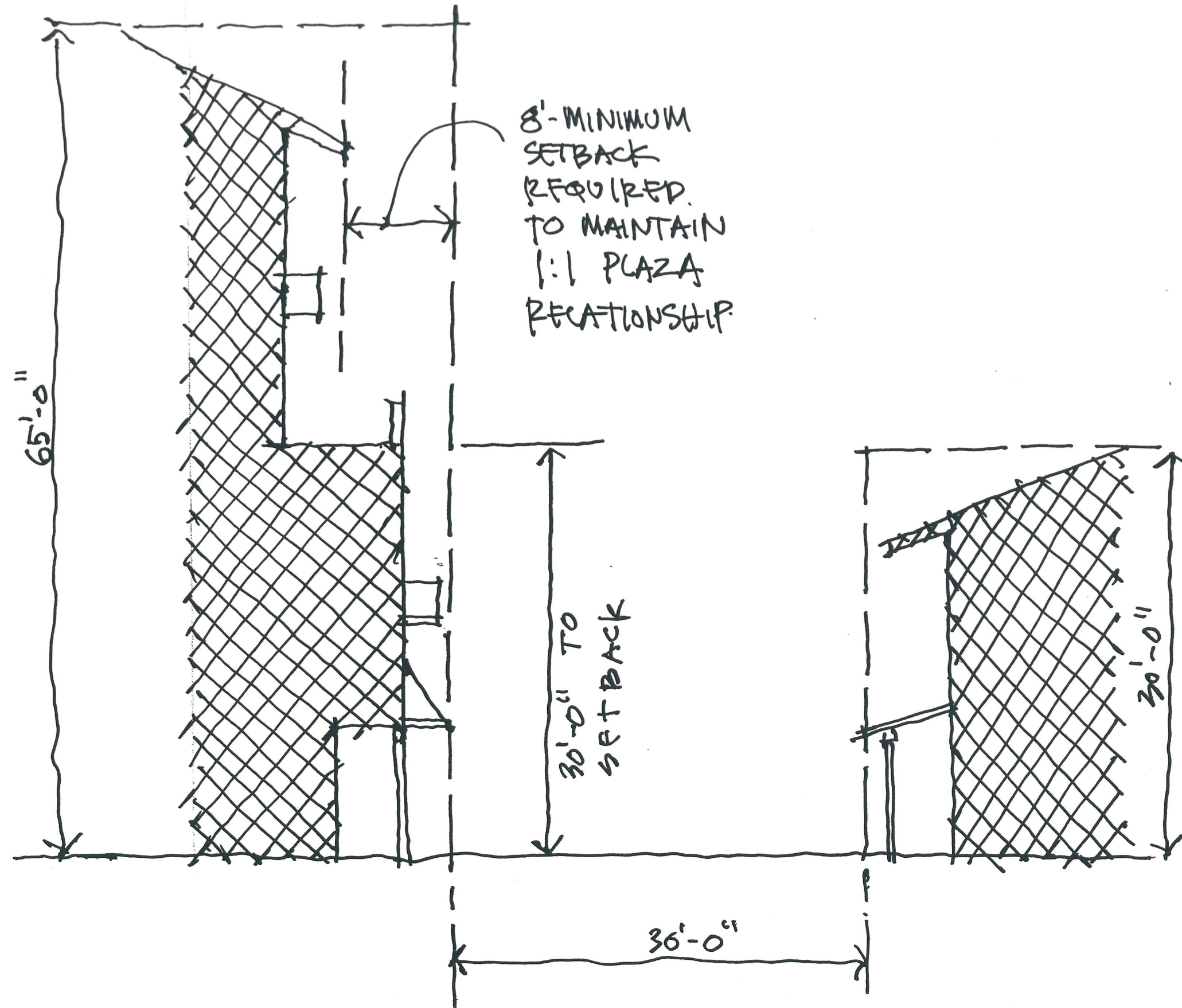


SNOW KING MASTER PLAN · TRANSVERSE SECTION FM-6 CONFERENCE CENTER 1/16" = 1'-0" 20 SEPT 00

SECTION C-C

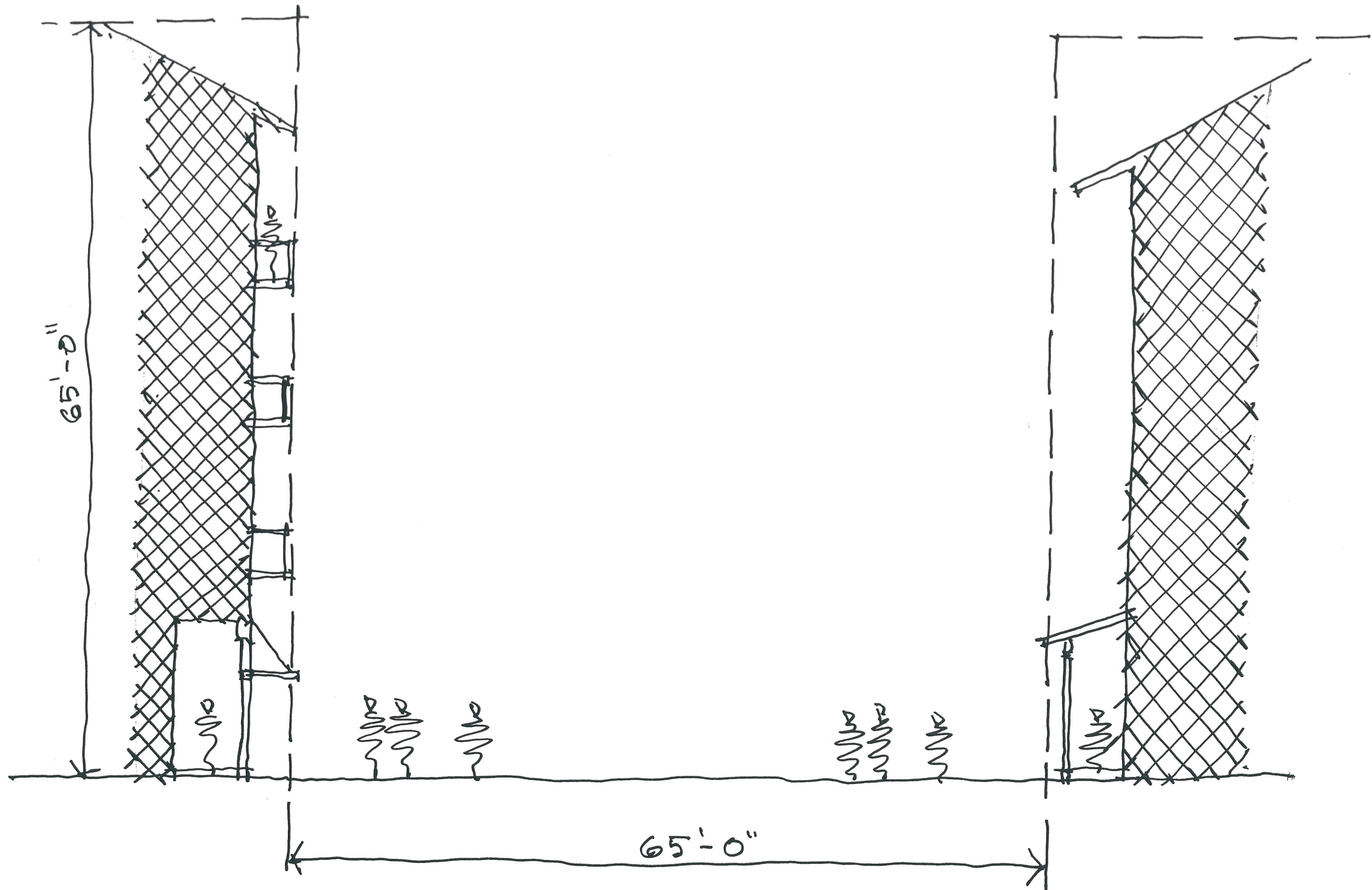
VII. O

Page 89



VII. P

SNOW KING MASTER PLAN - PLAZA 1:1 ASYMMETRIC ENVELOPES EXAMPLE



VII. Q

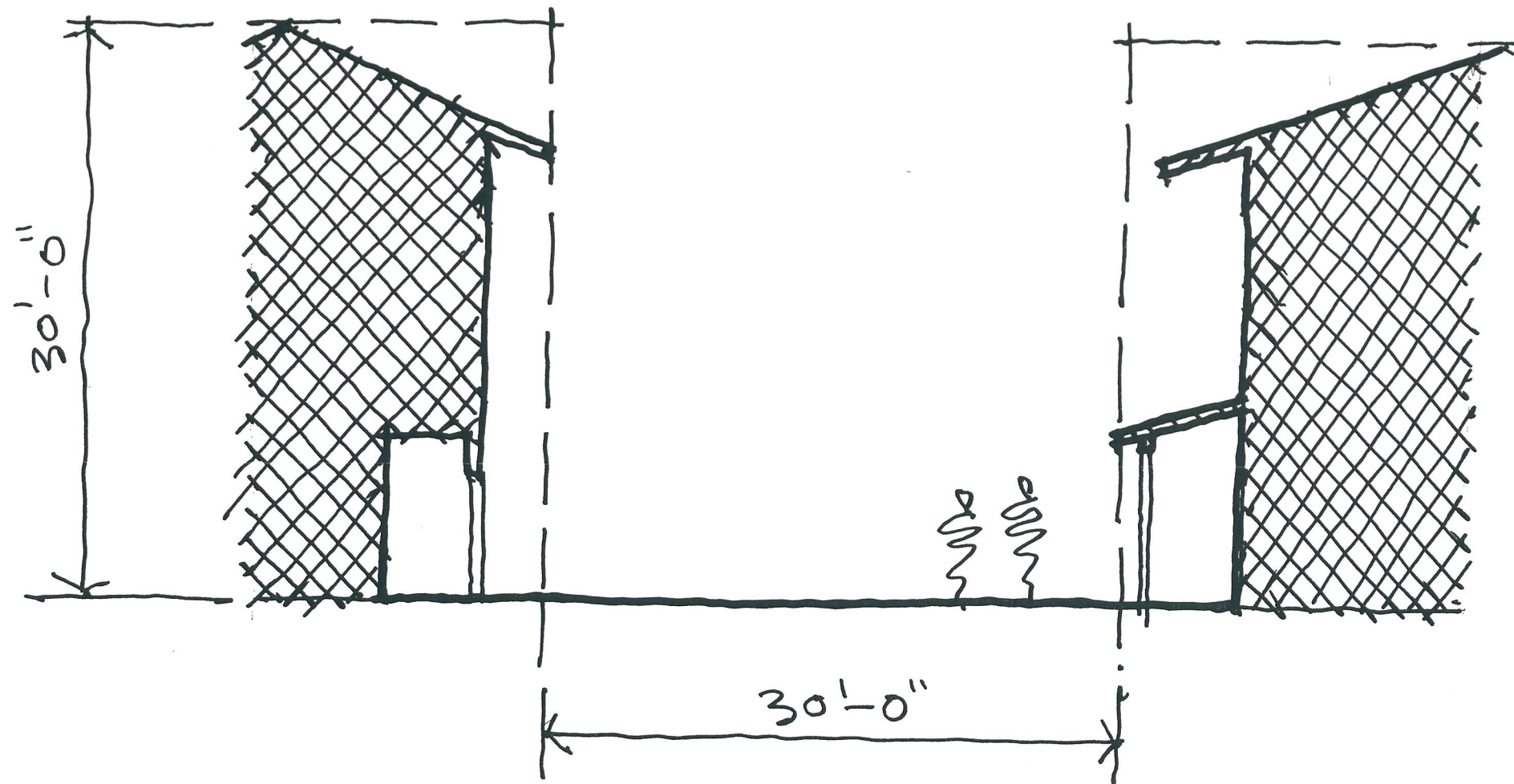
Page 91

Page 86

SNOW KING MASTERPLAN -

Snow King Resort Master Plan

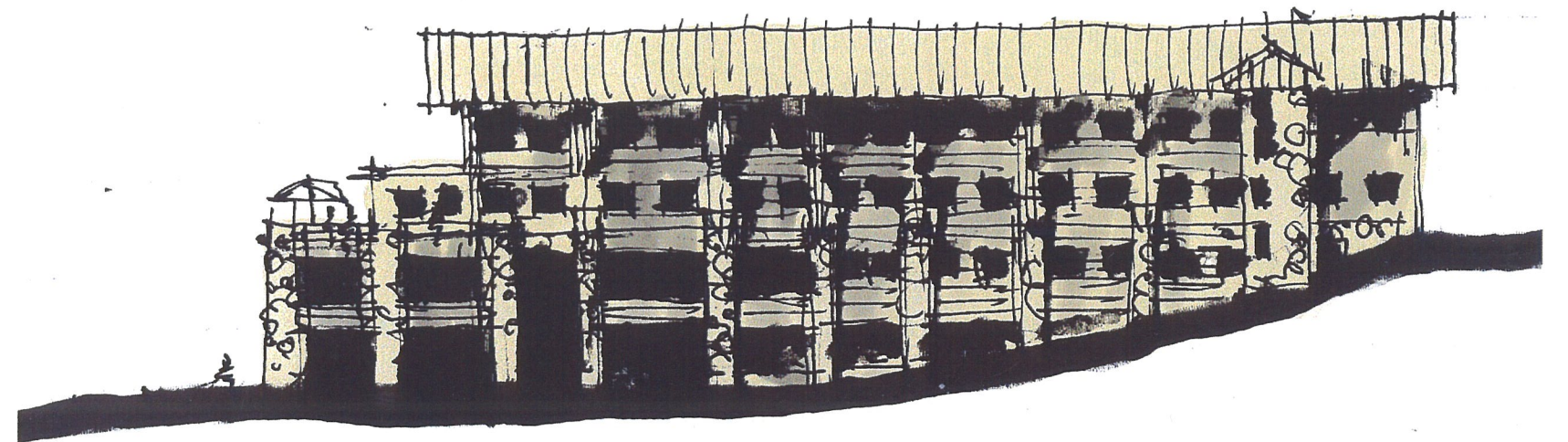
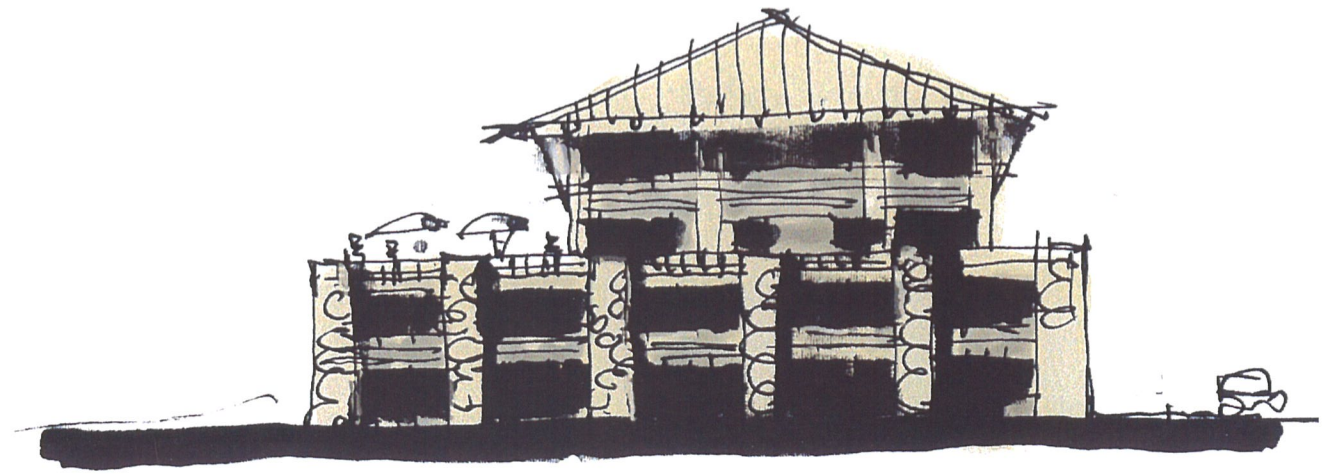
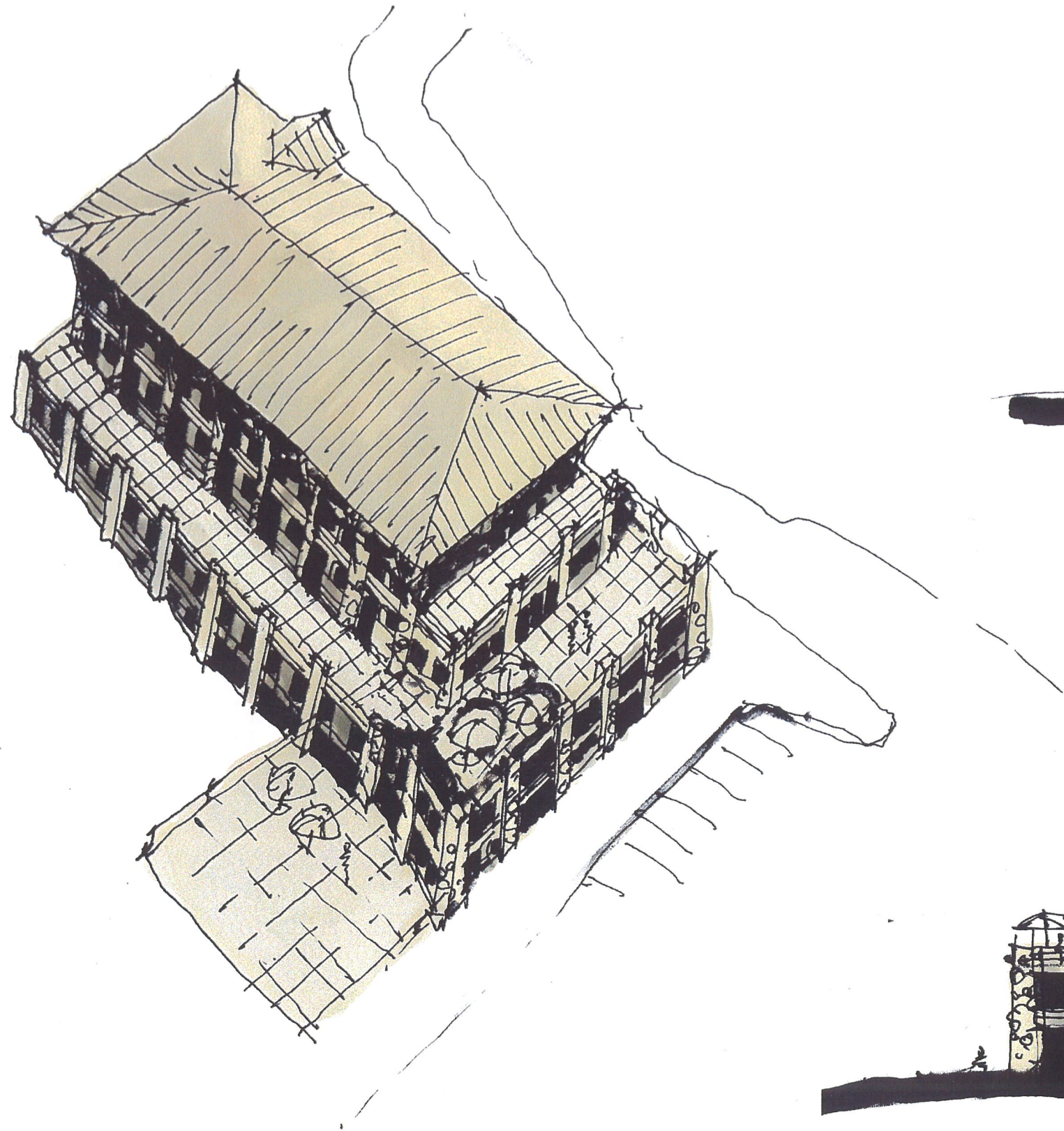
PLAZA 1:1 MAXIMUM.



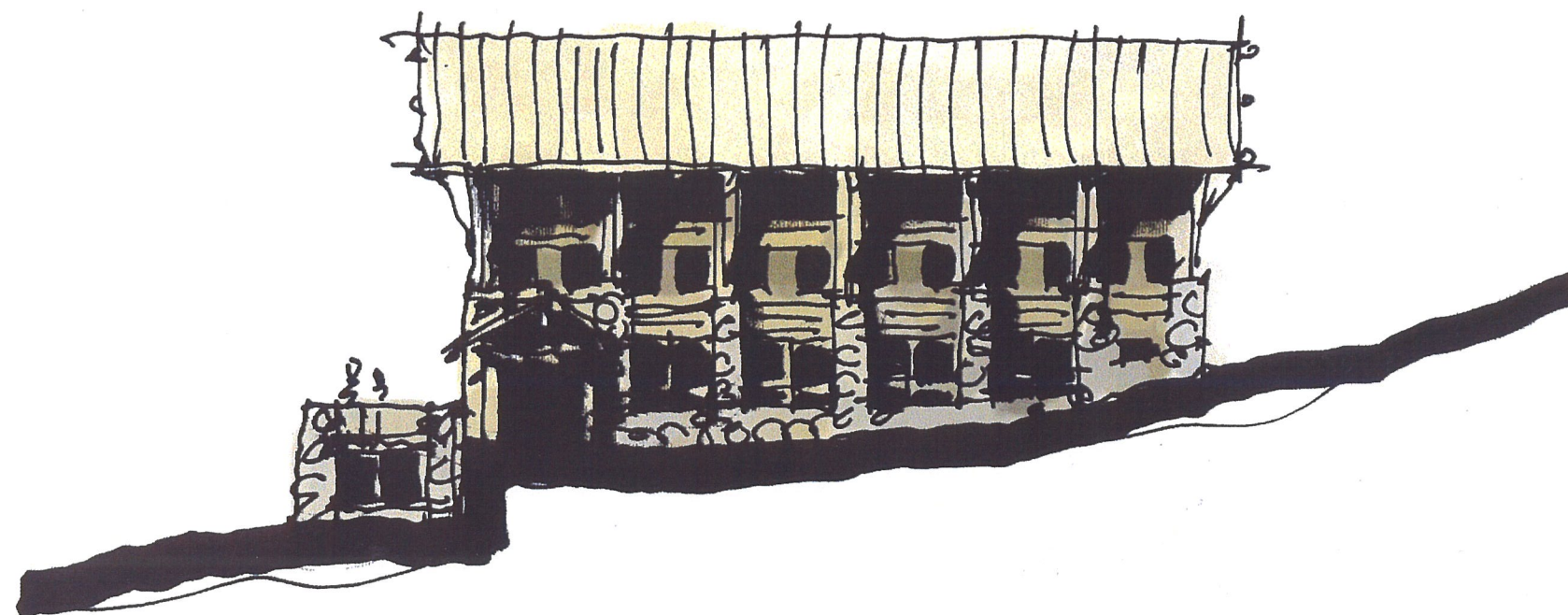
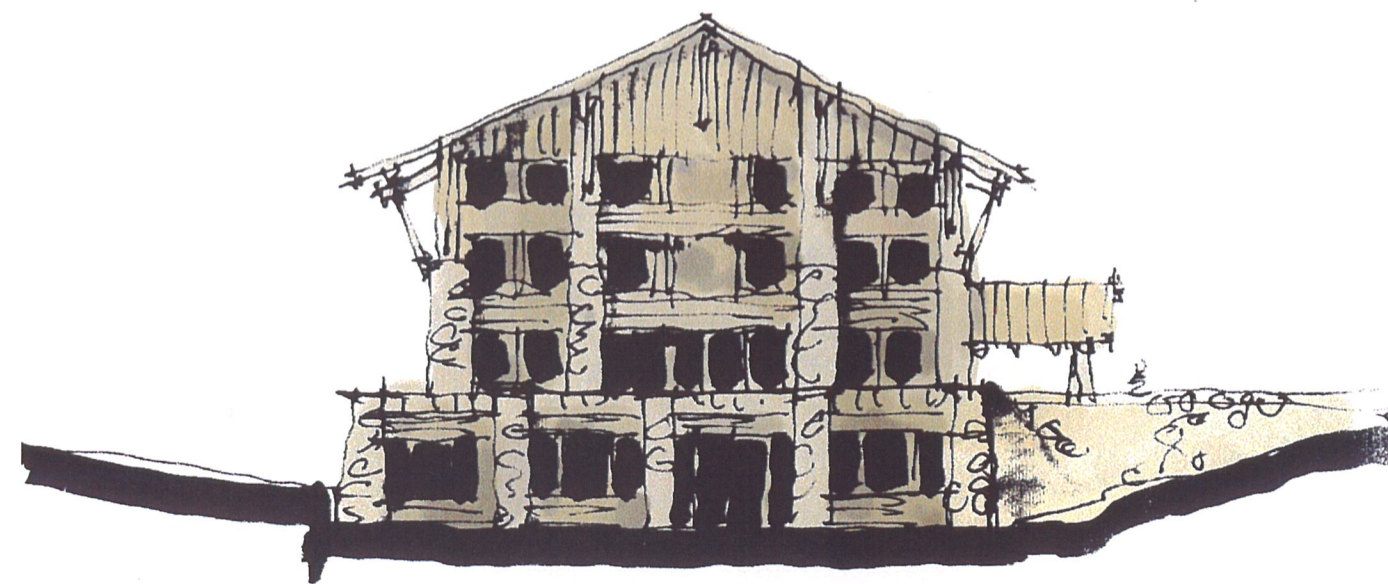
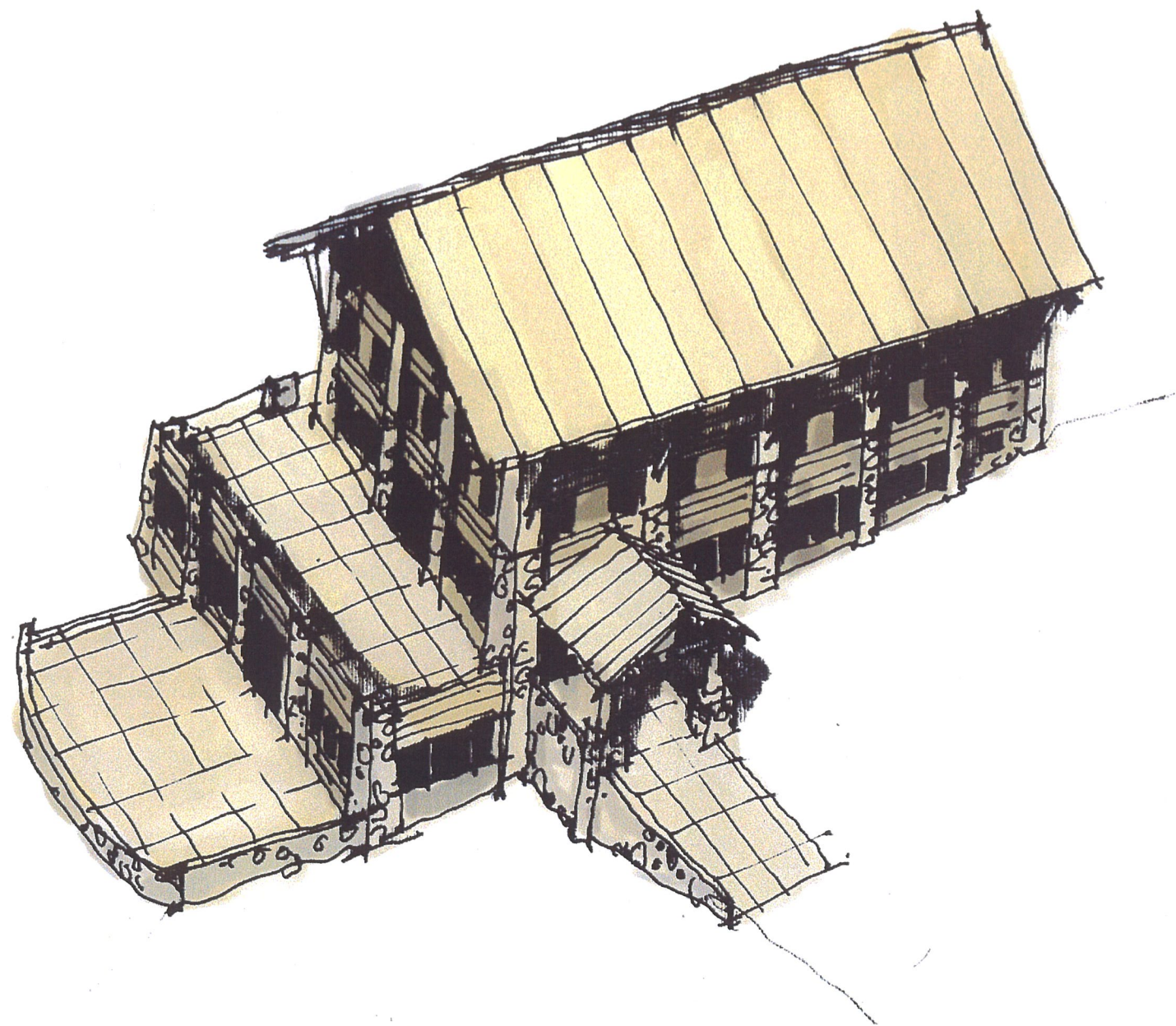
VII. R

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SNOW KING MASTERPLAN PLAZA 1:1 MINIMUM



VI. H. 2



VI. H. 3

Architect's Supplemental Sketches • MID-MOUNTAIN LODGE



Snow King View of Mid-Mountain Lodge from North of Visitor's Center

VI. I. 1















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Land Use by Sub-Area ... [2]

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VII. HOUSING ELEMENT

A. Housing Mitigation Plan

Employee housing shall be provided in conjunction with all commercial development and redevelopment at the resort in accordance with the Jackson Land Development Regulations. The applicant for each development or redevelopment permit shall submit a housing mitigation plan that demonstrates compliance with the employee housing requirements that are in effect at the time of the application. All development within the Snow King Resort District prior to 2019 has satisfied employee housing requirements under the existing Resort Master Plan and will not require any additional mitigation in the event of changes to Town and County Land Development Regulations. The following housing mitigation plan pertains to all future development within the district from 2018 into the future.

At least thirty percent (30%) of the employee-housing required for each commercial development shall be provided within the Snow King Resort District. In general, employee housing included in each development is intended to satisfy this requirement, however, the employee housing may be provided at other locations within the resort district.

Housing for Snow King Mountain employees associated with mountain operations such as lift operators, ski patrollers or groomers, is exempt from the 30% requirement and may be provided entirely off site. Administration and maintenance facilities constructed on the maintenance parcel shall also be exempt from this 30% requirement if a restriction on the maintenance parcel prohibiting this use is in place. Resort support uses not related to ski area operations and that include a physical development opportunity for creating employee housing on site, shall provide 30 percent of the required employee housing on the development site or within the resort district.

The applicant is responsible for obtaining all necessary development permits from either the Town or County, for the construction of all employee housing. Approval of all Final Development Plans for any development shall be contingent on approval of any necessary development plans to construct employee housing.

The Snow King Resort Master Association (SKRMA) will be responsible for the general implementation and administration of this Housing Element. Individual developers of specific developments or any property within the resort district will be responsible for building the required housing and SKRMA will coordinate and facilitate the locating of employee housing within the resort district when it is not possible to incorporate the housing in the individual development that generates the requirement. The required employee housing will be developed commensurate and concurrently with the free market development that generates the housing requirement.

This Housing Element will cover all the development that occurs within Sub-Areas I through S₄ and will be managed following these guidelines:

- SKRMA will be responsible for ensuring that developers within the resort district follow the standards set forth herein and the employee housing requirements in the Jackson Land Development Regulations. Calculations will be based on 100% of the required housing being located within the Town of Jackson. A minimum of 30% must be located within the limits of the Snow King Resort PRD District and an additional 10% within 1/4 mile of the PRD district boundaries.
- Location of Employee Housing within the Resort District limits will be in a variety of locations to meet the minimum 30% required to be housed within the district. This Master Plan identifies tentative locations of employee housing units within the Resort District. The intent is to, where possible, locate housing in small nodes. Although sufficient areas have been identified within this resort district to accommodate 100% of the

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Deleted: The primary objective of the Snow King Resort Housing Mitigation Plan is to provide for a reasonable new supply of affordable, attainable, quality housing suitable for the needs of the resort. While Snow King employees will have preferential choice of housing provided under this Plan, it is intended to maintain diversity by renting to others in the community. This housing will be restricted in accordance with the definition in Section 8300: An employee housing unit is a dwelling unit that is restricted to occupation by a person, and that person's family, employed within Teton County, Wyoming, through deed, lease, covenant or other means.

Under this Master Plan, a Master Association,

Deleted: will be formed. SKRMA

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required housing, the object would be to locate, as development occurs, up to 70% of the required housing in other locations, to be determined, within the limits of the Town of Jackson.

• SKRMA will ensure that any developers and/or landowners within the district finance, build, own or sell with required restrictions, and manage the units needed to comply with the Snow King Housing Mitigation Plan, or contract with other entities to do so. When units are owned by others, occupancy of the units will be monitored by SKRMA and deed-restricted as described. All required units will be newly built restricted units. Deed restrictions will specify that occupancy of the units required under this plan will be limited to Teton County employees and their immediate family.

• All future development within the Snow King Resort district will be subject to the Housing Requirements in the Town Land Development Regulations in place at the time of the application in addition to the requirements listed within this Housing Element.

• In addition to various forms of housing such as apartments, duplex, dormitories, townhouses, or other types of housing, rental units may be configured in the form of condominiums owned by SKRMA (or its agents). These employee housing condominiums will be managed in accordance with the deed restrictions and other requirements of this Housing Mitigation Plan.

• Housing will be developed in increments in tune with commercial development phases. Developed housing will meet or exceed the required needs of each phase as computed in accordance with this section. When the developed housing exceeds the required needs, this excess developed housing will be credited towards the requirements of future phases.

• A housing unit in the Snow King resort district may be used to meet an employee housing requirement only one time. Once the unit has been approved, counted and duly restricted for such purpose, the unit shall not be approved or counted again to meet another employee housing requirement.

• Employees of entities located within the Snow King PRD will have priority for occupancy in the SKRMA controlled units. Other available units will be open for any other Teton County employees.

• All development that existed prior to the adoption of the Snow King Resort Plan is exempt from the requirements of this Housing Mitigation Plan, except for redevelopment or changes of use that would increase the number of required employee housing units. Any future redevelopment or change of use within the "Existing Condominium Parcels" that increase the number of employees within that area, will need to comply with the requirements of this Housing Element at the expense of the development entity.

• The type and layout of housing will vary as time goes by. For planning purposes, we have used averages of 150 SF per person for dormitory housing and 370 SF per person for apartment housing.

• Habitable spaces built within the Snow King Resort PRD District to comply with the requirements of this Housing Element will be exempt from consideration in any maximum development space and FAR computations.

• Since all of the resort-wide development within the District is intended to be classified as commercial, there will not be a need for any exactions. However, all development will need to provide employee housing as per this Section. Since all residential-type development that is contemplated will be available for short-term rentals, this development will all be considered as commercial and will need to comply with this Section. Any non-commercial and non-short-term rental residential development that may be proposed in the future within the District will need to pay exactions as per the current Land Development Regulations at the time of final Development Plan Approval.

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• Only entities authorized by SKRMA will be allowed to operate any business within the limits of the Snow King PRD District. SKRMA will require all these entities to provide information regarding the number of employees working within the Snow King PRO District and will collect dues and assessments as needed from employers to compensate SKRMA and its agents for any costs associated with this Housing Element and other requirements of this Snow King Resort Master Plan.

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<#>¶
<#>Housing will be developed in increments in tune with commercial development phases. Developed housing will meet or exceed the required needs of each phase as computed in accordance with this section. When the developed housing exceeds the required needs, this excess developed housing will be credited towards the requirements of future phases.¶

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<#>Employees of entities located within the Snow King PRO will have priority for occupancy in the¶

<#>SKRMA controlled units. Other available units will be open for any other Teton County employees.¶

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<#>All development that existed prior to the adoption of the Snow King Resort Plan is exempt from the requirements of this Housing Mitigation Plan, except for redevelopment or changes of use that would increase the number of required employee housing units . Any future redevelopment or change of use within the "Existing Condominium Parcels" that increase the number of employees within that area, will need to comply with the requirements of this Housing Mitigation Plan at the expense of the development entity.¶

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<#>The type and layout of housing will vary as time goes by. For planning purposes, we have used averages of 150 SF per person for dormitory housing and 370 SF per person for ... [3]

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Deleted: Existing Snow King Hotel Conference Service Department experience:¶

Peak employees = - 7¶

Average employees = - 4¶

Average monthly wages: - \$2,600/mo. for 6 months¶

\$1, 220/mo for 6 months¶

\$1, 91 *Ol mo!* average¶

¶

Formula: .69 x (1 - [.3 x \$1,910] /750) = 0.53 required¶

* The approximate Conference/Meeting area in the existing hotel is 9,000 SF, there fore, 0.53 7 9,000 SF= 0.06 employees per 1,000 SF.¶

** To be ascertained in the future when additional indoor or outdoor recreational facilities are built. The following formula will be used to compute the housing needs:¶

of Employees during peak season¶

.....Column Break.....

.....Column Break.....

750¶

¶

... [4]

VIII. TRANSPORTATION ELEMENTS

A. Snow King Resort Master Plan - Traffic Analysis and Transportation Plan

Overview

Snow King Resort has been successful at encouraging guests of the Resort to walk or utilize existing public/private transit systems for both on-site and off-site events. With moderate improvements to the street and sidewalk system in the vicinity of Snow King Resort, the addition of a convenient Town shuttle system, and implementation of an aggressive Transportation Demand Management program, the existing street system is sufficient to accommodate the projected buildout traffic.

