Jackson Town Council Regular Meeting

April 6, 2020
6:00 PM
Town Council Chambers

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

I. WEBEX LINK FOR PUBLIC PARTICIPATION

Meeting ID: **968 072 855** Password: **toj** To join, click on the link or copy it to your browser: https://townofjacksonwy.webex.com/townofjacksonwy/onstage/g.php?MTID=efec85ed3954a88897d29c5df13a42dcf

If the link does not work, join through webex.com with the meeting ID and password provided above.

II. OPENING

A. Call to Order and Roll Call

B. Pledge of Allegiance

C. Announcements/Proclamations

1. Proclamation for Week of the Young Child

III. PUBLIC COMMENT

This section is reserved for questions and comments from the public on items that are not otherwise included in this agenda. As a general practice, the Council will not hold discussion or debate these items. Nor will they make any decisions on items presented during this time but rather refer items to staff for follow-up. If you would like to communicate with the Council during the meeting, please address them during open public comment, when public comment is called for on a specific item, or send an email to *Council@jacksonwy.gov*.

IV. CONSENT CALENDAR

All matters listed in this section are considered to be of routine nature by the governing body and will be enacted in one motion, unless it is removed from the consent calendar and considered separately by Council. Public comment may be given on any item.

A. Meeting Minutes

1. March 16, 2020 special meeting
2. March 17, 2020 special meeting
3. March 23, 2020 special meeting
4. March 27-28, 2020 emergency meeting
5. March 30, 2020 special meeting
6. March 31, 2020 special meeting

B. Disbursements

C. Municipal Court Report February 2020

D. Temporary Sign Permit: The Tribe (P20-049)

E. Memorandum of Understanding between Town of Jackson and Friends of Pathways for START Bike

V. PUBLIC HEARINGS, DISCUSSION AND/OR POSSIBLE ACTION ITEMS

A. Administration

1. Consideration of May 2020 Special Events (Carl Pelletier)

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

B. **Planning items will begin at 6:20 p.m.**

1. **1 Hour Time Limit - Item P19-262**: Development Plan Amendment at 140 & 142 Pine Glades Drive (Tyler Valentine)
2. **No Time Limit - Item P19-201**: Snow King Resort District (SKRMA) Master Plan Amendment (Tyler Sinclair)
3. **No Time Limit - Item P20-037**: Fee Waiver Request for 174 N. King (Tyler Valentine)
4. **No Time Limit - Item P19-291**: Hillside Conditional Use Permit for Teton Gables at 1140 W Hwy 22 (Tyler Valentine)
5. **No Time Limit - Item P19-187**: Text Amendment to LDR Section 8.10 Duties & Responsibilities Related to Planning Director and Community Development Director (Tyler Sinclair)
6. **Item P20-009 & 010**: Development Plan and Hillside Conditional Use Permit for Bluffs Development at 984 Budge Drive (Tyler Valentine) *This item will be continued to May 4*.

VI. RESOLUTIONS

A. **Resolution 20-05**: Adopting a Goal to Achieve Carbon Neutrality by 2030 (Johnny Ziem)

VII. ORDINANCES

A. **Ordinance O**: An Ordinance Amending the Official Zoning District Map for 66 acres from Planned Resort-Snow King to Planned Unit Development-Planned Resort (Presented for 1st Reading, Tyler Sinclair)

B. **Ordinance P**: An Ordinance Amending the Jackson Municipal Code regarding Compensation for Mayor and Council (Presented for 1st Reading, Roxanne Robinson)

VIII. MATTERS FROM MAYOR AND COUNCIL

A. COVID-19 Matters for Discussion

B. Board and Commission Reports

IX. MATTERS FROM THE TOWN MANAGER

A. Town Manager's Report

X. ADJOURN

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

PROCLAMATION
NATIONAL COLLABORATIVE FOR INFANTS & TODDLERS
WEEK OF THE YOUNG CHILD

WHEREAS, local government routinely provides an array of programs and services to an estimated 16 million children ages birth to three in the United States; and in 2016 about 35 percent of counties had more than a quarter of all children living in poverty; and

WHEREAS, the most rapid period of brain development occurs within the first years of life with the brain developing faster from birth to age three than at any later period in life, building the foundation for all future learning, behavior and health**;** and toddlers receive what their growing brains need, they become healthy children who are confident, empathetic and ready for school and life; and programs and policies that support healthy development from birth to age three result in better social, economic and health outcomes and build a more productive workforce that strengthens our economy now and in the future; and

WHEREAS, parents are a child's most important caregivers and play the lead role in their child's healthy development; at the same time, communities and governments can effectively provide families with an array of comprehensive support at an especially critical time; and

WHEREAS, programs and policies should start early to ensure healthy beginnings at birth, support families with infants and toddlers and make high quality childcare and learning environments more accessible and affordable to all; and

WHEREAS, high quality child care is often unavailable or unaffordable for parents who need it, and many families are not connected to networks or early childhood support and parent education that can offer guidance and confidence to navigate the earliest months and years of their children's lives; and

WHEREAS, studies and research continue to reinforce that preparing babies and young children to succeed in school and life has profound impacts on building a strong and vibrant economy; and

WHEREAS, the Town of Jackson and all local governments take pride in our responsibility to protect and enhance the health, welfare and safety of residents in cost effective ways, especially for the working families with young children in our area; and

WHEREAS, research shows that when we invest in the first three years of a child's life, including through parent education, the returns for the community are the highest, and we can reduce the need for more expensive interventions later; and

WHEREAS, research also shows that high-quality early childhood development programs can deliver an annual return of up to 13% per child on upfront costs through better outcomes in education, health, employment and social behavior in the decades that follow; and economists attribute local economic growth and prosperity to high quality early child care programs; and

WHEREAS, 27% of children 0-3 living in Teton County live below 200% of the Federal Poverty Level; and

WHEREAS, the purpose of the Week of the Young Child is to recognize that healthy development and education of all children is the responsibility of all of us, and to recommit ourselves to ensuring that each and every child experiences the type of early environment – at home, at child care, at school, and in the community – that will promote their early development.

NOW, THEREFORE, I, Hailey Morton Levinson, Vice-Mayor of the Town of Jackson, do hereby pledge the Town Council's support and advocacy for supporting prenatal-to-three and early childhood education efforts that promote a healthy start at birth, support for families with infants and toddlers and high quality care and learning environments through pre-K and further pledge that the Town of Jackson will:

- Support the efforts of Teton County, Systems of Education and other organizations in making Teton County an Early Learning Community and their convening an Early Learners Committee to create a plan with measurable outcomes to implement, shift and enhance evidence-based approaches that promote a comprehensive and equitable continuum of care that begins before birth and spans into adulthood, with specific recommendations for children under three and their families; and
- Support the leveraging of local, state and federal investments and exploration of innovative funding strategies and revenue streams to support early childhood programming; and
- Promote prenatal-to-pre-K policies, best practices and cross coordination to improve child and family outcomes as well as service delivery and efficacy in government through streamlined processes; and

FURTHER, the Jackson Town Council does hereby declare its dedication for every young child to have access to safe, healthy, quality environments with passionate, educated, skilled, well compensated and dedicated teachers and therefore I, Vice-Mayor Hailey Morton Levinson declare **April 13-17, 2020**, the **Week of the Young Child** in honor of all those committed to enhancing the lives of young children and their families and encourages all citizens to work to make an investment in early childhood education in our community.

DATED THIS 6th DAY OF April 2020.

TOWN OF JACKSON

_____

Hailey Morton Levinson, Vice-Mayor

ATTEST:

_____

Sandra P. Birdyshaw, Town Clerk

SPECIAL TOWN COUNCIL PROCEEDINGS - UNAPPROVED

MARCH 16, 2020 **JACKSON, WYOMING**

The Jackson Town Council met in a special session in the Council Chambers of the Town Hall located at 150 East Pearl at 1:53 P.M. Upon roll call the following were found to be present:

TOWN COUNCIL: Mayor Pete Muldoon, Vice-Mayor Hailey Morton Levinson, Arne Jorgensen, Jim Stanford, and Jonathan Schechter.

STAFF: Larry Pardee, Tyler Sinclair, Lea Colasuonno, Carl Pelletier, Todd Smith, Michelle Weber, and Darren Brugmann, and Sandy Birdyshaw

Consent Calendar. A motion was made by Hailey Morton Levinson and seconded by Arne Jorgensen to approve the consent calendar including item A as presented with the following motion. There was no public comment on the Consent Calendar.

A. **Disbursements**. To approve the disbursements as presented. 107 West Design, LLC $1,625.00; Ace Hardware $858.90; Advanced Glass Trim, LLC $725.00; Amazon Capital Services $1,059.63; Amerigas $952.81; AmSoil Inc, #774148 $8,066.25; Antler Motel, Inc. $6,960.00; Apex Sage Inc $532.50; Architectural Building Supply $9.00; AT&T $1,574.24; Bestdrive Idaho Falls $4,797.56; Big R Ranch & Home $782.11; Blue Spruce Cleaners, nc $51.14; Bristol, James $45.00; Brooks, Angela $200.00; Brower Psychological Services Inc $650.00; C & A Professional Cleaning Serv LLC $167.50; Carquest Auto Parts Inc. $333.59; Caselle Inc. $1,800.00; Cast $630.00; Centurylink $1,880.19; Centurylink $306.63; Charter Communications $1,653.89; Chitwood, Jessica $591.00; CMI - Teco $3,397.43; Commercial Tire-Id Falls $1,907.68; Core & Main LP $25,354.55; Cummins Rocky Mountain LLC $1,903.94; Dean's Pest Control LLC $145.00; Dell $477.45; Delta Dental Plan Of Wyoming $7,600.70; Doney, Tyson $1,190.00; E.R. Office Express $6,556.85; Electrical Wholesale Supply $68.13; Emerg + A + Care $205.00; Energy Laboratories Inc. $708.00; Environments Systems Research, Inc $8,324.00; Espinoza, Nataly $705.39; Floyd's Truck Center $409.32; Freedom Mailing Service Inc. $1,778.81; Furber, Winslow $198.00; Galls Inc. $99.50; Gillig LLC $1,416.90; High Country Linen $1,742.81; Highline $145.00; Idaho State Tax Commission $3,400.00; Jackson Curbside Inc. $1,825.00; Jackson Hole Childrens Museum $3,750.00; Jackson Hole Law, Pc $1,502.50; Jackson Hole News & Guide $1,461.25; Jackson Hole Radio $4,200.00; Johnson, Roberts & Associates $55.00; Jorgensen, Arne Olaus $616.00; Leitton, Peter $1,240.00; Lepco $246.00; Lincoln National Life $1,225.59; Local Gov't Liability Pool $1,000.00; Long Building Technologies Inc. $236.00; Lower Valley Energy Inc $30,940.84; Miller Sanitation $2,352.00; Morillon-Arellano, Shellie $591.00; Morton-Levinson, Hailey $52.33; Motorola Inc. $36,761.03; Nelson Engineering $31,306.50; New West Building Company Inc. $16,818.32; Normand, Jacob $100.00; Northwest Parkway $5.75; One Call Of Wyoming $31.50; Operator 6 Executive Security LLC $25,883.68; Raftelis $23,924.66; Ranch Inn $315.00; Roxanne Devries Robinson $31.58; Scarlata, Susan $71.00; Schechter, Jonathan $748.26; Silver Creek Supply $109.78; Silver Screen Advertising $522.00; Silver Screen Advertising $3.00; Silverstar $2,313.27; Simon, Mardy $390.00; Snake River MEP Complete, Inc $3,848.48; Snake River Roasting $195.80; Sosa, Nicoles $2,000.00; Specialty Construction Supply $1,888.00; Spectrum $90.49; Spring Creek Animal Hospital $1,391.83; St John's Hospital $325.00; Stanard & Associates, Inc $322.50; Stanford, James $531.30; Starich, Patrick $23,100.30; State Disbursement Unit $25.05; Sullivan, Jack $1,240.00; Swagit Productions, LLC $1,775.00; Symbolarts, LLC $1,331.00; Teton County Sheriff's-Jail $2,376.00; Teton County Transfer Station $121.00; Teton Trash Removal, Inc. $45.50; Thyssen Krupp Elevator Corp. $307.62; TMSC LLC $1,710.00; Tony Matthews $98.25; Trefonas Law, P.C. $342.68; Ups $47.29; Us Postal Service $240.00; Visa ; Votruba, Ellare ; Watts Steam Store Rocky Mt. Inc ; West, Hodene $500.00.

Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Ratification of Emergency Ordinance 1247. A motion was made by Hailey Morton Levinson and seconded by Arne Jorgensen to ratify Emergency Ordinance 1247 AN EMERGENCY ORDINANCE TO LIMIT MASS GATHERINGS TO IMMEDIATELY PRESERVE AND PROTECT THE PUBLIC HEALTH, SAFETY AND WELFARE; DECLARING AN EMERGENCY, PROVIDING FOR AN EFFECTIVE DATE AND A TIME FOR TERMINATION. Lea Colasuonno stated this ordinance may be repealed if Health Order #2 is issued. Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Town Council Meetings and Public Attendance. Tyler Sinclair, Lea Colasuonno, and Larry Pardee made staff comment and recommendations for reducing council meetings and limiting public attendance in council and board meetings related to the COVID-19 Pandemic. Discussion was held on the recommendations of adjusting agendas to only contain required and necessary items as were essential to town business, providing options for public participation through digital means, suspending some meeting rules, and putting prevention protocols into place such as social distancing and sanitation stations.

Discussion was held on limiting public attendance, planning commission items, and continuing to set meeting agendas for public business and not just essential items.