Definitions

The principal terms used to describe the adequacy of transportation facilities are *Capacity* and *Level of Service*. Briefly, the capacity of a transportation facility reflects its ability to accommodate a stream of people or vehicles. In the Third Edition of the *Highway Capacity Manual* (Updated 1997), capacity is defined as the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a roadway during a given time period under prevailing roadway, traffic, and control conditions. Capacity is typically expressed in terms of persons per hour or vehicles per hour (vph). Person flow is important for defining the roles of pedestrian, transit, and high-occupancy vehicle treatments. As the number of buses or high-occupancy vehicles in a traffic stream increases, the number of vehicles that can pass a given point decreases, but the person flow may actually increase.

Level of Service (LOS) is a measure of the quality of the traffic flow. These qualitative measures characterize the operational conditions within a traffic stream (or intersection) and their perception by motorists and pedestrians. These conditions include speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels of service are defined for each facility designated by the letters A to F. LOS A represents the best operating conditions (no delays, freedom to maneuver, no conflicts, etc.) while LOS F represents the worst (grid-lock).

A variety of factors influence capacity and level of service including:

- Roadway geometry (horizontal and vertical alignment)
- Lane width
- Design speed
- Lateral clearance
- Queuing areas at intersections
- Passing zones
- Vehicle type (percentage of trucks and buses)
- Weather conditions
- Directional flow
- Signalization
- Access control
- Volume of pedestrians and bicyclists
- Land-use characteristics.

C.1 Existing Conditions

Roadway System

Major streets that serve the Snow King Resort are illustrated on **Figure C-1**. The primary access to the Resort is via Snow King Avenue. This route provides access from the west and connects with South Willow Street and South Cache Street to provide access from the northwest. There are no direct roadway connections to the Resort from the north or the east except via minor residential streets (Vine Street and Cache Creek Drive). Snow King Mountain bars access to the Resort from the south. In general, the "grid" street system provides sufficient access to the Resort. Both Cache Street and Snow King Avenue connect with US Highways 26-89-187 approximately 0.70 miles and 1.75 miles, respectively, from the Resort.

Deleted: CALCULATION OF HOUSING NEEDS AT BUILDOUT TABLE 3

Land Use - Requirement

Column Break

or Numbers - #Required

Office - 0.03/1,000 SF
Commercial Retail
0.41/1,000 SF Restaurant/Bar - 1.01/1,000 SF
Commercial, Lodging,
Hotel, Motel & Other
Short Term Rentals
0.065/guest
Conference/Meeting
Rooms - 0.06/1,000 SF
Indoor/Outdoor
Recreational
Facilities (to be determined in the
Column Break

74,200 SF

85,000 SF

1,800 *

119,000 SF

Column Break

31.16

85.85

117.00

7.14

future) -

117.00

7.14

future) -

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Snow King Resort Master Plan - Transportation Elements

Roadway System Traffic Volumes

Summer daily traffic volumes along Snow King Avenue, Cache Street, and Willow Streets are shown in **Table C-1**. These volumes are from the traffic count data in the 1996 Jackson Hole Transportation Study and additional traffic counts conducted by O'Malley Engineering & Mapping between August 16 and September 2, 1999. This data has also been checked with traffic counts acquired by Nelson Engineering in August/September 1997. Winter traffic volumes are significantly lower than summer volumes and have not been counted or analyzed. The July 1996 counts reflect peak trip-making while the August 1999 are more indicative of the shoulder season and summer season average that is typically used for roadway planning (30th highest hour).

Current two-way August traffic on Snow King Avenue west of South Cache Street is **4,883** vpd (vehicles per day) and **4,298** vpd immediately east of South Cache. Traffic on Snow King Avenue immediately east of Willow Street is **2,654** vpd. Estimated peak traffic volumes (mid-July equivalents) for these roadway segments along Snow King Avenue are 7,700 vpd, 6,100 vpd, and 3,800 vpd, respectively. August 1999 traffic volume on South Cache immediately north of Snow King Avenue is **2,554** vpd. Traffic volume on South Willow Street north of Snow King Avenue is **1,602** vpd. Estimated peak summer volume on South Cache Street is 3,600 vpd and the estimated peak volume on South Willow Street is 2,300 vpd. The significant increase in traffic on Willow and the apparent decrease in traffic on Cache between 1996 and 1999 is likely due to the installation of stop signs on Willow that make Willow a more attractive route into and around the downtown area. Additional improvements to Willow Street, such as extending it through the Multi Agency Campus to form a downtown bypass, will alter traffic patterns between Cache and Willow.

Table C-1

Street Segment	Location	Mid-July 1996 ADT	August 1999 ADT
Snow King Ave.	West of Cache	7658	4883
Snow King Ave.	East of Cache	6055	4298
Snow King Ave.	East of Willow		2654
S. Cache Street	North of Snow King	4863	2554
S. Willow Street	North of Snow King	1215	1602

ADT = Average Daily Traffic

Traffic volumes can fluctuate significantly in the vicinity of the Resort due to the scheduling of special events such as conferences, Rotary lunches, 4th of July fireworks, speaker series, concerts, weddings, and other factors such as poor weather conditions (bringing more visitors into town) and street maintenance. **Table C-2** shows traffic volumes on Snow King Avenue and South Willow Street compared to hotel occupancy. This table indicates that changes in hotel occupancy and alpine slide ridership do not appear to generate fluctuations in traffic volumes.

Snow King Resort Master Plan - Transportation Elements

Table C-2

Date	Hotel/ Condo	Alpine Slide	Snow King ADT	Willow St. ADT
Mon, 8/16	165 / 39	482	3048	1630
Tues, 8/17	198 / 40	1868	3026	1658
Wed, 8/18	203 / 53	911	2921	1623
Thurs, 8/19	204 / 47	971	2930	1818
Fri, 8/20	204 / 67	980	3013	1731
Sat, 8/21	204 / 65	944	2938	1186
Sun, 8/22	198 / 53	314	2771	1064
Mon, 8/23	184 / 41	1470	2813	1202
Tues, 8/24	145 / 31	744	2341	1626
Wed, 8/25	147 / 18	664	2375	1583
Thurs, 8/26	186 / 22	634	2498	1643
Fri, 8/27	145 / 17	573	2447	1822
Sat, 8/28	171 / 23	646	2112	1397
Sun, 8/29	202 / 61	464	2359	1302
Mon, 8/30	198 / 65	106	2571	1386
Tues, 8/31	205 / 64	299	2415	1988
Wed, 9/1	199 / 63	410	2532	2069
Thurs, 9/2	170 / 40	64	2662	2112

Note: Maximum Occupancy (hotel only) = 204 rooms.

Maximum condominium occupancy = 68 units.

The impact of a Rotary luncheon on traffic volumes can be seen in noontime "spike" in **Figure C-2**. Traffic volume fluctuations for weekday and weekend conditions can be seen in **Figures C-3** through **C-7**. The weekday pattern typically shows a small traffic spike around 8 AM, a larger surge at noon, and the peak traffic occurs around 5 PM. **Figures C-3** and **C-4** compare counts at three locations: Snow King Avenue east of Cache, Snow King Avenue east of Willow, and Willow Street. **Figures C-5** and **C-6** compare typical counts at Snow King Avenue east of Willow and Willow only. **Figure C-7** also includes counts on Snow King Avenue to the west of Cache Street.

Transit Systems

The primary public transportation system operating in Jackson is START (Southern Teton Area Rapid Transit). This transit system (buses and vans) serves the Town of Jackson and limited segments of Teton County (Teton Village). Several private transit and taxi companies also provide service between the Jackson Hole Airport, the Town of Jackson, and Teton Village. In addition, the major resorts and several smaller hotels (Snow King, Jackson Hole Mountain Resort, Grand Targhee Ski & Summer Resort, Spring Creek, Grand Teton Lodge Company, etc.) provide van or bus service for their guests between the airport, Town, and Teton Village.

The typical winter START schedule between Snow King and Teton Village includes round-trip, non-stop bus at 8:20 AM, 9:20 AM, 3:20 PM, and 4:20 PM. The buses pickup and drop-off guests at both the condominiums and the hotel. Other scheduled buses leave the Snow King Resort every 20 to 30 minutes beginning at 7:15 AM and ending at 10:00 PM. These buses travel between the Resort, Town Square: Teton Village and other locations. The Targhee Express bus departs Snow King for Grand Targhee at approximately 7:30 AM and returns at 5:30 PM. During the summer, buses arrive and depart from Snow King Resort every 15 to 30 minutes between 10 AM and 10 PM and at one-hour intervals from 7:30 AM to 9:30 AM. Both the winter and summer schedules will be increased as the Jackson Hole Transportation Plan places more emphasis on public transit.

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In both summer and winter, Snow King Resort utilizes their own buses and vans to shuttle guests to and from the Resort, downtown, and the airport. Depending on flight schedules and demand, Snow King runs between six and fifteen round-trip shuttles per day. For special events, the Resort occasionally charts additional buses and/or utilizes concession buses (provided by float trip operators). **Table C-3** shows the system-wide START ridership for late August 1999. Ridership numbers generated specifically by Snow King Resort as well as private taxi and transit services are not available. Conversations with START personnel indicate a high percentage of riders between the Virginian Campground and Snow King Resort. In general, Snow King generates the majority of ridership on START during the summer. **Figure C-8** shows the 1999 transit routes (summer).

Table C-3

Date	Daily Total
Monday, 8/16	351
Tuesday, 8/17	417
Wednesday, 8/18	302
Thursday, 8/19	335
Friday, 8/20	359
Saturday, 8/21	381
Sunday, 8/22	268
Monday, 8/23	304
Tuesday, 8/24	350
Wednesday, 8/25	265
Thursday, 8/26	197
Friday, 8/27	240
Saturday, 8/28	216
Sunday, 8/29	212
Monday, 8/30	270
Tuesday, 8/31	325
Wednesday, 9/1	261
Thursday, 9/2	255

Pedestrian and Other Non-Motorized Facilities

Snow King Resort is served by a series of 5-foot wide detached and 6-foot wide attached concrete sidewalks along Snow King Avenue. A short section of wooden boardwalk is located on the north side of Snow King Avenue at the Brandywine Fund building. A 3-ft. wide sidewalk is located along the east side of South Cache Street and extends from Snow King Avenue to Kelly Avenue. There are no sidewalks along Willow Street. A series of horse trails and hiking trails diverge from the resort and access various parts of Snow King Mountain and the National Forest lands to the south of the Resort. These trails and sidewalks are shown in **Figures C- 9, C-9A, C-9B, C-9C, C-10, and C-11.**

There are no clear pedestrian routes to the Town Square. Most Snow King guests walk in the street, particularly in the winter, to access other parts of the downtown. The Jackson Hole Pathway System does not access the Resort at this time. Bicyclists use the vehicle travel lanes or parking lanes of Snow King Avenue to travel to and from the Resort. A popular mountain bike and hiking route originates in the upper parking lot and follows a ski area work road up the mountain. Another trail leads easterly toward Cache Creek Drive.

Table C-4 lists pedestrian and bicycle trips in the vicinity of Snow King Resort for several days during August 1999. Conferences and other activities at the Resort significantly increase pedestrian traffic. Cold temperatures and/or precipitation significantly reduce bicycle use and, to a lesser extent, pedestrian use. **Figure C-12** shows the pedestrian count locations and typical pedestrian/bicycle use patterns during late- August 1999. **Figure C-13** shows the pedestrian and bicycle volumes for August 26, 1999. These counts

were conducted between 7 AM and 5 PM only and do not show the significant evening use that occurs between the Resort and the Town Square area. The peak non-motorized count during this study was on August 31, 1999 when 1490 pedestrians and 139 bicyclists were recorded traversing Snow King Avenue adjacent to the Resort. This volume represents approximately 40% of all trips (automobile, transit, and non-motorized) on the Vine-Willow street segment. This pattern typically occurs during major conferences when some activities occur at the Snow King Center. On non-conference days (August 26th) the average number of non-motorized trips between 7 AM and 5 PM is approximately 500. An unknown percentage of the bicycle and pedestrian trips are discretionary recreation-oriented rather than transportation-oriented and, as such, generate additional traffic on the roadway rather than remove motorized trips.

Table C-4

Date & Time	Pedestrian	Bicycle
Thursday, August 26		
7am- 9am	86	25
9am-11am	30	14
11am -1pm	77	47
1pm- 3pm	85	30
3pm - 5pm	73	42
Total	351	158
Tuesday, August 31		
7am-9am	273	14
9am-11am	149	13
11am -1pm	340	31
1pm - 3pm	403	51
3pm- 5pm	325	30
Total	1490	139

C.2 Travel Demand Analysis

Travel demand for the Snow King Resort is determined by correlating existing conditions and traffic counts at the resort with future conditions. Additional information developed includes trip generation (based on Resort buildout), estimated modal split, and peak hour calculations.

Trip Generation

Trip generation for Snow King Resort is focused on summer conditions. Trip generation for Resort buildout is calculated from several factors including: total overnight guestrooms (hotel), total condominium units, commercial uses and densities, and number of employees. **Table C-5** lists existing and proposed conditions, projection rates, and traffic projections for Snow King Avenue east of Willow Street. The Institute of Transportation Engineers (ITE) Trip Generation Manual indicates that typical projection rates for resort hotels vary between 10 and 15 trips per day per lodging unit. Removing the Vine Street traffic counts and the Phibbs Law Office counts from the Snow King Avenue counts (East of Willow) and dividing by the number of lodging units yields an average projection rate of 10.1 trips per day per unit (at full occupancy). According to ITE, hotel condominium units generate between 4 and 18 trips per day per unit with an average rate of 9.5 trips. Teton County has historically used a townhouse trip generation factor of 7.2 trips per unit per day. Dividing the number of condominium units into the number of trips accessing the condominiums yields a trip generation factor of 8.0 trips per day. For these projections a hotel rate of 10.2 and a condominium rate of 8.0 are used. The floor area, guest numbers and conference seats are shown for comparison purposes.

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Table C-5

Use Description	Existing	Proposed	Gen. Rate	Projected Existing ADT	Final ADT
Hotel Rooms	204 ^a	654	10.2	2,080	8,752
Condo Units	38 ^a	95	8.0	304	1,064
Employee Housing		65 ^b	4		260
Alpine Slide (Rides/day)	900	1,350	*		
Restaurant Seats	47	0	*		
Lounge/Bar Seats	50	0	*		
Total				2,384	10,076
Floor Area	160,000	730,000			
Total Guests	616	1,844			
Conference Seats	250	1,000			

^a - Indicates maximum occupancy accessed from the Resort.

^b = Indicates 204 employees to be housed on-site in 65 - 3 and 4 bedroom units.

* = Indicates projection included in resort (hotel) rate.

ADT = Average Daily Traffic

In general, the trip generation factor of 10.2 yields traffic volumes consistent with the recorded volumes. Minor differences between the recorded and projected ADTs maybe due to several factors including lower hotel occupancy rates, shared uses, and high pedestrian and transit activity.

The projected final ADTs in **Table C-5** reflect a "worst-case" scenario. The Resort may build more condominiums and fewer hotel rooms resulting in lower projected traffic volumes. Also, as shown in **Table C-2**, changes in room occupancy and alpine slide ridership do not appear to significantly impact traffic volumes. There is a certain amount of "background" traffic along East Snow King Avenue that exists whether the hotel has guests or not. Consequently, the traffic projections in **Table C-5** likely overstate the future traffic volumes.

The traffic volume on Willow Street averages 51% of the volume on Snow King Avenue east of Willow. Assuming no changes to Willow Street (improvements at the MAC campus, installation of one-way pairs, etc.) and no changes in pedestrian, transit, or land uses, the projected traffic volume on Willow Street at Resort buildout is approximately 4,100 ADT. Analysis of **Figures C-2** through **C-7** and on-site observation indicate a significant flow of traffic eastbound on Snow King Avenue and then northbound on Cache and Willow Streets around 8 AM. Between 4 PM and 6 PM there is a similar flow in a southerly direction (on Willow) and a westerly direction (on Snow King).

Modal Split

Lack of data regarding ridership on private bus services, taxis and START at Snow King Resort and incompatible modal counting methodologies make it difficult to accurately determine modal split between automobiles, transit, pedestrians, and bicycles. The available data and conversations with START personnel indicate that Snow King Resort enjoys a high level of transit ridership compared to other areas in Teton County. The best estimate of current transit share is between 1% and 4% of vehicular trips at Snow King Resort. Improvements to summer transit operations (both public and private), emphasis on transportation demand management strategies, improved pedestrian facilities, and the additional of a frequent intra-town shuttle system should increase the transit mode share to 15-20%.

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Snow King Resort is favorably located to reduce the percentage of automobile trips and increase percentages of transit and non-motorized trips. Pedestrian and bicycle trips varied from a low of 17% to a high of 40% of all trips on Snow King Avenue between the Resort and Willow Street. A typical modal split for this roadway segment during the summer is 20% ped/bike and 80% motorized. Estimated modal split of non-motorized trips between the Resort and Town Square is 2%-5% of all trips. Improved sidewalk and trail facilities coupled with frequent and convenient transit facilities will increase summer non-motorized mode share to 15% of all trips. At buildout, transit and non-motorized facilities are estimated to account for 35% of all trips for streets immediately adjacent to the Resort and 25% for other segments. **Figure C-14** shows the proposed Transit and Pathways system for the Resort area. **Table C-6** shows the estimated vehicular traffic for adjacent roadways with 25%-35% modal split.

Table C-6

Street Segment	Current ADT	Projected Trips (No Additional Modal Split)	Projected Trips (25%-35% Modal Split)
SKA - East of Willow	2,384	10,076	6,549
SKA - East of Cache	4,672	12,627	9,470
SKA - West of Cache	5,046	13,637	10,228
Willow	1,627	4,091	2864
Cache	2,991	8,083	6062

Peak Hour Forecasts

Peak hour and 30th highest hour is often a more useful measure of a roadway's capacity than ADT. Roadway planning efforts utilize the projected 30th highest hour to determine whether a roadway segment needs improvement. The 30th highest hour is typically between 70% and 80% of the peak hour(s) and reflects a break in the curve below which the majority of the hours in a year fall. Designing for the 30 highest hour provides the best balance between cost and function. The peak hour in Jackson is likely to occur around the July 4th holiday weekend. The 30th highest hour for Jackson would typically represent the highest daily hour in June or August. It is reasonable to assume that the peak hours identified in the traffic counts conducted at Snow King Resort during August 1999 reflect the 30th highest hour.

The peak hour averages 9.1% of the 24-hour total for the streets in the study area. The directional flow split at peak hour can be as great as 65/35. This directional split occurs during the AM and PM peaks when people are going to or from work. The projected peak hour counts for the study area are shown in **Table C-7**. These peak hours are based on the 25%-35% modal split projections listed in Table C-6.

Table C-7

Street Segment	Current Peak-Hour Traffic Per Lane	Projected Peak-Hour Traffic Per Lane
SKA - East of Willow	141	387
SKA- East of Cache	276	560
SKA - West of Cache	298	605
Willow	96	169
Cache	177	359

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C.3 Level of Service

Street and Intersection Level of Service (LOS)

This analysis utilizes the *Highway Capacity Manual* prepared by the Transportation Research Board for two-way and four-way, stop-controlled, non-signalized intersections. Steps required to determine intersection capacity include:

- Define existing geometry and traffic conditions for the intersection.
- Determine the conflicting traffic through which each minor road movement and major road left turn movement must cross.
- Determine the size of the gap in the conflicting traffic stream needed by vehicles in each movement crossing a conflicting traffic stream.
- Determine the capacity of the gaps in the major road traffic stream to accommodate each of the subject movements that will use these gaps.
- Adjust the calculated capacities to account for impedance and the use of shared lanes.
- Estimate the average total delay for each of the subject movements and determine the level of service for each movement and for the intersection.

Specific information required for the calculations include:

- Volumes by movement for the hour of interest.
- Vehicle classification for the hour of interest.
- Peak Hour Factor.
- Number of lanes for minor and major streets.
- Grade of all approaches.
- Other geometric features of interest.

The methodology outlined in the *Highway Capacity Manual* utilizes gap acceptance modeling to determine the interaction of minor street and major street drivers. This modeling technique assumes that Two-way, Stop-Controlled intersections (TWSC) give no positive indication or control to the driver on the minor road as to when it is safe to leave the stop line and enter the major traffic stream. This modeling is based on three elements: the size and availability of gaps, the value of these gaps, and the relative priority of the various traffic streams.

The level of service criteria is given in **Table C-8**. Total delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation.

Table C-8

Level of Service	Average Total Delay (seconds/vehicle)
A	<5
B	> 5 and <10
C	>10 and <20
D	> 20 and < 30
E	> 30 and < 45
F	> 45

The *Highway Capacity Manual* does not include a methodology for determining level of service for urban streets that are stop-controlled rather than signalized. Extrapolating from the methodologies for arterial streets, it appears that all streets in the vicinity of Snow King Resort are functioning at a level of service of NB. During peak hour congestion, the intersections at Willow - Snow King Avenue (for the Willow Street southbound leg) and Cache - Snow King Avenue degrade briefly to LOS C. The conditions on Cache Street will be influenced more by land use decisions for the downtown core than by the Snow King Resort.

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Estimates of level of service for this street and Snow King Avenue to the west of Cache are based on the traffic projections in the Jackson Hole Transportation Plan. At Resort build-out, Snow King Avenue west of Cache will reach LOS C/D for several hours during the day and the intersection at Cache will also function at LOS D during peak hours. The intersection at Willow will reach LOS D at peak hour. Presumably, the Willow - Snow King Avenue intersection will be converted from two-way stop-controlled intersection to four-way stop controlled intersection - improving the level of service to 8/C.

Sidewalk/Pathway Level of Service

Methodologies for determining LOS for sidewalks and pathways are poorly developed at this time. Until the fall of 2000, lack of sidewalks along Snow King Avenue and Willow Streets forced pedestrians to share the roadway with automobiles, buses, and trucks - for a LOS of D-F. The addition of sidewalks to these streets has raised the pedestrian LOS to A/8. (See **Figures 9, 9A, 98, and 10**)

C.4 Transportation Demand Management Program.

Transportation Demand Management Strategies

The purpose of a Transportation Demand Management program is to establish strategies that influence travel mode choice and minimize the use of single-occupant automobiles. These strategies are typically a combination of incentives (to transit and non-motorized modes) and disincentives (to single-occupancy automobiles). These TOM strategies are often financially based but can also utilize other management techniques such as marketing and housing. The primary goals are to reduce traffic congestion by reducing vehicular trips, reduce air pollution, and increase mode choice. Snow King Resort has already adopted some of these strategies, in particular the Resort provides free shuttle service for its guests to the airport, Teton Village, and downtown. The following list outlines some of the strategies necessary to influence mode choice and reduce automobile trips.

- Provide free or reduced-rate bus passes to all employees.
- Provide free or reduced-level bus/bike passes to guests and inform guests of the availability of transit and non-motorized modes prior to arrival.
- Continue (and increase frequency of) shuttle to Teton Village and Airport to encourage guests to use transit rather than renting automobiles.
- Provide employee ride-share incentives. Provide free parking for multi-occupancy vehicles and paid parking for single-occupancy vehicles.
- Continue to have groups as a large percentage of the lodging business.
- Construct the majority of development in a dense pattern near the shared parking area.
- Support and participate in community wide mass transportation invitations.
- Promote alternative travel modes through advertising and marketing.
- Provide "town" bikes at a nominal rate for guests.
- Coordinate with Town to provide a frequent and convenient Town Square - MAC Campus - Snow King shuttle system.
- Coordinate with the Town to provide improved sidewalk and pathway systems along Willow, King, and Cache.
- Provide information and reservation services and staging areas for float trips, snowmobile operators, and other tour operations.
- Develop parking district with combination of free and fee parking.
- Provide on-site and nearby employee housing.
- Require off-site parking for employees.
- Provide START Bikes and promote alternative modes of travel for employee and guests.

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A combination of two or more of the above strategies is essential if the modal-split assumptions listed in **Table C-6** are to be realized.

Another strategy to reduce vehicle trips in the downtown (although not necessarily along Snow King Avenue) is to provide additional parking at the Resort to be used for downtown employee parking. In combination with a convenient in-town shuttle system, capturing employees at Snow King will help reduce traffic along West Broadway, Pearl Avenue, and Cache Street. Employees will be less likely to use their vehicles during the day for errands and more likely to walk or use the shuttle. An employee parking lot at the Resort is likely to generate only two trips per day per parking space (incoming and outgoing) rather than the more typical six to

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ten trips per day. During the winter, this extra parking could also be used as an in-town Teton Village parking lot. In combination with a non-stop bus to the Jackson Hole Mountain Resort, this parking area will be more convenient for Town residents than the Stilson lot and will minimize trips along West Broadway, Highway 22, and Highway 390.

Travel Demand Management Monitoring system

A TOM monitoring program helps insure that the TOM program meets the goals of reducing single-occupancy vehicle trips and increasing the use of alternative travel modes. The following items should be considered as part of the monitoring program:

- Prior to issuance of a building permit for the first approved Final Development Plan, conduct baseline traffic counts for all modes.
- Every three years, conduct 24-hour traffic counts, pedestrian counts, bicycle counts, parking counts, and transit counts. These counts shall begin two years following completion of the first Final Development Plan project.
- Conduct guest and employee surveys to determine mode choice, success of alternative traffic modes, and satisfaction with transportation options.
- Conduct parking surveys to determine parking utilization by employees, guests, locals, and other visitors.
- Conduct parking counts for all surface parking lots over 10 spaces as part of the required transporting monitoring.
- Correlate hotel occupancy with traffic counts and available transportation options.
- Survey transit providers (public and private) to determine utilization during peak travel periods. Maintain a database of transit ridership.
- Snow King will participate in any Town of Jackson TEM programs for the entire base area including surrounding property owners and users as requested in the future.
- Ensure a minimum of at least 5 TDM Strategies are implemented at all times.

The primary gauge of the effectiveness of the TOM program will be whether or not there is a relative reduction in the peak hour traffic counts. The goal of the TOM program is to reduce the projected build out trips by 25%- 35%. Other measures of effectiveness will include the number of transit riders vs. hotel occupancy and/or traffic counts, parking counts vs. hotel occupancy, and ped/bike volumes vs. traffic counts.

C.5 Recommendations and Proposed System Improvements

Snow King Resort will participate with the Town in developing the most effective transportation network for the Snow King area and the downtown. The Resort looks forward helping formulate the best routes between the Resort and the MAC/Town Square area as well as determining an equitable cost-sharing arrangement for transit, streets, and sidewalks.

Snow King will pave and maintain surface parking on Sub-Area 2 at the time of development of a Gondola and make this lot available for all public and private patrons to the area as a temporary measure prior to development of Sub-Area 2. This lot shall accommodate four bus/oversized vehicle parking and appropriate signage to direct guests to the various amenities within the resort.

C.6 Phasing Plan

Snow King Resort anticipates coordinating sidewalk and street improvements with the Jackson Transportation Improvement Projects (JTIP). The final sidewalk and landscaping along the south side of Snow King Avenue will be constructed with the parking and plaza facilities. Depending on funding for Jackson sidewalks in the Capital Improvement Fund, intersection improvements at Willow Street will be constructed prior to major reconstruction at the Resort. Sidewalk improvements to South Cache Street, South King Street, and South Willow Street will also depend on the Jackson Capital Improvement Fund. Snow King Resort anticipates cost-sharing some of the improvements at Willow-Snow King intersection.

Actual timing of improvements will be influenced by the results of the Transportation Demand Management Monitoring Program. However, it must be recognized that the success of both the pedestrian and transit

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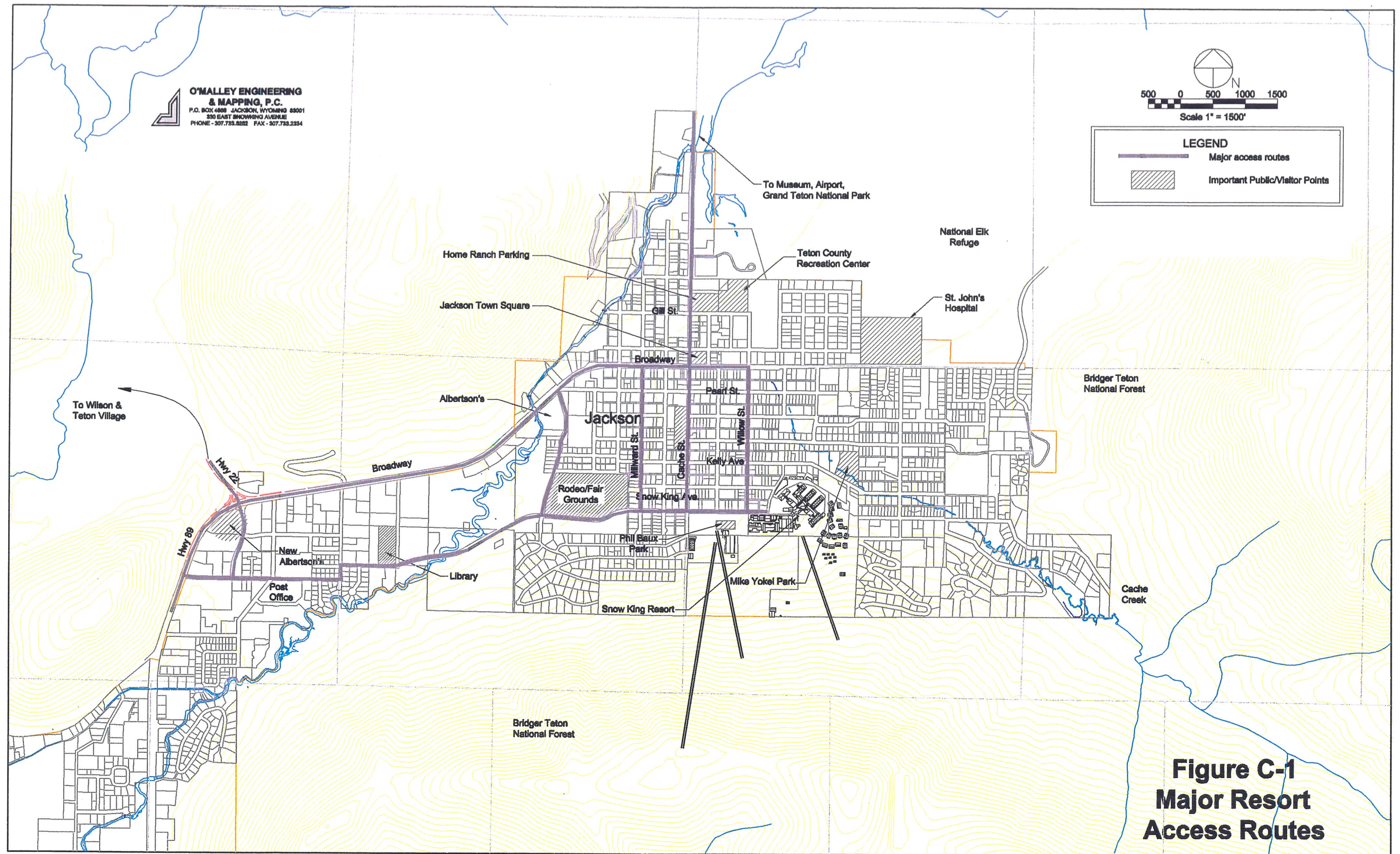
Figure C-10 shows the proposed improvements to the Snow King Avenue and Willow Street corridor. These improvements include the addition of 5-foot or 6-foot wide detached sidewalks with planting strips along Snow King Avenue (completed Fall 2000) and 6-foot attached sidewalks along Willow Street. Other improvements include the addition of "curb bulbs" to facilitate pedestrian crossing movements at the intersection. Similar improvements are proposed for the entire length of Snow King Avenue, King Street, Cache Street, and associated intersections. The Resort expects to participate with the Town in funding the street improvements at the Willow - Snow King intersection and to the east while other elements are expected to be funded by the Capital Facilities Tax or other sources. ¶

systems are interrelated. It is unlikely that shuttle and transit ridership will increase without improvement to pedestrian and bicycle facilities. People are more willing to walk if they have the option to ride (on a shuttle) some of their route. Studies indicate that most people are unwilling to leave their vehicles and walk or use transit unless these facilities are convenient, safe, go to the desired destinations (Town Square, Teton Village, Airport, etc.), and function (in the case of transit) in a timely manner. Town land use patterns and the Town Parking Masterplan also influence the transit program. Aggressive efforts to minimize employee parking in the downtown core will only succeed with convenient satellite parking (including Snow King Resort), safe and well-maintained sidewalks, and efficient transit facilities.

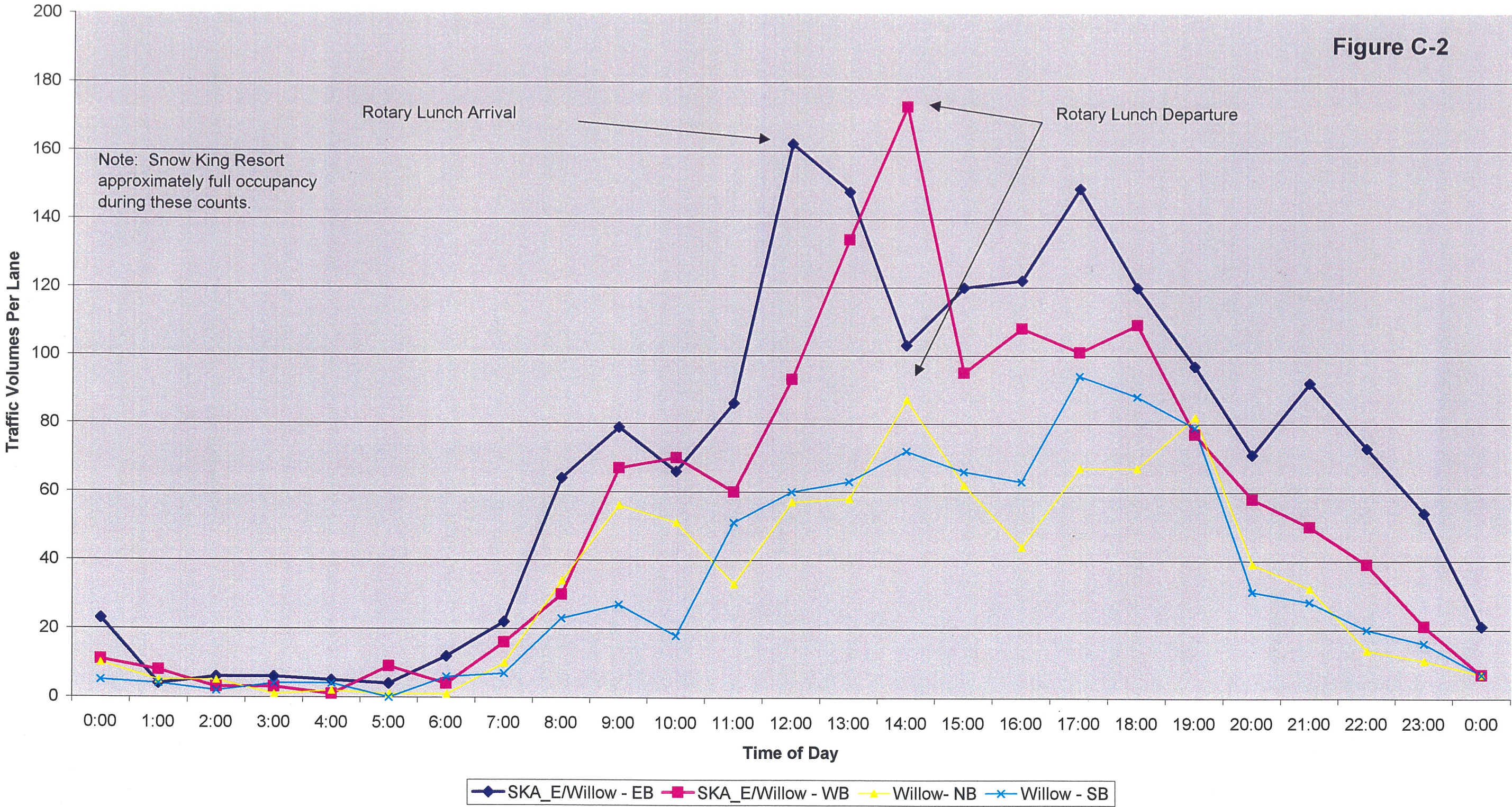
As part of the Resort Transportation Demand Management Program and in cooperation with the Town of Jackson, a town shuttle system should be begun as soon as possible. Construction of sidewalks (South Cache, South King, and South Willow) and intersection improvements adjacent to the resort should be completed prior to the traffic volumes along Snow King Avenue reaching 1.5 times current volumes - and sooner if possible.

The most recent Transportation Demand Management Report completed in 2016 is included at the end of this Master Plan. The 2019 TDM report is anticipated to be completed in the Fall of 2019.