A motion was made by Hailey Morton Levinson and seconded by Arne Jorgensen to direct all Town of Jackson boards and bodies to adhere to the modifications to Open Meetings protocols as described in staff's recommendation and as discussed today until further notice, in order to prevent, and slow the potential spread of COVID-19 and therefore, to significantly reduce likelihood of placing overwhelming strain on the local health care and emergency service systems. Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Consideration of an Emergency Ordinance Putting Mitigation Measures in Place for Private Establishments. Lea Colasuonno made comment on this proposed ordinance as it related to Dr. Riddell's Health Order. There was discussion on waiting for the state's direction and not getting in front of Dr. Riddell.

Consideration of an Emergency Declaration. Lea made staff comment. A motion was made by Hailey Morton Levinson and seconded by Jonathan Schechter to approve Resolution 20-02 Town of Jackson Emergency Declaration regarding the Coronavirus Pandemic.

RESOLUTION 20-02: TOWN OF JACKSON EMERGENCY DECLARATION REGARDING CORONAVIRUS PANDEMIC

WHEREAS, the World Health Organization declared the Coronavirus as a worldwide pandemic as of March 11, 2020; and

WHEREAS, on March 13, 2020, the President of the United States declared a national emergency concerning the novel coronavirus disease (COVID-19) stating that in "December 2019 a novel (new) coronavirus known as SARS-CoV-2 ("the virus") was first detected in Wuhan, Hubei Province, People's Republic of China, causing outbreaks of the coronavirus disease (COVID-19) that has now spread globally. . . . The spread of COVID-19 within our Nation's communities threatens to strain our Nation's healthcare systems. . . . Additional measures . . . are needed to successfully contain and combat the virus in the United States." The National Emergency Declaration went on to declare that the COVID-19 outbreak in the United States constitutes a national emergency; and

WHEREAS, on March 13, 2020, Mark Gordon, the Governor of the State of Wyoming, declared a State of Emergency for the State of Wyoming, stating that on March 11, 2020, an individual within the State of Wyoming tested presumptive positive for COVID-19, and the State of Wyoming is experiencing a public health emergency in response to the evolving outbreak of the novel coronavirus as of March 11, 2020. The Declaration of a State of Emergency directs the Director of the Wyoming Department of Health to take all appropriate and necessary actions and in the Director's judgment any actions necessary to provide aid to those locations where there is a threat or danger to public health, safety and welfare; and

WHEREAS, since presently Wyoming has three confirmed cases of COVID-19, two in Sheridan, County, and one in Fremont County, Wyoming, and in Idaho, the bordering county of Teton County, Idaho, confirmed its first case of COVID-19 in Driggs, Idaho, at 7:30 p.m. on Saturday, March 14, 2020; and

WHEREAS, Teton County, Wyoming, enacted its Emergency Operations Plan and have activated the Teton County Emergency Operations Center on March 11, 2020; and

WHEREAS, on March 16, 2020, at 1:00 p.m., the Jackson Town Council, met in a public meeting of the Town Council of Jackson Wyoming at the Town Hall, located at 150 East earl Avenue, in Jackson, Wyoming, and considered declaring a state of emergency for Teton County, Wyoming; and

WHEREAS, for the reasons stated herein, the Jackson Town Council, desire to declare a state of emergency for Jackson, Wyoming; and

WHEREAS, upon a unanimous vote of the Jackson Town Council, the Jackson Town Council unanimously approved a declaration of a state of emergency for Jackson, Wyoming, to begin on or about 5:00 p.m. on March 11, 2020, and to be in place and existing until such time as the Jackson Town Council determines that the emergency no longer exists.

NOW THEREFORE BE IT RESOLVED, that having duly met on March 16, 2020, at a duly scheduled meeting, which was properly noticed and open to the public, and having fully considered the matter at hand, the action of the Jackson Town Council is hereby ratified, affirmed, and declared that a state of emergency exists for Teton County, Wyoming, and will continue until such time as the Jackson Town Council determines that the emergency no longer exists.

PASSED, APPROVED, AND ADOPTED this 16th day of March, 2020.

Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Scheduling Town Council Meetings and Communication Briefings. Tyler Sinclair and Rich Ochs made staff comment. Discussion was held on scheduling any special meetings, trigger points for calling special meetings, streaming, responsibilities of staff, and timing of communication briefings.

Matters from Staff Related to COVID-19. **START Bus Service Changes in Response to COVID-19**. A motion was made by Hailey Morton Levinson and seconded by Jonathan Schechter that during the Coronavirus emergency, the START Board does not need to obtain approval from the Town Council to make service level changes resulting from the COVID-19 pandemic and affirm the actions of the START Board to delegate its authority to the Town Manager and Transit Director. Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Matters from Town Council Related to COVID-19. Jim Stanford made comment on the nation's food supply and hoarding.

Adjourn. A motion was made by Hailey Morton Levinson and seconded by Arne Jorgensen to adjourn. The vote showed all in favor and the motion carried. The meeting adjourned at 3:06 p.m. minutes:spb

TOWN OF JACKSON

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Pete Muldoon, Mayor

ATTEST:

_____
Sandra P. Birdyshaw, Town Clerk

Publish JH News & Guide: March 25, 2020

SPECIAL TOWN COUNCIL PROCEEDINGS - UNAPPROVED

MARCH 17, 2020 **JACKSON, WYOMING**

The Jackson Town Council met in a special session in the Council Chambers of the Town Hall located at 150 East Pearl at 9:00 A.M. Upon roll call the following were found to be present:

TOWN COUNCIL: Mayor Pete Muldoon, Arne Jorgensen, Jim Stanford, and Jonathan Schechter. Hailey Morton Levinson joined by telephone at 9:06 a.m.

STAFF: Larry Pardee, Tyler Sinclair, Lea Colasuonno, Todd Smith, Michelle Weber, Zolo, Matt Redwine, and Sandy Birdyshaw.

Consideration of an Emergency Ordinance Putting Mitigation Measures in Place for Private Establishments. Mayor Muldoon made comment that Dr. Riddell had worked on a new County-wide Health Order that would accomplish much of the same of the town's proposed ordinance. The Health Order was in the Governor's office this morning under review. The Mayor said he would recess this meeting in order to wait and hear from Dr. Riddell on the new Health Order. Lea Colasuonno made comment on how the Town's proposed ordinance related to the Health Order. The Mayor moved to the next agenda item while waiting to hear on the Health Order.

Matters from Staff Related to COVID-19. Susan Scarlata provided an update on communication and information efforts in the community.

The Mayor meeting recessed at 9:28 a.m. and reconvened at 3:03 p.m. Upon roll call the following were found to be present:

TOWN COUNCIL: Mayor Pete Muldoon, Arne Jorgensen, Jim Stanford, and Jonathan Schechter. Hailey Morton Levinson joined by WebEx.

STAFF: Larry Pardee, Tyler Sinclair, Roxanne Robinson, Lea Colasuonno, Zolo, and Sandy Birdyshaw.

OTHERS: Deputy Teton County Attorney Keith Gingery and Sheriff Matt Carr.

Consideration of an Emergency Ordinance Putting Mitigation Measures in Place for Private Establishments. This item was discussed further. Mayor Muldoon summarized the Teton District Health Officer's Health Order #20-2 just released a few minutes ago and encouraged community members to adhere to the precautions stated within.

Deputy Teton County Attorney Keith Gingery made comment on the three Health Orders issued by the Teton District Health Department. Health Order 20-1A prohibited gatherings of over 250 people and Dr. Riddell would have issued this on March 15th, however new CDC Guidelines came out before it was issued, so it immediately became outdated. Health Order 20-1B prohibited gatherings of over 50 people. Health Order 20-2, in effect for fourteen days, was fully explained which closed certain public places and placed restrictions on restaurants within Jackson and Teton County. The Council held discussion with Mr. Gingery on process and powers.

Lea Colasuonno made comment on an emergency ordinance to repeal the emergency ordinance numbered 1247. This repeal ordinance would not need to be ratified since it was enacted in a special meeting and not an emergency meeting.

A motion was made by Jonathan Schechter and seconded by Jim Stanford to suspend the requirements for three (3) public reading of ordinances under W.S. § 15-1-115(c). Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

A motion was made by Jonathan Schechter and seconded by Jim Stanford to read the Emergency Ordinance in short title. Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Emergency Ordinance 1248. AN EMERGENCY ORDINANCE REPEALING SECTION 1 OF TOWN OF JACKSON ORDINANCE NO. 1247 REGARDING LIMITING MASS GATHERINGS TO IMMEDIATELY PRESERVE AND PROTECT THE PUBLIC HEALTH, SAFETY AND WELFARE; AND PROVIDING FOR AN EFFECTIVE DATE.

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

A motion was made by Jonathan Schechter and seconded by Jim Stanford to approve the emergency Repeal Ordinance discussed and approved today by Council removing temporary restrictions on the size of gatherings within the Town of Jackson for the immediate preservation of the public peace, health, safety and welfare. Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Discussion followed regarding conducting business such as making deliveries on sidewalks in the public right of way, temporary loading zones, using discretion in the on-street parking ban and winter snow towing, grocery store accommodations for persons at risk, local food help, the special 3:00 p.m. Council meeting on March 23rd, non-essential retail, a possible additional special meeting for Thursday or Friday morning, traveling over spring break, financial stress, financial contributions, and resources available to our community.

Chief Smith made staff comment regarding parking issues, protocol across law enforcement agencies, appreciation for support, and email suggestions.

Adjourn. A motion was made by Jim Stanford and seconded by Jonathan Schechter to adjourn. The vote showed all in favor and the motion carried. The meeting adjourned at 3:54 p.m. minutes:spb/rdr

TOWN OF JACKSON

_____
Pete Muldoon, Mayor

ATTEST:

_____
Sandra P. Birdyshaw, Town Clerk

Publish JH News & Guide: March 25, 2020

SPECIAL TOWN COUNCIL PROCEEDINGS - UNAPPROVED

MARCH 23, 2020 **JACKSON, WYOMING**

The Jackson Town Council met in a special session in the Council Chambers of the Town Hall located at 150 East Pearl at 3:00 P.M. Upon roll call the following were found to be present:

TOWN COUNCIL: *In-person:* Jim Stanford and Jonathan Schechter. *via Webex*: Mayor Pete Muldoon, Hailey Morton Levinson, and Arne Jorgensen.

STAFF: Larry Pardee, Tyler Sinclair, Lea Colasuonno, Roger Schulz, Zolo, April Norton, and Sandy Birdyshaw.

Consent Calendar. A motion was made by Hailey Morton Levinson and seconded by Jonathan Schechter to approve the consent calendar including items A-B as presented with the following motions. There was no public comment on the Consent Calendar.

A. **Meeting Minutes**. To approve the meeting minutes as presented for the special meetings on March 14, 16, and 17, 2020. [*The March 2nd regular meeting minutes were pulled from consent.*]

B. **Disbursements.** To approve the disbursements as presented. Ace Hardware $79.95; Amazon Capital Services $354.74; Anderson, Timothy $90.00; Ayala, Johnny $2,000.00; Bristol, James $283.50; Centurylink $1,961.72; Charter Communications $1,617.03; City Of Driggs $2,339.35; Convergeone, Inc $12,321.76; Custom Electronic Consultants Inc $9,125.76; E.R. Office Express $190.45; Galls Inc. $143.30; Garmin USA $64.95; Goldberg, Brian $1,240.00; Greenwood Mapping Inc. $1,035.00; High Country Linen $1,188.14; Hirst Applegate, LLP $1,798.66; ICOR Technology Inc. $210,340.50; Jackson Curbside Inc. $985.00; Jackson Hole News & Guide $2,593.69; Jackson Hole Playhouse $20.00; Jackson Hole Snow Devils $1,000.00; Jelly Donut, LLC $150.00; Jorgensen Associates, Pc $95.20; Kellerstrass Enterprises, Inc $67,024.40; Lenovo (United States) Inc. $4,048.48; LoganSimpson $7,224.00; Lower Valley Energy Inc $191.40; Lower Valley Energy Inc $846.21; LSC Transportation Consultants $12,684.90; Markee Escrow Services, Inc $52,552.08; Miller Sanitation $315.00; Mountain Jewelry Designs $600.00; Nalley Steamway LLC. $330.00; Norton, Alex $3,525.00; One 22, Inc. $359.67; Operator 6 Executive Security LLC $10,058.48; Portis Group, LLC $2,379.00; Professional Veterinary Apparel Co. $405.95; Quick Brown Fox LLC $800.00; Respond First Aid Systems $613.69; RTR Services LLC $1,350.00; Safe Fleet Acquisition Corp $12,184.00; Snake River Roasting $268.03; Spackman, Nathan $155.00; St John's Hospital $210.00; Stinky Prints, Inc $22.26; Teton County Integrated Solid Waste/Recy $22.10; Thomson West $938.85; Vazquez, Eleuteria $2,000.00; Verizon Wireless $7,643.07; Visa $20,372.82; Watts Steam Store Rocky Mt. Inc $150.00; Westbank Sanitation $48.69; White Glove Cleaning, Inc. $2,261.36; WyoPass $220.00.

C. **Energy Conservation Works SPET Funded LED Project**. To approve the use of $206,880.00 in 2010 Energy SPET Funding for LED lighting and controls retrofits at the Snow King Center and Town of Jackson Public Works facility, and upon legal approval by the Town Attorney, authorize the Mayor to execute all necessary contract Agreements.

Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Meeting Minutes. The March 2, 2020 regular meeting minutes were pulled from the consent agenda. Arne Jorgensen commented that he would like for the Council to reconsider the March 2, 2020 vote approving the Town Council's letter to the Forest Service regarding the U.S. Forest Service's DEIS for SKRMA and he wanted to delay action on that reconsideration until a special meeting which would be set before March 31, 2020. Robert's Rules of Order stated that the purpose of reconsidering a vote was to permit correction of hasty, ill-advised, or erroneous action, or to take into account additional information or a changed situation that developed since the vote was taken. He believed the Council should take into account additional information that became available after the vote and respectfully asked a councilmember to make a motion to reconsider.