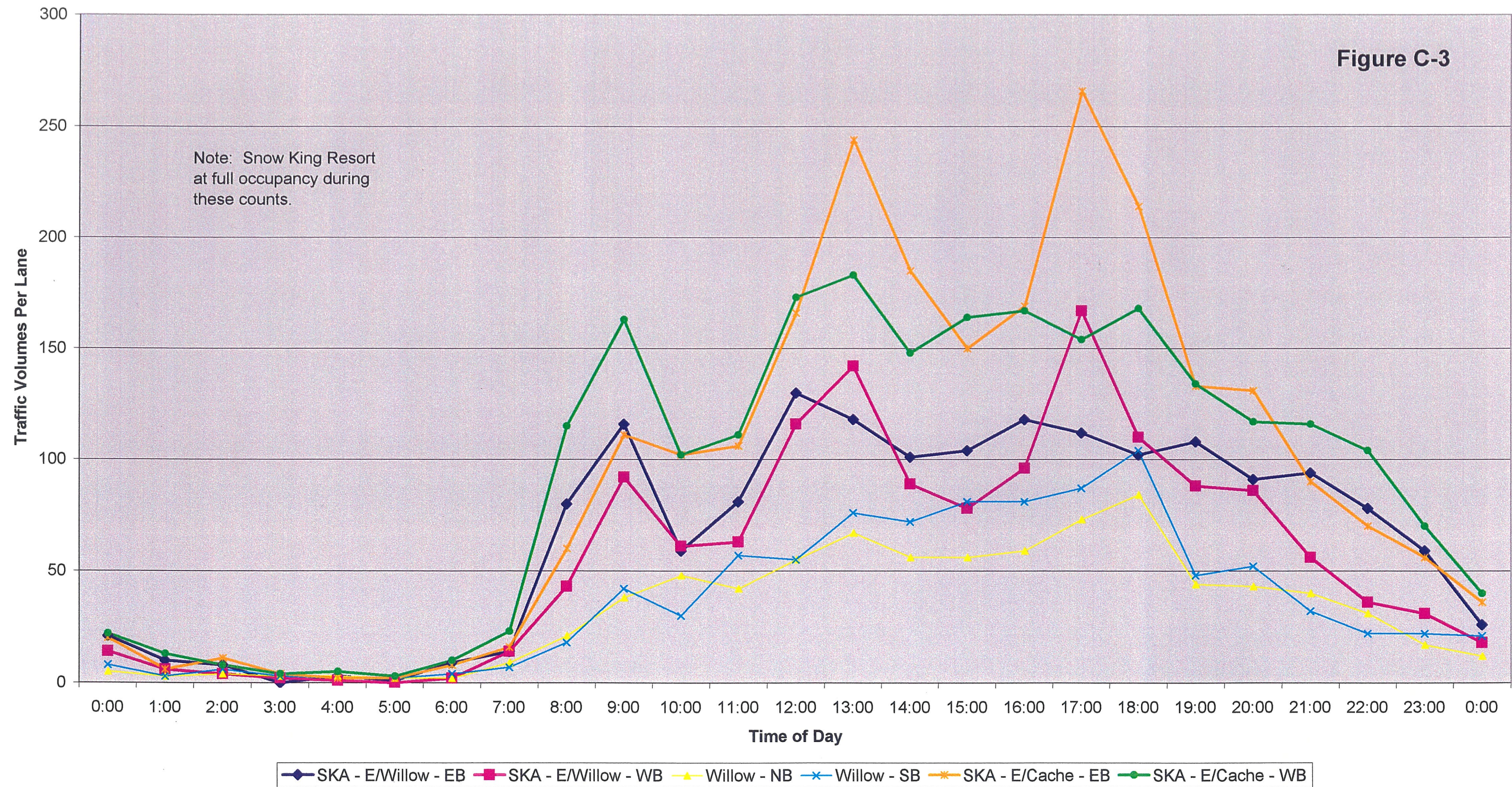
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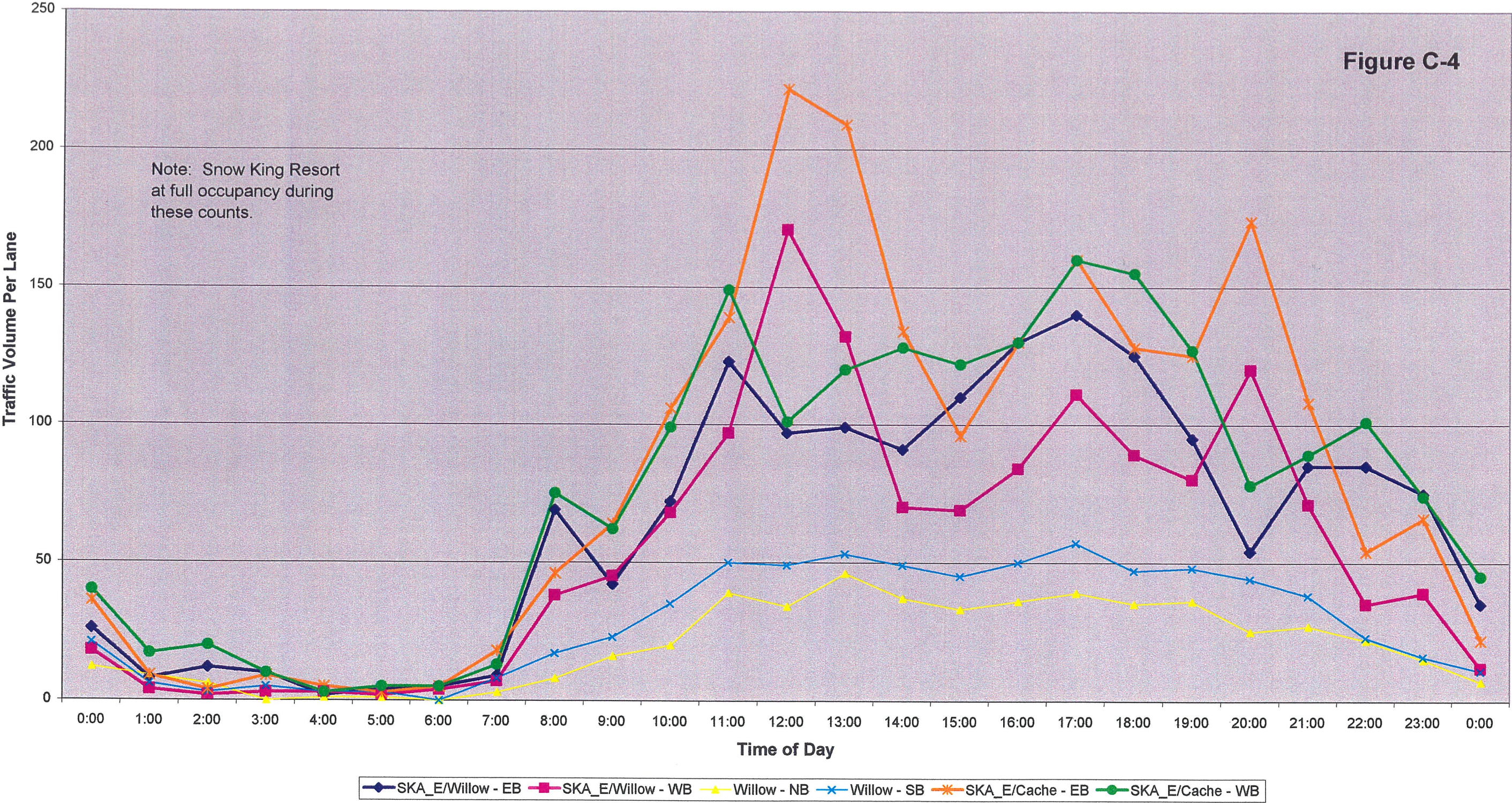
Snow King Avenue Hourly Traffic Volumes - Tuesday, August 17, 1999



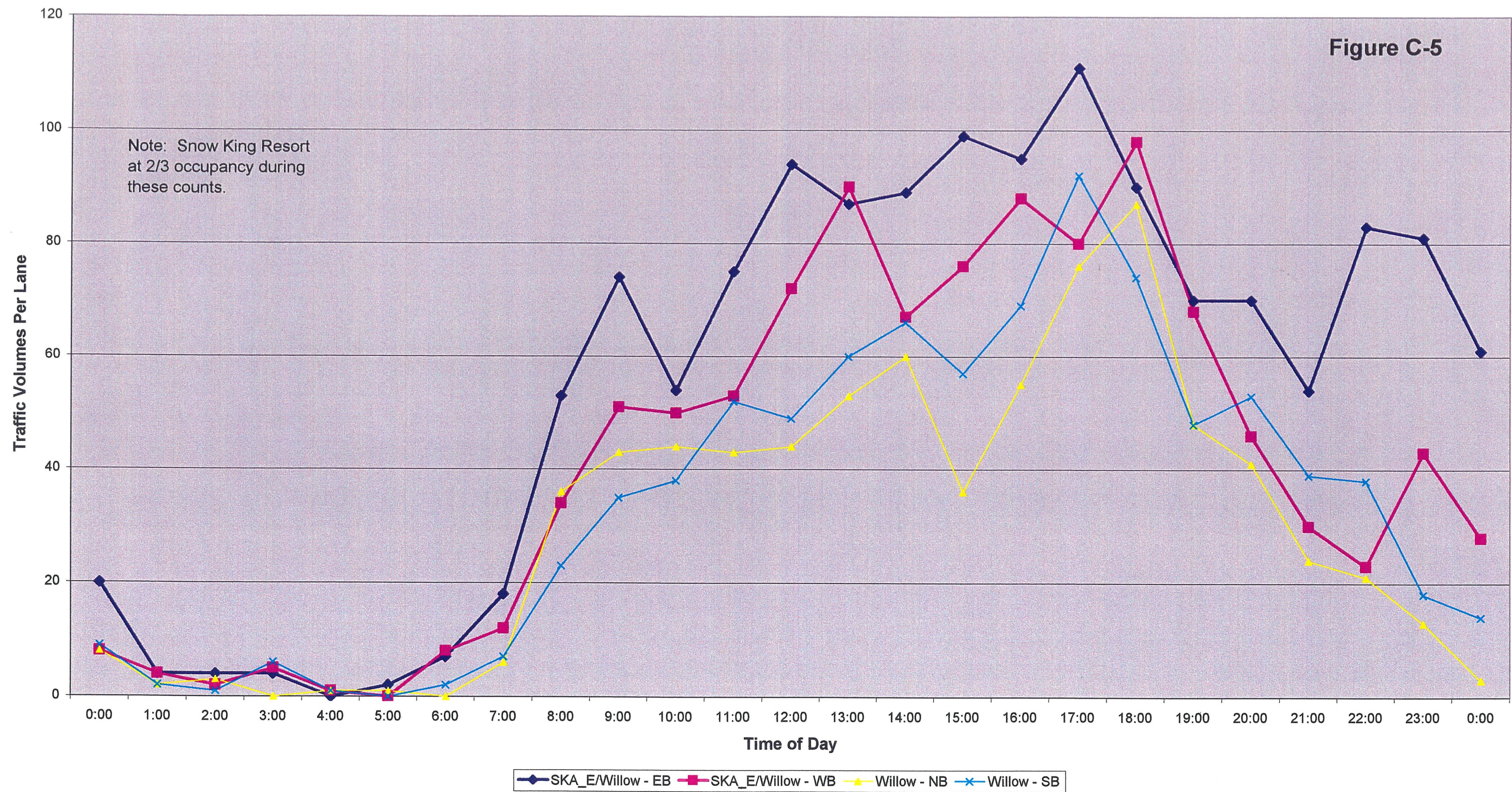
Snow King Avenue Hourly Traffic Volumes - Friday, August 20, 1999



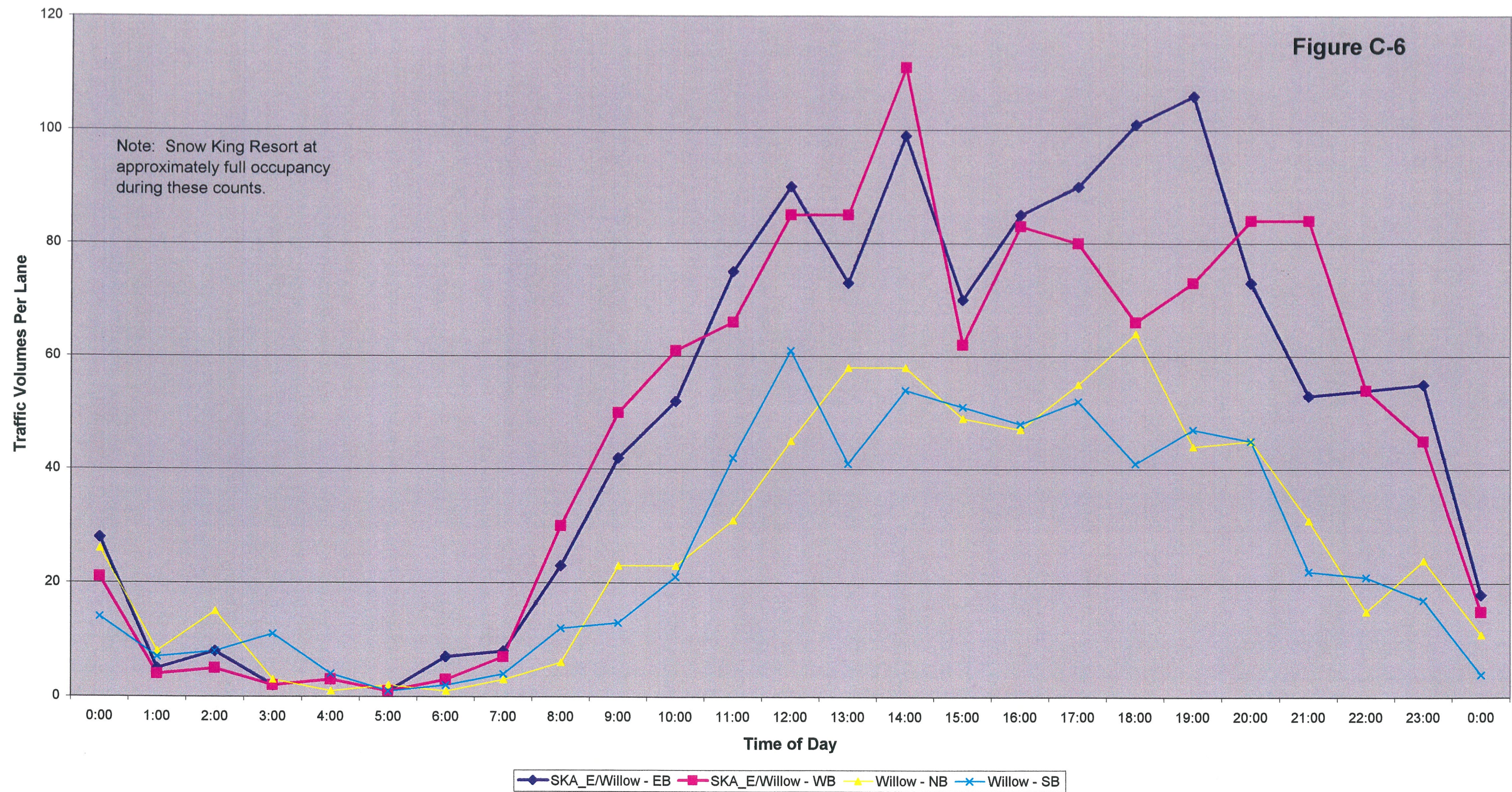
Snow King Avenue Hourly Traffic Volumes - Saturday, August 21, 1999



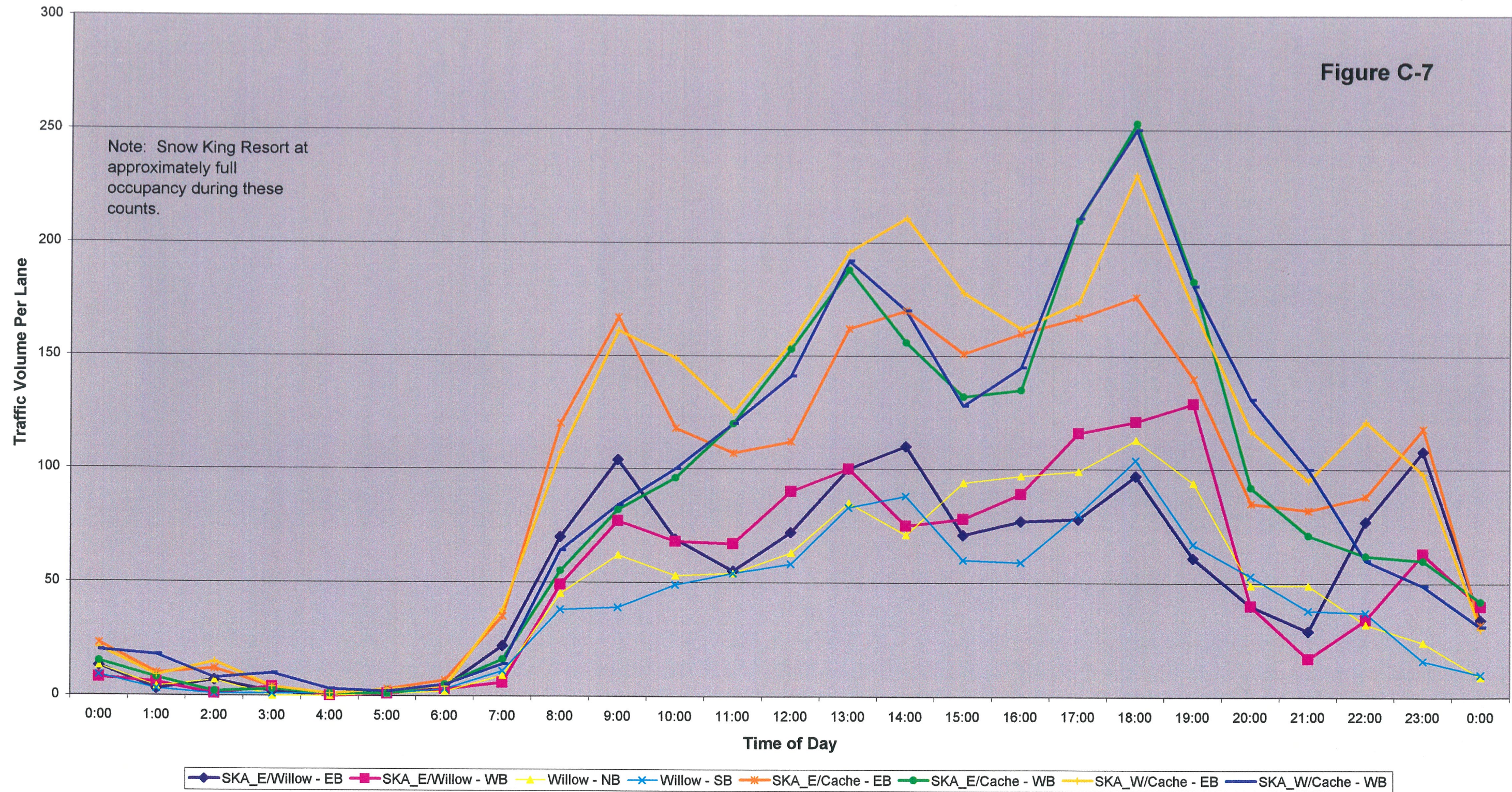
Snow King Avenue Hourly Traffic Volumes - Wednesday, August 25, 1999

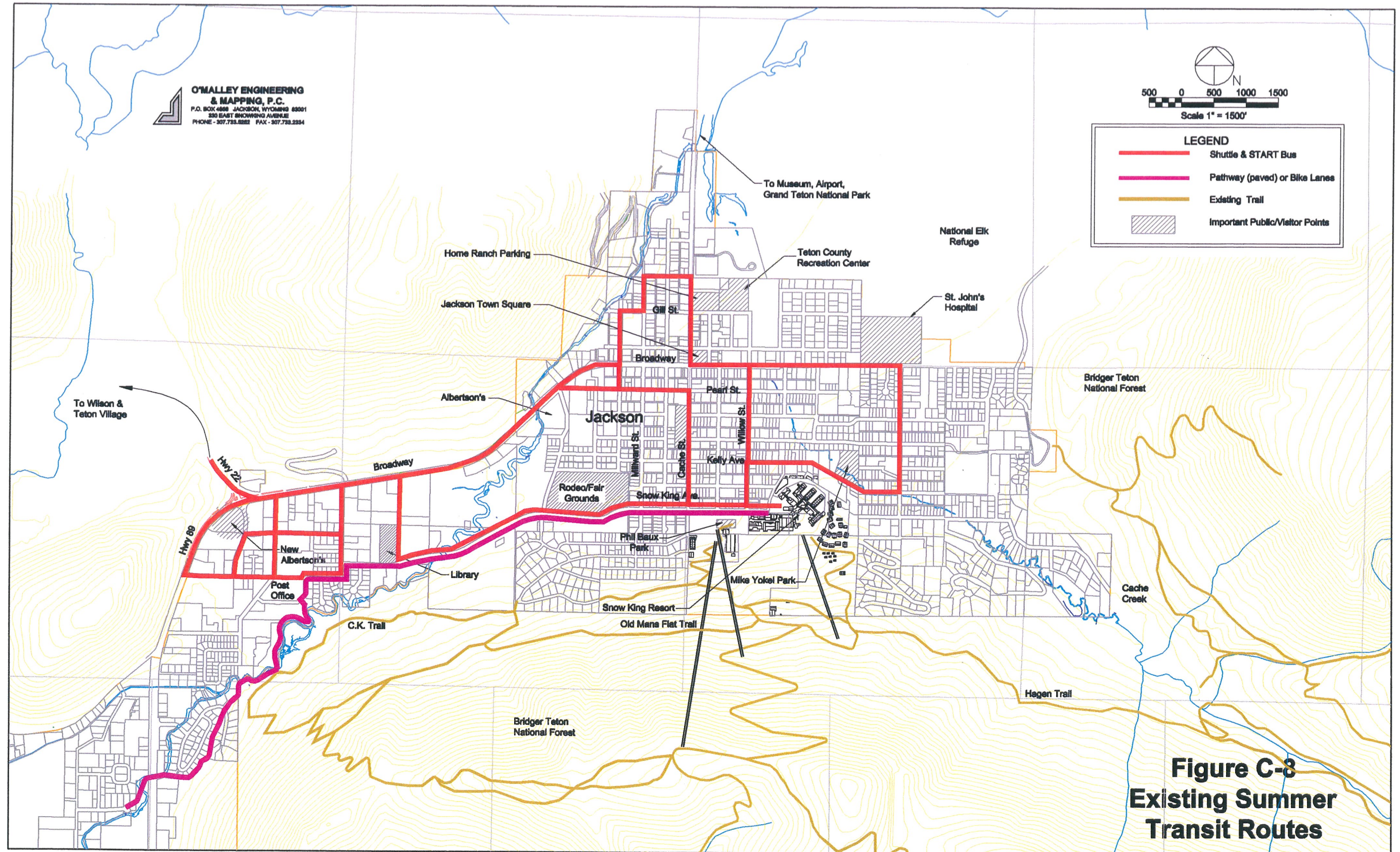


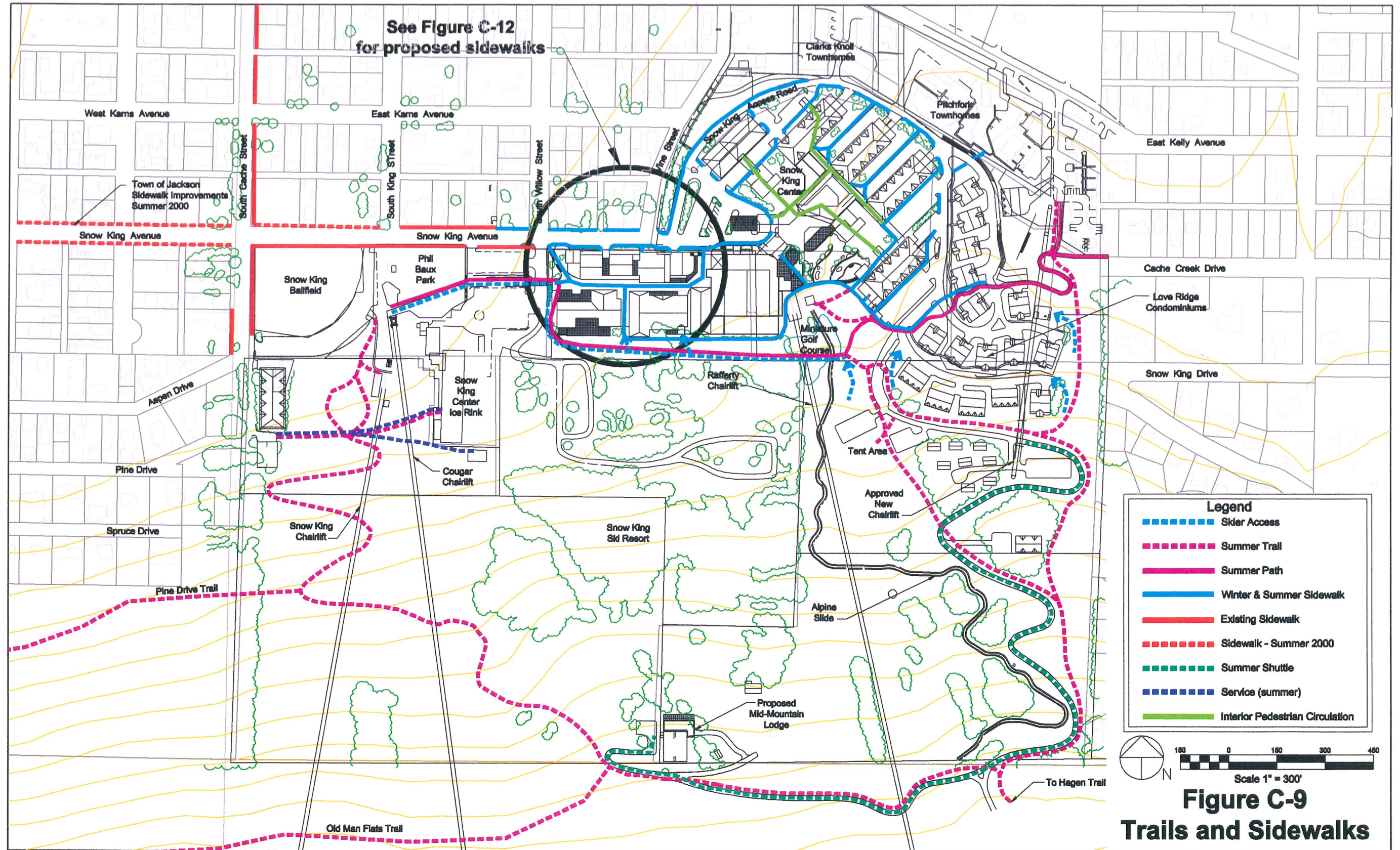
Snow King Avenue Hourly Traffic Volumes - Sunday, August 29, 1999

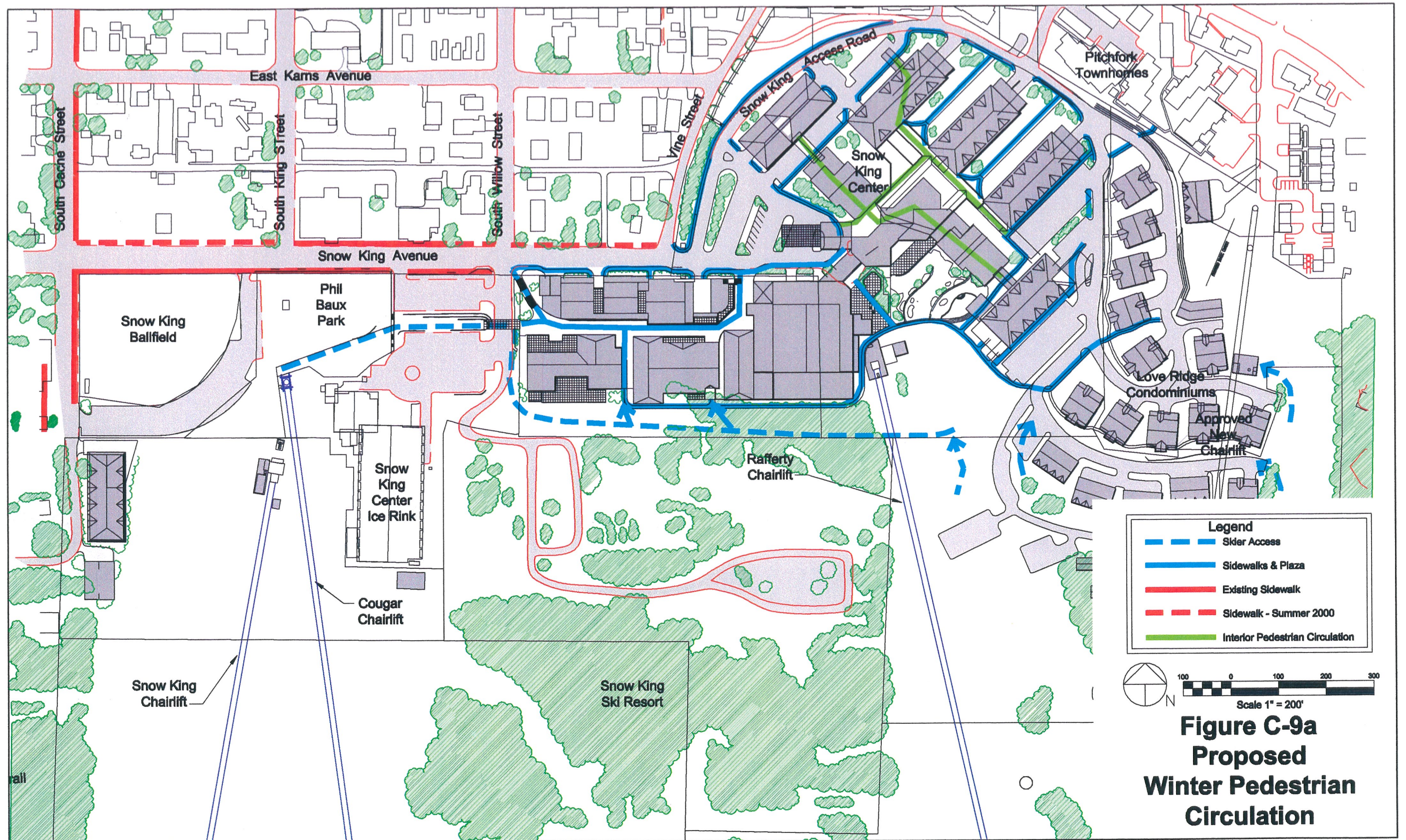


Snow King Avenue Hourly Traffic Volumes - Wednesday, September 1, 1999









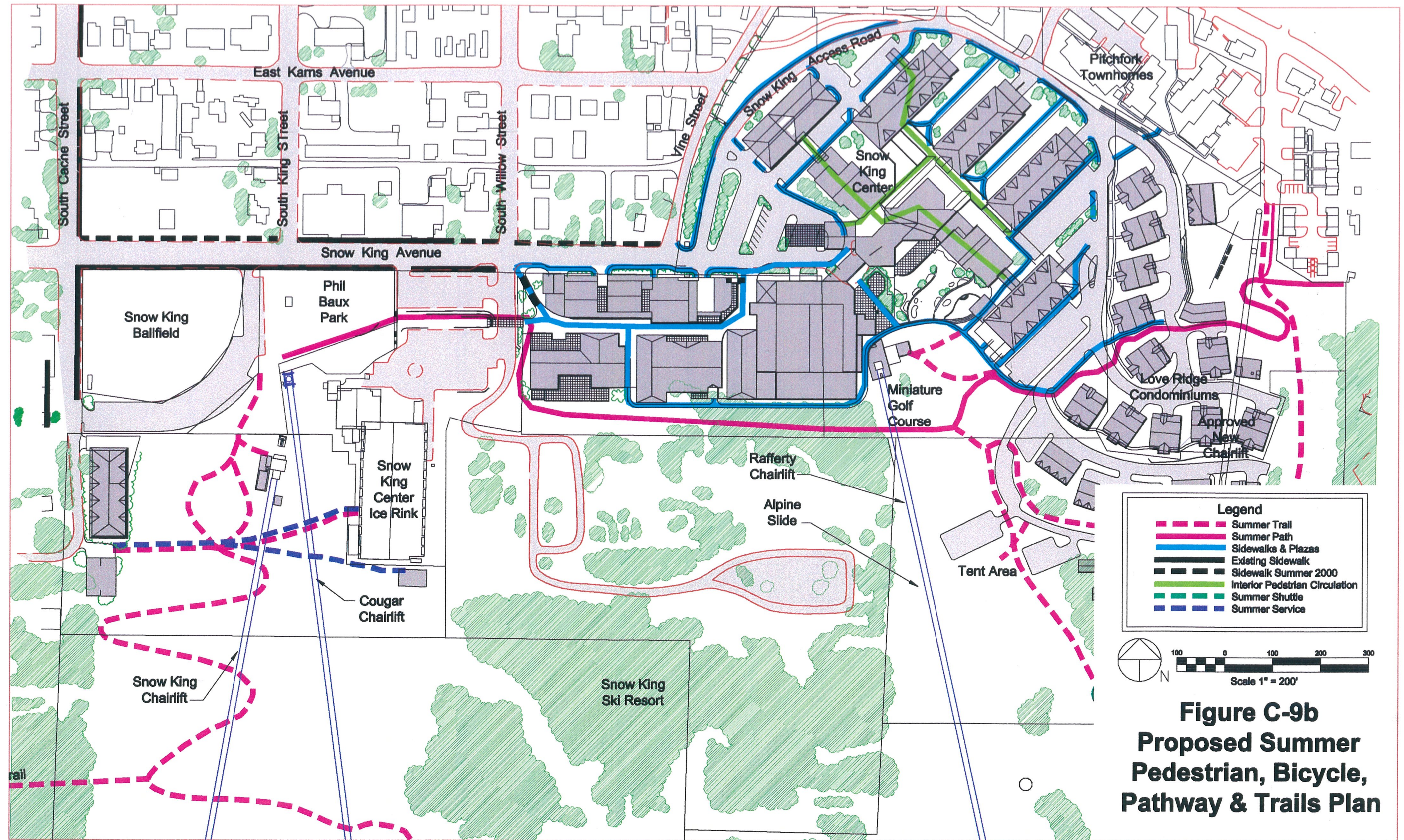


Figure C-9b
Proposed Summer
Pedestrian, Bicycle,
Pathway & Trails Plan

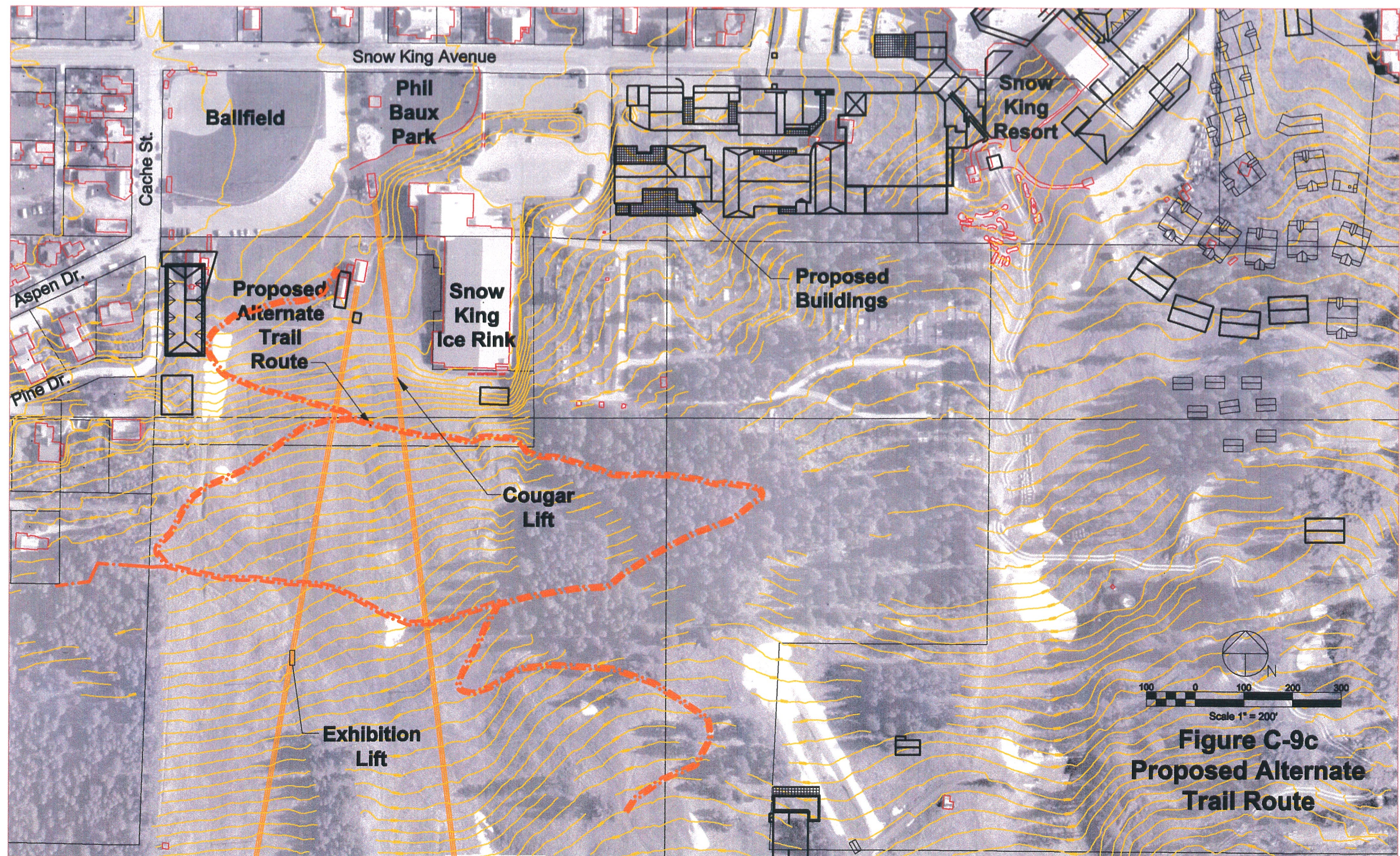
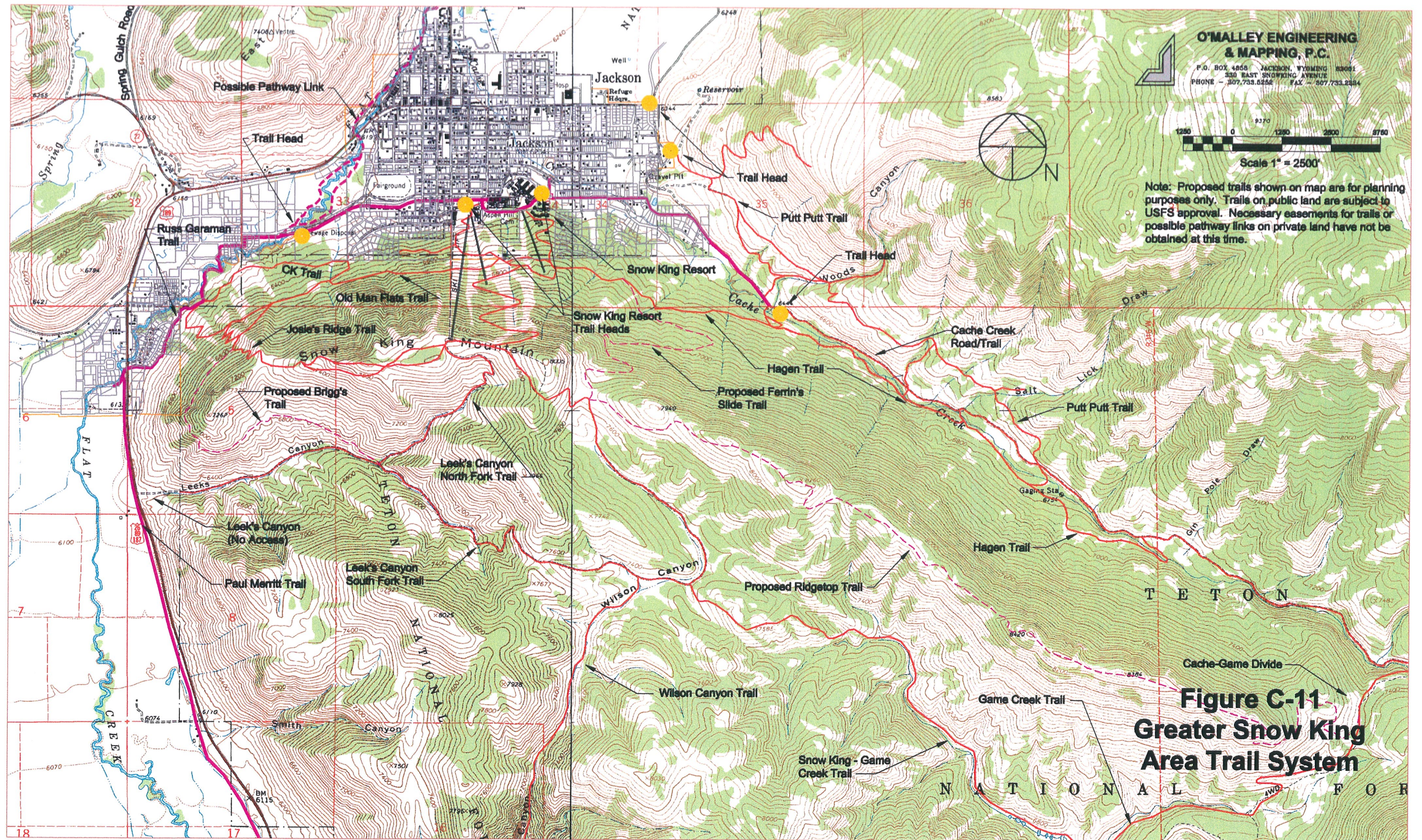


Figure C-9c
Proposed Alternate
Trail Route



Snow King Resort Master Plan - Parking Elements

Snow King Resort Master Plan - C. Parking Elements

P.1 Parking Summary

Snow King Resort's parking plan provides a surplus of daytime and evening parking for both summer and winter. During both seasons, a larger parking surplus is available during the day. The Town of Jackson and/or Teton Village could use these extra spaces for downtown employee parking or a transit hub parking area. There will be 1,783 summer spaces and 1,643 winter spaces. Of these spaces, 1,415 summer spaces and 1,275 winter spaces will be available for shared parking. The peak shared parking demand on Snow King facilities will be 947 in the summer and 720 in the winter. The smallest surplus of spaces in the summer and winter evenings is 468 and 555 respectively. A significantly larger surplus exists during the daytime. **Table P-1** shows the estimated proposed parking at Resort build-out.