A motion was made by Hailey Morton Levinson and seconded by Arne Jorgensen to reconsider the vote taken on the Town Council's letter to the Forest Service regarding the U.S. Forest Service's DEIS for SKRMA. She voted on this motion was on the prevailing side.

Mayor Muldoon stated he would like to postpone the vote to reconsider to a special meeting agenda to be held before March 31, 2020. He asked for a motion to postpone the vote on the Motion to Reconsider.

A motion was made by Hailey Morton Levinson and seconded by Arne Jorgensen to postpone the vote on the Motion to Reconsider the Town's Comment Letter to the Forest Service to a special meeting held before March 31, 2020. Mayor Muldoon called for the vote. The vote showed 4-1 in favor with Stanford opposed. The motion carried.

A motion was made by Arne Jorgensen and seconded by Hailey Morton Levinson to approve the March 2, 2020 regular evening meeting minutes as amended to reflect the actions taken by Council today on the reconsideration. Mayor Muldoon called for the vote. The vote showed 4-1 in favor with Stanford opposed. The motion carried.

Liquor License Transfer Application from Foam Capital LLC. Sandy Birdyshaw made staff comment. Jim Stanford asked how many licenses were in near proximity of 105 East Broadway, staff answered there were 16-17. Matt Kim Miller representing Foam Capital LLC made comment through Webex on their plans for the liquor license, plans for the building, future use of the license, merits of the applicant, and previous council actions related to transfers.

Mayor Muldoon opened a public hearing to hear protests against the issuance of this license. There were none and the Mayor closed the public hearing.

Town IT Director Zolo made comment instructing anyone connected through Webex how to identify themselves to make public comment. The Mayor read an email containing public comment from Mike Reid, owner of Pearl Street Market.

The Council held discussion with Lea Colasuonno on if previous council actions promulgated policy. Jim Stanford stated he does not believe in government created monopolies and that has never been his policy, given the number and type of existing licenses in that vicinity seems to meet the needs of the vicinity under consideration, therefore was not in favor of approving the transfer.

Having considered the Wyo. Stat. §12-4-104(b) statutory factors and Jackson Municipal Code 6.60.010.A. for this application, a motion was made by Arne Jorgensen and seconded by Hailey Morton Levinson to approve the Foam Capital LLC d/b/a The Rack retail liquor license transfer application effective April 1, 2020, subject to the following conditions and further direct the Town Clerk to issue the license upon confirmation that those conditions of approval have been met.

1. Prior to license issuance, the applicant shall obtain all required permits and approvals from all applicable Town/County departments, including but not limited to, Planning and Building, Finance, Public Health, and Jackson Hole Fire.
2. Any additional minor corrections deemed necessary by staff and the Wyoming Liquor Division.
3. Ownership of the liquor license shall not transfer until it is certified to the Town Clerk that the associated private transaction has closed.

Hailey Morton Levinson stated she did not support the motion, concurred with Stanford in specifically Wyoming Statute 12-4-104(b)(iii) the number, type and location of existing licenses or permits meet the needs of the vicinity under consideration.

Pete Muldoon stated there was not an official policy of the Council related to transfers, their job was to make findings related to Wyoming Statute 12-4-104 (b) A license or permit shall not be issued, renewed or transferred if the licensing authority finds from evidence presented at the hearing and after reviewing subsections (iii) and (iv) he found that the number, type, and location of existing licenses meets the needs of the vicinity and the desires of the residents of the city would not be met or satisfied by the transfer of the license. He stated he could make these findings because of the number of liquor licenses in the immediate vicinity, namely retail liquor licenses held by Bin 22, Glorietta, Hotel Jackson, Million Dollar Cowboy Bar, The Rose, Silver Dollar Bar, Snake River Grill, and Spirits and Spice; Limited Retail License held by the Elks Lodge, American Legion, and Center for the Arts; Bar and Grill licenses held by Local, Hand Fire Pizza, Merry Piglets, and Moe's BBQ; Microbrewery permits held by Jackson Hole Brewing and Roadhouse Brewing; and nineteen restaurant liquor licenses in the immediate vicinity. He found these licenses to be sufficient to meet the needs of the community.

Arne Jorgensen stated he agreed with previous comments and statutory findings, and felt liquor license should be brought back to the public route so the council could take full consideration of what was out there so they could make the five findings required of them.

Mayor Muldoon called for the vote. The vote showed all opposed and the motion failed.

Request for Qualifications (RFQ) for Low Income Housing Tax Credit Developer. April Norton made staff comment through Webex. Discussion was held on developers with expertise in low income tax-credit housing, scope and tasks of the RFQ, rewording the hourly rate fees sentence, respondents should include their process of pinning down the fee once the scope was identified, previous tax credit applications, and timeline.

A motion was made by Hailey Morton Levinson and seconded by Arne Jorgensen to approve the Request for Qualifications for a Low-Income Multifamily Housing Developer with amendments discussed today and direct staff to release their Request for Qualifications on Tuesday, March 24th. Mayor Muldoon called for the vote. The vote showed 4-1 with Stanford opposed. The motion carried.

Resolution 20-03: A Resolution Approving the Acceptance of a FAA Grant for Jackson Hole Airport's Access Road Rehabilitation Project Phase 3. Sandy Birdyshaw made staff comment. Airport Director Jim Elwood made comment through Webex on FAA grants.

A motion was made by Hailey Morton Levinson and seconded by Jonathan Schechter to approve Resolution 20-03, a Resolution accepting and approving FAA Grant No. 3-56-0014-061-2020 for Jackson Hole Airport's Access Road Rehabilitation Project Phase III.

> **RESOLUTION 20-03:** A RESOLUTION APPROVING THE ACCEPTANCE OF FAA GRANT NO. 3-56-0014-061-2020 FOR THE JACKSON HOLE AIRPORT'S ACCESS ROAD REHABILITATION PROJECT PHASE III
>
> **WHEREAS**, the Jackson Hole Airport Board (the "Board") was organized as an airport board on January 17, 1968 pursuant to Wyoming Statute §10-5-202; is deemed a joint power board pursuant to Wyoming Statute §16-1-105; and is the owner and operator of a public use airport known as the Jackson Hole Airport ("Airport"); and
>
> **WHEREAS,** as such the Board is authorized to receive grants from the Federal Aviation Administration ("FAA") for planning and/or improvements to the Airport; and
>
> **WHEREAS**, the Board has received a grant offer from FAA for the "Rehabilitate Access Road (Phase III) at the Airport in the amount of $2,764,003, and the Board desires to accept such grant; and
>
> **WHEREAS**, the FAA requires a resolution of approval from the Town of Jackson in order for the Airport to receive such a grant.
>
> **NOW, THEREFORE**, be it resolved by the Town Council of the Town of Jackson, Wyoming that it hereby approves the Board accepting FAA AIP Grant Number 3-56-0014-061-2020 in the amount of $2,764,003 for the purpose of the Rehabilitation of the Access Road (Phase III), as more fully described in the Project Application.
>
> This Resolution shall become effective upon adoption.
>
> PASSED, APPROVED, AND ADOPTED this 23rd day of March 2020.

Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Ordinances. A motion was made by Hailey Morton Levinson and seconded by Arne Jorgensen to read Ordinance N in short title. Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Ordinance N: An Ordinance Granting a Renewed Franchise to Jackson Curbside Inc.

AN ORDINANCE GRANTING JACKSON CURBSIDE, INC., A FRANCHISE FOR THE COLLECTION AND DISPOSITION OF RECYCLABLE REFUSE AND COMPOSTABLE MATERIALS FOR THE PURPOSE OF REDUCING IMPACTS ON WASTE HAULING AND LANDFILL OPERATIONS AND SUPPORTING RECYCLING EFFORTS; PROVIDING THE RIGHTS AND LIABILITIES THEREUNDER; AND ESTABLISHING AN EFFECTIVE DATE.

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

A motion was made by Hailey Morton Levinson and seconded by Arne Jorgensen to approve Ordinance N at third reading and designate it Ordinance 1246. Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Matters from Mayor and Council. Mayor Muldoon made comment on letters to Grand Teton National Park, Bridger Teton National Forest, and Yellowstone National Park signed by the County, Public Health, and St. John's Health. The Council held discussion. A motion was made by Arne Jorgensen and seconded by Hailey Morton Levinson to approve the letter as presented. Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Jim Stanford made comment on the compliance and cooperation we've seen on the Health Orders issued so far, except for at gas stations and convenience stores. He would like to have staff contact them about frequently touched areas and facilitate healthier behavior. Larry Pardee made comment on coordinating support and response.

Adjourn. A motion was made by Hailey Morton Levinson and seconded by Jonathan Schechter to adjourn to executive session to consider the selection of a site or the purchase of real estate when the publicity regarding the consideration would cause a likelihood of an increase in price and to consider matters concerning litigation to which the governing body is a party or proposed litigation to which the governing body may be a party in accordance with Wyoming Statute 16-4-405(a)(iii) and (vii). The vote showed all in favor and the motion carried. The meeting adjourned at 4:52 p.m. minutes:spb

TOWN OF JACKSON

_____
Pete Muldoon, Mayor

ATTEST:

_____
Sandra P. Birdyshaw, Town Clerk

Publish JH News & Guide: April 1, 2020

EMERGENCY TOWN COUNCIL PROCEEDINGS - UNAPPROVED

MARCH 27-28, 2020 **JACKSON, WYOMING**

The Jackson Town Council met in an emergency session in the Council Chambers of the Town Hall located at 150 East Pearl at 5:02 P.M. Upon roll call the following were found to be present:

TOWN COUNCIL: *In-person*: Mayor Pete Muldoon and Jim Stanford. *via Webex*: Hailey Morton Levinson, Arne Jorgensen, and Jonathan Schechter.

STAFF: Larry Pardee, Tyler Sinclair, Lea Colasuonno, Todd Smith, Rich Ochs, Zolo, and Sandy Birdyshaw.

Mayor Muldoon stated the purpose of this meeting was to consider an emergency stay-at-home ordinance for older adults and people with high risk medical conditions. Lea Colasuonno made comment. The Council held discussion. Teton District Health Officer Dr. Travis Riddell joined the meeting via telephone and made comment on State and County Health Orders. The Council held discussion with Dr. Riddell. Public comment was given from Anna Olsen, Dr. Rachael Dunlop, and David Bott.

Mayor Muldoon recessed the meeting at 6:35 p.m. until Saturday, March 28, 2020 at 1:00 p.m. The meeting reconvened on March 28, 2020 at 1:07 p.m. Upon roll call the following were found to be present:

TOWN COUNCIL: *In-person*: Mayor Pete Muldoon. *via Webex*: Hailey Morton Levinson, Arne Jorgensen, Jim Stanford, and Jonathan Schechter.

STAFF: Larry Pardee, Roxanne Robinson, Tyler Sinclair, Lea Colasuonno, Todd Smith, Zolo, Carl Pelletier, and Sandy Birdyshaw.

Mayor Muldoon made comment. Dr. Riddell provided an update on State and County orders. Lea Colasuonno presented a revised draft ordinance and the Council held discussion.

The meeting recessed at 1:45 p.m. and reconvened at 2:11 p.m. Lea Colasuonno presented revisions to the emergency ordinance and discussion was held.

Public comment was given via webex and email by Bill Reinecke, Carl Herbst, Christy Smirl, Herb Heimerl, Kim Wheeldon, Justin Henry, Gary Kofinas, Destin Peters, Alan Henderson, Amy Vignaroli, James Wallace, Therese Metherell, Dr. Laura Peterson Wright, Jessica Baker, Thomas Grisell, Nanci Turner Steveson, Matt Hall, Nicole Madison Garrett, Jason Hanold, Peter Kline, Frank and Nancy Boyer, and Heidi Jost.

The Council held further discussion.

A motion was made by Hailey Morton Levinson and seconded by Pete Muldoon to suspend the requirements for three (3) public reading of ordinances under W.S. § 15-1-115(c). Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

A motion was made by Hailey Morton Levinson and seconded by Arne Jorgensen to read the Emergency Ordinance in short title. Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Emergency Ordinance 1249: AN EMERGENCY ORDINANCE TO STAY-AT-HOME FOR ALL PEOPLE WITHIN THE TOWN OF JACKSON TO PREVENT THE SPREAD OF COVID-19 IN THE TOWN OF JACKSON; AND OTHER RESTRICTIONS WITHIN THE TOWN OF JACKSON, WYOMING; DECLARING AN EMERGENCY, PROVIDING FOR AN EFFECTIVE DATE AND A TIME FOR TERMINATION.

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

A motion was made by Hailey Morton Levinson and seconded by Jonathan Schechter to approve Emergency Ordinance 1249 Stay-at-Home for All People Within the Town of Jackson to Prevent the Spread of Covid-19 in the Town of Jackson; and other Restrictions within the Town Of Jackson for the immediate preservation of the public peace, health, safety and welfare. Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Adjourn. A motion was made by Hailey Morton Levinson and seconded by Jonathan Schechter to adjourn. The vote showed all in favor and the motion carried. The meeting adjourned at 3:28 p.m. minutes:spb

TOWN OF JACKSON

_____
Pete Muldoon, Mayor

ATTEST:

_____
Sandra P. Birdyshaw, Town Clerk

Publish JH News & Guide: April 8, 2020

SPECIAL TOWN COUNCIL PROCEEDINGS - UNAPPROVED

MARCH 30, 2020 **JACKSON, WYOMING**

The Jackson Town Council met in a special session in the Council Chambers of the Town Hall located at 150 East Pearl at 3:01 P.M. Upon roll call the following were found to be present:

TOWN COUNCIL: *In-person*: Mayor Pete Muldoon and Jim Stanford. *via Webex*: Hailey Morton Levinson, Arne Jorgensen, and Jonathan Schechter.

STAFF: Larry Pardee, Tyler Sinclair, Lea Colasuonno, Zolo, and Sandy Birdyshaw.

Reconsideration of March 2nd vote on Town Comment Letter to U.S. Forest Service. Mayor Muldoon stated at the March 23rd special meeting, a motion was made to reconsider the vote that Council took on March 2nd on the Town's Comment Letter to the Forest Service regarding the Draft EIS for Snow King Resort Master Plan Amendment. The Council also voted to postpone the vote on that Motion to Reconsider to today's special meeting. The Council held discussion. Mayor Muldoon called for the vote on the Motion to Reconsider. The vote showed 4-1 in favor with Stanford opposed. The motion carried.

Mayor Muldoon stated the question on the table was the motion made on March 2nd by Jim Stanford and seconded by Hailey Morton Levinson which was to approve Councilwoman's Morton Levinson's draft that was edited tonight [March 2] as presented and send it to the Forest Service before the comment deadline of March 16. Arne Jorgensen proposed a friendly amendment by adding a sentence to the letter "The solutions proposed in alternatives three and four to prohibit users from leaving any biking areas into the surrounding trails are preferable to alternative two". Jim Stanford and Hailey Morton Levinson accepted the friendly amendment. Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Executive Session. A motion was made by Hailey Morton Levinson and seconded by Jim Stanford to recess the meeting to executive session to consider matters concerning litigation to which the governing body is a party or proposed litigation to which the governing body may be a party in accordance with Wyoming Statute 16-4-405(a)(iii). Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried. The meeting recessed at 3:31 p.m. and reconvened at 3:57 p.m.

Matters from Mayor, Council, or Staff Related to COVID-19. Ratify March 28, 2020 Emergency Ordinance 1249. A motion was made by Jim Stanford and seconded by Hailey Morton Levinson to continue this item to a special meeting on March 31st at 11:00 a.m. Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Joint Resolution 20-04 Delegation of Authority for COVID-19 Response. Larry Pardee made staff comment. A motion was made by Hailey Morton Levinson and seconded by Jim Stanford to approve joint Resolution 20-04 for the Delegation of Authority for Covid-19 Response.

TETON COUNTY, WYOMING and TOWN OF JACKSON, WYOMING Joint Resolution
DELEGATION OF AUTHORITY FOR COVID-19 RESPONSE RESOLUTION

WHEREAS, the World Health Organization declared the Coronavirus as a worldwide pandemic as of March 11, 2020; and

WHEREAS, the President of the United States declared a national emergency concerning the novel coronavirus disease (COVID-19) on March 13, 2020, specifically stating that in "December 2019 a novel (new) coronavirus known as SARS-CoV-2 ("the virus") was first detected in Wuhan, Hubei Province, People's Republic of China, causing outbreaks of the coronavirus disease (COVID-19) that has now spread globally. . . . The spread of COVID-19 within our Nation's communities threatens to strain our Nation's healthcare systems. . . . Additional measures . . . are needed to successfully contain and combat the virus in the United States." The National Emergency Declaration declared that the COVID-19 outbreak in the United States constitutes a national emergency; and

WHEREAS, Mark Gordon, Governor of the State of Wyoming, declared a State of Emergency and Public Health Emergency for the State of Wyoming on March 13, 2020, stating that on March 11, 2020 an individual within the State of Wyoming tested presumptive positive for COVID-19 and the State of Wyoming is experiencing a public health emergency in response to the evolving outbreak of the novel coronavirus as of March 11, 2020. The Declaration of a State of Emergency directs the Director of the Wyoming Department of Health to take all appropriate and necessary

actions and in the Director's judgment any actions necessary to provide aid to those locations where there is a threat or danger to public health, safety and welfare; and

WHEREAS, the Teton County Board of County Commissioners approved a declaration of State of Emergency in Teton County, Wyoming as of March 16, 2020; and
WHEREAS, the Jackson Town Council approved a declaration of State of Emergency in Jackson, Wyoming as of March 11, 2020; and

WHEREAS, Teton County has eight (8) confirmed cases of the Coronavirus (COVID-19) with documentation of community spread as of Friday, March 27, 2020; and

WHEREAS, the Teton County Board of County Commissioners have authority and jurisdiction over the unincorporated areas of Teton County, Wyoming; and

WHEREAS, the Jackson Hole Fire/EMS Department is a joint Fire/EMS department of Teton County, Wyoming, a duly organized county of the State of Wyoming, and the Town of Jackson, a Wyoming municipality, and operates under the direction and supervision of Teton County and is overseen by Fire Chief Brady Hansen; and

WHEREAS, Teton County and the Town of Jackson have formed the Teton Health District which encompasses all of Teton County, Wyoming, including the Town of Jackson, a Wyoming municipality; and

WHEREAS, Teton County oversees the Teton County Health Department, which is overseen by Jodie Pond, Director of Teton County Health Department; and

WHEREAS, Chief Todd Smith is the police chief of the Jackson Police Department, which is overseen by the Jackson Town Council; and

WHEREAS, Sheriff Matt Carr is the elected Teton County Sheriff of Teton County, Wyoming; and

WHEREAS, the Teton County Board of County Commissioners and the Town of Jackson, Wyoming desire to grant the power to oversee the complete management of the COVID-19 Response Incident to a Unified Command whose members shall be:

Fire Chief Brady Hansen, Jackson Hole Fire/EMS
Jodie Pond, Director, Teton County Health Department
Sheriff Matt Carr, Teton County Sheriff
Police Chief Todd Smith, Jackson Police Chief

NOW THEREFORE, be it resolved by the Teton County Board of County Commissioners that the Unified Command to oversee the complete management of the COVID-19 Response Incident shall be comprised of the following members:

Fire Chief Brady Hansen, Jackson Hole Fire/EMS
Jodie Pond, Director, Teton County Health Department
Sheriff Matt Carr, Teton County Sheriff
Police Chief Todd Smith, Jackson Police Chief; and

IT IS FURTHER RESOLVED, that the Unified Commanders (UC), shall give regular reports to the Jackson Town Council through its Town Manager, and the Teton County Board of County Commissioners through the County Commissioners' Administrator, and to the other Teton County Elected Officials; and
IT IS FURTHER ORDERED, that the UC shall continue to collaborate and consult with the Teton District Health Officer; and

IT IS FURTHER RESOLVED that the Teton County Board of County Commissioners and Jackson Town Council shall communicate with the UC through the County Commissioners' Administrator and Town Manager; and

IT IS FURTHER RESOLVED, that the UC shall adhere to relevant and applicable laws, policies, and professional standards; and

IT IS FURTHER RESOLVED, that the UC shall manage this incident under standard protocols and procedures for the incident command system (ICS) and the National Incident Management System (NIMS); and

IT IS FURTHER RESOLVED, that the UC shall manage the incident in order of the highest priority to the lowest priority as delineated below:

1. Provide for Emergency Responder and Public Health/Healthcare employee safety.

2. Provide for the protection of public health safety from the COVID-19 disease.
3. Provide timely, accurate, and relevant information to the public regarding the incident.
4. Coordinate response with the Wyoming Department of Health and with the Teton District Health Officer.
5. Mitigate the spread of the COVID-19 disease within the Teton County, Wyoming population.
6. Provide for minimal disruption of access to critical community services. Access must be consistent with the safety of the public.
7. Coordinate with the Teton County Emergency Operations Center for resource requests and information sharing.

IT IS FURTHER ORDERED that the UC shall comply with the following:

1. That the delegation carries full responsibility for the complete management of the COVID-19 Response Incident within Teton County, Wyoming, including within the City of Jackson, Wyoming.
2. All UCs shall sign the delegation letter accepting command.
3. That the UC shall organize, manage and direct the assigned resources for complete management of the COVID-19 Response Incident.
4. That the UC is accountable to the Teton County Board of County Commissioners and the Jackson Town Council through their respective designated representatives, the County Commissioners' Administrator and the Town Manager.
5. That assumption of command began as of March 16, 2020 and shall continue until such time as this Resolution is revoked or modified.
6. That the UC shall maintain close coordination with all affected agencies to ensure a safe and efficient transfer of command and continuous, transparent communication.
7. Keep all agency administrators, including the Teton County Board of County Commissioners and Jackson Town Council, apprised of incident progress.

PASSED, APPROVED, AND ADOPTED this 30th day of March 2020.

Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Adjourn. A motion was made by Jim Stanford and seconded by Hailey Morton Levinson to adjourn. The vote showed all in favor and the motion carried. The meeting adjourned at 4:01 p.m. minutes:spb

TOWN OF JACKSON

_____
Pete Muldoon, Mayor

ATTEST:

_____
Sandra P. Birdyshaw, Town Clerk

Publish JH News & Guide: April 8, 2020

SPECIAL TOWN COUNCIL PROCEEDINGS - UNAPPROVED

MARCH 31, 2020 **JACKSON, WYOMING**

The Jackson Town Council met in a special session in the Council Chambers of the Town Hall located at 150 East Pearl at 11:00 A.M. Upon roll call the following were found to be present:

TOWN COUNCIL: *In-person*: Mayor Pete Muldoon and Jim Stanford. *via Webex*: Hailey Morton Levinson, Arne Jorgensen, and Jonathan Schechter.

STAFF: Larry Pardee, Lea Colasuonno, Zolo, and Sandy Birdyshaw.

Executive Session. A motion was made by Hailey Morton Levinson and seconded by Jim Stanford to recess the meeting to executive session to consider matters concerning litigation to which the governing body is a party or proposed litigation to which the governing body may be a party in accordance with Wyoming Statute 16-4-405(a)(iii). Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried. The meeting recessed at 11:02 a.m. and reconvened at 11:44 a.m.

Matters from Mayor, Council, or Staff Related to COVID-19. Ratify March 28, 2020 Emergency Ordinance 1249. Pete Muldoon made comment on a new Health Order signed by Dr. Riddell which encompassed Teton County, including Jackson.

A motion was made by Hailey Morton Levinson and seconded by Jim Stanford to suspend the requirements for three (3) public reading of ordinances under W.S. § 15-1-115(c). Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

A motion was made by Hailey Morton Levinson and seconded by Arne Jorgensen to read the Emergency Ordinance in short title. Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Emergency Ordinance 1250: AN EMERGENCY ORDINANCE REPEALING SECTION 1 OF TOWN OF JACKSON ORDINANCE NO. 1249 AN EMERGENCY ORDINANCE TO STAY-AT-HOME FOR ALL WITHIN THE TOWN OF JACKSON TO LIMIT THE SPREAD OF COVID-19 IN THE TOWN OF JACKSON; AND OTHER RESTRICTIONS WITHIN THE TOWN OF JACKSON, WYOMING; DECLARING AN EMERGENCY, PROVIDING FOR AN EFFECTIVE DATE AND A TIME FOR TERMINATION. NOW, THEREFORE, BE IT ORDAINED BY THE TOWN COUNCIL OF THE TOWN OF JACKSON, WYOMING, IN REGULAR SESSION DULY ASSEMBLED THAT:

A motion was made by Hailey Morton Levinson and seconded by Arne Jorgensen to approve Emergency Ordinance 1250 repealing Ordinance 1249. Mayor Muldoon called for the vote. The vote showed all in favor and the motion carried.

Adjourn. A motion was made by Hailey Morton Levinson and seconded by Jonathan Schechter to adjourn. The vote showed all in favor and the motion carried. The meeting adjourned at 11:56 a.m. minutes:spb

TOWN OF JACKSON

_____

ATTEST: Pete Muldoon, Mayor

_____

Sandra P. Birdyshaw, Town Clerk

Publish JH News & Guide: April 8, 2020

Report Criteria:
Detail report.
Invoices with totals above $0 included.
Paid and unpaid invoices included.