	Summer Number of Spaces	Winter Number of Spaces
AREAS AVAILABLE FOR SHARED PARKING		
New Hotel and Condominium Wings - Underground	240	240
- Surface	215	150
KM6 Area - Underground	640	640
KM6 Area (Add. Alternate) - Underground	105	105
Ice Rink & Ballfield - Surface	169	140
Periphery Buildings - Surface	46	0
Shared Parking Subtotal	1415	1275
AREAS NOT AVAILABLE FOR SHARED PARKING		
Periphery Buildings - Underground	88	88
- Covered	40	40
Love Ridge - Underground	106	106
- Covered	5	5
Existing Condominiums	126	126
Maintenance Building	3	3
Non-shared Parking Subtotal	368	368
Total Proposed Parking Available	1783	1643

Summary of Proposed Parking to be Provided
Table P-1

Summary of Proposed Parking to be Provided
Table P-1

Using the Town of Jackson parking ratios as a guide, the Urban Land institute’s shared parking model was used to generate the hourly parking demand for weekdays and weekends during the summer and winter seasons. **Tables P-2 & P-3** summarize the hourly and peak hour parking demands generated by the shared parking model. Additionally, these tables indicate the peak parking demand occurs on weekday evenings. Summer parking demands are higher than winter. According to the shared parking model, a parking surplus exists both summer and winter. These surplus spaces will be available for other shared uses. Due to improved *efficiency*, the proposed shared parking will provide an adequate number of parking spaces while reducing the amount of land dedicated to parking.

Snow King Resort Master Plan - Parking Elements

Summer Weekday				Summer Weekend			
	Shared Guest Parking Spaces	Shared Employee Parking Spaces	Total Shared Parking Spaces		Shared Guest Parking Spaces	Shared Employee Parking Spaces	Total Shared Parking Spaces
6:00 AM	569	156	725	6:00 AM	567	156	723
7:00 AM	551	156	707	7:00 AM	448	156	604
8:00 AM	545	156	701	8:00 AM	483	156	639
9:00 AM	550	140	691	9:00 AM	474	140	615
10:00 AM	530	125	655	10:00 AM	441	125	565
11:00 AM	523	125	648	11:00 AM	439	125	564
12:00 PM	568	125	693	12:00 PM	508	125	633
1:00 PM	566	125	691	1:00 PM	553	125	678
2:00 PM	556	125	681	2:00 PM	563	125	688
3:00 PM	503	140	644	3:00 PM	545	140	686
4:00 PM	557	140	698	4:00 PM	563	140	703
5:00 PM	642	140	782	5:00 PM	615	140	756
6:00 PM	763	140	904	6:00 PM	710	140	850
7:00 PM	807	125	932	7:00 PM	782	125	906
8:00 PM	837	109	947	8:00 PM	799	109	908
9:00 PM	810	109	920	9:00 PM	776	109	886
10:00 PM	764	140	904	10:00 PM	752	140	892
11:00 PM	630	156	786	11:00 PM	656	156	812
12:00 AM	590	156	746	12:00 AM	629	156	785
^a Max Shared Parking Space Demand = 947 ^{a,b} Shared Parking Space Supply = 1415 ^c Parking Surplus at Peak Hour = 468				^a Max Shared Parking Space Demand = 908 ^{a, b} Shared Parking Space Supply = 1415 ^c Parking Surplus at Peak Hour = 507			

^a Does not include condominium parking because of its low ability to function as shared parking

^b Shared parking supply from table P-1

^c Represents minimum parking surplus

**Summer Shared Parking Summary
Table P-2**

Snow King Resort Master Plan - Parking Elements

Winter Weekday				Winter Weekend			
	Shared Guest Parking Spaces	Shared Employee Parking Spaces	Total Shared Parking Spaces		Shared Guest Parking Spaces	Shared Employee Parking Spaces	Total Shared Parking Spaces
6:00 AM	371	156	527	6:00AM	344	156	500
7:00 AM	390	156	546	7:00 AM	372	156	528
8:00 AM	403	156	559	8:00 AM	385	156	541
9:00 AM	386	140	526	9:00 AM	376	140	517
10:00 AM	339	125	464	10:00 AM	330	125	455
11:00 AM	334	125	459	11:00 AM	301	125	426
12:00 PM	396	125	520	12:00 PM	406	125	531
1:00 PM	408	125	532	1:00 PM	414	125	538
2:00 PM	360	125	484	2:00 PM	391	125	516
3:00 PM	318	140	458	3:00 PM	347	140	488
4:00 PM	387	140	527	4:00 PM	385	140	526
5:00 PM	463	140	603	5:00 PM	447	140	587
6:00 PM	575	125	700	6:00 PM	551	140	692
7:00 PM	595	125	720	7:00 PM	559	125	683
8:00 PM	595	109	704	8:00 PM	579	109	688
9:00 PM	548	109	657	9:00 PM	538	109	647
10:00 PM	484	140	624	10:00 PM	503	140	644
11:00 PM	401	156	557	11:00 PM	449	156	605
12:00 AM	372	156	528	12:00 AM	426	156	582
^a Max Shared Parking Space Demand =720 ^{a, b, d} Shared Parking Space Supply = 1275 Parking Surplus at Peak Hour = 555				^a Max Shared Parking Space Demand = 692 ^{a, b, d} Shared Parking Space Supply = 1275 Parking Surplus at Peak Hour = 583			

^a Does not include condominium parking because of its low ability to function as shared parking

^b Shared parking supply from table P-1

^c Represents minimum parking surplus

^d 82 summer spaces deducted from available parking supply

Winter Shared Parking Summary
Table P-3

Snow King Resort Master Plan - Parking

P.2 Shared Parking Design Process:

A shared parking model, developed by The Urban Land Institute (ULI), was used to determine the parking requirement for Snow King. Snow King is well suited for a shared parking model because of its multiple land uses with varied peak parking times. The proposed large, centralized parking facility also improves the efficiency of shared parking by creating a large number of spaces with high turnover. This will enable the motorist to find parking with minimal effort.

The shared parking model tracks the required parking for various land uses in order to optimize the number of spaces. Shared parking reduces the amount of parking required compared to the standard computational methods which determine parking based on isolated single land use. Shared parking can improve the accuracy of the parking estimates and improve the efficiency of parking facilities. The ULI shared parking model follows four distinct steps as shown in **Figure P-4**. A more detailed illustration of the shared parking methodology is shown in **Figure P-5**. The first step evaluates the existing and proposed land uses. Each use will have its own set of parking requirements that will affect the amount of parking.

The second step involves compiling data on the land uses and parking. During this step, parking ratios are determined (**Table P-6**, Column D) for each land use using the Town of Jackson standards as a guide. These ratios are then applied to the size or number of units (**Table P-6**, Column A) proposed for each use resulting in the required number of parking spaces (**Table P-6**, Columns E and K). Although this parking space number represents the minimum number of spaces required by the town, in effect, this number will represent the maximum. This is because a combined use parking lot allows multiple uses during a single trip which, in turn, allows the parking lot to function more efficiently.

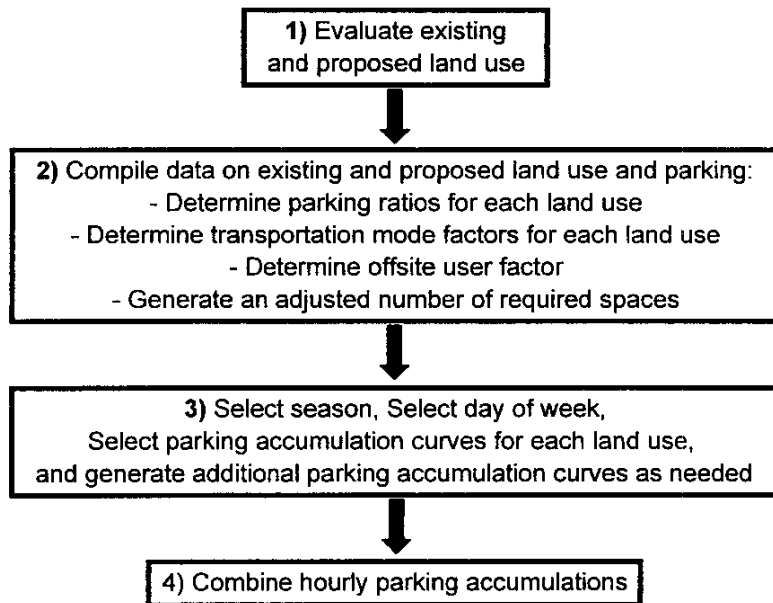
To more accurately predict the parking demand, the model needs to be adjusted to compensate for factors such as multiple use and businesses that are compatible with non-automobile use. This adjustment is made by using two factors, a "transportation mode factor" (TMF) and an "offsite user factor" (OUF). The TMF (**Table P-6**, Columns H & N) adjusts the required number of spaces to compensate for land uses that are compatible with non-auto use. The OUF (**Table P-6**, Columns I & O) adjusts the required number of parking spaces for combined uses within the area and prevents an automobile from being counted more than once for visits involving more than one land use. These factors are included in the calculations on **Table P-6**, which is discussed in **Appendix B**, and applied to the "Number of Spaces Required (Unadjusted)" already discussed. It is important to note that the "Adjusted Number of Spaces Required" (**Table P-6**, Columns J & P) does not yet represent any shared parking for varied hourly peaks. Thus, the "adjusted number of spaces required" is the parking required after adjusting for the mode of transportation used and if guests use more than one facility. The "adjusted number of spaces required" represents the peak parking which is a single value that cannot vary.

Snow King Resort Master Plan - Parking

The third step requires the determination of parking accumulation curves for each land use, which are shown and discussed in Appendix A. These curves are a function of how busy a given facility is each hour. The values for the curves indicate parking needs during the day and when a facility needs the most parking. With these curves, it is possible to see how a land use impacts the parking demand at each hour throughout the day. These curves can be used to represent seasonal use, daily use, or monthly use. In this study, weekday versus weekend use and summer versus winter use were examined. For convenience, summer and winter parking accumulation curve data has been compiled in **Table P-7**. The goal of using these curves is to maximize parking efficiency by locating a decline in parking by one land use and allowing the resulting excess parking to be utilized by a different use.

The fourth step uses static peak parking requirements from **Table P-6** with parking accumulation percentages from **Table P-7** to produce the adjusted shared peak parking for summer and winter shown in **Table P-8** and **Table P-9** respectively. These values are the parking spaces required for each land use at each hour of the day. In this fourth step, every hour is examined to determine how many cars will need to be parked for each use based on the parking accumulation curves. Tracking the variation of parking peaks as seen in the accumulation curves, allows for improved parking efficiency by allowing shared use. By generating parking demands for each hour of the day, the peak parking hour and demand are identified. A chart of the shared parking demands is provided with **Graphs 1, 2, 3, & 4**. These charts indicate how shared parking can utilize the peaks and valleys in hourly demand to improve parking efficiency.

When the four steps of the design process are complete comparisons can be made between the proposed parking and the required parking. **Table P-10** summarizes the required at various steps along the design process. The number of the spaces required with and without credit for the TMF and OUF is included in this table as well as the parking requirement with shared parking. These comparisons are made for both the town and the composite parking requirements during the summer and winter season. The required amount of shared parking shows a significant reduction from the unadjusted numbers. The composite requirement, which is slightly higher than the town requirement, would require a maximum of 2,989 winter spaces if numbers were based on separate individual land use. After modeling the hourly shared parking demands, it was calculated that 947 parking spaces would be required for the summer weekday shared parking peak demand. Peak shared parking demands and the corresponding surplus of spaces are shown on **Tables P-2 and P-3**.



Shared Parking Design Process
Figure P-4

Benefits of Shared Parking Discussion

Determining the proper amount of parking for new development requires balancing the needs of the business, the needs of the community, and the community parking standards. Businesses, of course, do not want to "under-park". Under-parking frustrates customers, hurts business, and limits the flexibility of a development. Under-parking can also negatively impact surrounding residential areas because of "spill-over" during peak times. Over-parking generates other problems:

- Not counting land costs, surface parking costs the developer from \$2,500 to \$5,000 per space to construct.
- Structured parking can cost between \$10,000 and \$25,000 per space.
- Land used for parking is unavailable for other activities - including open space.
- Parking lots generate storm water runoff that is laced with pollutants such as oil, radiator coolant, and asbestos from brake linings. The cost to the developer and the community to collect and dispose of this pollution is high. Oil separator storm water units can cost between \$5,000 and \$50,000 depending on the volume of runoff.
- Over-parking encourages automobile use and discourages alternative transportation means such as transit, walking, and bicycling. This automobile use generates additional air pollution.
- Unnecessarily large parking areas are unfriendly, intimidating, and alienating. Pedestrians are forced to maneuver between destinations unless the lots include designated pedestrian facilities.

Blind adherence to national parking standards tends to encourage over-parking. A number of communities in the United States have begun revising their standards and the trend is toward reducing total parking spaces and developing alternative transportation. For example, metropolitan Portland and the State of Oregon are instituting new standards after determining that over-parking results in less efficient land usage and lower floor to area ratios. They have found that in areas where transit is provided and other non-auto modes are convenient, less parking can be provided and yet accessibility and mobility remain high - even for auto traffic. Shared parking helps reduce total parking demand. The key to shared parking is good transit, good pedestrian facilities, and different peak hours between adjacent uses. Minimizing impacts to surrounding neighborhoods can be challenging. Many communities form neighborhood parking districts in which stickers are required to park along residential streets. Successfully protecting adjacent neighborhoods requires increased parking enforcement as well as implementing the items necessary for a successful shared parking system.

Fregonese Calthorpe Associates, regional and urban planning specialists, recently completed a report for the Town of Jackson titled, "Redevelopment Opportunities & Parking Analysis". This report proposes several changes to the Town of Jackson Parking Code and recommends, among other things, reducing the minimum parking requirements for commercial/office and lodging units. Shared parking allows for a net reduction in parking area while still providing adequate parking. **Table P-2** shows the Resort has the ability to provide 1415 shared spaces for a net surplus of 468 shared parking spaces during the peak hour of parking demand. This surplus represents one floor of the proposed structured parking lot in the KM6 area. As mentioned in Section C.4, providing additional parking at Snow King Resort to be used for downtown employee parking may be desirable for the community. In addition, this surplus parking could be used in the winter to provide an in-town transit parking lot for skiers heading to the Jackson Hole Mountain Resort in Teton Village. Snow King Resort looks forward to working with the Town of Jackson to develop effective transportation and parking solutions for the Resort and the community.

Snow King Resort Master Plan - Parking Elements

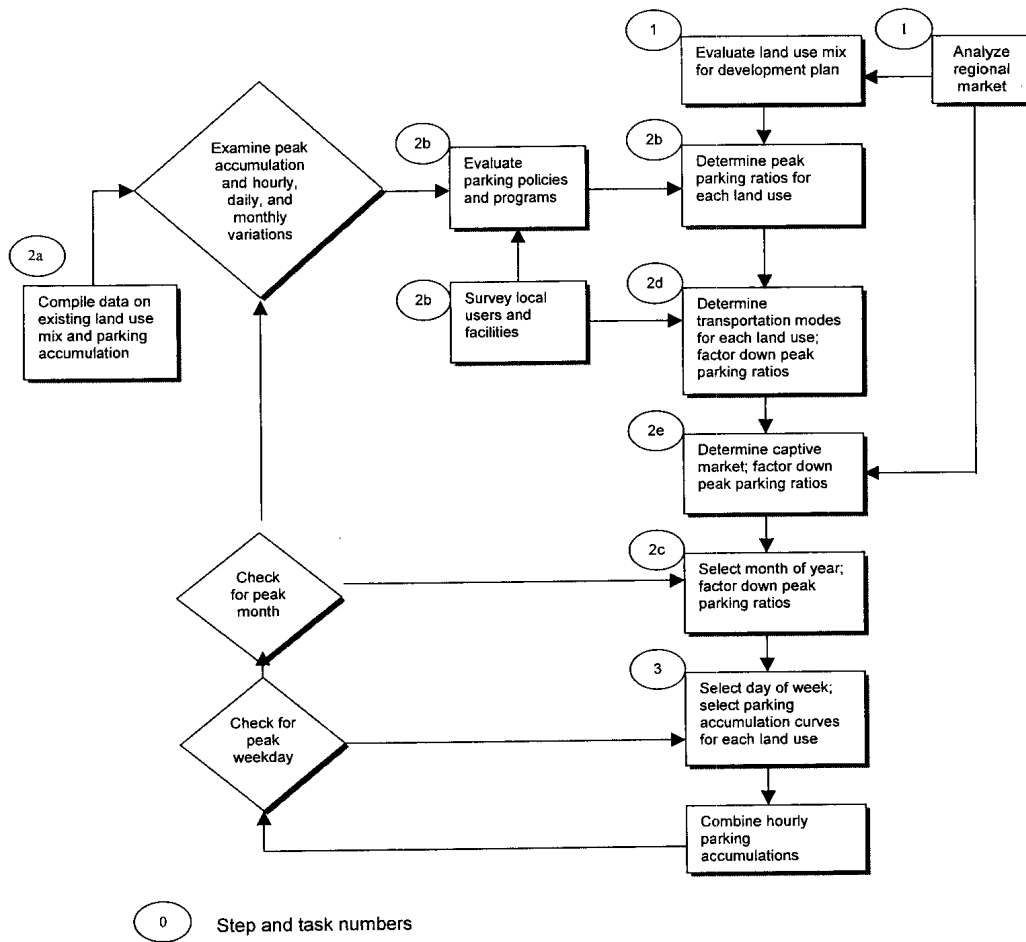
Appendix A **Parking Accumulation Curves**

Parking accumulation represents the percent of peak parking utilized and is a function of how busy a land use is. Parking accumulation curves are based on those available in the ULI Shared Parking handbook. Some curves were modified to more accurately reflect the Jackson community by considering factors such as the hours of operation and pattern of use. Parking accumulation curves were created for the conference facilities, entertainment activities, ski area, health club, and resort staffing since no values for these activities were available in the Urban Land Institute literature.

Hotel:

Parking accumulation for hotel guests is based on the Urban Land Institute parking accumulation curves. These curves represent the scenario that parking accumulation increases as guest's check-in causing a peak in parking after guests have checked-in that remains high during the night until the morning when the accumulation drops due to guests leaving during the day. The summer parking accumulation was taken directly from ULI information. Based on past experience, the winter accumulation represents approximately 75% of the summer figures.

Snow King Resort Master Plan – Parking



Shared Parking Methodology
 (Source: Shared Parking, Urban Land Institute)
Figure P-5

Snow King Resort Master Plan – Parking Elements

	Units or SF	Required Town of Jackson Parking Ratio per unit	Urban Land Institute Parking Ratio per unit	Proposed Composite Parking Ratio per unit	Max Parking Spaces Required (Unadjusted)	Parking Demand Eligible for Sharing	Summer				Adjusted Number of Spaces Required (Unadjusted)	Max Parking Spaces Required (Unadjusted)	Parking Demand Eligible for Sharing	Winter				Adjusted Number of Spaces Required
							Parking Demand Not Eligible for Sharing	Transport Mode Factor ^a	Offsite User Factor ^b	Adjusted Number of Spaces Required				Parking Demand Not Eligible for Sharing	Transport Mode Factor ^a	Offsite User Factor ^b	Adjusted Number of Spaces Required	
Condominiums:	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)	(N)	(O)	(P)		
Existing / Approved ^c	103	1.5	2.5	2.0	206	0	206				206	0	206					
Love (3 bedroom) ^d	53	1.5	2.5	2.0	106	0	106	0.80	1.00	0	106	0	106	0.80	1.00	0		
Hotel Guest Rooms	204	0.75	1.25	1.00	204	204	0	0.60	1.00	122	204	204	0	0.50	1.00	102		
Existing	714	0.75	1.25	1.00	714	714	0	0.50	1.00	428	714	714	0	0.50	1.00	357		
New	1074																	
Subtotal Guest Units:	1074																	
Conference (SF) (1/150)	76000	0.00667	0.5 ^e	0.00667	507	507	0	1.00	0.50	253	507	507	0	1.00	0.50	253		
Theaters (Seats)	460	0.33	0.30	0.33	152	152	0	0.95	0.90	130	152	152	0	1.00	0.90	137		
Resort Amenities:																		
Miniature Golf (holes)	18	n/a	n/a	n/a	13	13	0	1.00	0.70	9	0	0	0	n/a	n/a	0		
Horseback Rides (Horses)	20	0.25	n/a	0.25	5	5	0	1.00	0.80	4	0	0	0	n/a	n/a	0		
Alpine Slide (person/hr)	143	n/a	n/a	0.33	47	47	0	1.00	0.70	33	0	0	0	n/a	n/a	0		
Restaurant (Seats)	850	0.33	10 ^e	0.33	281	281	0	0.90	0.20	50	281	281	0	1.00	0.20	56		
Lounge/Bar (Seats)	250	0.5	10 ^e	0.5	125	125	0	0.90	0.40	45	125	125	0	1.00	0.40	50		
Commercial (SF) (1/250)	67200	0.002	4 ^e	0.004	269	269	0	0.90	0.50	121	269	269	0	1.00	0.50	134		
Health Club	n/a ^f	n/a	n/a	100	100	100	0	1.00	0.90	90	100	100	0	1.00	0.90	90		
Employees (1.0/rooms)	1074	n/a	n/a															
With Housing on Site ^e	204	1.0	1.0	1.0	204	156	48	1.00	1.00	156	196	148	48	1.00	1.00	156		
Snow King Ski Area		n/a ^g	n/a	130	0	0	0	1.00	1.00		130	130	0	1.00	1.00	130		
TOTALS	n/a ^h	n/a ⁱ	n/a ^j	n/a ^k	2632	2572	360	n/a	n/a	1442	2989	2529	360	n/a	n/a	1465		

- ^a Transportation Mode Factor = % of people driving
^b Offsite User Factor = % of users from offsite (not staying at the resort)
^c During winter, 8 dedicated employee spaces will not be available
^d Refers to parking spaces per seat/person
^e Parking spaces per 1,000 sf
^f Parking ratio represents 2 units assuming condos can be split into 2 separate rental units
^g Ski area parking ratio is broken down between employees, hotel rooms, and skiers
^h Health club parking ratio is based on workout machines, saunas, and square footage of other area
ⁱ See Table P-10 for parking ratios using different parking ratios

Snow King Resort - Required Parking Spaces
Table P-6

SUMMER													
Time	Hotel	Conference & Meeting	Theater	Ski Area & Other	Resort Activities	Restaurant / Lounge	Retail & Commercial	Health Club	Office	Employees Office Housing	Hotel	Conference & Meeting	Theater
6:00 AM	100%	0%	0%	0%	0%	0%	0%	20%	0%	30%	90%	0%	0%
7:00 AM	60%	0%	0%	0%	0%	0%	0%	20%	0%	100%	60%	0%	0%
8:00 AM	60%	25%	0%	0%	0%	0%	0%	10%	0%	100%	60%	15%	0%
9:00 AM	50%	45%	0%	0%	0%	0%	0%	10%	0%	100%	50%	20%	0%
10:00 AM	45%	60%	0%	0%	60%	35%	50%	10%	100%	80%	45%	35%	0%
11:00 AM	35%	70%	0%	0%	70%	55%	75%	30%	80%	60%	30%	40%	0%
12:00 PM	30%	80%	0%	0%	80%	65%	75%	30%	80%	60%	30%	40%	0%
1:00 PM	35%	70%	0%	0%	70%	55%	75%	30%	80%	60%	30%	40%	0%
2:00 PM	35%	70%	0%	0%	70%	55%	75%	30%	80%	60%	30%	40%	0%
3:00 PM	35%	50%	10%	0%	50%	30%	72%	15%	80%	50%	35%	35%	70%
4:00 PM	45%	30%	35%	0%	30%	25%	60%	45%	85%	80%	50%	25%	70%
5:00 PM	70%	40%	50%	0%	40%	25%	60%	45%	85%	80%	50%	25%	70%
6:00 PM	90%	30%	65%	0%	30%	20%	60%	45%	85%	80%	50%	25%	70%
7:00 PM	95%	30%	85%	0%	30%	20%	60%	45%	85%	80%	50%	25%	70%
8:00 PM	100%	20%	95%	0%	20%	15%	0%	0%	15%	100%	100%	10%	0%
9:00 PM	100%	0%	95%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%
10:00 PM	100%	0%	95%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%
11:00 PM	100%	0%	95%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%
12:00 AM	100%	0%	95%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%

Summer - Weekend & Weekday

WINTER													
Time	Hotel	Conference & Meeting	Theater	Ski Area & Other	Resort Activities	Restaurant / Lounge	Retail & Commercial	Health Club	Office	Employees Office Housing	Hotel	Conference & Meeting	Theater
6:00 AM	75%	0%	0%	0%	0%	0%	0%	30%	0%	30%	75%	0%	0%
7:00 AM	50%	0%	0%	0%	0%	0%	0%	30%	0%	100%	50%	0%	0%
8:00 AM	40%	25%	0%	0%	0%	0%	0%	30%	0%	100%	40%	10%	0%
9:00 AM	35%	30%	0%	0%	0%	0%	0%	30%	0%	100%	35%	15%	0%
10:00 AM	25%	40%	0%	0%	40%	30%	45%	40%	80%	60%	25%	20%	0%
11:00 AM	20%	40%	0%	0%	50%	30%	50%	40%	80%	60%	20%	20%	0%
12:00 PM	20%	40%	0%	0%	50%	30%	50%	40%	80%	60%	20%	20%	0%
1:00 PM	25%	30%	0%	0%	50%	30%	50%	40%	80%	60%	25%	20%	0%
2:00 PM	25%	30%	0%	0%	50%	30%	50%	40%	80%	60%	25%	20%	0%
3:00 PM	25%	15%	10%	0%	50%	30%	50%	40%	80%	60%	25%	20%	0%
4:00 PM	45%	15%	45%	0%	40%	25%	45%	40%	85%	80%	45%	15%	70%
5:00 PM	55%	20%	50%	0%	50%	25%	45%	40%	85%	80%	55%	15%	70%
6:00 PM	65%	20%	60%	0%	50%	25%	45%	40%	85%	80%	65%	15%	70%
7:00 PM	70%	15%	65%	0%	50%	20%	45%	40%	85%	80%	70%	15%	70%
8:00 PM	75%	10%	70%	0%	50%	15%	45%	40%	85%	80%	75%	10%	70%
9:00 PM	75%	0%	70%	0%	50%	15%	45%	40%	85%	80%	75%	0%	70%
10:00 PM	75%	0%	70%	0%	50%	15%	45%	40%	85%	80%	75%	0%	70%
11:00 PM	75%	0%	70%	0%	50%	15%	45%	40%	85%	80%	75%	0%	70%
12:00 AM	75%	0%	70%	0%	50%	15%	45%	40%	85%	80%	75%	0%	70%

Winter - Weekend & Weekday

Parking Accumulation
by Percent of Peak Parking
Table P-7

Summer Weekly Peak Pricing	Condominiums Existing Approved	Hotel Guest Rooms Existing New	Lodging Sub- Totals	Conferences		Theater		Summer Activities		Active Sleds	Activity Sub- Totals	Retail/Commercial		Amenities Sub- Totals	Total of Guest Spaces	Employees w/ Onsite Shaded Hours	Max Adjunct Non-Shared Space Req.		
				Meetings & Guests	14	Guests	1 Chair	9	4			33	Food					Bar	Commercial
6:00 AM	NA	172	428	551	0	0	0	0	0	0	0	0	0	18	156	725	1442		
7:00 AM	NA	172	428	479	0	0	0	0	0	0	0	25	23	6	18	551	107	1442	
8:00 AM	NA	81	262	341	51	0	0	0	0	0	0	43	38	18	18	545	156	101	1442
9:00 AM	NA	81	262	341	51	0	0	0	0	0	0	28	26	18	18	550	156	101	1442
10:00 AM	NA	55	153	248	0	0	0	5	2	20	20	8	79	80	8	530	142	54	1442
11:00 AM	NA	NA	43	153	183	177	0	0	7	3	37	10	8	16	105	523	125	648	1442
12:00 PM	NA	NA	37	153	165	200	0	0	3	2	32	28	25	88	27	584	175	683	1442
1:00 PM	NA	NA	150	153	163	177	0	0	8	3	32	28	23	88	17	586	175	681	1442
2:00 PM	NA	NA	43	150	163	177	0	0	0	0	23	23	23	88	14	586	175	681	1442
3:00 PM	NA	NA	43	150	163	177	0	0	0	0	41	15	14	57	14	587	140	641	1442
4:00 PM	NA	NA	43	150	163	177	0	0	0	0	30	13	9	60	23	557	140	684	1442
5:00 PM	NA	NA	43	150	163	177	0	0	0	0	23	13	21	42	26	542	140	684	1442
6:00 PM	NA	NA	43	150	163	177	0	0	0	0	23	13	21	42	26	542	140	684	1442
7:00 PM	NA	NA	86	301	386	161	0	5	2	17	23	25	23	82	45	567	145	673	1442
8:00 PM	NA	NA	87	321	413	161	0	5	2	17	23	25	23	82	45	567	145	673	1442
9:00 PM	NA	NA	116	407	495	161	0	0	0	0	0	25	23	82	45	567	145	673	1442
10:00 PM	NA	NA	122	428	551	161	0	0	0	0	0	25	23	82	45	567	145	673	1442
11:00 PM	NA	NA	122	428	551	161	0	0	0	0	0	25	23	82	45	567	145	673	1442
12:00 AM	NA	NA	122	428	551	161	0	0	0	0	0	25	23	82	45	567	145	673	1442

Summer Weekly Approved	Existing/ Proposed	Hotel Guest Rooms Existing 1818	Lodging 1818	Conferences 253	Movie 130	Summer Weekend										Activity 46	Report 50	Report 121	Amenities 90	Amenities 258	Total of Guest 1288	Employees w/ Onsite 156	Total Non-Shared Space 1442																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
						Report 130		Report 4		Report 33		Report 46		Report 50										Report 121		Report 90																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
						St. Area 130	Other 0	St. Area 4	Other 0	St. Area 33	Other 0	St. Area 46	Other 0	St. Area 50	Other 0									St. Area 121	Other 0	St. Area 90	Other 0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
6:00 AM	NA	NA	680	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Summer Adjusted & Shared
Hourly Peak Parking
Table P-8

Winter Peak Parking	Condominiums		Hotel Guest Rooms		Lodging Totals	Conversion	Motor Thruway		Report Activities			Activity Totals	Event Amenities		Amenities		Total of Employees w/ Onsite	Max Adjacent Shared Space		
	Existing	Proposed	Existing	New			SA Ave	Mountain	Therapeutic	Aggressive	Restroom		Bar	Retail & Health	Sub-Totals	Guest w/ Onsite				
	NA	NA	NA	NA			NA	NA	NA	NA	NA		NA	NA	NA	NA				
Peak Parking	NA	NA	102	357	459	253	137	150	0	0	0	150	56	50	154	80	214	150	1,465	
8:00 AM	NA	NA	77	268	344	0	0	0	0	0	0	0	0	0	0	27	63	371	156	1,465
9:00 AM	NA	NA	66	232	298	0	0	0	0	0	0	0	28	25	7	32	87	390	156	1,465
10:00 AM	NA	NA	41	143	184	0	0	0	0	0	0	0	45	43	27	27	82	386	140	1,465
11:00 AM	NA	NA	35	125	160	0	0	0	0	0	0	0	20	18	47	18	106	339	125	1,465
12:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	11	10	60	36	149	364	125	1,465
1:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	31	28	97	54	156	396	125	1,465
2:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	31	28	97	54	156	396	125	1,465
3:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	17	15	67	27	115	318	140	1,465
4:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	11	10	60	75	143	287	140	1,465
5:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	11	11	60	75	143	287	140	1,465
6:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	28	25	60	90	182	575	125	1,465
7:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	26	25	67	90	146	595	125	1,465
8:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	28	25	60	83	84	596	109	1,465
9:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	28	25	60	83	84	596	109	1,465
10:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	11	10	20	16	8	484	140	1,465
11:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	8	8	0	0	0	401	156	1,465
12:00 AM	NA	NA	28	89	115	0	0	0	0	0	0	0	0	0	0	0	0	372	156	1,465

Winter Weekend	Condominiums		Hotel Guest Rooms		Lodging Totals	Conversion		Motor Thruway & Other		Report Activities			Activity		Report Amenities			Amenities		Total of Employees		Total Non-Adjusted	
	Existing	Proposed	Existing	New		Thruway	St/Ave	Motor	Handicap	Alcohol	Totals	Restaurant	Bar	Retail & Commercial	Health Club	Sub-Totals	Guest w/Onsite	Shared Spaces	Non-Shared Spaces	NA	NA		
	NA	NA	NA	NA		NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	
Park Parking	NA	NA	102	357	459	253	137	150	0	0	0	150	56	50	154	80	214	150	150	1,465	1,465		
8:00 AM	NA	NA	77	268	344	0	0	0	0	0	0	0	0	0	0	0	45	344	156	1,465	1,465		
9:00 AM	NA	NA	66	232	298	0	0	0	0	0	0	0	0	0	0	0	28	312	156	1,465	1,465		
10:00 AM	NA	NA	41	143	184	0	0	0	0	0	0	0	0	0	0	0	45	317	156	1,465	1,465		
11:00 AM	NA	NA	35	125	160	0	0	0	0	0	0	0	0	0	0	0	40	316	156	1,465	1,465		
12:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	0	0	0	0	20	314	125	1,465	1,465		
1:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	0	0	0	0	11	311	125	1,465	1,465		
2:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	0	0	0	0	10	308	125	1,465	1,465		
3:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	0	0	0	0	10	308	125	1,465	1,465		
4:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	0	0	0	0	10	308	125	1,465	1,465		
5:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	0	0	0	0	10	308	125	1,465	1,465		
6:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	0	0	0	0	10	308	125	1,465	1,465		
7:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	0	0	0	0	10	308	125	1,465	1,465		
8:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	0	0	0	0	10	308	125	1,465	1,465		
9:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	0	0	0	0	10	308	125	1,465	1,465		
10:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	0	0	0	0	10	308	125	1,465	1,465		
11:00 PM	NA	NA	28	89	115	0	0	0	0	0	0	0	0	0	0	0	10	308	125	1,465	1,465		
12:00 AM	NA	NA	28	89	115	0	0	0	0	0	0	0	0	0	0	0	10	308	125	1,465	1,465		

Snow King Resort Master Plan - Parking Elements

Summer	Winter	
2256	2321	Town of Jackson Parking Requirement (Total Parking) ^a
n/a ^c	n/a ^c	Urban Land Institute Parking Requirement (Total Parking) ^a
2932	2989	Composite Parking Requirement (Total Parking) ^a
1292	1376	Town of Jackson Parking Requirement with Transportation Factor and Non-Resort User Factor ^b
n/a ^c	n/a ^c	Urban Land Institute with Transportation Factor and Non-Resort User Factor ^b
1442	1465	Estimated Composite Parking Required with Transportation Factor and Non-Resort User Factor ^b
947	720	Estimated Composite Parking Required with Transportation Factor and Non-Resort User Factor and shared parking
1415	1275	Proposed Shared Parking
1783	1643	Proposed Total Parking

^a Required parking numbers represent the parking required for each use separately with no credit given for combined trips or alternative transportation

^b Parking numbers represent the required parking based on parking ratios with credit given for combined trips and alternative transportation

^c Complete parking demands can not be computed since several land uses exist in Jackson which are not included in the ULI parking ratios

Required Parking Summary
Table P-10

Snow King Resort Master Plan – Parking Elements

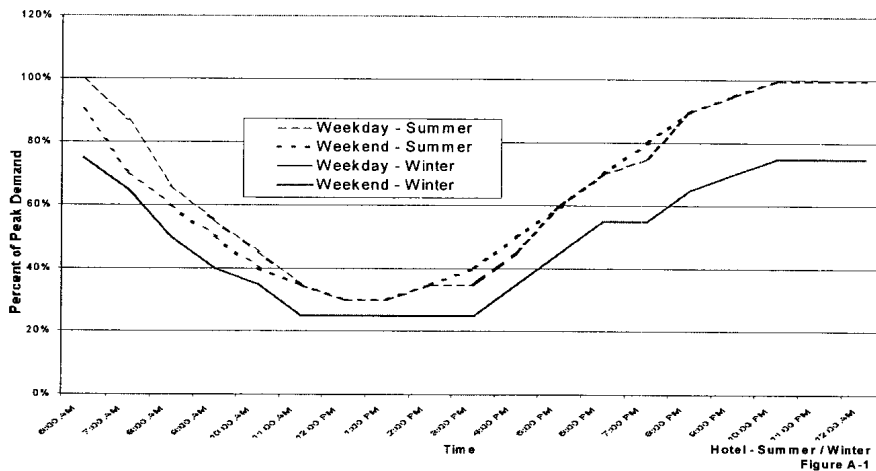
Appendix A

Parking Accumulation Curves

Parking accumulation represents the percent of peak parking utilized and is a function of how busy a land use is. Parking accumulation curves are based on those available in the ULI Shared Parking handbook. Some curves were modified to more accurately reflect the Jackson community by considering factors such as the hours of operation and pattern of use. Parking accumulation curves were created for the conference facilities, entertainment activities, ski area, health club, and resort staffing since no values for these activities were available in the Urban Land Institute literature.