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
328	842-NCPERS GROUP WYOMIN	842042020	PAYROLL DEDUCTIONS	03/13/2020	112.00	112.00	03/24/2020
Total 328:					112.00	112.00	
425	ACE EQUIPMENT & SUPPLY	169929	BEARING BALL, FRT	02/28/2020	386.76	.00	
425	ACE EQUIPMENT & SUPPLY	170036	BLADE KIT	03/17/2020	239.00	.00	
425	ACE EQUIPMENT & SUPPLY	170083	GUTTER BROOM, FREIGHT	03/26/2020	1,920.00	.00	
Total 425:					2,545.76	.00	
51	ACE HARDWARE	682927	CLOCK QUARTZ JUMBO AUTO	12/23/2019	35.97	.00	
51	ACE HARDWARE	684748	RSTP ENML ACE JDYELL 15OZ	01/12/2020	10.98	.00	
51	ACE HARDWARE	686612	LITTR CATS PRIDE NAT 25#, TA	01/29/2020	86.44	.00	
51	ACE HARDWARE	687810	PLATE FILLR HOMELINE CD3, A	02/10/2020	15.48	.00	
51	ACE HARDWARE	688755	SOLDER+ FLX PB FREE .75OZ,	02/19/2020	20.66	.00	
51	ACE HARDWARE	690657	AQUAPHALT PATCH 55LB	03/07/2020	549.90	.00	
51	ACE HARDWARE	691023	ANTI-FREEZE RV GAL	03/11/2020	8.98	.00	
51	ACE HARDWARE	691032	FUNNEL 18" LONG POLY	03/11/2020	3.49	.00	
51	ACE HARDWARE	691114	CAULK SLCN GEII	03/11/2020	9.99	.00	
51	ACE HARDWARE	691269	FOAM GREASESTUFF 20OZ	03/13/2020	8.99	.00	
51	ACE HARDWARE	691287	FILTRETE ODOR, BOX FAN 20"	03/13/2020	46.98	.00	
51	ACE HARDWARE	691477	SCOOP LGHDL WSTRNPOLY #1	03/16/2020	39.99	.00	
51	ACE HARDWARE	691638	DOOR HOLD KICK DWN 4" CRM	03/17/2020	9.99	.00	
51	ACE HARDWARE	691678	BATTERY ALKLN EVER D CD2,	03/17/2020	26.97	.00	
51	ACE HARDWARE	691722	CAMO DUCK TAPE 10Y, CLNR	03/18/2020	18.98	.00	
51	ACE HARDWARE	691830	LOCK ENTRY ACCENT AGB VP	03/19/2020	59.99	.00	
51	ACE HARDWARE	691831	AML LONG HANDLE POLY	03/19/2020	47.99	.00	
51	ACE HARDWARE	691865	BATTRY ALKLN DURA 9V CD2	03/19/2020	11.99	.00	
51	ACE HARDWARE	691927	PAINT/VARN STRIP 18OZ, W/S	03/19/2020	68.74	.00	
51	ACE HARDWARE	692152	GLOVE NITRILE 100PK L, GLOV	03/22/2020	33.98	.00	
51	ACE HARDWARE	692192	MARKING PAINT PL BLUE	03/23/2020	6.99	.00	
51	ACE HARDWARE	692233	PROTECTANT 303 16OZ, META	03/23/2020	110.54	.00	
51	ACE HARDWARE	692285	GROUT SANDER NAT GRAY 7#,	03/24/2020	113.39	.00	
51	ACE HARDWARE	692325	ROUGHNECK TOTE 3 GAL	03/24/2020	19.47	.00	
51	ACE HARDWARE	692344	CREDIT: METAL CUT WHL & CU	03/24/2020	13.79	.00	
51	ACE HARDWARE	692511	BROOM OUTDOOR ANGLER 12	03/26/2020	38.47	.00	
51	ACE HARDWARE	692546	HX LAG SCRW Z 1/4X3 1/2	03/26/2020	1.20	.00	
51	ACE HARDWARE	692603	QUICKIE DECK BRUSH 9", BATT	03/27/2020	34.31	.00	
51	ACE HARDWARE	692604	CREDIT: RETRUN LED RETRO	03/27/2020	33.98-	.00	
51	ACE HARDWARE	692635	TUBING VINYL	03/27/2020	4.14	.00	
51	ACE HARDWARE	692653	SANDPARPR ALOX9X11	03/27/2020	4.99	.00	
51	ACE HARDWARE	692677	25 PC 11.8" BLK SD 2 HEAD, 10	03/28/2020	15.38	.00	
Total 51:					1,445.17	.00	
3596	ADVANCED GLASS TRIM, LLC	19809	WINDSHIELD #672- 2019 CHEV	03/30/2020	300.00	.00	
Total 3596:					300.00	.00	
2269	AFLAC	101089	ACCOUNT #y9599	03/23/2020	2,831.24	2,831.24	03/24/2020
Total 2269:					2,831.24	2,831.24	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
88	AIRGAS INTERMOUNTAIN INC.	9969108690	RENT CYL IND LARGE ACETYL	02/29/2020	109.50	.00	
Total 88:					109.50	.00	
2458	AMERIGAS	3103612656	PROPANE FOR WEST TANK: 3/	03/05/2020	904.76	.00	
2458	AMERIGAS	3103946735	PROPANE FOR MIDDLE TANK:	03/11/2020	1,700.11	.00	
Total 2458:					2,604.87	.00	
2763	AMERIWEST WATER SERVICE	20-2017	ALL QWEST 200 IN TOTES BLE	03/11/2020	9,498.36	.00	
Total 2763:					9,498.36	.00	
383	ANTLER MOTEL, INC.	C184	nancy callas room C184	03/19/2020	760.00	.00	
Total 383:					760.00	.00	
6575	APEX SAGE INC	0323	ELECTRIC CHARGING SHED C	03/23/2020	2,800.00	.00	
Total 6575:					2,800.00	.00	
4774	BIG R RANCH & HOME	1413139	HITCH PIN 5/8X6 ZINC	11/04/2019	5.49	.00	
4774	BIG R RANCH & HOME	1414693	VET	11/15/2019	35.65	.00	
4774	BIG R RANCH & HOME	1415309	VET	11/20/2019	21.73	.00	
4774	BIG R RANCH & HOME	1430934	UTILITY ROPE, TRASH BAGS 42	03/24/2020	82.88	.00	
Total 4774:					145.75	.00	
1560	BLUE SPRUCE CLEANERS,INC	040120	DRY CLEANING	04/01/2020	245.90	.00	
Total 1560:					245.90	.00	
3303	BRISTOL, JAMES	6432	BUSINESS CARD - JEFF	03/18/2020	40.00	.00	
Total 3303:					40.00	.00	
6652	BROOKS, ANGELA	040220	REFUND BAIL CASE 18-12-0004	04/02/2020	200.00	.00	
Total 6652:					200.00	.00	
4614	C & A PROFESSIONAL CLEANI	APRIL 2020- G	CLEANING SERVICE- APRIL 202	03/16/2020	989.71	.00	
4614	C & A PROFESSIONAL CLEANI	APRIL 2020- P	CLEANING SERVICES- APRIL 2	03/20/2020	2,151.50	.00	
4614	C & A PROFESSIONAL CLEANI	APRIL 2020- T	CLEANING SERVICE- APRIL 202	03/16/2020	4,229.65	.00	
4614	C & A PROFESSIONAL CLEANI	MAR2020- BU	CLEANING SERICE- MARCH 20	03/01/2020	75.00	.00	
Total 4614:					7,445.86	.00	
5	CARQUEST AUTO PARTS INC.	6090-471046	BRK PAD SET CAERAMIC	03/03/2020	89.45	.00	
5	CARQUEST AUTO PARTS INC.	6090-471407	SERP BELT POLY RIB	03/06/2020	44.13	.00	
5	CARQUEST AUTO PARTS INC.	6090-471481	OUTER BUDD NUT, INNER BUD	03/06/2020	40.64	.00	
5	CARQUEST AUTO PARTS INC.	6090-471536	OUTER BUDD NUT	03/07/2020	25.25	.00	
5	CARQUEST AUTO PARTS INC.	6090-471537	GASKET SEALANT, RTV ULT BL	03/07/2020	45.75	.00	
5	CARQUEST AUTO PARTS INC.	6090-471538	WINDSHIELD REP KIT	03/07/2020	42.23	.00	
5	CARQUEST AUTO PARTS INC.	6090-471740	FUNNEL TRANMISSION, ANTI-F	03/09/2020	180.09	.00	
5	CARQUEST AUTO PARTS INC.	6090-472085	BATTERY GOLD	03/12/2020	151.99	.00	
5	CARQUEST AUTO PARTS INC.	6090-472103	CREDIT: RETURN BATTERY GO	03/12/2020	22.00-	.00	
5	CARQUEST AUTO PARTS INC.	6090-472227	GATORBACK POLY BELT, SHIP	03/13/2020	641.00	.00	
5	CARQUEST AUTO PARTS INC.	6090-473132	XTREME BLUE -20 WWF	03/24/2020	39.42	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
5	CARQUEST AUTO PARTS INC.	6090-473226	XTREME BLUE -20 WWF	03/25/2020	430.50	.00	
Total 5:					1,708.45	.00	
1719	CENTURY EQUIPMENT	LP33217	V2403-M-T-E, CORE V2403, DO	03/09/2020	12,665.85	.00	
Total 1719:					12,665.85	.00	
6257	CERTIFIED LABORATORIES	3857461	PREMALUBE XTREME GREEN	02/17/2020	757.90	.00	
Total 6257:					757.90	.00	
50	CMI - TECO	47277	TOW STRAP, BIG MULE WIPES	03/05/2020	78.15	.00	
Total 50:					78.15	.00	
4292	Commercial Tire-ID Falls	123168	235/50R18 FS WEATHERGRIP 9	01/15/2020	560.48	.00	
Total 4292:					560.48	.00	
260	COMMUNITY SAFETY NETWOR	032620	TCVS has agreed to pay half of cit	03/26/2020	201.25	.00	
Total 260:					201.25	.00	
4887	CONTROL SYSTEM TECHNOLO	9575	CONTROL SERVICE, MILEAGE	03/16/2020	817.50	.00	
Total 4887:					817.50	.00	
1691	CORE & MAIN LP	L984434	3/4 ULTRA-TITE CPLG, MIPXUL	03/12/2020	4,072.65	.00	
Total 1691:					4,072.65	.00	
611	CUMMINS ROCKY MOUNTAIN L	60-77445	SERVICE CALL- COOLANT HEA	03/10/2020	604.07	.00	
611	CUMMINS ROCKY MOUNTAIN L	60-77456	SERVICE CALL: CHECK BATTE	03/10/2020	370.92	.00	
611	CUMMINS ROCKY MOUNTAIN L	60-77458	SERVICE CALL- NOT EXERCISI	03/10/2020	370.92	.00	
Total 611:					1,345.91	.00	
58	CURRAN-SEELEY FOUNDATIO	033120	4TH QUARTER	04/01/2020	12,062.50	.00	
Total 58:					12,062.50	.00	
5002	CUSTOM ELECTRONIC CONSU	04517	REMAINING PORTION OF INVOI	03/02/2020	2,375.52	.00	
Total 5002:					2,375.52	.00	
4918	DEAN'S PEST CONTROLL LLC	2380C	INVOICE 50511- SMALL RODEN	03/31/2020	100.00	.00	
4918	DEAN'S PEST CONTROLL LLC	2380C	INVOICE 50466- SMALL RODEN	03/31/2020	45.00	.00	
Total 4918:					145.00	.00	
708	DELTA DENTAL PLAN OF WYO	03162020	APRIL PREMIUM	03/16/2020	587.60	587.60	03/24/2020
Total 708:					587.60	587.60	
2175	DIVISION OF VICTIM SERVICES	032320	VICTIM CRIME SURCHARGE 19	03/23/2020	250.00	.00	
2175	DIVISION OF VICTIM SERVICES	040220	Crime Victim Surcharge	04/02/2020	850.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 2175:					1,100.00	.00	
5996	DUDE SOLUTIONS, INC	INV-64492	TWO DAY ONSITE TRAINING	03/02/2020	1,750.00	.00	
5996	DUDE SOLUTIONS, INC	INV-64492	TWO DAY ONSITE TRAINING	03/02/2020	1,750.00	.00	
Total 5996:					3,500.00	.00	
3408	E.R. OFFICE EXPRESS	15156	Lt5000 electronic time and date st	03/13/2020	455.00	.00	
3408	E.R. OFFICE EXPRESS	15164	GLOVES	03/17/2020	202.35	.00	
3408	E.R. OFFICE EXPRESS	15174	PAPER	03/20/2020	169.08	.00	
3408	E.R. OFFICE EXPRESS	15196	REplace ink pad	03/25/2020	9.99	.00	
Total 3408:					836.42	.00	
502	ELECTRICAL WHSLE SUPPLY C	S4821460.001	SATCO TUBULAR DC FR	03/10/2020	3.58	.00	
Total 502:					3.58	.00	
6451	ELITE PARTS	S19651	SPRING MECHANICAL COUNTE	03/24/2020	407.85	.00	
Total 6451:					407.85	.00	
5223	ENERGY CONSERVATION WOR	ECW021820-1	SUSTAINABILITY SERIES SPON	02/18/2020	2,000.00	.00	
Total 5223:					2,000.00	.00	
1134	ENERGY LABORATORIES INC.	302073	INFLUENT, EFFLUENT	03/16/2020	114.00	.00	
1134	ENERGY LABORATORIES INC.	302629	INFLUENT, CELL 1, 3A, 3B2, 4D,	03/18/2020	322.00	.00	
1134	ENERGY LABORATORIES INC.	303860	INFLUENT, EFFLUENT	03/25/2020	114.00	.00	
Total 1134:					550.00	.00	
103	ENVIRONMENTAL RESOURCE	931142	WASTE WATR COLIFORMS, SO	03/20/2020	845.62	.00	
Total 103:					845.62	.00	
6293	EVOLUTION CONCRETE CUTTI	147728	CYCLONE PREMIUM ANNULAR	03/04/2020	50.10	.00	
Total 6293:					50.10	.00	
1022	GALLS INC.	015177480	PROPPER WOMENS ICE POLO	03/04/2020	44.50	.00	
1022	GALLS INC.	015197558	MENS TACLITE PDU CLASS B P	03/06/2019	99.50	.00	
Total 1022:					144.00	.00	
6464	GEITTMANN LARSON SWIFT LL	9521	epstein easement	03/09/2020	3.15	.00	
Total 6464:					3.15	.00	
4212	GILLIG LLC	40578694-A	DOUBLE PAID INVOICE 405786	05/10/2019	866.15-	.00	