Hotel:

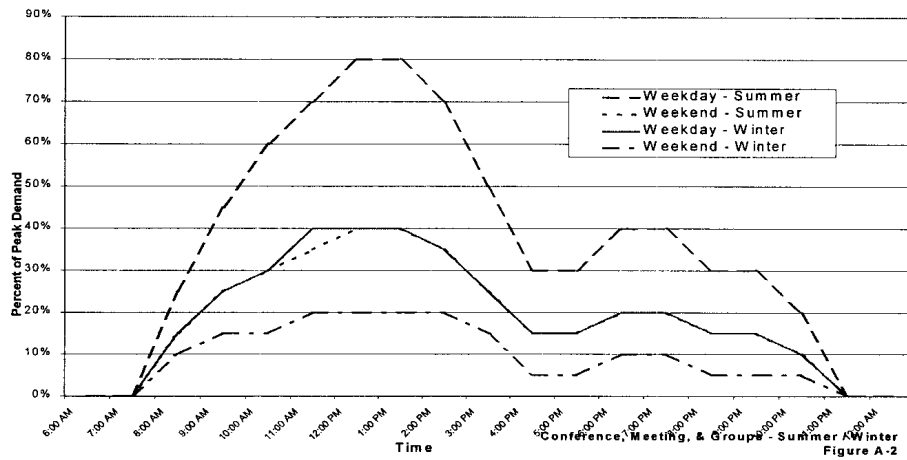
Parking accumulation for hotel guests is based on the Urban Land Institute parking accumulation curves. These curves represent the scenario that parking accumulation increases as guests check-in causing a peak in parking after guests have checked-in that remains high during the night until the morning when the accumulation drops due to guests leaving during the day. The summer parking accumulation was taken directly from ULI information. Based on past experience, the winter accumulation represents approximately 75% of the summer figures.



Snow King Resort Master Plan – Parking

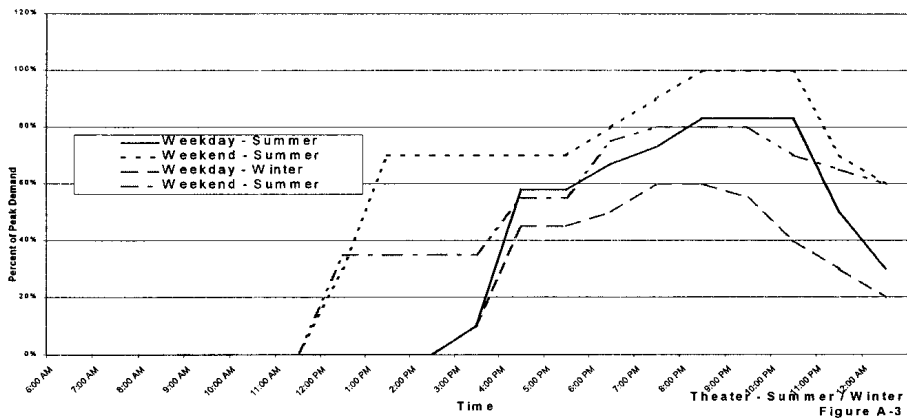
Conference, Meetings, & Groups:

No parking accumulation curves were available from the Urban Land Institute for hotel conference space. Parking accumulation curves were generated based on past and projected use. Summer weekday provided the heaviest use of the facilities peaking between 12:00 p.m. and 1:00 p.m. with an additional peak in the evening hours between 6:00 p.m. and 7:00 p.m. summer weekend use is approximately half of the weekday use. Winter use is approximately half of the summer use.



Theater:

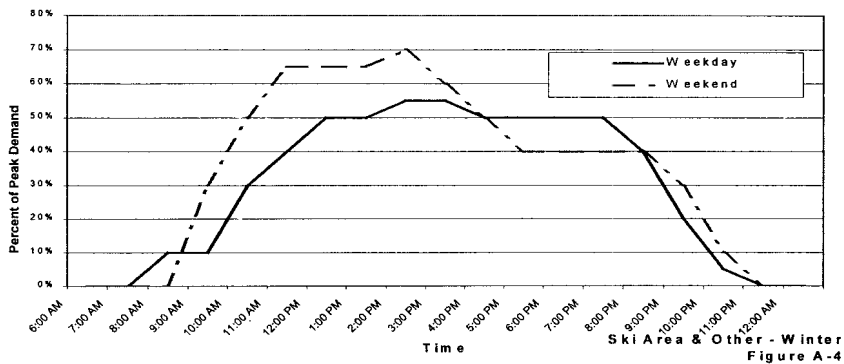
Parking accumulation curves come directly from the ULI recommendations. Summer months represent the busiest season because of the summer releases. Additionally, increased visitor traffic also increases demand on theater parking. Heaviest use occurs during the summer weekend evenings, with summer weekdays having slightly less use. Winter is represented with less use than the summer months.



Snow King Resort Master Plan – Parking

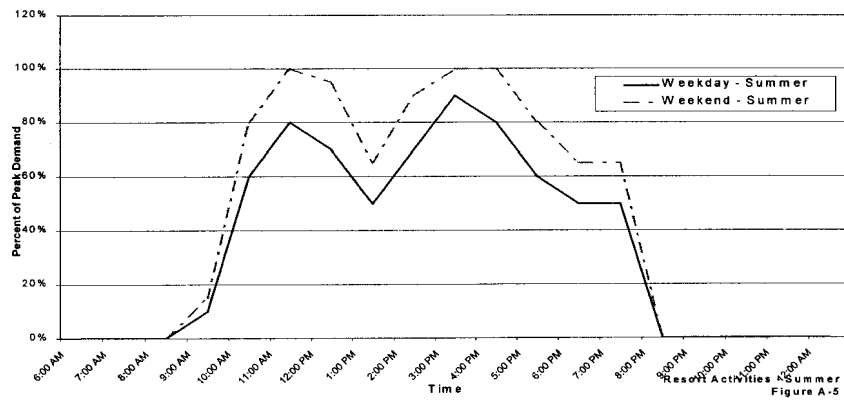
Ski Area & Other:

No parking accumulation curves were available from the ULI to represent demand on ski areas. Parking accumulation curves were generated based on experience with past use. Snow King typically sees two daily peaks corresponding to use during lunch as well as after school. The later peak generally continues into the evening hours. Weekends have a higher peak use with lower use in the evening.



Resort Activities:

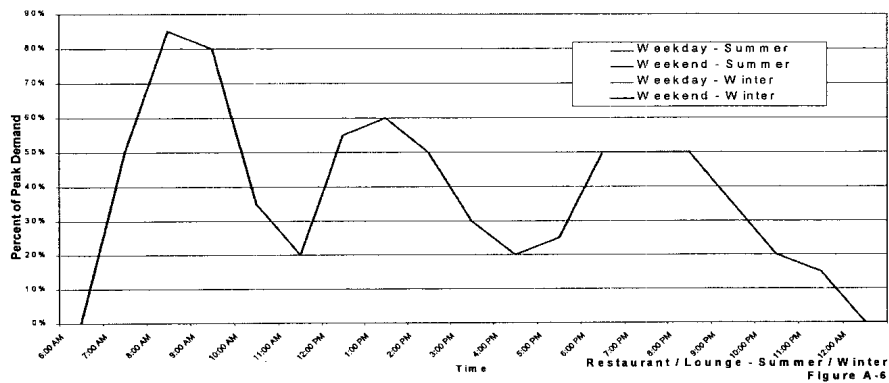
No parking accumulation curves were available from the ULI to represent demand on resort activities. Parking accumulation curves were generated based on experience with past use. The ski area typically sees two daily peaks corresponding to use before lunch as well as before dinner. Weekends have a higher use than weekdays.



Snow King Resort Master Plan – Parking

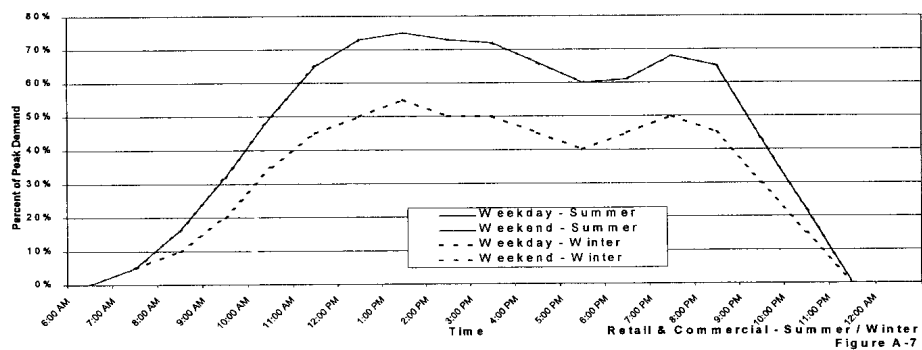
Restaurant & Lounge:

ULI hotel restaurant and lounge parking accumulation curves were consulted, however, the different hours of Snow King's restaurant and lounge required a new curve. The new parking accumulation curve was generated based on past experience and represented composite use of both the restaurant and the bar. The curve shows three peaks corresponding to meal times. Breakfast is the largest of the peaks followed by lunch and dinner. The dinner peak extends until approximately 9:00 p.m. to compensate for evening use of the bar.



Retail & Commercial:

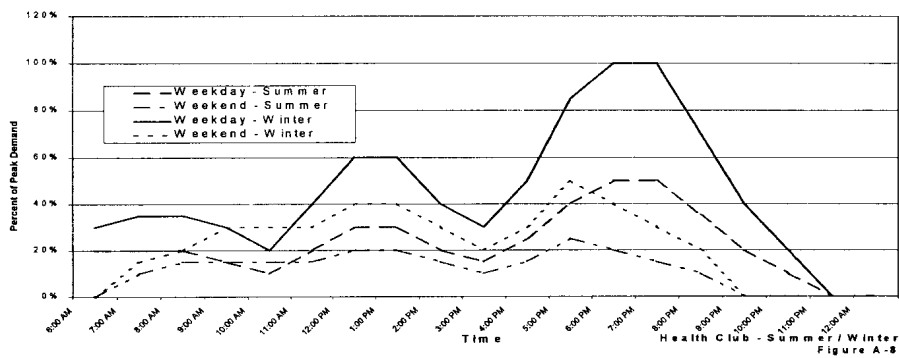
Parking accumulation curves come from the ULI recommendations with an increase in evening use to correspond with visitor shopping patterns. Summer represents the highest demand during the midday with a second peak in the evening. Winter demand is reduced from the summer demand.



Snow King Resort Master Plan – Parking

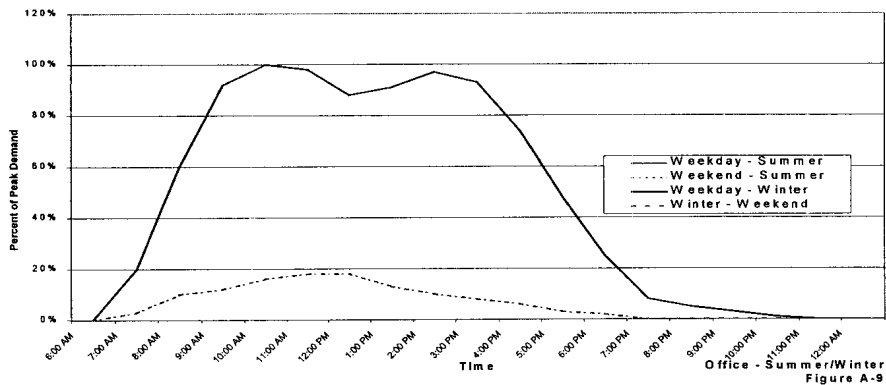
Health Club:

No parking accumulation curves were available from the ULI to represent demand on health clubs. Seasonal demand varied significantly. The largest demand occurs during winter weekdays after work. Weekends and summer weekdays have significantly smaller peaks. Peaks during the weekdays represent times before and after work as well as during lunch.



Office:

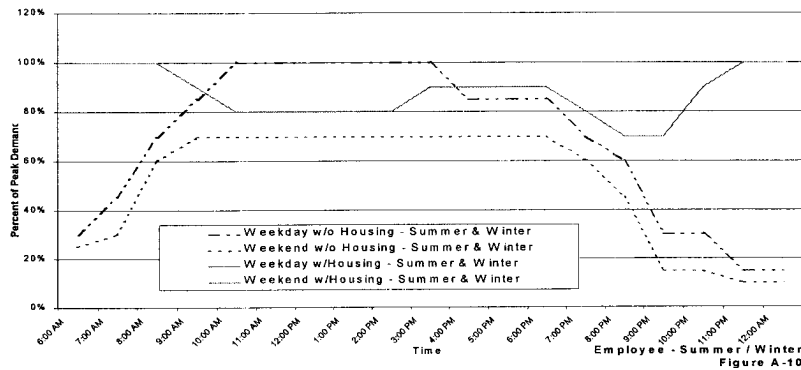
Parking accumulation for office use is based on the Urban Land Institute parking accumulation curves. This category of use has little influence on the overall parking because there are no offices located within the proposed use.



Snow King Resort Master Plan – Parking

Employee:

No parking accumulation curves were available from the ULI to represent parking demand created by hotel employee use. Additionally, there are two types of employees to be considered, those housed on site and those coming from offsite. For the employees housed on site, the parking accumulation was about 80% for most of the day with a slight drop in the evening which increases again starting at 9:00p.m. For the employees with offsite housing, parking accumulation was created using the staffing schedule. Offsite employees parking showed an accumulation of 100% by 10:00a.m. which remained high until about 3:00 p.m. when employees began leaving.



Snow King Resort Master Plan - Parking Elements

Appendix 8

A Discussion of Assumptions in Table P-4: Required Parking Spaces

Each land use and corresponding parking ratio is examined to determine the required number of parking spaces for both the summer and winter season. It is proposed that some of these parking spaces are available for a shared parking system. The parking quantities are split into shared parking and non-shared parking. These quantities are adjusted further to compensate for alternative transportation use and multi-stop auto trips. The computations produce the "adjusted number of spaces required" which represents the number of spaces that would be required if each land had to provide its own separate parking lot.

Parking ratios (Table P-4, Column D):

The parking ratio relates the required number of parking spaces to units of a land use (i.e. the number of hotel rooms or number of theater seats). The parking ratios utilize the Jackson Comprehensive Plan parking standards except as noted.

The exceptions include parking ratios for lodging, miniature golf, and the alpine slide. Other ratios including the Snow King Ski Area and the health club are based on a maximum number of users likely to be using the facilities at a given time.

The lodging ratio was revised upward from 0.75 parking spaces per unit to 1.0 parking spaces per unit to compensate for employees not housed on site. This increase improves parking capacity since the comprehensive plan appears to already include employees in the parking ratio.

The comprehensive plan does not include a miniature golf parking ratio. This analysis utilized 0.7 spaces per miniature golf hole. This ratio assumes that the golf course is frequented by larger groups who typically carpool and that the course can accommodate slightly less than one group per hole.

The alpine slide ratio assumes a similar ratio to a theater, which requires a ratio of 0.33 spaces per user. The number of users is based on revenue from the slide, which is converted to users per hour. The number calculated is likely to be conservative since it cannot account for users who typically ride the slide more than once.

The Snow King Ski Area and skating rink parking spaces are based on past use. The ski area has excess capacity to serve its users, a pattern, which is likely to continue. The anticipated parking requirement is 130 parking spaces. Most large functions such as the fireman's ball and the ski club ball occur during the off- season when excess parking is available.

The health club parking is based on the number of users expected. It is expected that a large percentage of locals will use the club with most driving independently. The health club will require 100 parking spaces.

Number of spaces required (unadjusted) (Table P-4, Columns E & K):

This number represents the parking required for each land use if it were standing alone. The amount of parking is generated by applying the parking ratio to the appropriate number of units. This number is larger than what will ultimately be required since many of the land uses will share the parking area allowing users to park once and use several facilities.

Number of spaces available/not available for sharing (Table P-4, Columns F/G & UM):

A portion of the proposed parking will be available for shared use. In order for shared use to work, it is best if there is a central, easily accessed parking area. Since the periphery buildings have parking lots in various locations and sizes, these will not be included in the available shared parking space number. Furthermore, existing condos or approved condos with their own parking will not be included in any of the shared parking.

Transportation mode factor (Table P-4, Columns H & N):

Snow King Resort's use of shuttle busses and its proximity to the START bus system allow guests travel around the town and county without depending on automobiles. In fact a large percentage of guests do not impact the parking facilities since they fly or are bused to Jackson. The TMF enables the parking to be

Snow King Resort Master Plan - Parking

adjusted for the low use of cars by guests visiting the resort. This factor can also be applied to any land use where alternative transportation modes are used. A factor of 1.0 indicates that every user is driving a car, while the summer lodging factor of 0.60 indicates 60% of the guests drive. A justification of the lodging's transportation mode factor based on existing use is available in **Figure 8-1**.

Typical Summer Day

Number of Rooms Occupied	Type of Guest	Mode of Transport	Percent	Number of Parking Spaces Occupied
30	Bus Tour	Bus	100%	6
145	Convention	Fly & Bus	49%	
		Fly & Drive	21%	30
		Drive	30%	44
25	independent Traveler	Drive	100%	25
200	Total Rooms	Total Spaces =		105

$$\begin{aligned}
 \text{Transportation Mode Factor} &= \frac{\text{total Occupied Car Spaces}}{\text{Total Occupied Rooms}} \\
 &= \frac{105}{200} \\
 &= 52\% \\
 \text{Therefore, } &\mathbf{60\% \text{ appears a reasonable Transportation mode Factor}}
 \end{aligned}$$

Typical Winter Day

Number of Rooms Occupied	Type of Guest	Mode of Transport	Percent	Number of Parking Spaces Occupied
5	Bus Tour	Bus	100%	3
35	Convention	Fly & Van	56%	
		Fly & Drive	24%	8
		Drive	20%	7
60	independent Traveler	Fly & Van	56%	
		Fly & Drive	14%	8
		Drive	30%	18
100	Total Rooms	Total Spaces =		45

$$\begin{aligned}
 \text{Transportation Mode Factor} &= \frac{\text{total Occupied Car Spaces}}{\text{Total Occupied Rooms}} \\
 &= \frac{45}{100} \\
 &= 45\% \\
 \text{Therefore, } &50\% \text{ appears a reasonable Transportation mode Factor}
 \end{aligned}$$

Lodging Transportation Mode Factor
Snow King Resort: Present Situation
Table 8-1

Snow King Resort Master Plan - Parking

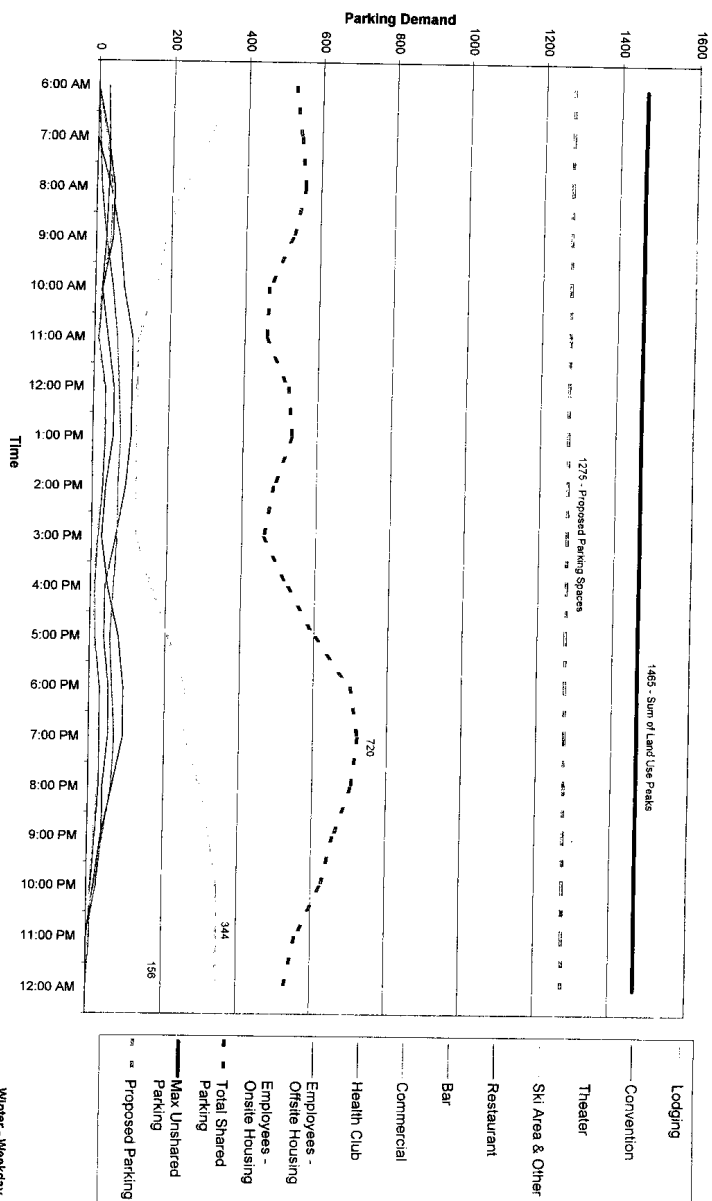
Offsite user factor (Table P-4, Columns I & O):

This factor indicates how many users come from offsite to use a facility. It is likely that many of the conference participants or restaurant and bar patrons will also be hotel guests, so the OUF will allow the required parking to be adjusted for this internal trip. An OUF of 1.0 indicates that 100% of the users come from offsite, while the summer conference factor of 0.50 indicates that 50% of conference attendees come from offsite. This factor allows the required parking to be adjusted so that guests are not counted twice in the parking demand.

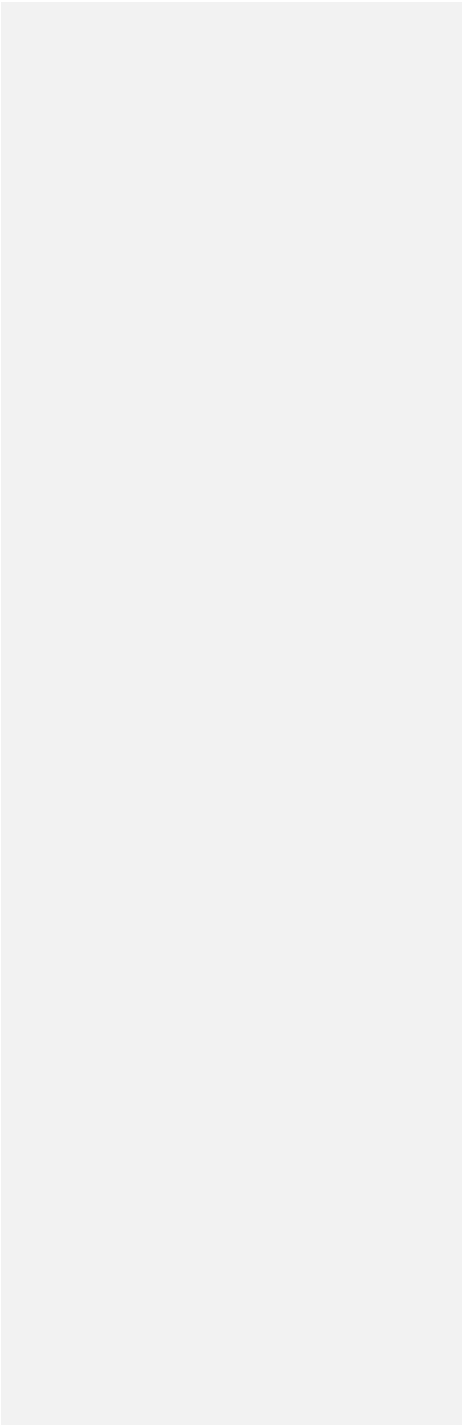
Adjusted number of spaces (Columns J & P):

This number represents a reduction in required parking after the TMF and the OUF are applied. This number is a more accurate estimate of the required parking since it avoids counting users more than once and considers users who use alternative transportation. This number does not yet include any sharing of parking spaces

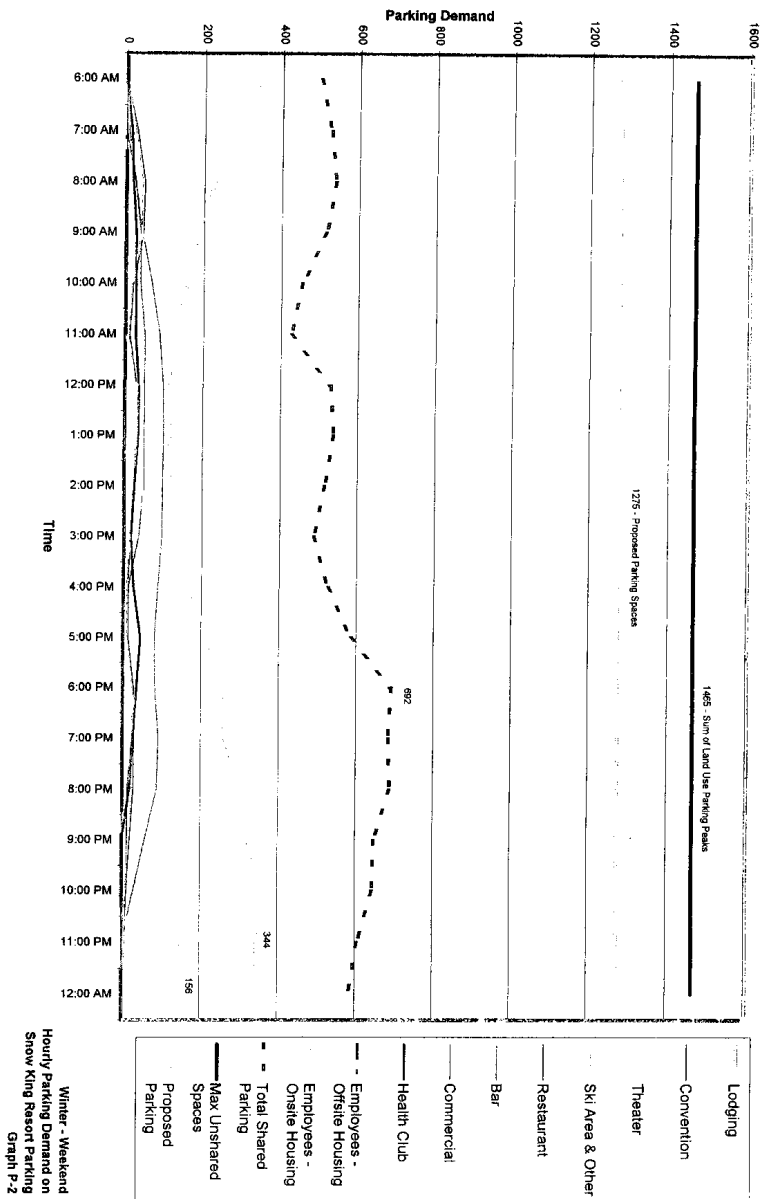
Snow King Resort Master Plan - Parking Elements



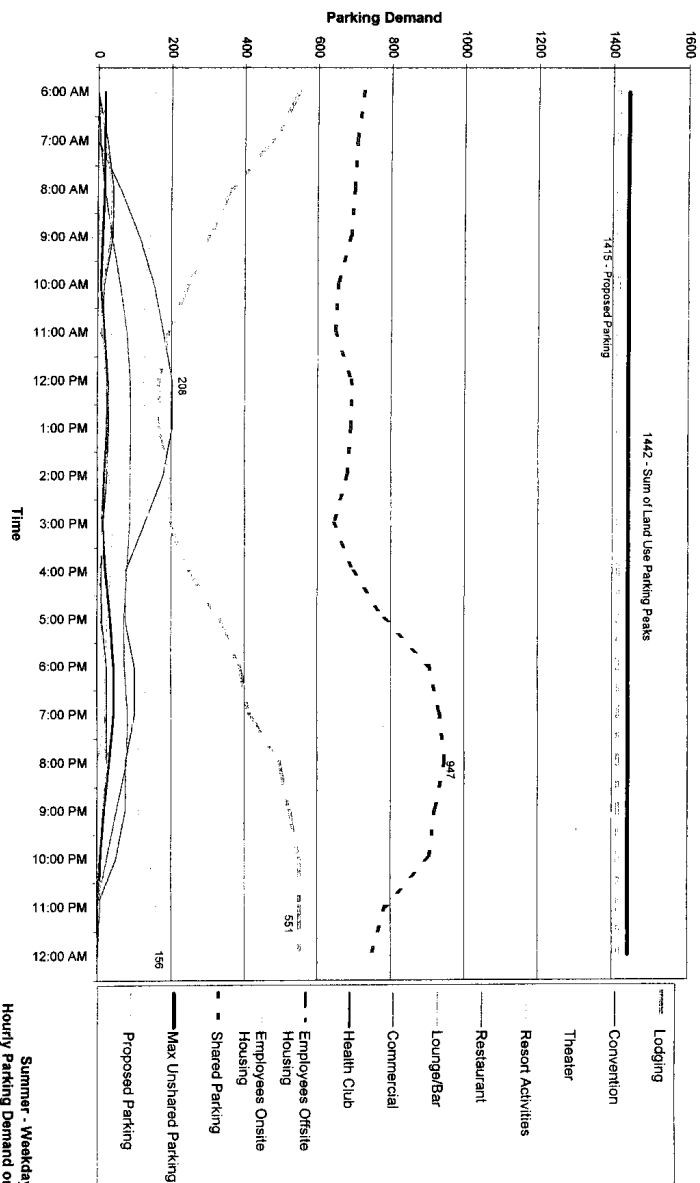
Winter - Weekday
 Hourly Parking Demand on
 Snow King Resort Parking
 Graph P-1



Snow King Resort Master Plan - Parking Elements

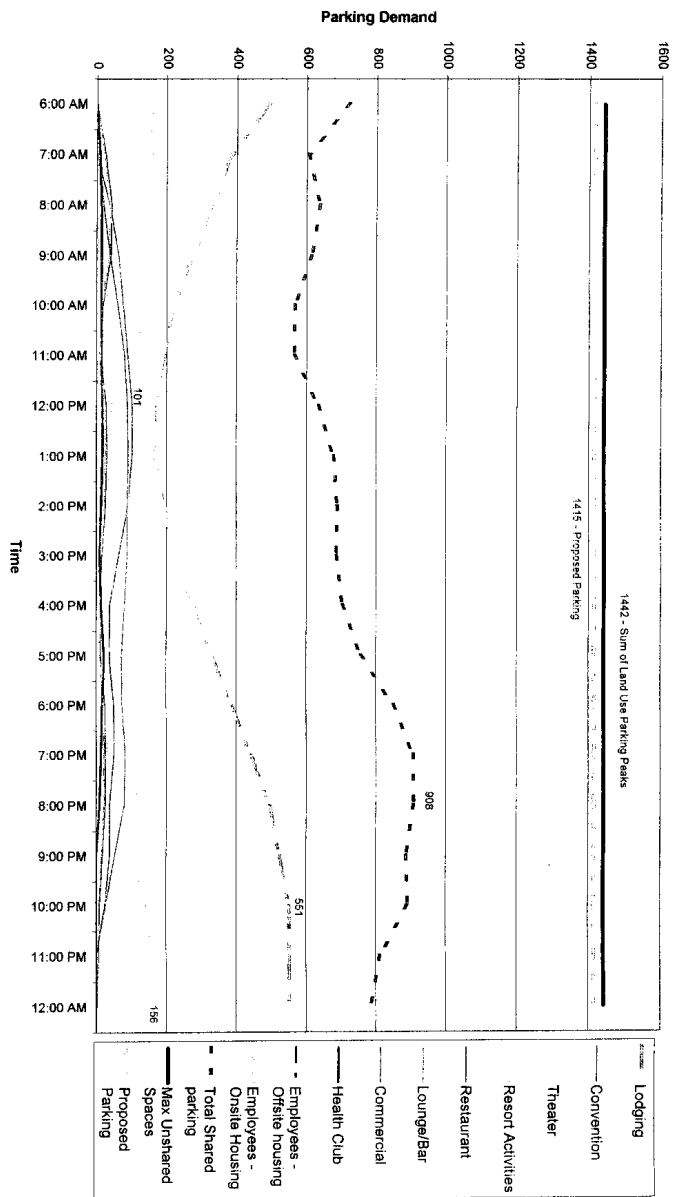


Snow King Resort Master Plan - Parking Elements



Summer - Weekday
Hourly Parking Demand on
Snow King Resort Parking
Graph P-3

Snow King Resort Master Plan - Parking Elements



Summer - Weekend
Hourly Parking Demand on
Snow King Resort Parking
Graph P-4

IX. CAPITAL IMPROVEMENTS PLAN

A. Introduction and Summary

The Snow King Water Supply, Wastewater Management and Storm Water Discharge Systems are designed and developed to meet the critical requirements associated with the function of such a vital gathering center. The Snow King Resort Comprehensive Master Plan represents urban planning that incorporates both destination vacationers and local commerce. Due to the difficulty of consistently servicing such a varying utility demand, peak design considerations were used in the design.