4212	GILLIG LLC	40659503	2 TEMP SENSOR INP VALVE FA	01/10/2020	1,112.82	.00	
4212	GILLIG LLC	40676033	HUB & DRUM ASM, WHEEL STU	03/02/2020	916.09	.00	
4212	GILLIG LLC	40676573	REAR SPRING ASM	03/03/2020	248.00	.00	
4212	GILLIG LLC	40677601	CURB SIDE W/O TINT WINDSHI	03/05/2020	1,049.67	.00	
4212	GILLIG LLC	40680509	HYD PUMP GASKET	03/13/2020	61.55	.00	
4212	GILLIG LLC	40680986	AIR FILTER ASM	03/16/2020	610.32	.00	
4212	GILLIG LLC	40684602	LOCKNUT, PLAIN WASHER1-1/8	03/26/2020	387.30	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
4212	GILLIG LLC	5045301-A	PAID CREDIT INVOICE TWICE A	07/29/2019	2,654.72-	.00	
Total 4212:					864.88	.00	
6481	GOLDSTREET DESIGN AGENC	2040	COVID-19 VIDEO- 15 SECOND	03/26/2020	2,250.00	.00	
Total 6481:					2,250.00	.00	
1609	GRAINGER	9439122939	WINDSHIELD WAS 55 GAL	02/10/2020	404.24	.00	
Total 1609:					404.24	.00	
5734	GREENWAY PAINTING LLC	1199	INTERIOR FINISHES: CHEMICA	03/29/2020	650.00	.00	
Total 5734:					650.00	.00	
6651	HANLEY, SARAH BETH	040120	BOND REFUND 20-02-0532	04/01/2020	1,000.00	.00	
Total 6651:					1,000.00	.00	
4988	HD FOWLER COMPANY	I5403991	2" PER PACK JOINT GASKET F	03/04/2020	35.84	.00	
4988	HD FOWLER COMPANY	I5418834	FAST SS TAPPING SLEEVE W/C	03/24/2020	2,648.78	.00	
4988	HD FOWLER COMPANY	I5419570	FAST 8X8 SS TAPPING SLEEVE	03/24/2020	755.02	.00	
Total 4988:					3,439.64	.00	
96	HIGH COUNTRY LINEN	0182749	MATS	03/04/2020	257.90	.00	
96	HIGH COUNTRY LINEN	0182865	UNIFORMS: WATER	03/05/2020	19.40	.00	
96	HIGH COUNTRY LINEN	0182865	UNIFORMS: FLEET	03/05/2020	38.80	.00	
96	HIGH COUNTRY LINEN	0182865	BUILDING MAINT: PUBLIC WOR	03/05/2020	7.80	.00	
96	HIGH COUNTRY LINEN	0182865	UNIFORMS: STREETS	03/05/2020	38.80	.00	
96	HIGH COUNTRY LINEN	0182865	UNIFORMS: SEWER	03/05/2020	19.40	.00	
96	HIGH COUNTRY LINEN	0182865	UNIFORMS: WWTP	03/05/2020	24.25	.00	
96	HIGH COUNTRY LINEN	0182865	UNIFORMS: ADMIN	03/05/2020	9.70	.00	
96	HIGH COUNTRY LINEN	0184267	UNIFORMS: FLEET	03/12/2020	38.80	.00	
96	HIGH COUNTRY LINEN	0184267	UNIFORMS: STREETS	03/12/2020	36.38	.00	
96	HIGH COUNTRY LINEN	0184267	UNIFORMS: WATER	03/12/2020	21.82	.00	
96	HIGH COUNTRY LINEN	0184267	UNIFORMS: WWTP	03/12/2020	24.25	.00	
96	HIGH COUNTRY LINEN	0184267	UNIFORMS: SEWER	03/12/2020	19.40	.00	
96	HIGH COUNTRY LINEN	0184267	BUILDING MAINT: PUBLIC WOR	03/12/2020	80.08	.00	
96	HIGH COUNTRY LINEN	0184267	UNIFORMS: ADMIN	03/12/2020	9.70	.00	
96	HIGH COUNTRY LINEN	0185752	LAUNDRY BAGS,TOWELS AND	03/18/2020	10.20	.00	
96	HIGH COUNTRY LINEN	0186417	BUILDING MAINT: TOJ HOMERA	03/23/2020	25.31	.00	
96	HIGH COUNTRY LINEN	0186838	UNIFORMS: FLEET	03/26/2020	38.80	.00	
96	HIGH COUNTRY LINEN	0186838	UNIFORMS: SEWER	03/26/2020	19.40	.00	
96	HIGH COUNTRY LINEN	0186838	UNIFORMS: WWTP	03/26/2020	24.25	.00	
96	HIGH COUNTRY LINEN	0186838	UNIFORMS: STREETS	03/26/2020	36.38	.00	
96	HIGH COUNTRY LINEN	0186838	BUILDING MAINT: PUBLIC WOR	03/26/2020	80.08	.00	
96	HIGH COUNTRY LINEN	0186838	UNIFORMS: ADMIN	03/26/2020	9.70	.00	
96	HIGH COUNTRY LINEN	0186838	UNIFORMS: WATER	03/26/2020	21.82	.00	
96	HIGH COUNTRY LINEN	0187208	BUILDING MAINT: TOJ HOMERA	03/30/2020	7.50	.00	
96	HIGH COUNTRY LINEN	1085904	UNIFORMS: STREETS	03/19/2020	38.80	.00	
96	HIGH COUNTRY LINEN	1085904	UNIFORMS: WWTP	03/19/2020	24.25	.00	
96	HIGH COUNTRY LINEN	1085904	UNIFORMS: ADMIN	03/19/2020	9.70	.00	
96	HIGH COUNTRY LINEN	1085904	UNIFORMS: FLEET	03/19/2020	38.80	.00	
96	HIGH COUNTRY LINEN	1085904	UNIFORMS: WATER	03/19/2020	19.40	.00	
96	HIGH COUNTRY LINEN	1085904	BUILDING MAINT: PUBLIC WOR	03/19/2020	7.80	.00	
96	HIGH COUNTRY LINEN	1085904	UNIFORMS: SEWER	03/19/2020	19.40	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
96	HIGH COUNTRY LINEN	S0181055	BUILDING MAINT: PUBLIC WOR	02/24/2020	113.00	.00	
96	HIGH COUNTRY LINEN	S0181477	SIERRA CENTER PULL	02/25/2020	96.00	.00	
96	HIGH COUNTRY LINEN	S0182501	SIERRA CENTER PULL	03/04/2020	38.25	.00	
96	HIGH COUNTRY LINEN	S0182765	BUILDING MAINT: TC REC DEP	03/04/2020	15.30	.00	
96	HIGH COUNTRY LINEN	S0183014	BUILDING MAINT: TOJ RESTRO	03/05/2020	164.50	.00	
96	HIGH COUNTRY LINEN	S0183071	BLUE GLOVES	03/05/2020	42.00	.00	
96	HIGH COUNTRY LINEN	S0185255	BLACK NITRILE GLOVES	03/16/2020	13.65	.00	
96	HIGH COUNTRY LINEN	S0185513	BUILDING MAINT: WWTP- TRIG	03/17/2020	8.98	.00	
96	HIGH COUNTRY LINEN	S0185569	BUILDING MAINT: WWTP- ANGE	03/17/2020	53.00	.00	
96	HIGH COUNTRY LINEN	S0185845	BUILDING MAINT: TOJ RESTRO	03/18/2020	45.00	.00	
96	HIGH COUNTRY LINEN	S0186477	BLEACH AND GLOVES	03/23/2020	128.20	.00	
96	HIGH COUNTRY LINEN	S0187130	BUILDING MAINT: WWTP- PUM	03/27/2020	60.50	.00	
	Total 96:				1,856.45	.00	
4044	IDAHO FALLS PETERBILT	532309	2XL ORANGE NITRILE	02/20/2020	30.56	.00	
4044	IDAHO FALLS PETERBILT	533981	10 TON JACK STAND	03/11/2020	259.98	.00	
4044	IDAHO FALLS PETERBILT	534946	2XL ORANGE NITRILE	03/23/2020	15.28	.00	
4044	IDAHO FALLS PETERBILT	535453	MODULE CATAYLYST, CORE E	03/30/2020	3,074.28	.00	
	Total 4044:				3,380.10	.00	
36	IDAHO STATE TAX COMMISSIO	03/25/2020	MARCH WITHHOLDINGS	03/25/2020	3,762.00	3,762.00	03/25/2020
	Total 36:				3,762.00	3,762.00	
106	INTERSTATE BATTERY	22246752	(1) 8D-MHD, (1) MT-34, (2) MTP-	02/24/2020	663.75	.00	
106	INTERSTATE BATTERY	22246824	(4) 28441, (1) MT-78	03/02/2020	148.75	.00	
106	INTERSTATE BATTERY	22247049	(1) 8D-MHD	03/23/2020	239.95	.00	
106	INTERSTATE BATTERY	22247117	(1) MTP-65HD	03/30/2020	142.95	.00	
	Total 106:				1,195.40	.00	
110	INTERWEST SUPPLY COMPAN	IN0082107	PLOW GUARD JR, PUNCH E-GA	02/13/2020	794.96	.00	
110	INTERWEST SUPPLY COMPAN	IN0082225	7' CURVED GRADER BLADE 3/4	02/19/2020	5,746.80	.00	
110	INTERWEST SUPPLY COMPAN	IN0082661	4' JOMA RUBBER ENCASED AR	03/12/2020	1,644.63	.00	
	Total 110:				8,186.39	.00	
1081	JACK'S TIRE & OIL	760964-37	12R22.5 MICHELIN XDN2	10/16/2019	2,197.96	.00	
1081	JACK'S TIRE & OIL	793264-37	CREDIT: RETURN ERS SERVIC	02/26/2020	436.90-	.00	
1081	JACK'S TIRE & OIL	795097-37	12R22.5/16 MICHELIN XZE LRH	03/03/2020	601.27	.00	
	Total 1081:				2,362.33	.00	
2	JACKSON CURBSIDE INC.	00027733	APRIL MAY AND JUNE RECYCLI	03/10/2020	405.00	.00	
2	JACKSON CURBSIDE INC.	00027744	RECYCLING COLLECTION @ T	03/10/2020	435.00	.00	
	Total 2:				840.00	.00	
131	JACKSON HOLE NEWS & GUID	309513	AD#377270	03/11/2020	25.05	.00	
131	JACKSON HOLE NEWS & GUID	309550	AD#377514	03/18/2020	204.58	.00	
131	JACKSON HOLE NEWS & GUID	309551	AD#377515	03/18/2020	768.20	.00	
131	JACKSON HOLE NEWS & GUID	309596	AD#377516	03/18/2020	25.05	.00	
131	JACKSON HOLE NEWS & GUID	309597	AD#377517	03/18/2020	25.05	.00	
131	JACKSON HOLE NEWS & GUID	309699	AD#377653	03/25/2020	751.50	.00	
131	JACKSON HOLE NEWS & GUID	309700	AD#377652	03/25/2020	62.63	.00	
131	JACKSON HOLE NEWS & GUID	309701	AD#377651	03/25/2020	371.58	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
131	JACKSON HOLE NEWS & GUID	309702	AD#377650	03/25/2020	167.00	.00	
131	JACKSON HOLE NEWS & GUID	309703	AD#377649	03/25/2020	425.85	.00	
131	JACKSON HOLE NEWS & GUID	309704	AD#377648	03/25/2020	112.73	.00	
131	JACKSON HOLE NEWS & GUID	309705	AD#377647	03/25/2020	229.63	.00	
131	JACKSON HOLE NEWS & GUID	309706	census 2020	03/25/2020	518.84	.00	
131	JACKSON HOLE NEWS & GUID	309707	AD#377576: WATER QUALITY W	03/25/2020	216.44	.00	
Total 131:					3,904.13	.00	
6545	JACKSON HOLE PUBLIC ART	032220	GRANT AWARD	03/22/2020	3,605.00	.00	
Total 6545:					3,605.00	.00	
114	JACKSON LUMBER INC	00536822-001	KD PINE	03/10/2020	9.31	.00	
114	JACKSON LUMBER INC	00537450-001	VENTILATES RESPIRATOR MA	03/11/2020	44.00	.00	
114	JACKSON LUMBER INC	00537849-001	2X10-RL SELECT STRUCT KD F	03/12/2020	20.80	.00	
114	JACKSON LUMBER INC	00537864-001	1X12-RL #3 & BTR S1S2E CEDA	03/12/2020	48.77	.00	
114	JACKSON LUMBER INC	00537985-001	YELLOW CAUTION TAPE	03/13/2020	8.69	.00	
Total 114:					131.57	.00	
121	J-B MECHANICAL	26981	940 simon land labor and material	10/29/2019	65.00	.00	
Total 121:					65.00	.00	
239	JH20 WATER CONDITIONING &	19228	BOTTLE DELONIZED WATER &	03/17/2020	55.00	.00	
Total 239:					55.00	.00	
123	JIM & GREG THE LOCKSMITHS	48180	COMPX DISC CAM LOCKS	03/16/2020	64.86	.00	
Total 123:					64.86	.00	
139	JORGENSEN ASSOCIATES, PC	44143	PROJ: 06013- START BUS SYST	03/10/2020	5,672.20	.00	
139	JORGENSEN ASSOCIATES, PC	44144	PROJ: 06013- START BUS SYST	03/10/2020	6,266.50	.00	
139	JORGENSEN ASSOCIATES, PC	44161	PROJ: 08013 JACKSON HOLE AI	03/16/2020	1,116.01	.00	
139	JORGENSEN ASSOCIATES, PC	44177	PROJ: 18063- TOJ/CACHE CRE	03/20/2020	12,568.63	.00	
Total 139:					25,623.34	.00	
6085	KELLER ASSOCIATES	219085-000-2	PROJ: 219085-000: JACKSON- 2	11/21/2019	1,365.00	.00	
Total 6085:					1,365.00	.00	
5473	KELLERSTRASS ENTERPRISES	D21611	MIDGRADE 87 E-10, DF#2 DYED	03/18/2020	16,460.49	.00	
Total 5473:					16,460.49	.00	
2485	KENWORTH SALES COMPANY	IDFIN3726305	55 GAL IXL W/ANTI GEL	02/24/2020	3,939.71	.00	
2485	KENWORTH SALES COMPANY	IDFIN3735397	FILTER	03/09/2020	48.46	.00	
2485	KENWORTH SALES COMPANY	IDFIN3742888	FILTER	03/03/2020	8.56	.00	
2485	KENWORTH SALES COMPANY	IDFIN3749087	SEAL-OIL BATH NATIONAL	03/11/2020	83.52	.00	
2485	KENWORTH SALES COMPANY	IDFIN3749087-	SEAL OIL BATH NATIONAL	03/13/2020	167.04	.00	
Total 2485:					4,247.29	.00	
3332	KILMER'S BG DISTRIBUTING	17447	DFC- SUMMER	03/23/2020	1,875.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 3332:					1,875.00	.00	