In establishing flow characteristics for the Resort, quantities of water consumption and wastewater production were calculated utilizing historical prediction charts for each service type and then applying this rate to the square footage of the service area. The square footage and water volume values have been summarized in the enclosed "Water and Waste Water Usage Table." It is necessary to keep in mind that this table reflects both the amount of water usage and the amount of water discharged, and has no allocation for water consumption use. The additional consumption use refers to the volume of water lost, evaporated, transpired, or otherwise utilized through leakage, washing, lawn irrigation or utility use. This quantity has been accounted for in the water service design considerations.

Total water usage is based on domestic needs, fire sprinkler suppression, (fire sprinkler suppression and fire hydrant demands are based upon minimum regulatory fire flow and flow duration requirements per Uniform Fire Code [UFC]), irrigation needs and fire hydrant flow requirements. The domestic water demand takes into account both the existing probable peak usage in addition to the proposed Master Plan peak flow rate of 223 gpm. Total peak demand is then calculated by uses expected from such resort facilities. This peak demand is 2,300 gpm. It is essential to understand that a flow of 2,300 gpm includes fire suppression of 1750 gpm, which is not a normal daily system demand. Thus, when removing the fire suppression, normal peak-operating demand is found. The resulting normal peak operating demand is approximately 550 gpm.

The existing and future water usage predictions previously noted do not consider water required for snow making. The Town of Jackson has been concerned about utilizing potable supplies for snowmaking. Snow King has additionally been concerned that the Town of Jackson water is warmer than ideal for snowmaking. To address these concerns, snowmaking water capacity will be expanded this summer (2000) in a joint project with the Town of Jackson to bring cooler water from Flat Creek to the Summit Lift pump house.

The wastewater sanitary system considers the existing Town of Jackson infrastructure capacity, potential wastewater produced by the current land use plan, and the potential flow created by this Snow King Master Plan. The current peak flow is 106 gpm. The proposed Master plan creates an additional 305 gpm. Existing upstream land use has the potential to produce an additional peak flow of 35 gpm. These peak flows are calculated from average day flows that are increased based on a peak flow multiplier. This peak flow multiplier has been produced from previous Town of Jackson maximum day vs. average day wastewater studies. The result is a total potential peak wastewater flow of 796 gpm. Maximum development of the Master Plan exceeds the existing Town of Jackson West Karns Avenue infrastructure by 245 gpm. The additional peak hour flows require the existing 8-inch diameter line located on West Karns, north of the rodeo grounds be increased to a 10-inch diameter line. The capacity of the existing 8-inch diameter interceptor is 593 gpm. This Town of

Jackson interceptor should be upgraded when the percentage of wastewater produced by the Master Plan exceeds eighty percent of the 593 gpm, or 475 gpm. Planning for these costs should be a consideration in the Master plan phases of construction. (See supporting water and sewerage design consideration calculations.)

Storm water runoff considerations are calculated in a similar manner. Design considerations give respect to existing Resort usage and Master Plan development.

Runoff calculations are based on the Jackson Rainfall Intensity Duration data for 10-year and 100-year event frequencies. Detention basins of natural appearance have been designed and designated to accommodate the 10-year storm event. Discharge leaving detention areas will not exceed the predevelopment rate for a 10-year storm. Storm water runoff generated from 1-year to 10-year events release the highest concentration of pollutants and settleable solids. These storms will pass through treatment facilities located at the catch basin receptacles. These storm water catch basins will remove the pollutants without possible re-suspension by future runoff events.

The Storm Water Runoff from the developed site will proceed directly to a Town of Jackson collection facility, but shall not discharge at a rate greater than the 10-year and 100-year predevelopment rate. Storm water runoff from the Forest Service property will be naturally diverted around the Resort. The 100-year storm event will bypass the detention areas and be handled by the proposed storm water facilities that connect to the Town of Jackson system.

Consideration has also been given to other utilities. Electricity, gas, cable TV and telephone are all available at the site and will be expanded as needed. Private in-resort telephone and broadband capabilities will also be expanded as needed. Two-way radio, telephone and internet capabilities at our mountain-top (Snow King West) site is also used by the Resort to provide broadband connectivity.

B. Water Supply System Plan

The Snow King Resort Water Supply System Plan was developed to meet the critical requirements associated with public water distribution. The first requirement was to determine the quantity of water need for domestic supply to accommodate the proposed facilities. The second objective is to provide fire flow suppression through fire sprinkler and fire hydrant supply.

Design Consideration - Water Service

1) Potential Flow Required by Master Plan

The practice for predicting water consumption was to develop a system capable of meeting maximum day demand

Existing and Master Plan Combined

$$\begin{array}{rcl} \text{Max Daily Flow} & = & 319,800 \text{ gpd} \\ \text{(See Waste Water Calcs.)} & = & 223 \text{ gpm} * \end{array}$$

* Total pre and post development Max. Day Waste Water Flow

Total peak demand is based upon the demand required for domestic flow, fire sprinkler flow, lawn sprinkler flow, and fire hydrant flow. Fire flow shall provide 1,500 gpm for a minimum to w-hour duration. Fire hydrant flow shall provide a minimum 250 gpm flow.

$$QT = Q_{\text{Domestic}} + Q_{\text{Fire Sprinkler}} + Q_{\text{L Sprinkler}} + Q_{\text{Fire Hydrant}}$$

$$Q_{\text{Domestic}} = 450 \text{ gpm} *$$

$$Q_{\text{Fire Sprinkler}} = \text{Fire Sprinkler Flow} = Q_{\text{FS}}$$

$$Q_{\text{L Sprinkler}} = \text{Lawn Sprinkler Flow} = Q_{\text{LS}}$$

$$Q_{\text{Fire Hydrant}} = \text{Fire Hydrant Flow} = Q_{\text{FH}}$$

* Use Multiplier factor of 2 x Max Day Waste Water flow. Accounts for additional water usage not recorded as Waste Water flow.

UNIFORM FIRE CODE

Classification Group A Occupancy

Division I (UFC-91, Sect. 9117)

Group R Occupancy

Division I & 3

Minimum Reg. Fire Flow & Flow Duration

Table No. A-111 - A-I UFC-91 pg. 496
Type 111 One-hr@ 6,000 gpm

75% Fire Flow Reduction

Assuming FS Installation = 1,500 gpm
For 2-hr duration

QL Sprinkler = QLS 100 gpm (Assumed)

QFire Hydrant = **QF.H.** 250 gpm

QT= 2,300 gpm = Peak Hour Demand

QT = QFS - QFH = 548 gpm = Normal Max Operating Demand

2) Existing Infrastructure Capacity

The fact that maximum day water demand may occur several days consecutively led us to consider checking for a water supply that would provide the maximum day demands, 548 gpm, and a source that could provide the peak hour demand, 2,300 gpm.

The expanded Snow King system will tie into the existing Town of Jackson 6-inch diameter high pressure line that parallels the Resort's northern property boundary. The new Snow King water main would complete a high-pressure water main loop creating a system more efficient than the existing dead-end main. The existing source is a system comprised of six-inch diameter service nourished from a twelve-inch diameter line located in East Kelly Avenue.

The Town of Jackson water system has sufficient water supply and storage to meet the maximum day demands, 548 gpm, and the peak fire and domestic demand of 2,300 gpm. Snow King will need to provide the additional water mains to complete the high-pressure zone and deliver the water to proposed Resort facilities.

Deleted:

Total peak demand requirement for the mid-mountain lodge shall be supplied via a pump station. The fire suppression shall be supplied via a buried storage tank located above the mid-mountain lodge.

C. Sanitary Sewer

Design Consideration

The Snow King Resort Sanitary Sewer Management Plan was developed to meet two crucial objectives. The first, to determine the infrastructure required on-site to handle the capacity of the proposed facilities. The second, to convey sanitary sewer flows away from the Resort and distribute these discharges into the Town of Jackson sanitary system. The following design considerations are incorporated into the design and shall be considered during construction phases of the Master Plan

- 1) Existing Town of Jackson Collector Capacity - Upstream of MH CI 0-16
 - Alley parallel and between E. Kelly and E. Karns MH CI0-30 to MH CI0-16
 - Existing 10" PE pipe / minimum slope downstream = 1.47%
 - Land use currently designated: residential
 - Existing 10" will handle 1,550 gpm maximum
- 2) Existing Collector System and Land Use Flow Potential - Upstream of Resort

The Snow King Collector sewer objective is to collect wastewater from various Resort service lines and carry it by gravity to the Town of Jackson Interceptor Sewers.

Current Snow King Resort Flow Potential

204 Hotel Units at 225 gpd/room	45,900 gpd
40 Condominium Units at 2 Units Each at 225 gpd/unit	18,000 gpd
Motel Restaurant Services - 200 seats at 80 gpd	1 6,000 gpd
Pitchfork Townhomes - 19 units at 450 gpm	13,500 gpd
Clark's Knoll Townhomes - 19 units at 450 gpd	<u>8,550 gpd</u>
Existing Max. Day Waste Water Flow Total (I)	101,950 gpd
Total (I)	71 gpm
Existing Peak Hour Flow	106 gpm

3) Dwelling Units Representing Potential Upstream Flows:

Zone	Area	Max Density	No. of Units	Flow Max Day (gpd)
AR	34.7 Acre	4.6/Acre	160	70,400
NC-2	25 Lots	2/Lot	50	22,000
NC/SF	144 Lots	1/Lot	144	63,360
SR	139.1 Acre	2.9/Acre	403	77,320
R	80 Acre	1/Acre	80	35,200
PRD	Pitchfork	30 Units	30	13,200
PRD	Snow King	See Table		<u>88,450</u>
			867	470,230

Average Day Flow (Max Day/2)	=	235,115 gpd
Max Day Flow	=	470,230
		328 gpm
Peak Hour Flow (Avg Day *3)	=	490 gpm
Potential Upstream Max Day		
Flow Minus Snow King Resort	=	368,280 gpd
Potential Upstream Avg. Day		
Flow minus Snow King Resort	=	184,140 gpd
Potential Upstream Peak Hour		
Flow Minus Snow King Resort	=	552,420 gpd
	=	385 gpm

Existing 10" P.E./n = 0.010/S=1.47%

$$Q = 1.49 AR^{2/3} S^{1/2} / n$$

Q = 1,550 gpm; Capacity of Existing Collector

Storm water runoff generated by the 1 -year to 10-year storm events on roads.

4) Potential Flows for Snow King Master Plan

The collector sewers have been designed for peak flows that include a factor applied at four times the expected average daily flow. The collector sewers were then sized using the peak flows and Manning's equation. Manning's equation is utilized to predict the adequate pipe diameter required for full flow design based on pipe diameter, pipe slope and peak flow, a minimum slope of 0.75 percent was used to represent a minimum pipe slope scenario. The pipe is then checked for a minimum scouring velocity of 2.5 ft/s applied with a lower average daily flow rate.

Proposed Master Plan Flow Potential-2000

494 Hotel Units at 225 gpd/room	=	111,150 gpd
120 Hotel Units at 225 gpd/room		27,000 gpd
100 Hotel Units at 225 gpd/room		22,500 gpd
Commercial Space and Assembly at 146,000 SF		
Assume .05 gpd / ft2 (5000 SF at 225 gpd per)		7,300 gpd
Commercial Theaters/Health Club/Daycare/		
Pool at 37,000 SF. Assume 0.11 gpd/ft2		
(2000 SF at 225 gpd per)		4,200 gpd
Restaurant/Services - 200 seats at		
80 gpd each		16,000 gpd

Deleted: The collection system at the proposed mid-mountain lodge shall incorporate a settling tank for the treatment of suspended solids. This collection of solids is necessary due to the steepness of slope required to move wastewater from the mid-mountain lodge to the Town of Jackson interceptor system.

Employee Housing at 18 units at 450 gpd each	=	8,100 gpd
Condominiums at Love Ridge at 40 units at 450 gpd each	=	18,000 gpd
Cottages at 8 units at 450 gpd each	=	3,600 gpd
Proposed Max. Day Flow Total (2)	=	217,850 gpd
Proposed Max. Waste Water Flow (2)	=	152 gpm
(See Water and Waste Predicted Usage Table for additional breakdown)	=	223 gpm
Max Daily Waste Water Flow (1 & 2)	=	319,800 gpd
Avg Day Flow (Day/2)	=	108,925 gpd
		76 gpm
Peak Hour Flow (Avg Day* 4)	=	305 gpm

5) Total Flow - Existing and Proposed

Existing Peak Hour Flow (Reflects potential flow upstream from Resort)	385 gpm
Proposed Peak Hour Flow (Reflects 2000 Snow King Master Plan)	305 gpm
Existing Max. Day Waste Water Flow (1) Total Flow (QT= 385+305+71)	106 gpm = <u>796 gpm</u>

6) Existing Collector Capacity at the Resort Discharge

10" PE / n = 0.010 / S = 1.47%
 $Q = 1.49 \text{ AR}^{2/3} \text{ S}^{1/2} \text{ n}$ Full Flow = Manning's Equation
 Q.E.C. = 1,550 gpm Capacity of Existing Pipe = Q.E.C.
 QT = 796 gpm
 Q.E.C. = 1,500 fpm > QT = 796 gpm

7) Existing Town of Jackson Collector Capacity - Downstream of Resort

- Line parallel with West Karns Avenue between Mateosky Park and Flat Creek Drive MH CI0-10
- Existing 8" clay / minimum slope downstream = 1.2 %
- Current land use designated: residential

The existing Town of Jackson Interceptor Sewers were checked for the capacity of three times the future maximum expected average daily flow, the maximum future flows are representative of the maximum possible build-out potential of all upstream sewers in accordance with the current land use plan.

Dwelling Units Representing Potential Downstream Flows Influencing Existing Collector Capacity on West Karns Avenue.

<u>Zone</u>	<u>Area</u>	<u>Max Density</u>	<u>No. of Units</u>	<u>Flow- May Day (gpd)</u>
AR	12 Acre	4.6/Acre	55	24,200
NC / MHP	6 Lots	2 / Lot	12	5,280
PI SP	24 Acre			<u>10,560</u>

Existing Downstream Max Day Flow Potential 40,040

Existing Downstream Max.
Day Flow Potential = 30 gpm

Existing Downstream Peak Hour Flow 42 gpm

* (Reflects max build-out of existing land use
upstream of Park and Snow King Resort) 385 gpm

Proposed Peak Hour Flow (Reflects 2000
Snow King Master Plan) 305 gpm

Existing Peak Hour Flow (1) 106 gpm

Potential Total Peak Hour Flow at MH CI 0-10 838 gpm

Existing Collector Capacity

8" Clay / n == 0.013 / S = 1.2 %
Manning's equation for Full Flow
 $Q = 1.49 A R^{2/3} S^{1/2}$ n = 593 gpm
593 gpm < 830 gpm

Therefore, 8" existing TOJ sewer main must
be replaced with new 10" main,
approximately 1,200 LF

The peak hour flows for maximum build-out and the proposed Snow King facilities exceed the downstream Town of Jackson 8-inch diameter collector by 245 gpm. Expansion in accordance with the Snow King Master Plan beyond a potential flow of 593 gpm will require approximately 1200 linear feet of existing Town of Jackson interceptor to be replaced with a 10-inch diameter interceptor. The interceptor could be replaced upon reaching 80 percent of the 593 gpm that exceeds the 8-inch interceptor's capacity. This would allow the Town of Jackson and Snow King Resort to plan and acquire the funding required to replace this line. The Town may be interested in creating a joint investment account that both parties could contribute to annually, raising and sharing the cost of the infrastructure replacement. It would be of great benefit for the Master Plan to indicate rate of development, so that a proper fund could be established that would accrue at a rate equal to the anticipated replacement occurrence.

Note :

Town of Jackson WWTF Flows Indicate

- Max day = 2 * Avg day
- Max hour = 2.7 * Avg day

Snow King Master Plans Calculations Utilize

- Max day = 2 * Avg day
- Max hour = 4 * Avg hour

TOJ Line Capacity Calculations Utilize

- Max day = 2 * Avg day
- Max hour = 3 * Avg day

D. Storm water Management Plan

A complete storm water management program contains many elements including on-site infiltration and detention, collection, and transport systems. The Snow King Resort Storm water Management Plan was developed to meet several major objectives associated with post-development storm water runoff. The most critical is to convey storm water away from developments, thus diminishing the water buildup from minor storms and damage that can be associated with major storms.

Storm water Runoff Design Conditions

The methodology for calculating peak rate of runoff from undeveloped and developed areas and runoff storage is "Rational Method." Runoff calculations are based on the Jackson Intensity Duration Frequency data CIA "RATIONAL METHOD"

Find: Rainfall intensities for 10-year and 100-year events.

Find: Max allowable pre-development release for 100-year storm event.

The rational method assumes that the maximum flow will occur at the time when all of the runoff flows from the contributing watersheds reach the outlet.

Existing Site Conditions (In Acres)

Sub- Area	Total <u>Area</u>	Pervious Area	Impervious Area
1	4.51	13.50	1.03 (Roof & Asphalt)
2	4.96	4.52	0.044 (Dirt)
3	5.28	5.28	0.00
4	13.09	12.09	1.00
5	13.55	10.27	3.28 (Roof & Asphalt)
6	17.70	16.70	1.00 (Dirt)

Pre-Development Runoff Summary

<u>Sub-Area</u>	<u>Time of Concentration (min)</u>	<u>10-Year Event (CFS)</u>	<u>100-Year Event (CFS)</u>
1	20.3	3.88	6.09
2	24.9	1.23	1.93
3	22.2	1.08	1.69
4	28.4	2.82	4.51
5	22.3	5.11	8.02
6	29.8	3.48	5.52

Pre-Development Runoff and Conditions

Assume 100% pervious surface conditions
C= 0.3 for undeveloped with sparse grass

Time of concentration

$$T_c = \frac{1.8 (1.1-C) V_L}{(S)^{1/3}} = \frac{1.8 (1.1-0.3) V_{2200}}{(15)^{1/3}} = 27.4 \text{ min}$$

Rainfall Intensity: 10-Year 0.89 in / hr
100-Year 1.40 in / hr

QIO = 0.3 (0.89) 69 18.45 CFS
QIOO = 0.3 (1.40) 69 28.98 CFS

Post-Development Runoff and Conditions

No development shall cause adjacent landowners, water courses or conduits to receive storm water runoff from the proposed development at a higher peak flow rate than would result from the same storm event occurring over the site if the land was in its undeveloped condition. The storm events considered will be for a 10-year and 100-year event.

Post-Development Site Conditions

<u>Sub-Area</u>	<u>Total Area</u>	<u>Pervious Area</u>	<u>Impervious Area</u>
1	14.51	6.22	8.29
2	4.96	1.06	3.90
3	5.28	2.72	2.56
4	13.09	9.29	3.80
5	13.55	11.13	2.42
6	17.70	16.07	1.63

Post-Development Runoff Summary

<u>Sub-Area</u>	<u>Total Area</u>	<u>Pervious Area</u>	<u>Impervious Area</u>
1	20.31	9.32	14.63
2	31.71	2.98	4.72
3	28.1	2.45	3.92
4	13.09	9.29	3.80
5	13.55	11.13	2.42
6	17.70	16.07	1.63

Storm water Runoff Summary

<u>Sub-Area</u>	<u>Acres</u>	<u>Post-Dev. Runoff (CFS)</u>	<u>Minimum Diameter Storm Pipe (3 CFS)</u>	<u>Design Release (CFS)</u>	<u>(CFS)</u>
1	14.51	14.63	24"	9.67	6.09
2	4.96	4.72	15 "	3.12	1.93
3	5.28	3.92	15"	2.59	1.69
4	13.09	7.23	18"	4.78	4.51
5	13.55	7.15	1 8"	4.71	8.02
6	29.80	<u>5.99</u>	<u>15 "</u>	<u>4.10</u>	5.52
		43.65	Mass Calc. -	28.98	
			Ind. Calc.		27.76

27.76 Max allowable release- 100-year event base

Storm water subsurface facilities are required to carry the runoff from a 25-year storm event as minimum design criterion. Storm water surface facilities shall be sized to handle additional runoff from the 100-year storm event as a minimum.

Non-contaminated storm water from roofs and landscaped areas shall be designed to flow into natural detention areas. These designed detention areas shall be sized to accommodate the 100-year storm event. The rate of flow leaving these detention areas shall not exceed the pre-development rate for the 10-year to 100-year storm.

Sub-Area Release and Storage Summary - 100-Year event

<u>Sub-Area</u>	<u>Acres</u>	<u>Release (CFP)</u>	<u>Storage Volume (CF)</u>
1	14.51	6.09	5,987
2	4.96	1.93	3,135
3	5.28	1.69	2,085
4	13.09	4.51	1,545
5	13.55	4.71	966
6	29.80	5.52	50

Previous calculations show that a 36" pipe in a 4' x 5' percolation trench provides 10.05 CF/LF storage. 24" provides 7.43 CF/F: storage.

Sub-Area	Volume	Length	
		36"	24"
1	5,987 CF	596 LF	806
2	3,135	312	422
3	2,085	208	281
4	1,545	153	208
5	966	96	130

Storm water runoff generated by the 1 -year to 10-year storm events on roads and parking areas shall pass through treatment facilities to remove and trap settleable solids and floating petroleum products from the storm water as practical without resuspension of contaminants by runoff from subsequent storm events. Storm water runoff generated by the 10-year to 100-year storm events shall bypass the treatment facilities and proceed directly to the Town of Jackson collection facilities, but shall not discharge at a rate greater than the pre-development rate for the 10-year to 100-year storm event.

Storm water runoff from the Forest service property shall be naturally diverted around Snow King Resort utilizing resort facilities to handle mountain runoff for the 100-year storm event.

The Resort Master Plan should incorporate detention basins of volume as shown in the 100-year storage summary table. Additional infrastructure will then carry overland flow not detained on site. The Storm Water infrastructure shall be sized to accommodate 100-year event storms and be incorporated with the existing Town of Jackson Storm Water Infrastructure.

E. Other Utilities

The Site is supplied with sufficient capacity of electrical, gas, telephone and cable television lines. Expansion of these utilities will be available as expansion occurs. Within the site, the Snow King Resort Master Association will administer private telephone, internet, broadband satellite /cable TV lines and construct additions as needed. In cooperation with the Town of Jackson, the Applicant is undertaking an expansion of the snowmaking water capabilities during the summer of 2000. The mountaintop west electronic site was expanded during the 1999 summer to allow for additional wireless telephone and high-speed internet equipment. Additional room is available at this site for future expansion to serve the Resort and the community at large.

F. Additional Conditions

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 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 charrette process. The mitigation fee to 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 permit.

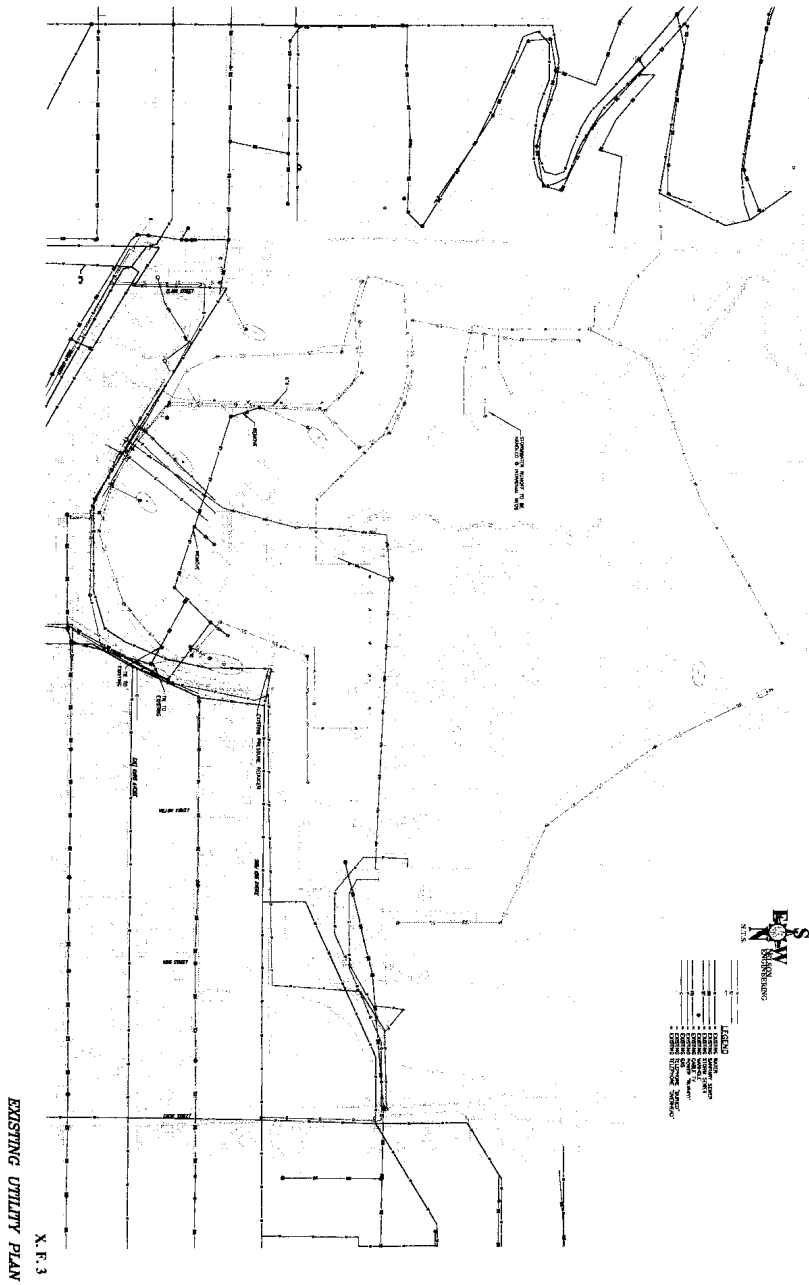
The total new square footage allowed under the proposed resort master plan is estimated to be approximately 700,000 SF. This new square footage does not include the existing hotel building or the Love Ridge development. As such the mitigation fees shall be forwarded to the Town as follows:

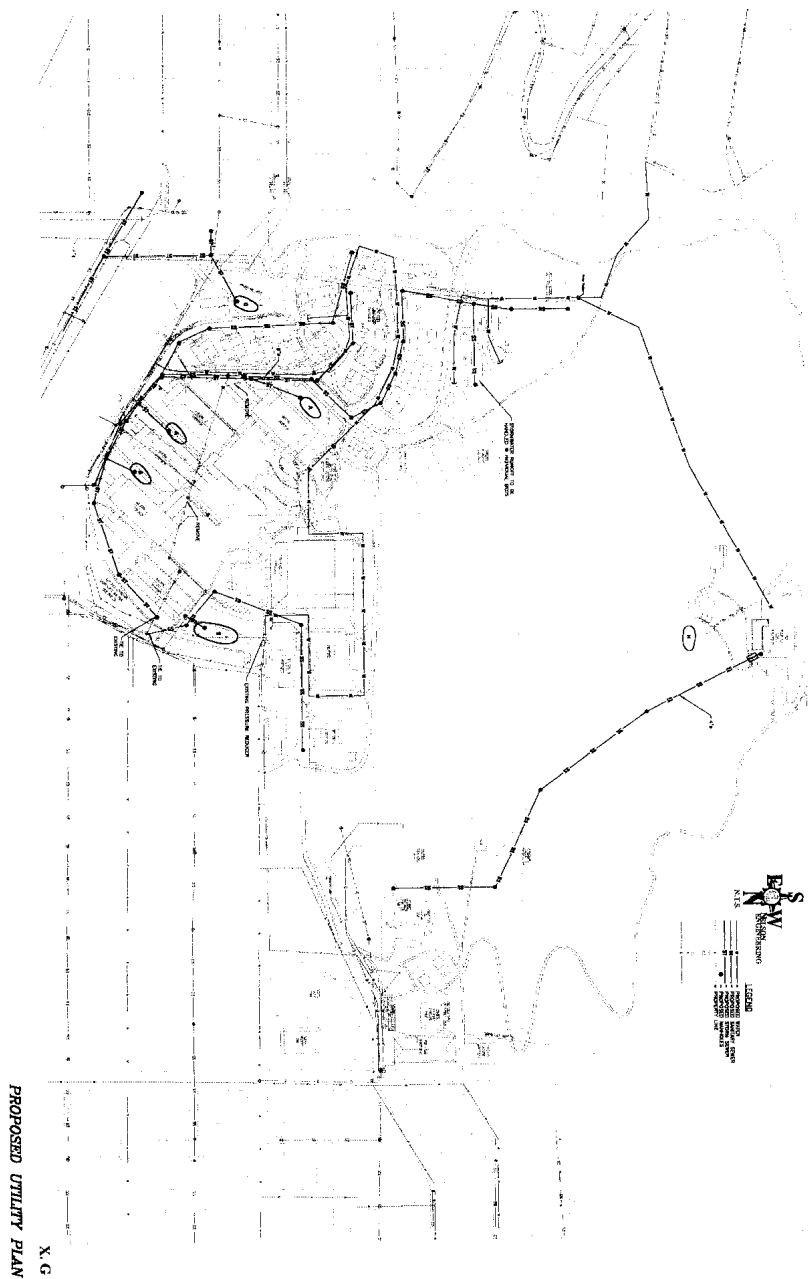
At 200,000 SF of new development: The applicant shall be required to provide 100% of the project costs associated with the completion of improvements to the Snow King/Willow Street intersection. Improvements shall be completed to satisfy the Town standard Level of Service (LOS) requirements for the traffic anticipated at the build out of the development.

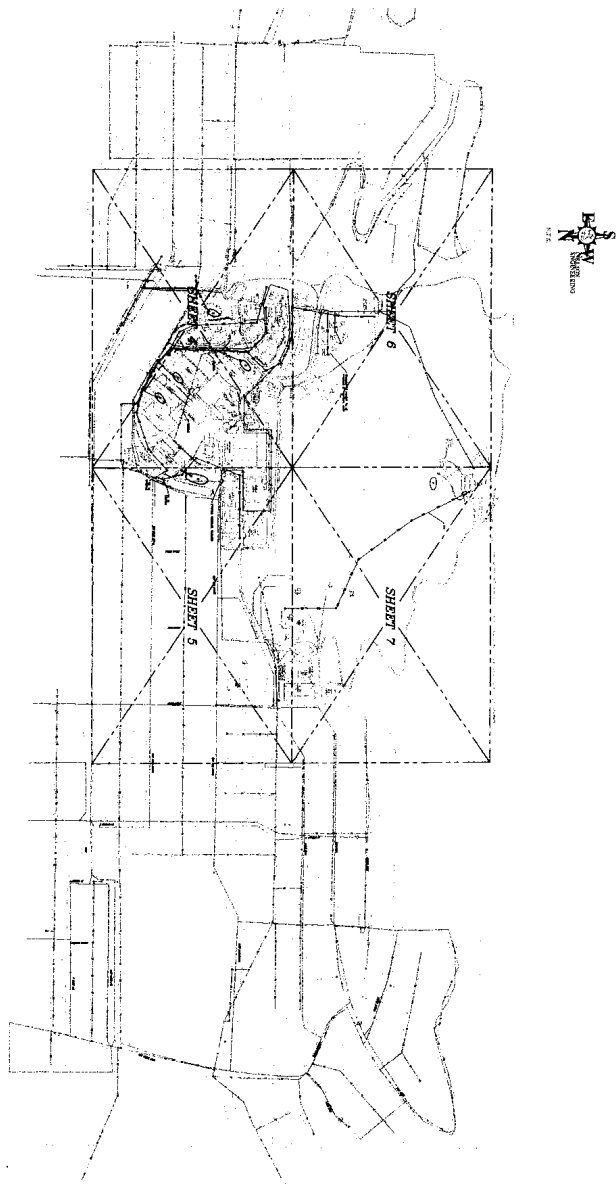
The applicant shall also provide a mitigation fee in the amount of 15 % of the total estimated project cost required to complete the Willow and Cache Street corridors.

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.

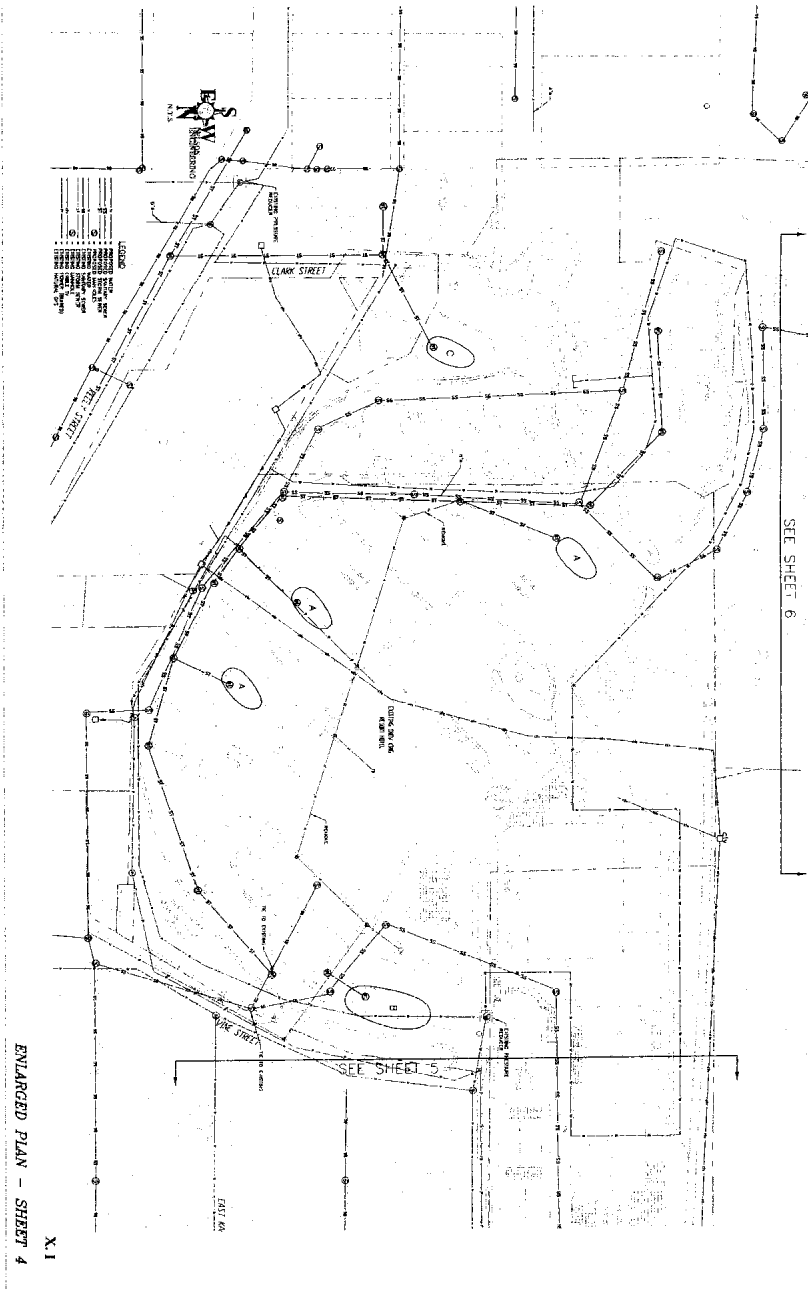
At 600,000 SF of new development: The applicant shall provide an additional mitigation fee in the amount of 15% of the total estimated project cost required to complete the Willow and Cache Street corridors.

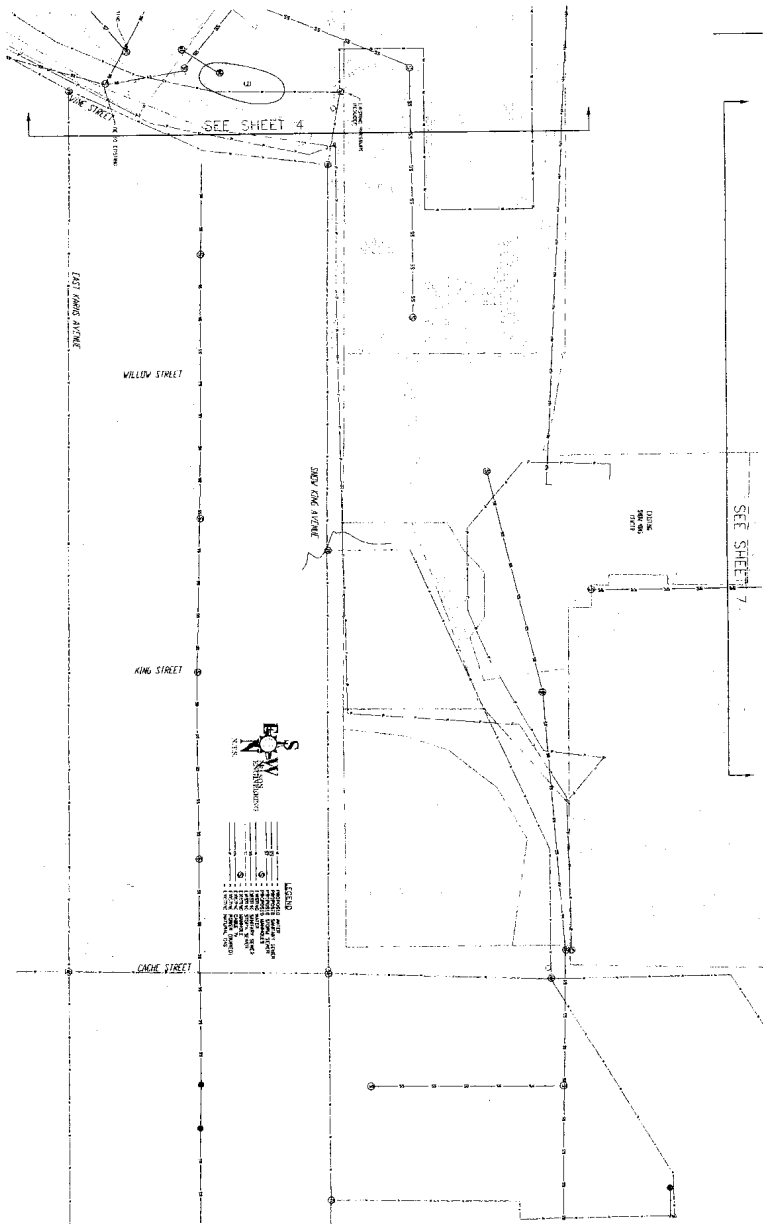






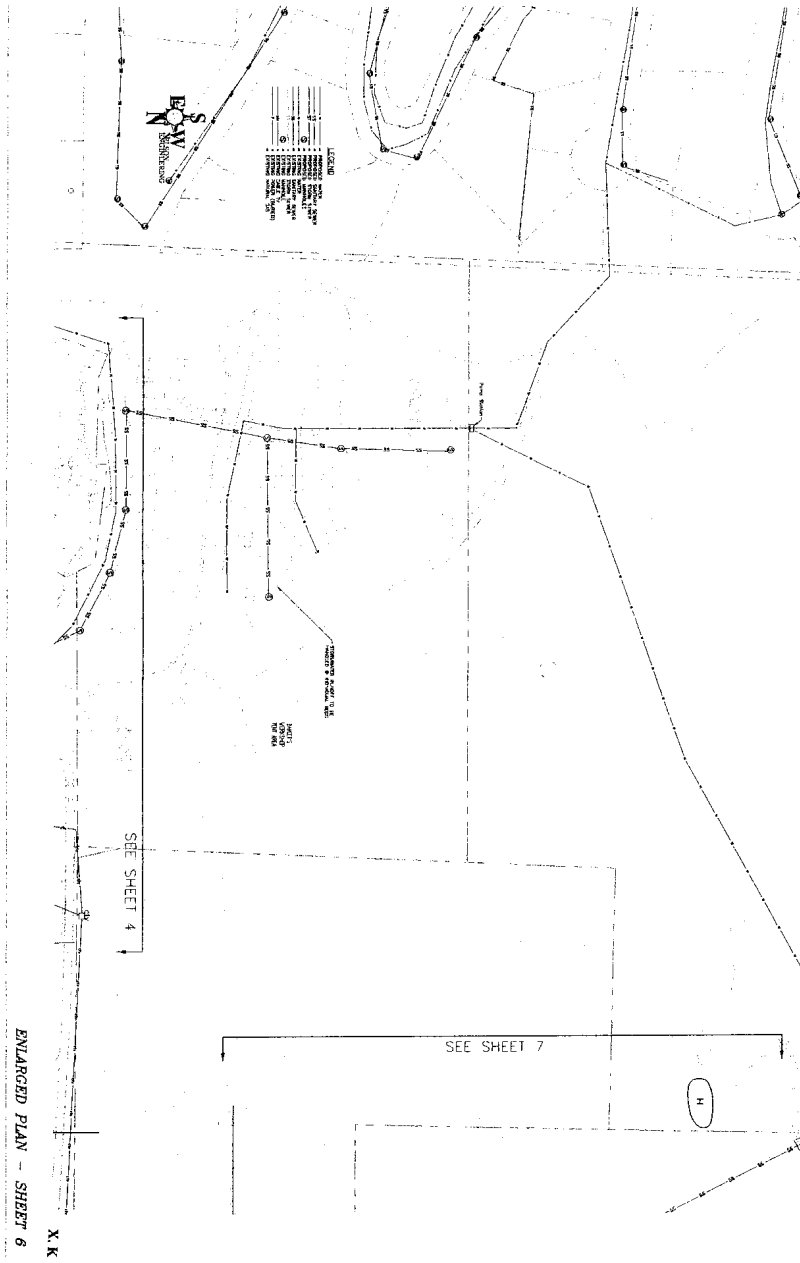
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ENLARGED PLAN INDEX





ENLARGED PLAN - SHEET 5

X.1



XI. PHASING AND THE SNOW KING RESORT MASTER ASSOCIATION

The PRO regulations require a phasing plan and an explanation of relevant management policies and procedures that will guide the implementation of the master plan. The phasing plan must include performance objectives and must be sufficient to assure that development will take place in a logical sequence and that an adequate monitoring program is in place to determine the accomplishment of proposed remedies and mitigation measures for projected impacts.

Snow King will develop the property in phases and in a well-balanced manner. While there is no specific timeline and individual phases will be constructed according to market demand, Snow King will insure that all facilities required for the convenience of guests, public safety and mitigation of any negative impacts are constructed in a timely and concurrent fashion and follow a logical sequence. As additions are completed, the entire infrastructure and other required performance components for each phase will be in place and performance standards will be adhered to. These components include utilities, parking, housing and transportation elements that will be developed in increments in tune with commercial, lodging and other development. When any of these components are built in excess of the required needs of a particular phase, and in excess of the cumulative needs to date, this excess will be credited towards the requirements of future phases. Final Development Plans for each building or phase will address the specific impacts and required mitigation associated with it.

As a first phase, Snow King plans to improve the periphery road (Snow King Loop) concurrent with the construction of infrastructure associated with the Love Ridge development. When this road is built, utilities will be oversized to accommodate future needs envisioned in this Master Plan.

The Snow King Resort Master Association (SKRMA) will oversee the proper phasing and administration of all development within the resort district. The intent of this organization is to have one voice represent the resort district and to ensure that adequate monitoring programs are established for development within the district.

SKRMA will be controlled by the landowners in the District and will ensure that development occurs in groups, or bundles, that ensure a well-balanced development. SKRMA will be managed by a Board of Directors consisting of up to seven members elected by the District property owners, with voting based on assessed valuation as described in the Board bylaws. SKRMA will assign responsibilities and cost sharing among entities other than the applicants. SKRMA will provide an annual report to the Town of Jackson upon request that includes current membership and contact information, phasing plan compliance, and financial information.

The responsibilities of SKRMA include serving as the conduit for all major development applications within the resort district, and assessing dues and fees for landscaping, snowplowing, and common area road repairs within the district. SKRMA is tasked with the responsibility of carrying out the Transportation Demand Monitoring plan associated with this master plan and submitting results as required to the Town of Jackson. The organization will have one primary point of contact for all inquiries, billing, and organizational requests. SKRMA will exist in perpetuity to oversee the administration and development plans of the resort district and to ensure that resort commitments within this Master Plan are transferable to all new future owners of property within the district. SKRMA members will pay dues on an annual basis to cover costs associated with the management and operation of the organization. In July, 2019 SKRMA adopted a resort wide 1% fee on overnight lodging and income generated within the resort district as a funding mechanism for the district. It is proposed that all property owners within the resort district contribute to SKRMA via this resort wide fee structure.

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Initially all developments, the concurrent construction of required mitigation elements and the management of the entire complex will be the responsibility of Snow King Resort, or its assigns. As development progresses and sub-divisions of unplatted land are proposed, responsibilities for common aspects of the development will be gradually transferred to a Master Association. Prior to approval of the first Final Development Plan a detailed organization of the Snow King Resort Master Association will be prepared for review and approval by Town Staff.¶

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Deleted: composed by the applicant alone since all property owners within this Master Plan are acting as one entity. It will be

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Before any land is subdivided or construction by any entities other than this applicant takes place in Sub-Areas 1,2,4,5 and 6,

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All areas and developments within the resort district will be encouraged to participate as members of SKRMA.

SKRMA's involvement on the Existing Condominiums area will be mostly limited to controlling any future redevelopment to conform to this Planned Resort District Plan. In addition, SKRMA will partition fees associated with the maintenance of common roads, sidewalks, and areas to existing condominiums.

The Snow King Resort Master Association will be:

- Implementing and monitoring the Transportation Demand Management Plan, Housing Mitigation Plan, adherence to Design and Dimensional Limitation Plans and will act as the Architectural Review Board for the Snow King Planned Resort District. The Snow King Resort Master Association will be responsible for building or providing all required improvements or services as needed according to the phased development commensurate and coincidental with phases of the resort's development.
- Empowered to either own or have others build and own, as well as to maintain, employee housing, parking areas and structures and other infrastructure. All roads, pathways and utilities within the extent of this Master Plan will remain private.
- Act as a Master Association for all the property owners within Sub-Areas 1,2,3,4, and 5 and coordinate the activities within the Existing Condominiums area that may affect common utilities, safety, transportation, employee housing and parking within the Snow King PRD district.
- Responsible for snow removal, lighting, signing, construction and maintenance of common roads. SKRMA will ensure that it's members continue operation of airport, Teton Village and Town Square shuttles, as required for TDM strategies.
- Be the vehicle for pre-screening any final development applications prior to presentation to the Town of Jackson for final development approval. All Final Development plans submitted for review by the Town shall be first reviewed and approved by the Snow King Resort Master Association.

Ultimately, SKRMA will act as a pseudo improvement district and be entitled to assess and collect dues and assessments from all property owners, renters, resort guests and from any entities performing management functions, owning property or obtaining revenues within this Planned Resort District. These dues are intended to cover all of SKRMA 's costs including various mitigation plans, constructing and maintaining any improvements that are its responsibility including landscaping, roads, utilities, employee housing, parking, pathways, recreation, district promotion, common signage, transportation, marketing and any other aspects associated with the proper and successful implementation of this Master Plan and its goals and objectives.

If any phasing plan or SKRMA commitments are violated post development then 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 an acceptable remedy. These compliance issues can also be addressed through non-building permit remedies that are acceptable to the Town in place of the situation listed above.

Deleted: Sub-Area 3, Love Ridge, will be added to SKRMA responsibilities at an appropriate time, after development is completed. Entities within Sub-Area 7 will be encouraged to join on a limited basis.

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Deleted: development of marketing materials, operation of common elements, security systems and personnel, information booths , special events, central check-in areas and other common activities.

IX. COMMUNITY SERVICES ELEMENT

Introduction

The PRD regulations include an optional Community Services element to describe the interrelationship between the resort and the community. It is recognized that community services are an important part of maintaining the balance between visitors and residents and can contribute significantly to the quality of life of the community.

Community involvement is of paramount interest to Snow King. Community service attributes are woven throughout this Master Plan presentation and are an integral and foremost part of Snow King's vision and philosophy. Since 1939 Snow King has been a proud community partner. Being a "Community Resort" is in fact part of Snow King's Mission Statement. For over 60 years Snow King and the Jackson Hole community have had a very close and symbiotic relationship. Snow King's services to the community are well known and indisputable. Snow King hosts, assists and supports practically all of the local non-profit organizations and service clubs. Our doors are always open and our record of community assistance, involvement, dedication and good will is impeccable. Snow King is very proud of its continuous contributions to this community as a partner. This Master Plan is one more step in continuing and expanding upon this tradition.

Snow King as a Community Partner

A stated purpose and intent of the resort district is to provide recreational opportunities that rely on indigenous natural attributes of the area. These opportunities are provided to both the community and the visitor through the development of resort facilities. The unique in-town nature of these recreational amenities makes them a very important asset to town residents and visitors.

The Snow King Mountain provides a venue for the junior ski racing programs, adult ski racing as well as recreational skiing and snowboarding, both day and night. In addition, the ski area contributes to community integration through supporting efforts of the Doug Coombs Foundation to give low-income students and families the opportunity to learn to ski. On the mountain, improved snowmaking provides early season training opportunities for foreign, regional and local ski racing programs as well as for recreational skiers. The tubing park has become an extremely popular winter outdoor family activity for both locals and visitors. The ski area also accommodates many other special events such as the Town Downhill, regional and national races, and snowmobile events such as the annual World Championship Hill Climb. As a very unique and special service, Snow King presently provides after school ski programs with access via the activity bus to Town and Wilson schools in cooperation with the Teton County School District. Snow King has embraced the spectacular growth of uphill skiing in the wintertime through progressive policies to allow this activity and ultimately charge affordable season long and day ticket prices. This activity will continue to be permitted into the future and where possible distinct trails and routes will be further improved for this user group.

Snow King Mountain supports Parks and Recreation programs such as the annual Snow King Hill Climb Run, as well as offers reduced rates for community events and non-profit organizations such as the Teton County School District Winter Sports Program, the Doug Coombs Foundation ski programs, the Jackson Hole Ski and Snowboard Club, and Teton Youth and Family Service programs.

As part of the 2019 update to this master plan, Snow King Mountain has proposed to build a mountain sports center adjacent to the Snow King Center. This sports center is envisioned to including indoor rock climbing and athletic training facilities available to the public. Snow King intends to work with and support the Jackson Hole Ski and Snowboard Club to expand and improve the existing lodge room and administrative facilities above. As part of proposed improvements at the summit of the mountain

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Deleted: winter after-school activity buses to

Snow King Mountain seeks to build a planetarium and observatory that can be used for educational and scientific purposes as well as making the world of astronomy more accessible to the community. These multi-million-dollar investments into infrastructure that directly benefits the community are another direct way of demonstrating Snow King's commitment to Jackson Hole.

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Both summer and winter, Snow King Mountain hosts a wide variety of athletic events and competitions for the community including uphill ski races, obstacle course races, bike races, running races, scavenger hunts, snowmobile races, and downhill ski racing.

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The Hagen trail connection to Cache Creek, the tubing hill and snowboard terrain park diversify and improve the winter activities while annual events such as the Hill Climb continue to draw large numbers of visitors. The figure skating and hockey programs have blossomed since the opening of the Snow King Center. An excellent example of public-private partnership, the Snow King Center has been successfully providing recreation and many other services to the community for over 6 years.

During the summer, Snow King provides a trail system that has become a much-used hiking, running, biking and horseback riding area for residents and visitors alike. Summer mountain improvements envision trail upgrades, pathways, outdoor pools, climbing walls, a planetarium and observatory, on mountain dining, and additional outdoor activities. Unlike winter uphill travel where there are high costs associated with snowmaking, grooming, and ski patrol, summer use of the trail system for hiking on Snow King will be free to the public in perpetuity. Ultimately, the resort desires to serve as the primary jumping off point for access to USFS trails in the greater Snow King trail system with improved trails for hikers, bikers, uphill skiers, and outdoor recreationalists of all kinds.

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Deleted: and volleyball courts

It must be noted that many of our community partnership activities mentioned above often come at a high cost to Snow King. Resort and operation of lodging, ~~conference, and on mountain activities~~ provide the financial and operational platform and the resources to support these and other community-oriented activities.

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Snow King Resort has provided the largest year-round meeting and conference facilities in the county since 1976. These facilities are regularly used by virtually every community organization in Jackson Hole. In many cases, Snow King has provided the only appropriate facilities available for community events and programs.

Within the larger Wyoming community, Snow King has, over the years, hosted practically all of Wyoming's professional and trade associations as well as many statewide events, political conventions and innumerable meetings. Larger facilities will attract other Wyoming and regional gatherings that have outgrown our facilities.

Snow King has, for many years, been one of the largest employers in Teton County. Among the large employers, we pride ourselves in maintaining a very high rate of year-round, stable and level employment. This is a valuable contribution to the stability of our local workforce.

Since the hotel opened in 1976, we have always had our doors open to a great variety of community meetings and events. We have also pioneered innovative relationships with the U.S. Forest Service, with the Town of Jackson and with many community organizations, such as the Jackson Hole Ski Club. Virtually every non-profit organization in Teton County uses Snow King facilities to bring people together.

Although it would frankly be tedious to list all the community groups that Snow King has assisted and cooperated with over the years, we would like to highlight some specific examples. Snow King provides discounted and sometimes complimentary rates for meeting and lodging rooms to a wide variety of governmental and non-profit organizations. Snow King assists Arts organizations, ~~the Jackson Hole Ski and Snowboard Club, the Doug Coombs Foundation,~~ St. John's Hospital, the school district and many others with programs offering complimentary or discounted benefits to their employees, incentives and other discounts. Providing rooms for visiting speakers or artists and nameless other acts of community involvement are the norm for Snow King. Each year ~~Snow King donates over fifty thousand dollars in complementary rooms, activities, and services to community non-profits and will continue to support these organizations into the future.~~ Community Service is an integral part of the Snow King culture.

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Deleted: the Firemen's Ball, Ski Ball, Christmas Bazaar Alliance Art Auction, CES Extravaganza and the CCP Halloween Party are sponsored and assisted by Snow King, and are among the largest fundraising events for each of these organizations

~~Every season for the past 5 years Snow King Mountain has offered locals appreciation days with free or discounted activities that are affordable to the permanent population and will continue this practice into the future as a means of supporting our community.~~

~~In addition, to the aforementioned community contributions that Snow King Resort makes as part of the 2018 Master Plan Amendment Review Snow King Resort has agreed to make the following additional commitments:~~

- ~~o Snow King Mountain shall maintain a minimum of 49 hours per week on average between Dec 10 and March 21 barring unforeseen weather conditions, mechanical failures or operational challenges that may necessitate deviation. These hours of operation will include accommodation of key user groups.~~
- ~~o Private shuttle service from the Resort will continue or SKRMA will be required to provide a reasonable and measured contribution to START in place of the shuttle service.~~

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Since its construction, Snow King Resort has contributed to the community a lively, multi-purpose facility. Summer and winter, the Resort's facilities have encouraged visitors to step out of their rooms and into the mountains. Indoors and outdoors, the Resort has enhanced the daily life of the community. From youth skiing and skating to Rotary lunches and Chamber of Commerce banquets. From catering to the desires of visitors to fulfilling community needs, Snow King's dual roles exemplify the "town as heart of the region" and our own "community resort" goals. This Master Plan intends to improve upon this dual function in the future and presents a next generation vision of Snow King's partnership with the Jackson Hole community.

DIVISION 2500. PLANNED RESORT (PR) DISTRICT**SECTION 2510. PURPOSE AND INTENT**

The purpose of the Planned Resort District standards are to provide for and guide the creation or continuation of a planned development configured around a major recreational activity. The intent of this District is to:

- A. Encourage recreational activities that rely on indigenous natural attributes of the area, contribute to the community's character and economy and have had a long-standing, beneficial role in the community; and
- B. Provide flexibility for planning and developing recreational resort facilities in a creative, efficient and coordinated manner in order to provide quality visitor experiences; and
- C. Create a process in which applicants, Teton County and the Town of Jackson collaborate with landowners in planning and designing resort master plans that meet community goals and respond to the unique circumstances of the resort area; and
- D. Permit resort development that contributes to expanding the winter and shoulder economic seasons; and
- E. Ensure that resort plans incorporate a mix of land uses, promote alternative modes of transportation, and provide a pedestrian-oriented community in order to alleviate traffic-related impacts; and
- F. Ensure resort plans are consistent with the Comprehensive Plan, and therefore, are beneficial to the community; and
- G. Enable long-range planning for infrastructure, capital facilities, and community land use patterns by establishing a level of predictability in the maximum potential size and character of each resort area; and
- H. Ensure a balance is maintained between tourism and community that promotes social diversity but does not cause undesired shifts away from rural, western community character; and
- I. Produce resort plans that make significant contributions toward protecting attributes of the community that are considered critical to the community's long-term health, welfare, and well-being.

SECTION 2520. APPLICABILITY

- A. **PR District.** Only those lands described below shall be eligible for PR District (hereinafter Planned Resort) zoning. The intent is that a limited number of PR Districts be created and only in locations that are consistent with the Jackson/Teton County Comprehensive Plan.

- I. **Snow King Ski and Summer Resort.** For the purposes of this Division, this area shall be known as "Snow King" and shall encompass the property mapped in Section 2550.M.3.g, Area description.

SECTION 2530. PROCEDURE

This procedure is intended to promote collaboration among landowners, the County, and the Town of Jackson in designing land development standards specific for each resort area. While one or more landowners may propose a Planned Resort master plan, and maintain the role of the applicant as identified herein, all landowners within a resort area are encouraged to participate in the design of the Master Plan. Participation of all landowners within the PRD, however, is not required for the Town to adopt a Master Plan for the Planned Resort.

- A. **Master plan review and approval.** Public review and approval for Planned Resort master plans follows the procedures set forth for Sketch Plans and serves as a Sketch Plan pursuant to Section 51200, Development Plan. The standards for review of the master plan, however, are the standards set forth in this Division, in order to allow for flexibility and creativity in the master plan and discretionary review thereof.

1. **Purpose and intent of master plan.** The purpose of a Planned Resort master plan is to establish the development standards and serve as a guide to all future development within the Planned Resort. The Planned Resort master plan is intended to be of sufficient detail to describe the amount, type, size, location, and impact of the proposed resort, but technical specifications of the proposed development, such as fully engineered plans or fully detailed architectural drawings, are not required.
2. **Submittal components.** A Planned Resort master plan application shall include all lands in a given resort area, as listed in Section 2520, Applicability. The minimum requirements for a master plan application shall be established by the Planning Director and shall include, but not be limited to:
 - (a) Statement of Purpose
 - (b) Master Site Plan
 - (c) Dimensional Limitation Plan
 - (d) Design Guidelines
 - (e) Transportation Demand Management Plan
 - (f) Housing Mitigation Plan
 - (g) Capital Improvements Plan
 - (h) Land Use Plan
 - (i) Phasing Plan
 - (j) Community Services Element (optional)
3. **Recordation.** Upon approval, the Planned Resort Master Site Plan and a Certificate of Standards and Conditions, and any amendments thereto, shall be recorded in- the Teton County, Wyoming Clerk's Office. The Certificate shall be in the form of an affidavit and

shall detail the Planned Resort master plan conditions of approval and the development standards to be applied within the Planned Resort, as well as any other standards, conditions, or agreements pertaining to future development or responsibilities of landowners within the Planned Resort. The Planning Director shall prepare the affidavit in a form acceptable to the Town Attorney.

4. **Joint review by Town and County.** In addition to the review procedure set forth in Section 51200, Development Plan, the Town Planning Commission and Town Council shall make recommendations to the County Planning Commission and Board of County Commissioners regarding any Planned Resort master plan application within unincorporated portions of Teton County. For the same purpose, the Town Planning Commission and the Town Council shall receive and consider recommendations from the County Planning Commission and Board of County Commissioners regarding any Planned Resort master plan application in the Town of Jackson.
 - a. **Purpose.** The purpose of the County's and Town's review of any Planned Resort in the other 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.
 - b. **Intent.** The intent of review is for the County Planning Commission and Board of County Commissioners to have an opportunity for review and comment on a proposed Master Plan. The role of Teton County is advisory only and does not include a voting participation in review of the Planned Resort master plan.

B. Final Development Plan review and approval. After approval of a Planned Resort master plan, Final Development Plan and building permit approvals are required prior to commencement of any construction or operation of any new land use within the Planned Resort.

1. **Final Development Plan application.** Final Development Plan applications shall be in accordance with the Planned Resort master plan and shall be reviewed and approved pursuant to Section 51200, Development Plan. No Sketch Plan review is required. No Final Development Plan shall be approved unless the proposal is consistent with the Planned Resort master plan.
2. **Phasing.** A Final Development Plan application may encompass only an increment of the total resort development in accordance with an approved phasing plan.

C. Other development options. The purpose of this subsection is to provide development options for properties within the Planned Resort District prior to adoption of a Planned Resort master plan, for individual properties which comprise a minor component of a Planned Resort District, and for properties which are not included in an approved Planned Resort master plan.

1. **Prior to master plan approval.** Until such time as a Planned Resort master plan is approved, development shall only be permitted in accordance with dimensional standards

and limitations listed for Auto-Urban Commercial/Lodging Overlay (AC/LO) and Auto-Urban Residential (AR) in Table 2400, Schedule of Dimensional Limitations, except that for non-residential development, the Floor Area Ratio (FAR) shall be limited to .25. Uses allowed shall be those listed for AC/LO and AR in Table 2200, Use Schedule.

2. **Prior to master plan approval - waiver for individual properties.** Upon written request of the applicant, the Town Council may for individual properties waive the limitations set forth in this subsection if the Council finds that the property constitutes a minor component of the total Planned Resort District, and development of the property prior to adoption of a master plan will not compromise the purpose or intent of the Planned Resort District or these Land Development Regulations. In the event Council waives the limitations as described herein, the applicant may submit a Sketch Plan or Final Development Plan, as appropriate, pursuant to Section 51200, Development Plan. Standards for review and approval shall be those applicable standards set forth in Section 51200, Development Plan and in Section 2550.M, Character element.
3. **Standards for properties not part of an approved master plan.** Immediately upon approval of a Planned Resort master plan any parcels not included in the master plan may be developed in accordance with the dimensional standards and limitations listed for Auto-Urban Residential (AR) in Table 2400, Schedule of Dimensional Limitations. Uses allowed shall be those listed for the AR in Table 2200, Use Schedule. Approval of any development shall be in accordance with Section 51200, Development Plan.

SECTION 2540. STANDING, AMENDMENTS, EXPIRATION, EXTENSION AND RECONSIDERATION

- A. **Standing of Planned Resort master plan.** An approved Planned Resort master plan shall specify the development standards for the Planned Resort. Upon approval of a Planned Resort master plan, any amendments to these Land Development Regulations shall not affect the approval of the Planned Resort master plan, or the conditions of approval, provided development within the Planned Resort proceeds in accordance with an approved phasing plan and provided none of the conditions occur that prescribe expiration of the Planned Resort master plan, pursuant to Section 2540.C, Expiration.
- 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.
- C. **Expiration.**
 1. **Time-frame.** A Planned Resort master plan shall expire three (3) years from the date of its approval unless a sufficient application for Final Development Plan, in accordance with the approved phasing plan, is filed with the Planning Department A Planned Resort master

plan shall expire five (5) years from the date of its approval unless there is commencement of construction or operation of land uses or activities in accordance with the approved phasing plan. Notwithstanding, alternate time frames for expiration of a Planned Resort master plan may be established in an approved phasing plan.

2. **Effect.** Upon expiration, approval of a Planned Resort master plan shall become null and void, and all rights that are established by the master plan shall expire.

D. Extension. A Planned Resort master plan approval may be extended by the Town Council provided a written request for extension is received at least thirty (30) calendar days prior to expiration of the Planned Resort master plan.

1. **Procedure.** The request for extension shall be reviewed by the Town Council at a regularly scheduled meeting, by which time a public hearing notice shall be advertised and any necessary information pertinent to the extension request can be made available. The Planned Resort master plan shall be deemed extended until the Town Council acts upon the request for extension.
2. **Grounds for extension.** The grounds for extending a Planned Resort master plan approval shall be specified by the Town Council and shall include, but not be limited to, the following:
 - a. **No change in conditions.** Conditions in the community have not substantially changed since the original Planned Resort master plan approval. No extension shall be granted if the Town Council finds that changes in the community result in the resort plan being consistent with the community's land use patterns, these LDRs, or the community's ability to provide infrastructure and services to accommodate the resort.
 - b. **Good faith efforts.** Activities and investments on the part of landowners within the Planned Resort demonstrate good faith efforts in pursuing the development permitted by the Planned Resort master plan.

E. Reconsideration. If development within a Planned Resort fails to proceed in general accordance with the approved phasing plan, the Town Council may require reconsideration of the Planned Resort master plan and either amend the phasing plan or revoke the master plan, as appropriate.

1. **Amendment.** Amendment of the phasing plan shall be appropriate if either an acceptable alternative phasing plan that meets the standards of this Division or a development schedule acceptable to the Town Council for regaining compliance with the original phasing plan is presented.
2. **Revocation.** Revocation of the master plan shall have the effect of forfeiting all rights within the Planned Resort to any further development according to the Planned Resort master plan and shall be appropriate if:

- a. No material progress has been made in development of the resort for ten (10) consecutive years, or
 - b. There is substantial noncompliance with the performance objectives specified in the conditions of approval, or the monitoring program, and no agreement can be reached between representatives of the landowners within the Planned Resort or applicant of record and the Town Council for bringing the resort development into compliance with the standards of this Division.
3. **Procedure.** The Town Council shall hold a public hearing, in accordance with Section 5120.E, Notice of public hearings, and Section 5120.F, Public hearing procedure, for the purpose of examining the development that has occurred within the Planned Resort and its consistency with the Planned Resort master plan. The Town Council shall issue a determination as to whether amendment or revocation of the master plan is appropriate, in accordance with the above specified standards. Amendments to the master plan shall be accomplished pursuant to Section 2540.B, Amendment of master plan.

SECTION 2550. STANDARDS APPLYING TO ALL PLANNED RESORTS

- A. **Consistency with Comprehensive Plan.** Planned Resort master plans shall be consistent with the goals and objectives of the Jackson/Teton County Comprehensive Plan.
- B. **Compliance with Land Development Regulations.** A Planned Resort master plan shall comply with the standards of these LDRs. Notwithstanding, the applicant for a Planned Resort master plan may propose, and the Town Council may approve, alternative standards for development that are consistent with the purpose and intent of this Division. It is fully consistent with this Division that Planned Records may have dimensional, design, and other development standards different from those described in other sections of these LDRs due to the unique circumstances of, and community objectives for, resort development.
- C. **Statement of purpose.** The Planned Resort master plan shall have a Statement of Purpose which describes the applicant's rationale for resort expansion and the design theme of the resort development. The Statement also shall describe how the resort master plan fulfills the intents of this Division, as specified in Section 2510, Purpose and Intent.
- D. **Master Site Plan.** The Planned Resort master plan shall have a Master Site Plan that clearly illustrates the proposed development and the site to the satisfaction of the Planning Director.
- E. **Dimensional Limitation Plan.** The Planned Resort master plan shall have a Dimensional Limitation Plan which specifies dimensional limitations necessary to achieve the design theme identified by the applicant. The plan shall include floor areas and floor area ratios, densities landscape ratios, height, setbacks, building envelopes, etcetera, or other lines delineating areas on which restrictions of development are to be imposed and areas in square feet for each lot or building.

Any dimensional limitations unspecified by the Planned Resort master plan shall be established by the standards set forth in Section 2530.C, Other development options.

F. **Housing element.** The Planned Resort master plan shall have a housing element is to ensure a supply of affordable and employee housing that is commensurate to the demand for housing created by development within the Planned Resort.

1. **Affordable housing.** Affordable housing shall be provided in conjunction with residential development pursuant to Division 49400, Residential Affordable Housing Standards, of these LDRs.

2. **Employee housing.** Employee housing shall be provided in conjunction with nonresidential development pursuant to Division 49500, Employee Housing Standards, of these LDRs.

a. **Employee housing calculations.** Since development of a Planned Resort may span time periods over which numbers of employees and their salaries may fluctuate, the calculations performed in developing a Housing Mitigation Plan shall use data current for the most recent full year prior to application for Planned Resort master plan.

b. **Master plan estimate.** The number of employees required to be housed and the locations where they will be housed, as presented in the Planned Resort master plan, shall be treated as an estimate/concept, and shall be finalized by the Planning Director as Final Development Plans within the Planned Resort are reviewed and acted upon. Each approved Final Development Plan shall establish the actual number of employees required to be housed and the locations in which they will be housed for that portion of the Planned Resort master plan.

G. **Design element.** The Planned Resort master plan shall include design guidelines, and a mechanism for their implementation, that establish design parameters for both buildings and spaces in the Planned Resort. The design theme of the resort shall be defined by the applicant and be consistent with the standards of this Division. This subsection establishes concepts that the design guidelines shall address; the design guidelines shall be evaluated as to whether or not they address these concepts, as well as character objectives for specific resorts set forth in Section 2550M, Character element. The design guidelines shall be prepared by an architect or landscape architect licensed in the State of Wyoming; preparation by a person or persons of similar expertise may be permitted by the Planning Director.

1. **General.** The design theme of the Planned Resort shall have an emphasis on outdoor recreational activities and create a sense of place. A sense of place is created when site planning and architecture:

a. Concentrate activities and human interaction into identifiable spaces, such as a plaza or mall;

- b. Assemble a built environment that connects buildings, spaces and structures through common scale, design, and materials;
- c. Incorporate into the built environment the natural features and cultural heritage of the area, and;
- d. Produce an identifiable image that is associated with the planned resort and with Jackson Hole.

There shall be visual continuity among the resort structures and design elements without unduly limiting variety in design. Development shall be compatible with the surrounding built and natural environment in both scale and character.

2. **Architecture.** Building design guidelines shall reflect:

- a. The community's architectural character and themes
- b. A human scale, pedestrian-orientation, which are created when:
 - (1) The height of buildings does not overwhelm people walking beside the buildings; and
 - (2) The ground level doors, windows and design features of buildings create an interesting diversity for people walking past the buildings.
- c. A built environment in keeping with the cultural and aesthetic values of the community
- d. Natural attributes of the immediate vicinity
- e. Building materials and colors compatible with the surrounding natural and built environment.

3. **Bulk and scale.** The design guidelines shall ensure the bulk and scale of individual buildings within the Planned Resort achieve compatibility with:

- a. Other structures within the Planned Resort when the resort development is completed, and
- b. Neighboring structures that are not a part of the resort, and
- c. The natural environment.

4. **Signs.** The design guidelines shall include a sign component that sets forth the sign theme for the Planned Resort and specifies criteria for determining permitted sign sizes, types, and

locations. The guidelines shall contain prototypical examples of all types of signs, including wall, canopy, freestanding, directional, and informational signs. The flexibility extended to Planned Resorts via this Division, to propose standards for signs different from those specified in Chapter 15.28, Signs, of the Jackson Municipal Code, is encouraged with the purpose of having sign guidelines in keeping with the unique character and needs of the resort.

5. **Lighting.** The design guides shall include an analysis of proposed project lighting. Areas to be illuminated (parking areas, walkways, entries, etc.) shall be identified, and general standards should be set forth. Identification of models and types of standards and fixtures is encouraged, but specific illumination plans and photometric footprints are not required. Generally, lighting shall be low-intensity, low profile, and shielded to avoid "light pollution" and glare to off-site areas. General illumination standards are set forth in Section 49370, Exterior Lighting and Glare.
6. **Site planning.**
 - a. **Orientation and aspect.** Structures and public spaces within the Planned Resort, generally, shall be arranged with views of, and access to, the principal resort recreational amenity.
 - b. **Entrance features.** Entrances to the Planned Resort shall create a sense of arrival. A sense of arrival is created when the entrance into the Planned Resort is easily identifiable and is consistent with the design theme of the resort.
 - c. **Natural resources.** The site design shall highlight the natural resources within the Planned Resort and integrate them into the layout of the resort in order to promote a connection to the natural environment. Consequently, natural features of the site, such as significant vegetation, rock outcroppings, water bodies, etc., shall be preserved and incorporated into the project design to the extent practicable.
 - d. **Pathways and pedestrian facilities.** Pathways and pedestrian facilities, including access for the disabled, shall be integral components of the site design. The site shall provide an attractive, outdoor atmosphere that encourages use and reliance upon pathways and walkways.
 - (1) **Safe, convenient, and direct access.** Pathway and pedestrian systems shall provide safe, convenient, and direct access throughout the resort, to public lands, transit facilities and the existing or planned community pathway system, when adjacent to the resort.
 - (2) **Pathways.** Pathways shall be provided for non-motorized transportation, except motorized wheelchairs for the disabled shall be permitted. Bicycle racks, ski racks, etc., shall be provided at various destination points within the resort.

- e. **Transportation facilities.** Site design shall integrate safe, convenient, and direct access to transportation services and facilities (i.e., bus shelters, information kiosks) and shall incorporate the facilities necessary for the proper functioning of the Transportation Demand Management Plan (see subsection H.2, below.)
 - f. **Circulation.** The layout of local streets, alleyways, and parking lots shall be sensitive to the natural terrain and landscape. Cut and fill areas shall be minimized, and natural features of the site such as wooded areas, rock outcroppings, and water bodies, shall be preserved to the maximum extent practical.
 - g. **Access.** Safe vehicular access appropriate for refuse removal, recycling, emergency services, and delivery shall be provided. Service access shall not create unsafe conflicts with automobile and pedestrian access to primary destinations within the resort.
 - h. **Landscaping.** Project landscaping, including hardscape areas, shall be consistent with the overall design theme of the resort. Use of indigenous plant materials is encouraged. Existing vegetation shall be preserved and incorporated into the design of the project to the extent practical, especially wooded areas and other significant vegetation, which provides shelter or habitat for wildlife.
7. **Character objectives.** Section 2550.M, Character element, contains character and size objectives specific to each resort area that shall be incorporated into the design guidelines.
- H. **Transportation element.** The Planned Resort master plan shall have a transportation element to ensure that resort development does not produce an amount of vehicular traffic that undermines the community's character, and endangers the public health, safety and welfare (i.e., noise, air quality and traffic impacts.) The Planned Resort master plan shall provide an optimum mix of automobile, transit, and pathway facilities within the resort, encourage coordination of all resort transportation facilities with the County-wide transportation system, promote design and management which encourages shifts from single-occupancy vehicle trips to multi-occupancy trips, or other transportation modes, and provide equitable cost sharing for facilities and services.
1. **Traffic impact analysis.** A traffic impact and access analysis is required. At a minimum, this analysis shall contain:
- a. Projections of external vehicle trips generated by the Planned Resort.
 - b. Analysis of levels of service (LOS) impacts on roadway system segments and intersections serving the Planned Resort.
 - c. Specification of any improvements needed to roadway system segments and intersections as a result of increased traffic from the Planned Resort.