4902	KOIS BROTHERS EQUIPMENT	119116	CONVEYOR SEAL, BEARING C	03/02/2020	2,024.29	.00	
4902	KOIS BROTHERS EQUIPMENT	CC43315	BLADE IMPELLER, BOLT, NUT S	02/07/2020	1,399.64	.00	
4902	KOIS BROTHERS EQUIPMENT	CC44227	SPROCKET, KEY 5/8, FLANGE B	03/06/2020	1,466.90	.00	
Total 4902:					4,890.83	.00	
4102	LACAL EQUIPMENT, INC	0317490-IN	DR CARBIDE DRAG SHOE 39"	03/06/2020	1,402.68	.00	
4102	LACAL EQUIPMENT, INC	0317734-IN	DRAG SHOE PLATE RH, DRAG	03/10/2020	450.88	.00	
4102	LACAL EQUIPMENT, INC	0318243-IN	WATER PUMP	03/18/2020	231.17	.00	
Total 4102:					2,084.73	.00	
6585	LAWNGEVITY	2513	SNOW REMOVAL SERVICES F	02/29/2020	803.75	.00	
Total 6585:					803.75	.00	
5694	LEIGH, CHRISTOPHER S.	033020	MONTHLY SERVICES	03/30/2020	525.00	.00	
Total 5694:					525.00	.00	
5691	LEPCO	39006	SERVICE REQUEST: PERFORM	03/13/2020	1,173.50	.00	
Total 5691:					1,173.50	.00	
5607	LINCOLN COUNTY SHERIFF	033020	jackson airport contract 11/27/19-	03/30/2020	12,100.00	.00	
Total 5607:					12,100.00	.00	
671	LINCOLN NATIONAL LIFE	107747 042020	107747 APRIL PREMIUM	03/13/2020	5,912.14	5,912.14	03/24/2020
671	LINCOLN NATIONAL LIFE	4062299911	APRIL PREMIUM 107391	03/21/2020	1,225.59	1,225.59	03/24/2020
Total 671:					7,137.73	7,137.73	
6648	LOBE, MARC	033020	REIMBURSE FOR STAPLES SH	03/30/2020	23.31	.00	
Total 6648:					23.31	.00	
4380	LONG BUILDING TECHNOLOGI	JC139573	JOB: TOJ PARKS & REC CAME	03/10/2020	1,298.00	.00	
4380	LONG BUILDING TECHNOLOGI	JC139776	JOB: TOJ PARK & REC CAMER	03/31/2020	13,361.00	.00	
4380	LONG BUILDING TECHNOLOGI	JC139784	JOB: TOJ PARK & REC DOOR A	03/31/2020	12,397.00	.00	
Total 4380:					27,056.00	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-023: RANGEVIEW ST LT	02/28/2020	20.38	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-036: ST LT LOTS 12, 13	02/28/2020	16.49	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-130: 3 CREEK RANCH AF	02/28/2020	24.51	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-362: STELLARIA LN/ S H	02/28/2020	20.38	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-005: CACHE KUDAR LIGH	02/28/2020	62.78	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-031: ST LT LOTS 38, 39	02/28/2020	20.12	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-043: ST LT LOTS 68, 69	02/28/2020	16.24	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-353: W DELONEY AVE F	02/28/2020	81.52	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-020: PATHWAY TUNNEL	02/28/2020	53.60	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-035: ST LT COTTONWOO	02/28/2020	20.12	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-111: PEARL/WILLOW ST	02/28/2020	17.73	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-360: 1035 W BROADWAY	02/28/2020	25.62	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-030: ST LT LOTS 95, 96	02/28/2020	19.60	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-041: ST LT LOTS 99, 101	02/28/2020	16.24	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-342: 25 S REDMOND ST L	02/28/2020	33.43	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-027: ST LT LOTS 20, 21	02/28/2020	20.63	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-039: ST LT LOTS 86, 87	02/28/2020	19.21	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-332: N GLENWOOD MCC	02/28/2020	31.69	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-382: BUDGE DR LIGHT S	02/28/2020	20.38	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-028: ST LT LOTS 26, 27	02/28/2020	18.90	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-040: ST LT LOTS 90, 91	02/28/2020	19.86	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-336: HIDDEN RANCH PAT	02/28/2020	21.41	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-006: CACHE ST N LIGHTI	02/28/2020	32.72	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-032: ST LT LOTS 88, 89	02/28/2020	18.77	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-045: TOWN SQUARE LIG	02/28/2020	181.71	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-355: S. CACHE LIGHTING	02/28/2020	63.43	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-016: HOME RANCH LIGH	02/28/2020	44.03	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-034: ST LT LOTS 80, 81	02/28/2020	17.53	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-081: PEARL ST IRR CON	02/28/2020	24.45	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20591- 0	92050-358: 650 W BROADWAY	02/28/2020	72.99	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20592- 0	92050-052: WELL #1	02/28/2020	1,797.80	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20592- 0	92050-383: SNOW KING DR WA	02/28/2020	19.47	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20592- 0	92050-054: CITY WELL ELK REF	02/28/2020	107.44	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20592- 0	92050-003: SPRUCE DRIVE PU	02/28/2020	269.61	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20592- 0	92050-074: CRABTREE LANE T	02/28/2020	17.01	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20592- 0	92050-053: WELL #2 & #3	02/28/2020	1,452.00	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20592- 0	92050-050: 2MG TANK	02/28/2020	24.66	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20592- 0	92050-361: 625 W BROADWAY	02/28/2020	22.32	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20592- 0	92050-055: CITY WELL ELK REF	02/28/2020	162.56	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20592- 0	92050-056: CITY WELL ELK REF	02/28/2020	67.36	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20592- 0	92050-044: SNOW KING EST BO	02/28/2020	208.86	.00	
156	LOWER VALLEY ENERGY INC	GRP: 20592- 0	92050-075: HIGH SCHOOL ROA	02/28/2020	11.13	.00	
	Total 156:				5,216.69	.00	
6526	LSC TRANSPORTATION CONS	58182	PROFESSIONAL SERVICES 02/	03/12/2020	7,188.26	.00	
	Total 6526:				7,188.26	.00	
6650	MARTIN, PATRICIA	033020	REFUND OVERPAYEMNT OF S	03/30/2020	13.83	.00	
	Total 6650:				13.83	.00	
3843	MATTHEWS, LANI	38	DRUG & ALCOHOL TESTING	01/10/2020	410.70	.00	
3843	MATTHEWS, LANI	38	DRUG & ALCOHOL TESTING	01/10/2020	411.00	.00	
3843	MATTHEWS, LANI	38	DRUG & ALCOHOL TESTING	01/10/2020	3,617.00	.00	
	Total 3843:				4,438.70	.00	
6647	MEUNIER, DEBORAH	032420	BAIL REFUND 20-01-0038	03/24/2020	2,000.00	.00	
	Total 6647:				2,000.00	.00	
4880	MHL SYSTEMS	20-14804	HENKE F-15 V-PLOW CARBIDE	02/10/2020	921.60	.00	
4880	MHL SYSTEMS	20-14805	HENKE 5-15 V-PLOW CARBIDE	02/25/2020	1,828.00	.00	
4880	MHL SYSTEMS	20-14810	HENKE F-15 V-PLOW CARBIDE	02/13/2020	1,009.00	.00	
4880	MHL SYSTEMS	20-14820	HENKE F-15 V-PLOW CARBIDE	02/25/2020	1,009.00	.00	
	Total 4880:				4,767.60	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
3932	MILLER SANITATION	15513	CITY CANS 74 FOR APRIL 2020	03/19/2020	2,072.00	.00	
Total 3932:					2,072.00	.00	
4817	MOUNTAIN ELECTRICAL	1074	940 simon lane reeplace thermost	03/09/2020	126.98	.00	
4817	MOUNTAIN ELECTRICAL	20-08 #2	PROJ: 20-08- START ELECTRIC	03/30/2020	62,235.12	.00	
4817	MOUNTAIN ELECTRICAL	20-08 #2	PROJ: 20-08- START ELECTRIC	03/30/2020	6,246.70-	.00	
4817	MOUNTAIN ELECTRICAL	20-08 #2	PROJ: 20-08- START ELECTRIC	03/30/2020	6,245.70	.00	
4817	MOUNTAIN ELECTRICAL	20-08 #2	PROJ: 20-08- START ELECTRIC	03/30/2020	6,246.70	.00	
4817	MOUNTAIN ELECTRICAL	20-08 #2	PROJ: 20-08- START ELECTRIC	03/30/2020	6,245.70-	.00	
4817	MOUNTAIN ELECTRICAL	20-08 #2	PROJ: 20-08- START ELECTRIC	03/30/2020	6,245.70	.00	
4817	MOUNTAIN ELECTRICAL	20-08 #3	PROJ: 20-08 TOJ 2019 START E	03/30/2020	36,496.80	.00	
Total 4817:					105,104.60	.00	
4623	MSC INDUSTRIAL SUPPLY CO	3623271001	SORBENT UNIVERSAL PAD, SS	02/06/2020	204.69	.00	
4623	MSC INDUSTRIAL SUPPLY CO	3623275001	H S TUBING BLACK TW 1/8" X6",	02/06/2020	30.18	.00	
4623	MSC INDUSTRIAL SUPPLY CO	3658042001	GR.8HXCAP SCREWS, BOWMA	02/21/2020	370.34	.00	
4623	MSC INDUSTRIAL SUPPLY CO	3695213001	GR.8HX CAP SCREW, LOCK WA	03/06/2020	189.74	.00	
Total 4623:					794.95	.00	
257	NAPA AUTO PARTS INC.	902199	CURVED RADIATOR HOSE	02/05/2020	20.54	.00	
257	NAPA AUTO PARTS INC.	903531	CREDIT: RETURN UJPOINT	02/13/2020	45.06-	.00	
257	NAPA AUTO PARTS INC.	903541	HEADLIGHT BULB LOW & HIGH	02/13/2020	37.52	.00	
257	NAPA AUTO PARTS INC.	903860	REPAIR KIT, LIGHTWEIGHT FIL	02/14/2020	226.74	.00	
257	NAPA AUTO PARTS INC.	904425	BRAKE PADS- FRONT	02/19/2020	39.77	.00	
257	NAPA AUTO PARTS INC.	904695	NAPA ACETONE GAL	02/20/2020	70.74	.00	
257	NAPA AUTO PARTS INC.	904824	LOAD RESISTOR	02/20/2020	29.98	.00	
257	NAPA AUTO PARTS INC.	905037	AIR FILTERS	02/21/2020	28.71	.00	
257	NAPA AUTO PARTS INC.	905198	WINDSHIELD WASHER	02/24/2020	27.49	.00	
257	NAPA AUTO PARTS INC.	905247	NAPAGOLD FUEL FILTERS, FR	02/24/2020	61.78	.00	
257	NAPA AUTO PARTS INC.	905305	PX RS GASKET MAKE	02/24/2020	17.99	.00	
257	NAPA AUTO PARTS INC.	905437	AIR VALVE- AIR BRAKE	02/25/2020	30.85	.00	
257	NAPA AUTO PARTS INC.	905490	OIL FILTER, AIR FILTER	02/25/2020	9.96	.00	
257	NAPA AUTO PARTS INC.	905898	PARTS WASHER SOLVENT	02/27/2020	74.99	.00	
257	NAPA AUTO PARTS INC.	905933	AIR FILTERS	02/27/2020	29.74	.00	
257	NAPA AUTO PARTS INC.	906096	WHITE PRIMER	02/28/2020	13.34	.00	
257	NAPA AUTO PARTS INC.	906111	NAPAGOLD AIR FILTER, NAPA	02/28/2020	476.34	.00	
257	NAPA AUTO PARTS INC.	906129	NAPAGOLD OIL FILTER	02/28/2020	15.64	.00	