2. **Transportation Demand Management Plan.** The Planned Resort master plan shall include a Transportation Demand Management (TDM) Plan that demonstrates how the travel behavior of resort visitors and employees will be managed to minimize the number of vehicle trips on the roadway network resulting from the resort development. The Transportation Chapter of the Jackson Teton County Comprehensive Plan will allocate a number of vehicle trips to various roadway segments, based upon the projected traffic demand and the planned character of the roadway segments. A goal of the applicant's **TDM** Plan shall be to manage the transportation demands of the resort so that it is consistent **with** the allocation of vehicle trips to the various roadway segments that serve the Planned Resort. Potential mechanisms for managing travel behavior may include, but are not limited to:
 - a. Increasing average vehicle occupancy
 - b. Shifting vehicular trips (resident and visitor) to public transit
 - c. Shifting vehicular trips (resident and visitor) to walking, bicycling and other non-motorized means
 - d. Reducing vehicular trips through internal capture associated with mixed land use patterns.
 3. **Parking and loading.** The Planned Resort master plan shall provide parking and loading areas of sufficient amount and type to accommodate the resort's projected demand including parking for visitors and lodging guests, waiting and loading areas for transit vehicles and their passengers, and loading areas for delivery vehicles. Parking shall be designed to encourage non-motorized transportation, transit and high occupancy vehicle use and discourage single-occupancy vehicle use.
- I. **Capital improvements element.** The Planned Resort master plan shall have a capital improvements element to ensure that infrastructure and essential services will be provided in an efficient and timely manner to accommodate projected resort demands. Planned Resort master plans shall include a capital improvements element that identifies service providers, analyzes impacts and proposes a capital improvements plan for facilities and services needed by the resort. Such facilities and services may include, but are not limited to: transportation (including transit, parking and pathways;) potable water and wastewater treatment services; waste management (hazardous and solid;) utilities; storm water management and snow storage facilities.
1. **Identification and acknowledgment of service providers.** The applicant shall identify the provider of all infrastructure facilities and services included in the plan. Where services are to be provided by an entity other than the applicant, documents from the service provider shall demonstrate the commitment and ability to provide such service according to the Planned Resort master plan.
 2. **Impact analysis.** An impact analysis shall be performed for all facilities and services, unless waived by the Planning Director. Each impact analysis shall identify the following:

- a. The maximum daily peak capacity of existing facilities.
 - b. The current daily peak demand on existing capacity.
 - c. The daily peak capacity available for new development.
 - d. The projected daily peak demand generated by new development in the Planned Resort.
 - e. When development outside of a resort is reasonably anticipated to utilize the same infrastructure system as the resort, the Town of Jackson shall provide the applicant with estimated peak demand.
 - f. Any planned improvements by other entities, such as the Town of Jackson or the Teton Village Water and Sewer District, and the timing of such improvements.
 - g. Any deficits in daily peak capacity potentially resulting from development within the Planned Resort--either from a strict demand standpoint or from a timing standpoint--taking into account other potential new development outside the Planned Resort.
3. **Capital improvements program.** The capital improvements plan shall be consistent with the impact analysis and specify how any deficiencies in infrastructure will be remedied or mitigated, including descriptions of the infrastructure improvements, the responsibility and sources of funding for the improvements, and the timing for completion of improvements. Concept plans for improvements shall be included in the capital improvements plan; engineered plans shall be provided in the final development plan application for subsequent development.
- J. **Land use element.** The Planned Resort development shall have a land use element that identifies the land uses within a proposed Planned Resort. The land uses shall be consistent with both the applicant's design theme and the character objectives for the resort, as specified in Section 2550. **M, Character element**.
- I. **Permitted uses.** The type of development permitted within a Planned Resort shall be set forth in the Planned Resort master plan and shall be consistent with the following:
- a. Residential uses shall be permitted.
 - b. Uses necessary for operation of the resort's primary recreational activity (ski area, hot springs) shall be permitted.
 - c. Nonresidential uses that provide for the basic needs of the resort's lodging guests, day visitors, employees and vicinity residents shall be permitted.

- d. Regional-serving commercial uses which rely upon vehicle trips from a community-wide market area rather than the Planned Resort vicinity shall be prohibited, unless they are determined by the Town Council to be resort-related amenities.
 - e. Commercial amusement activities that are detrimental to the outdoor, natural resource character of Teton County shall be prohibited.
 - f. Special events such as music and dance festivals, art and craft shows, concerts, live theater, and similar events, which are compatible with the resort and its facilities, shall be permitted.
2. **Amount and type of development.** The amount and type of development in a Planned Resort master plan shall be consistent with:
- a. The applicant's rationale for resort expansion and the character objectives for the resort area pursuant to Section 2550.M, Character element.
 - b. The overall amount of development that can be permitted while preserving community character, as reflected in the Jackson Teton County Comprehensive Plan and the Town and County's LDRs.
 - c. The amount of infrastructure capacity that can be provided while maintaining consistency with community character goals.
 - d. Providing a level of self-sufficiency within the resort, such that vehicle trips ending outside the resort are minimized.
- K. **Phasing element.** The Planned Resort development shall have a phasing element to ensure that development within a Planned Resort occurs in logical sequence within the Planned Resort, including amenities and necessary public service expansions. Planned Resort master plans shall contain a phasing plan that identifies the sequence of resort structures, uses and amenities, installation of infrastructure, implementation of the Transportation Demand Management Plan, Housing Mitigation Plan, and implementation of Planned Resort master plan conditions of approval.
1. **Description.** All structures, land use activities, mitigation strategies and infrastructure expansions proposed, including such activities and improvements on public lands, shall be included in the phasing plan.
2. **Functional phases.** Each phase shall be self-sufficient, in conjunction with existing elements of the Planned Resort, i.e., transportation and parking needs, as well as amenities, for each phase shall be satisfied within each phase and shall not be dependent upon a future phase. Each phase shall represent a logical and compact extension of infrastructure and public services. In order to develop certain improvements in logical increments that provide for economies of scale, the phasing plan may propose that improvements required for an earlier phase be provided in a later phase only if:

- a. The delayed construction of the improvement does not create a negative impact or exacerbate an existing problematic condition, and
 - b. Financial assurance, in a form acceptable to the Town Council, is provided, i.e., letter of credit, that the improvement required for the earlier phase will be developed within a certain time-frame, even if later phases remain undeveloped.
3. **Coordinated with public services.** Phasing shall be coordinated with the improvements schedule or capital improvements program of public or semipublic service providers, as identified in the Capital Improvements Element.
4. **Relationship of phasing to overall resort plan.** Phasing shall implement the stated purpose of the Planned Resort master plan, i.e., if a destination ski area is the basis for the resort plan, the ski area facilities should not be the last increment of development. Similarly, open space dedications, amenities, and required performances that mitigate the impacts of the resort shall be developed or provided in proportion to the type and amount of development in each phase.
5. **Performance objectives.** The Town shall establish performance objectives as part of the Planned Resort master plan approval that ensure that development within the Planned Resort achieves the required mitigation of projected impacts on the community. The resort developers shall be responsible for ensuring that proposed mitigation measures are effective. For example, the resort approval may require vehicle trip reduction techniques in order to avoid undesired vehicle trips; performance objectives shall be identified and incorporated into a monitoring program, pursuant to subsection K.6, Monitoring proilTam, below.
6. **Monitoring program.** A program for monitoring compliance with performance objectives for each phase of development shall be designed in a collaborative effort between the applicant(s) and the Town, and shall be set forth in the Planned Resort master plan approval. The monitoring program shall be implemented by the applicant, or an entity that equitably represents all landowners within the Planned Resort, and will include monitoring of DM components, employee housing developments, and other such elements as identified by the Town Council.
 - a. **Program contents.** The monitoring program shall specify data collection needs, responsibility for data collection, techniques to be used in analyzing data, how the data shall be used to determine achievement of performance objectives, and the schedule for reporting to the Town the results of the monitoring effort
 - b. **Program results.** Representatives of the landowners within the Planned Resort shall have three (3) reporting opportunities to demonstrate achievement of performance objectives. If, by the third scheduled report, the resort has been unable to meet any specified performance objective, the Planned Resort master plan may be subject to reconsideration pursuant to Section 2540.E, Reconsideration.

7. Achievement of performance objectives. Approval of future final development plans may be delayed until the performance objectives of the previous phases are met or a strategy for achieving them has been approved by the Town Council.
- L. Community services element (optional). Resorts function as integral parts of the community by participating in civic initiatives and implementing the goals of the community. The optional community services element is intended to be a component of the Planned Resort master plan in which the benefits that the resort area provides to the community are acknowledged. Landowners within Planned Resorts are encouraged to continue with, and expand upon, programs designed to retain local access to the resort's main recreational activity and facilities. Community service programs help to maintain a balance at the resort between out-of-town visitors and the community, and contribute to the quality of life in the community. Examples of community services currently provided are:
1. Hosting activities for local disabled persons
 2. Hosting Parks & Recreation Department activities
 3. Providing trail head access to public forest land
 4. Hosting local nonprofit events, including free recreational activities and transportation
 5. Offering reduced facility rates for community events and nonprofit organizations
 6. Offering local appreciation and promotional reduction in activity fees
 7. Offering activity fees that are affordable to the permanent population
- M. **Character element.** The Planned Resort master plan shall have a character element to ensure that resort development is in keeping with the community's character and the planned character for the vicinity in which the resort development is located as described in this subsection. The standards set forth in this subsection are unique to each resort area in order to recognize the differences between the individual resorts, the planned character of their neighborhoods, and the community's expectation of resort development in that vicinity.
1. **General.** The standards specified in this Section are the minimum required, or maximum permitted, as indicated by a "no less than" or "no more than" statement. Minimum requirements may be increased in order to avoid or mitigate impacts of a specific Planned Resort master plan proposal, better achieve the character objectives for the resort, or better implement the goals and objectives of the Comprehensive Plan. Similarly, an applicant's ability to achieve the maximums permitted is dependent upon the Planned Resort master plan's avoidance or mitigation of negative impacts on the community, its achievement of the character objectives for the resort, or its contribution toward achievement of the goals and objectives of the Comprehensive Plan.

2. Definitions.

- a. **Guest.** A guest is a person who is accommodated in overnight lodging facilities within the Planned Resort. The number of guests is calculated by the "average peak occupancy" of the lodging accommodations.
- b. **Average peak occupancy.** For the purposes of this Section, the following average peak occupancies (APOs) shall be used in calculating the capacity of guest accommodations:
 - (1) **Hotel, motel, or similar lodging unit.** A hotel, motel, or similar lodging unit that exists as sleeping quarters only, and does not contain other types of living spaces such as a living room or kitchen, shall be assigned an APO of two (2.)
 - (2) **Dwelling unit.** A dwelling unit, used for short term rental, shall be assigned an APO of four (4.)
 - (3) **Other.** Other lodging facilities that do not meet the definitions above shall have an APO assigned that is the sum of the number of bedrooms the lodging facility contains multiplied by two (2.)

3. Snow King

- a. **Character and design.** As indicated on the Community Issues **Map** of the Jackson/Teton County Comprehensive Plan, Snow King Resort will continue its role as a unique, resort-oriented urban commercial node serving both visitors and residents. Improvements and expansions at Snow King will solidify its role as the main convention and conference facility in the community. Factors and resort characteristics important in Snow King's future development include:
 - (1) Capitalization on the location at the terminus of Snow King Avenue.
 - (2) Creation of a sense of arrival.
 - (3) Creation of an active, attractive, pedestrian streetscape along the eastern end of Snow King Avenue.
 - (4) An attractive, safe, and direct pedestrian streetscape connection to the Town Square.
 - (5) A layout that blends the edges of the resort into neighboring developments, creating a porous edge to the resort that encourages pedestrian travel into and through the area.

- (6) Structure sizes and layout that draw people into the resort area.
- (7) A continuity of architecture and activities within the resort, creating a multi-use sense of place.
- (8) Pathways throughout the resort and connections to the Jackson Hole pathways system.
- (9) Continued provision of the amenities of "town hill" skiing.

b. Capacity.

- (1) **Lodging.** Lodging capacity shall be for no more than 2,460 guests shall be provided within the Planned Resort.
- (2) **Buildings.** There shall be no more than a total of 1,080,000 square feet of gross floor area for all facilities and all uses located within both the Building Envelopes and the Recreation Land Use Zones within Sub-Areas 1-6 as defined in the Snow King Master Plan, as well as, all development within Sub-Area 7 located within the Planned Resort District, but not part of the Snow King Master Plan (Pitchfork, Clark' s Knoll, Grand Vista, Stevens, Remington). For purposes of allocating square footage 915,000 square feet shall be allocated to Sub-Areas 1-6 and 165,000 square feet to Sub-Area 7. The 1,080,000 square feet of gross floor area shall include all structures, both new, existing and all additions and/or redevelopment of structures. All floor area devoted to employee housing shall be exempt from the gross floor area calculation. With the exception of floor area devoted to employee housing, the total gross floor area shall include all floor area as defined by the Town's Land Development Regulations and as defined in the Planned Resort Master Plan for Snow King. **(Ord. 668, § 1, 1/2001)**

c. Land use. Convention center facilities shall be provided necessary to serve a year-round convention market, including community needs for convention space. Commercial services provided, in addition to convention facilities, shall be essential services to on-site guests and supplemental neighborhood services. The commercial space shall be sized and designed for serving the needs of on-site guests of the resort and nearby residents.

d. Landscape surface area. Within areas of the Planned Resort to be developed as lodging, conference, commercial and related facilities, the minimum landscape surface ratio shall be .25, exclusive of the already permitted residential development that exists upon the enactment of this Division (Clark's Knoll, Pitchfork Townhomes, Love Ridge, and Love Ridge Addition.) Notwithstanding, the Town Council may reduce the minimum landscape surface area to no less than twenty (20)

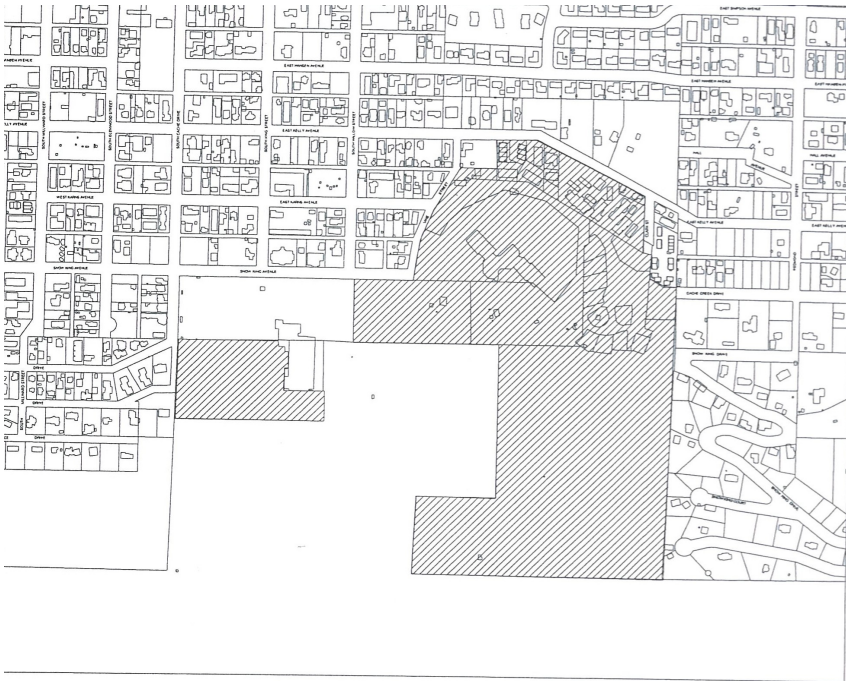
percent upon demonstration by the applicant that the following objectives are achieved with a reduced landscape surface area. The primary purposes of the landscaped areas within Snow King are to:

- (1) Create visually strong and attractive streetscapes.
 - (2) Create a porous edge to the Planned Resort such that residents and visitors in the surrounding areas are invited to enter the resort through attractive pedestrian ways.
 - (3) Support high quality urban design, including integral public spaces for interaction and public events.
- e. **Environmental analysis.** An EA with a visual component dealing with the potential visual impacts of development shall be performed pursuant to the procedures and standards of Division 3300, Scenic Resources Overlay (SRO) District. An EA shall be performed which recommends any action necessary to mitigate impacts to wildlife, migration corridors and crucial winter range.
- f. **Relationship to Town Square.** Programs and facilities shall be established that encourage non-motorized access and public transit access to the Town Square and other Town tourist environs, in conjunction with Town of Jackson planning efforts and goals.

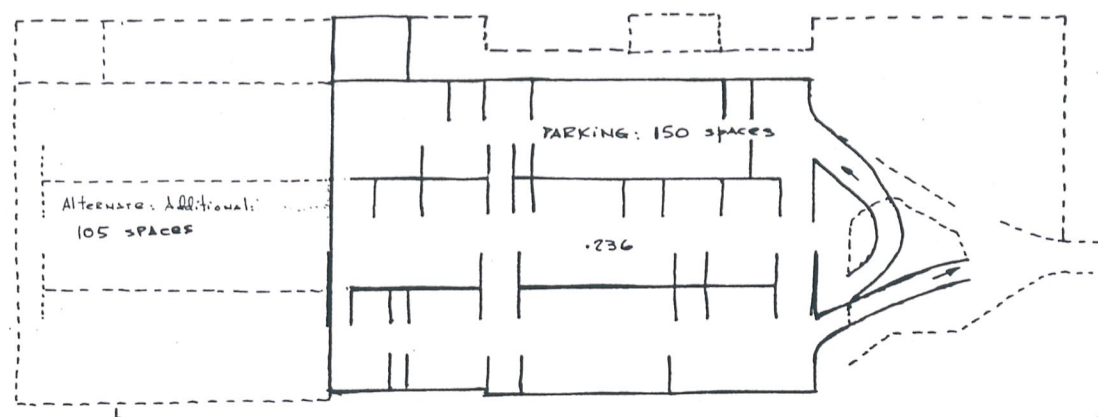
A Planned Resort master plan shall be approved only if all of the following findings are made.

- A. **Consistency with Comprehensive Plan.** The Planned Resort master plan is consistent with the goals and objectives of the Jackson Teton County Comprehensive Plan.
- B. **Consistency with purpose and intent.** The Planned Resort master plan is substantially consistent with the purpose and intent of this Division, as set forth in Section 2510, Purpose and Intent
- C. **Affordable and employee housing.** The Planned Resort master plan ensures a supply of affordable and employee housing that is in accordance with the requirements for housing created by development within the Planned Resort.
- D. **Design guidelines.** The Planned Resort master plan contains design guidelines that
 - 1. Establish standards for buildings, spaces, signs, and lighting within the Planned Resort;
 - 2. Promote the design concepts set forth in Section 2550.G, Design element; and
 - 3. Establish a method for consistent implementation of the guidelines.
- E. **Transportation element.** The Planned Resort master plan contains a traffic impact analysis and transportation demand management plan that:
 - 1. Promote multimodal forms of transportation that are consistent with the transportation goals of the Jackson/Teton County Comprehensive Plan;
 - 2. Manage the generation of resort related traffic to avoid undermining community character and endangering the public health, safety, and welfare; and
 - 3. Identify an equitable cost sharing plan for transportation facilities and services.
- F. **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.
- G. **Land use element.** The Planned Resort master plan promotes land uses that support and maintain the character of the resort as specified in Section 2550.M, Character element.
- H. **Phasing plan.** The Planned Resort master plan contains a phasing plan that ensures:
 - 1. Development of the resort, its amenities, and public facilities necessary to serve the resort, occur in logical sequence and

- g. **Area description.** The following map depicts the Snow King area that is within the Planned Resort District.



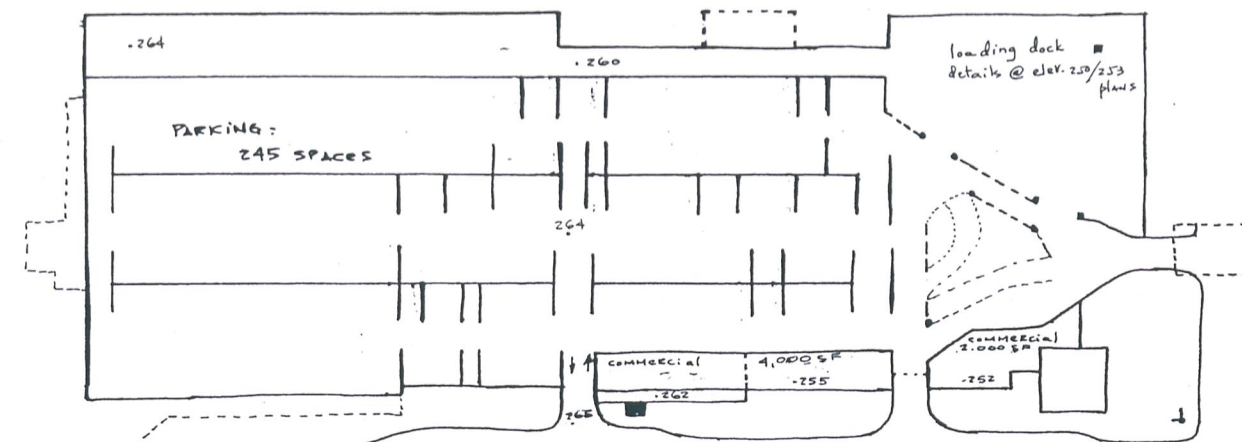
Planned Resort District



ALTERNATE - A20

	SNOW KING	KMG	TOTALS
PARKING SPACES	28	77	105 EA
PARKING & CIRCULATION SF	14,000	28,000	42,000 SF
Mech. & Support	2,000	2,000	4,000 SF

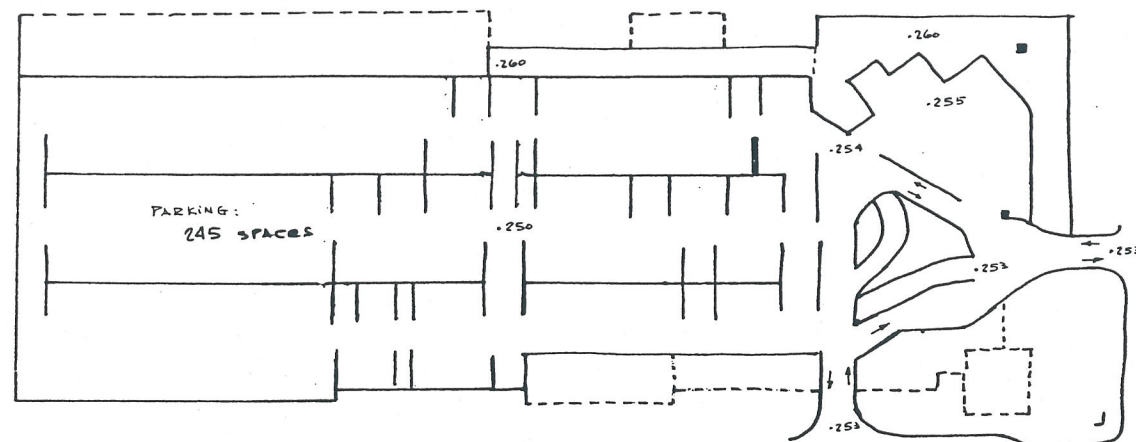
BASE BUILDING
 KMG: 150 parking spaces
 64,000 SF PARKING & CIRCUL.
 4,000 SF Mechanical & Support (underg.)
Elev. 236



Parking Spaces
 Parking & Circ. SF
 Underg. Support & Mech
 Commercial

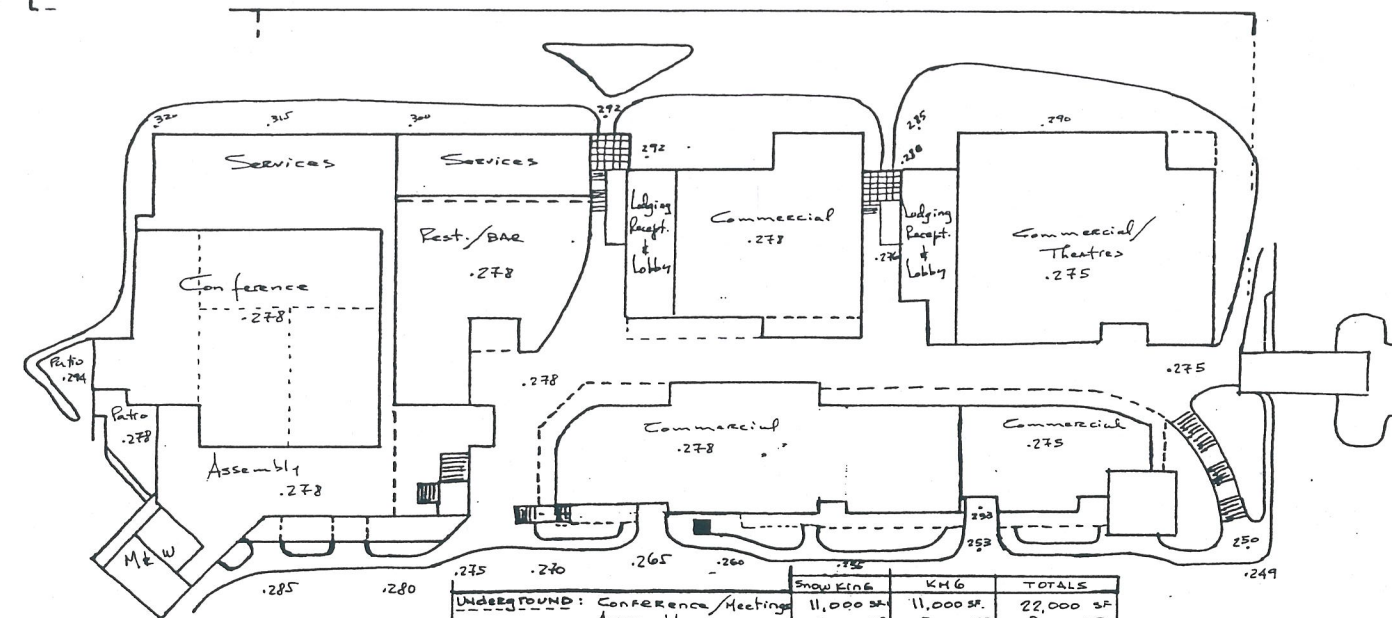
SNOW KING	KMG	TOTALS
25	220	245
13,000 SF	89,000 SF	102,000 SF
3,000 SF	13,000 SF	16,000 SF
-	6,000 SF	6,000 SF

Elev. 260/264



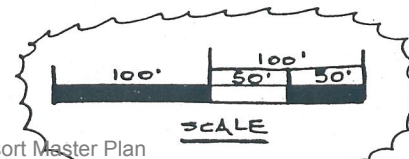
SNOW KING	KMG	TOTALS
25	220	245
13,000 SF	89,000 SF	102,000 SF
2,000 SF	6,000 SF	8,000 SF
-	22,000 SF	22,000 SF

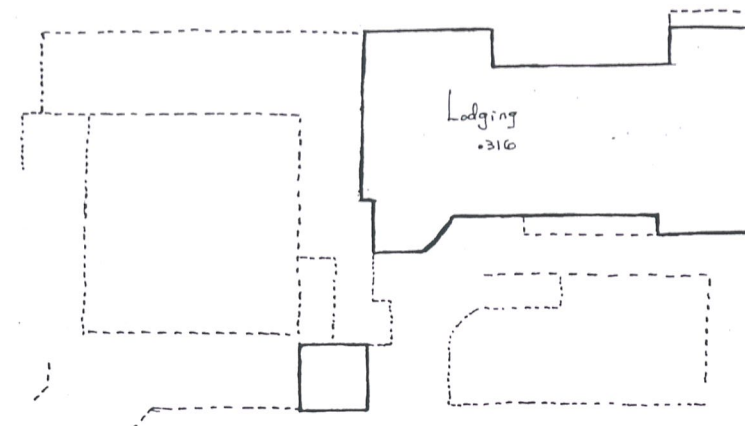
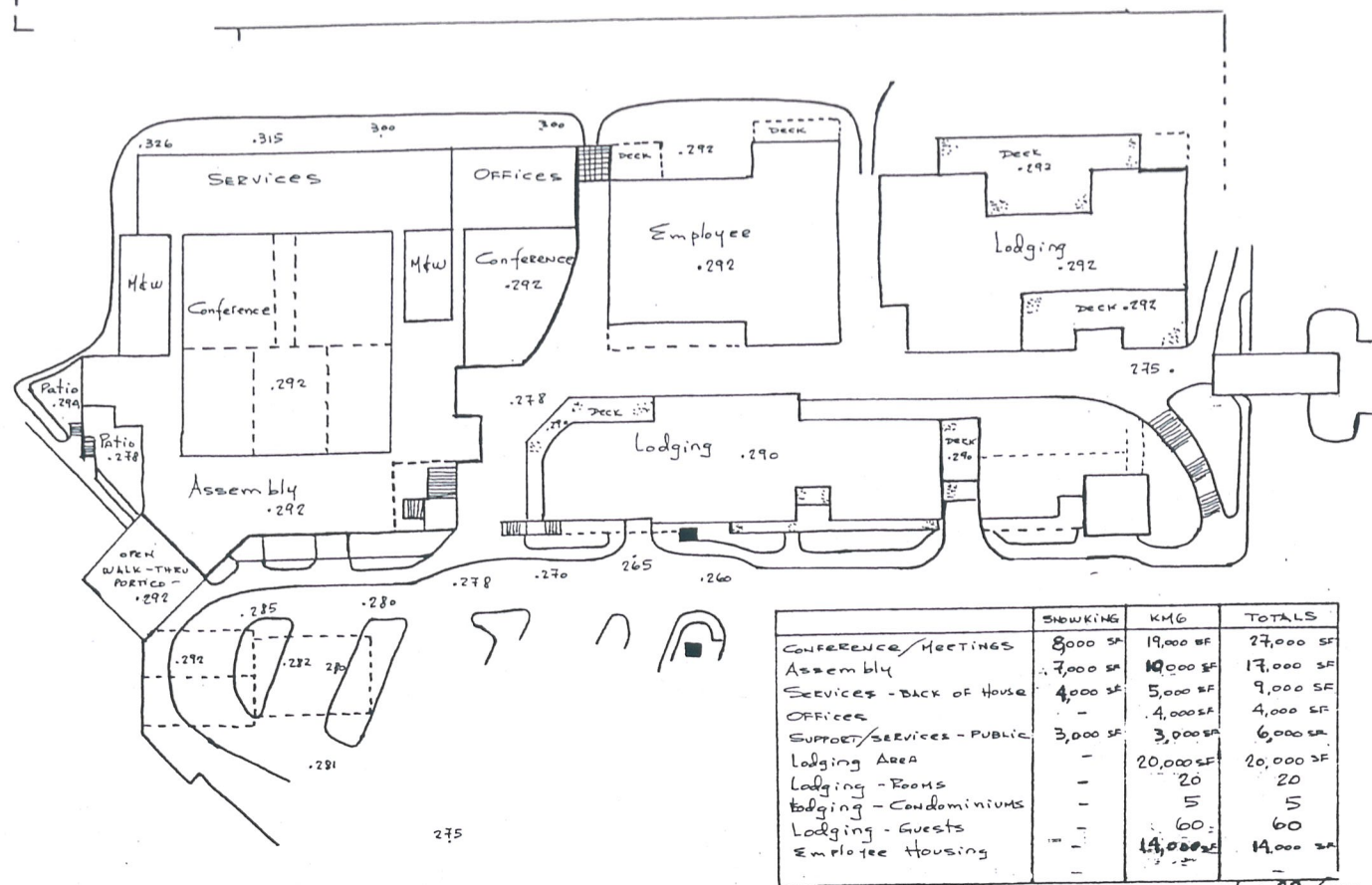
Elev. 250/253



	SNOW KING	KMG	TOTALS
UNDERGROUND: Conference/Meetings	11,000 SF	11,000 SF	22,000 SF
Assembly	4,000 SF	5,000 SF	9,000 SF
Services - back of house	5,000 SF	13,000 SF	18,000 SF
Support & Services - full	2,000 SF	-	2,000 SF
Above Ground: Commercial (F&B)	-	11,000 SF	11,000 SF
Commercial (unassg.)	-	34,000 SF	34,000 SF
Assembly	-	3,000 SF	3,000 SF
Lodging lobby & Recept.	-	6,000 SF	6,000 SF
Theatres or Commercial	-	9,000 SF	9,000 SF
GROUND COVERAGE: Buildings	22,000 SF	111,000 SF	133,000 SF
Landscaped PLAZA	-	37,000 SF	37,000 SF
Pathways, Sidewalks	2,000 SF	15,000 SF	17,000 SF

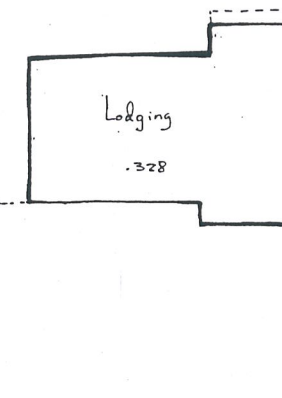
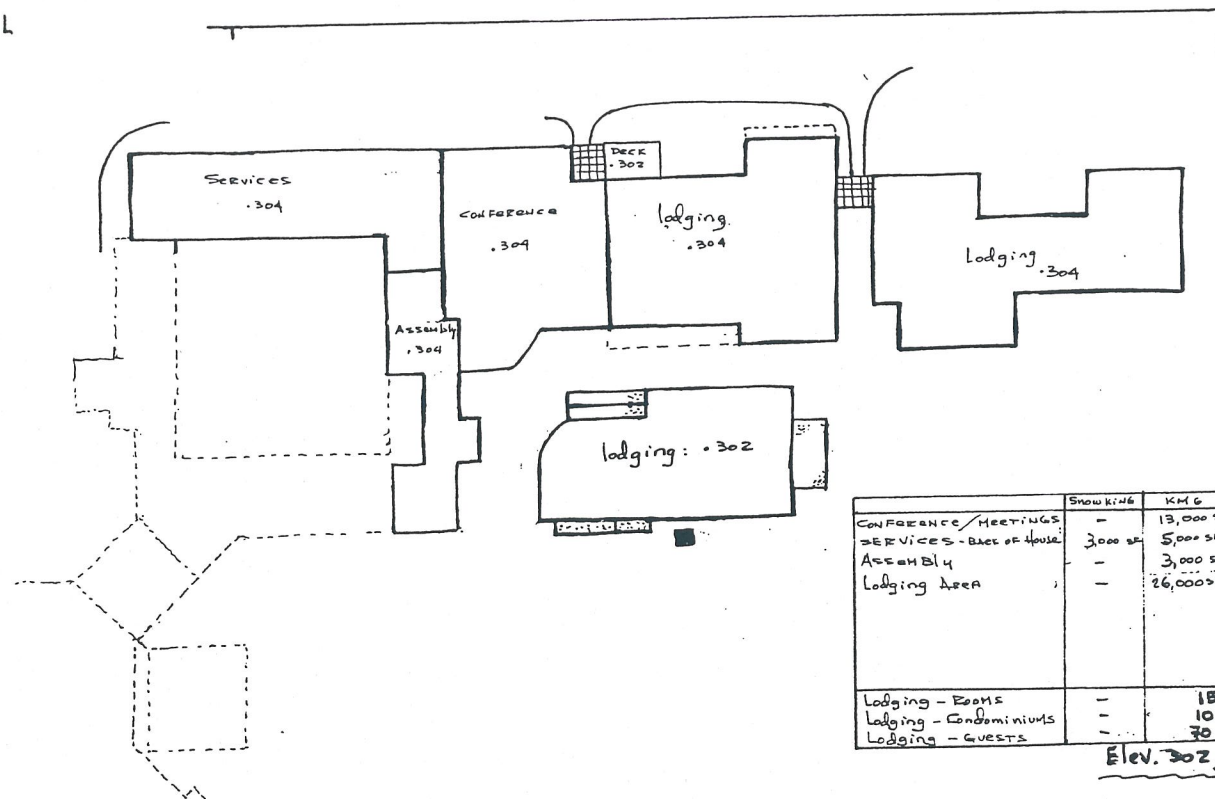
Elev. 275/278





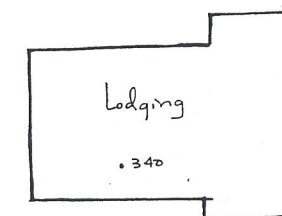
	KMG	TOTALS
Lodging Area	16,000 SF	16,000 SF
Lodging - Rooms	30	30
Lodging - Guests	60	60

Elev. 316



	KMG	TOTALS
Lodging Area	12,000 SF	12,000 SF
Lodging - Rooms	18	18
Lodging - Guests	36	36

Elev. 328



	KMG	TOTALS
Lodging Area	12,000 SF	12,000 SF
Lodging - Rooms	17	17
Lodging - Guests	34	34

XIII. C.

CONCEPTUAL BUILDING DESIGNS - SUB AREA 2

Elev. 340
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