257	NAPA AUTO PARTS INC.	906506	PX RED THREADLOCK	03/02/2020	24.99	.00	
257	NAPA AUTO PARTS INC.	906663	BLADE, 16" TRICO FORCE	03/03/2020	98.95	.00	
257	NAPA AUTO PARTS INC.	906667	BLADE	03/03/2020	62.97	.00	
257	NAPA AUTO PARTS INC.	906858	FUEL FILTER, AIR FILTER	03/04/2020	70.74	.00	
257	NAPA AUTO PARTS INC.	907075	ENR ELECT BATTERY	03/05/2020	18.33	.00	
257	NAPA AUTO PARTS INC.	907679	NAPAGOLD AIR FILTER, NAPA	03/09/2020	861.96	.00	
257	NAPA AUTO PARTS INC.	907762	PROSIZE EPOXY 100	03/10/2020	19.49	.00	
257	NAPA AUTO PARTS INC.	907835	NAPA EP GREASE	03/10/2020	3.35	.00	
257	NAPA AUTO PARTS INC.	908049	LAMP	03/11/2020	7.18	.00	
257	NAPA AUTO PARTS INC.	908181	NAPAGOLD AIR FILTER	03/11/2020	49.56	.00	
257	NAPA AUTO PARTS INC.	908184	NAPAGOLD AIR FILTER	03/11/2020	24.78	.00	
257	NAPA AUTO PARTS INC.	908258	CL EPOXY SYRINGE 25ML	03/12/2020	15.38	.00	
257	NAPA AUTO PARTS INC.	908566	LED SS M C RECTANGULAR, 19	03/13/2020	23.62	.00	
257	NAPA AUTO PARTS INC.	909369	WHEEL SEAL REAR	03/18/2020	11.01	.00	
257	NAPA AUTO PARTS INC.	909485	FUEL FILTER	03/19/2020	10.47	.00	
257	NAPA AUTO PARTS INC.	910259	NITRILE DISPOS GL, NITRILE DI	03/25/2020	32.97	.00	
257	NAPA AUTO PARTS INC.	910260	SHOP TOWELS	03/25/2020	19.17	.00	
257	NAPA AUTO PARTS INC.	910959	NAPAGOLD AIR FILTER	03/30/2020	13.78	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 257:					2,535.76	.00	
226	O'RYAN CLEANERS	1000805-03-02	DRY CLEANING	03/02/2020	86.92	.00	
Total 226:					86.92	.00	
5302	PARTSMASTER	23515916	MINI GRINDING DISK, MANDRE	02/17/2020	287.54	.00	
Total 5302:					287.54	.00	
5707	PERFORM PRINTING INC	P 1142	500 business cards	03/23/2020	474.60	.00	
Total 5707:					474.60	.00	
4894	PLATT	TMSC-LLC #32	JOB: PUBLIC WORKS LIGHTING	03/30/2020	7,897.65	.00	
Total 4894:					7,897.65	.00	
4878	POCO LLC	P208508523	HOUSE ON MAPLE WAY NOT H	03/25/2020	380.00	.00	
Total 4878:					380.00	.00	
5778	PREMIER POWDER COATING &	28691	WO#: 28691- DOME STYLE LIDS	03/25/2020	2,319.00	.00	
Total 5778:					2,319.00	.00	
6483	PREMIER TRUCK- SALT LAKE C	775157017	T BOLT CLAMP	02/05/2020	55.10	.00	
6483	PREMIER TRUCK- SALT LAKE C	775157475	TURBO KIT, CORE DEP, O-RIN	01/29/2020	3,872.73	.00	
6483	PREMIER TRUCK- SALT LAKE C	775158944	PRESSURE SENSOR	01/31/2020	262.12	.00	
6483	PREMIER TRUCK- SALT LAKE C	775161509	COMPRESSOR	02/10/2020	1,329.70	.00	
6483	PREMIER TRUCK- SALT LAKE C	775161543	HYD GASKET	02/10/2020	11.67	.00	
6483	PREMIER TRUCK- SALT LAKE C	775162082	PRESSURE SENSOR	02/11/2020	174.44	.00	
6483	PREMIER TRUCK- SALT LAKE C	775163527	INJECTOR TUBE, FRT-IN	02/21/2020	115.85	.00	
6483	PREMIER TRUCK- SALT LAKE C	775167771	SEAL KIT	03/02/2020	57.05	.00	
6483	PREMIER TRUCK- SALT LAKE C	775168734	STUD, HEXAGONE NUT, FRT	03/04/2020	44.32	.00	
6483	PREMIER TRUCK- SALT LAKE C	775169364	WATER KIT	03/06/2020	163.73	.00	
6483	PREMIER TRUCK- SALT LAKE C	775169434	SEAL KIT, RLS FRT,	03/06/2020	69.26	.00	
6483	PREMIER TRUCK- SALT LAKE C	775170726	HEX SCREW, SEAL KIT	03/11/2020	115.91	.00	
6483	PREMIER TRUCK- SALT LAKE C	775171087	HARNESS	03/12/2020	189.12	.00	
6483	PREMIER TRUCK- SALT LAKE C	775171158	EXH KIT, CORE DEPOSIT	03/12/2020	1,347.34	.00	
6483	PREMIER TRUCK- SALT LAKE C	775171431	EXH RC KIT, CORE DEPOSIT	03/13/2020	742.21	.00	
6483	PREMIER TRUCK- SALT LAKE C	775171473	NIT SENSOR, CORE DEPOSIT,	03/13/2020	592.09	.00	
6483	PREMIER TRUCK- SALT LAKE C	775172333	NIT SENSOR, CORE DEPOSIT	03/17/2020	1,147.22	.00	
6483	PREMIER TRUCK- SALT LAKE C	775172996	WINSHIELD	03/20/2020	221.37	.00	
6483	PREMIER TRUCK- SALT LAKE C	775174077	TEMP SENSOR, INJECTOR, CO	03/25/2020	7,274.90	.00	
6483	PREMIER TRUCK- SALT LAKE C	775174293	ICP KIT TUBE, CORE DEP, VG T	03/27/2020	5,506.25	.00	
6483	PREMIER TRUCK- SALT LAKE C	775174981	FREIGHT	03/27/2020	23.01	.00	
6483	PREMIER TRUCK- SALT LAKE C	775175485	PLAIN HOSE	03/30/2020	78.87	.00	
6483	PREMIER TRUCK- SALT LAKE C	CM775157475	CORE RETURN	02/24/2020	764.75-	.00	
Total 6483:					22,629.51	.00	
4922	PREMIER VEHICLE INSTALLATI	32539	BUILD PD CAR: LIGHTS, MOUN	03/02/2020	17,812.60	.00	
Total 4922:					17,812.60	.00	
4692	PRO EQUIPMENT SALES LLC	21-1161078	32" CONVOLUTED POLY BRIST	02/27/2020	1,385.20	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
	Total 4692:				1,385.20	.00	
6649	QUADIENT LEASING USA, INC.	N8225060	LEASE AGREEMENT	03/23/2020	468.69	.00	
	Total 6649:				468.69	.00	
3761	RAE, JOSHUA	000111	ELK ANTLER- ADDING ELK ANT	03/17/2020	4,200.00	.00	
3761	RAE, JOSHUA	000112	BOARDWALK REPAIR: RANDO	03/17/2020	500.00	.00	
	Total 3761:				4,700.00	.00	
6069	RAFTELIS	14423	PROJ: R-JAWY1910.00- JACKS	03/12/2020	3,760.62	.00	
6069	RAFTELIS	14423	PROJ: R-JAWY1910.00- JACKS	03/12/2020	3,760.63	.00	
	Total 6069:				7,521.25	.00	
215	RED'S AUTO GLASS, INC.	I037424	LABOR INSTALL WINDSHIELD-	02/11/2020	340.00	.00	
215	RED'S AUTO GLASS, INC.	I037537	LABOR INSTALL WINSHIELD TI	03/26/2020	396.80	.00	
	Total 215:				736.80	.00	
6274	REES, DAVID	033020	DOT PHYSICAL	03/30/2020	150.00	.00	
	Total 6274:				150.00	.00	
3501	RIEDEL, CYNTHIA	040120	REIMBMENT TO PUBLIC SERVI	04/01/2020	32.49	.00	
	Total 3501:				32.49	.00	
13	SAFETY SUPPLY & SIGN CO., I	171946	SPCL SNS, 36X8 HI VARIOUS, F	02/12/2020	904.10	.00	
	Total 13:				904.10	.00	
4831	SCHAEFFER MFG. CO	PXG3428-INV1	SUPREME 9000 FULL SYNTHET	02/18/2020	1,332.65	.00	
	Total 4831:				1,332.65	.00	
3562	SCHILLING, BRIAN	01983	FIXTURE CLEANED @ PARKIN	02/28/2020	237.50	.00	
3562	SCHILLING, BRIAN	01985	FIXTURE CLEANED @ ICE RINK	02/27/2020	1,045.00	.00	
	Total 3562:				1,282.50	.00	
4691	SCHOW'S TRUCK CENTER	C005045496:0	4592B CAST TYPE 3	03/10/2020	1,268.00	.00	
	Total 4691:				1,268.00	.00	
6323	SHELL EQUIPMENT COMPANY	1055	AERO TARP	03/23/2020	405.80	.00	
	Total 6323:				405.80	.00	
4548	SILVER CREEK SUPPLY	S2110701.001	S40 PVC MIPTXFIPT, MXF S40	03/11/2020	2.90	.00	
4548	SILVER CREEK SUPPLY	S2115355.001	PVC 90, MIP X INS POLY INSER	03/25/2020	13.29	.00	
	Total 4548:				16.19	.00	
4699	SNAKE RIVER ROASTING	624972	COFFEE FOR PW MAIN SHOP	03/11/2020	48.95	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 4699:					48.95	.00	
4752	SPECIALTY CONSTRUCTION S	0193408-IN	POTHOLE PATCH UPM	03/05/2020	868.00	.00	
4752	SPECIALTY CONSTRUCTION S	0193568-IN	POTHOLE PATCH UPM	03/11/2020	868.00	.00	
Total 4752:					1,736.00	.00	
2353	SPRING CREEK RANCH	27B980	CONFERENCE ROOM FOR RET	03/19/2020	3,475.20	.00	
Total 2353:					3,475.20	.00	
251	STANDARD PLUMBING SUPPLY	VG76J7	JUMBO FILTER CARTRIDGE	03/05/2020	33.98	.00	
Total 251:					33.98	.00	
3989	STINKY PRINTS, INC	56569	vinyl banner	03/20/2020	1,523.20	.00	
Total 3989:					1,523.20	.00	
5055	STOTZ EQUIPMENT	P76005	FUEL PUMP, FRT	03/12/2020	88.11	.00	
Total 5055:					88.11	.00	
1054	SUNRISE ENVIRONMENTAL	106629	DOUBLE CLUTCH, DERMI-GEL	03/10/2020	448.92	.00	
1054	SUNRISE ENVIRONMENTAL	107015	REMEDEZE	03/19/2020	335.75	.00	
Total 1054:					784.67	.00	
4933	SYMBOLARTS, LLC	00-JAC020	PATCHS	06/14/2019	837.25	.00	
4933	SYMBOLARTS, LLC	0348545-IN	BADGE	03/21/2020	401.50	.00	
4933	SYMBOLARTS, LLC	0349657-IN	BADGE	03/10/2020	281.00	.00	
Total 4933:					1,519.75	.00	
1355	TETON COUNTY TRANSFER ST	450567	YARD WASTE	03/11/2020	93.00	.00	
Total 1355:					93.00	.00	
268	TETON MOTORS INC	40316	STOCK #40316- 2020 WHITE CH	03/19/2020	29,222.00	.00	
268	TETON MOTORS INC	5093674	KNOB	02/06/2020	77.37	.00	
268	TETON MOTORS INC	5093722	LAMP TAIL STOP TURN	02/12/2020	170.20	.00	
268	TETON MOTORS INC	5093796	HOUSING	02/19/2020	39.31	.00	
268	TETON MOTORS INC	5093839	BULB	02/25/2020	7.53	.00	
268	TETON MOTORS INC	5093862	BOLT	02/27/2020	19.72	.00	
268	TETON MOTORS INC	5093885	BULB	02/28/2020	22.59	.00	
268	TETON MOTORS INC	5093892	PIPE, FILTER KIT	03/02/2020	124.23	.00	
268	TETON MOTORS INC	5093924	NOZZLE	03/04/2020	3.55	.00	
268	TETON MOTORS INC	5093963	PIPE	03/06/2020	81.28	.00	
268	TETON MOTORS INC	5093964	CONTROL	03/06/2020	249.49	.00	
268	TETON MOTORS INC	5093980	CONNECTOR	03/09/2020	57.31	.00	
268	TETON MOTORS INC	5094007	ELEMENT	03/11/2020	26.82	.00	
268	TETON MOTORS INC	5094019	DUCT	03/12/2020	96.58	.00	
268	TETON MOTORS INC	5094025	THERMOSTATE	03/12/2020	79.24	.00	
Total 268:					30,277.22	.00	
2658	THERMO KING INTERMOUNTAI	S-0086071	MOTOR 24VDC, OUTBOUND FR	02/17/2020	1,998.81	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
Total 2658:					1,998.81	.00	
6363	TMSC LLC	2020-005-04	HRs INSTALL PLUGSTRIP IN BR	03/22/2020	1,684.60	.00	
6363	TMSC LLC	2020-005-05	JOB #: 2020-005- FACILITIES M	03/30/2020	8,700.00	.00	
6363	TMSC LLC	2020-005-05	JOB #: 2020-005- FACILITIES M	03/30/2020	5,175.00	.00	
6363	TMSC LLC	2020-005S-03	PHOTO CELL STALK'S	03/22/2020	1,000.00	.00	
6363	TMSC LLC	202-005-06	JOB #: 2020-005- FACILITIES M	03/30/2020	367.75	.00	
6363	TMSC LLC	202-005-06	JOB #: 2020-005- FACILITIES M	03/30/2020	274.00	.00	
Total 6363:					17,201.35	.00	
6000	TRAFFIC SAFETY STORE	000332675	ORANGE 28" 7LB BLK BASE CO	02/19/2020	2,187.36	.00	
Total 6000:					2,187.36	.00	
4503	TRAPHAGEN, JEROMIE	031920	REIMB FOR BOOTS	03/19/2020	100.00	.00	
Total 4503:					100.00	.00	
4649	ULINE	117210378	32 GAL BRUTE RECYCLING LID	02/19/2020	601.87	.00	
Total 4649:					601.87	.00	
3070	VALLEY WEST ENGINEERING,	1486	PROJ: HANSEN SIDEWALK- BIL	03/15/2020	21,973.00	.00	
3070	VALLEY WEST ENGINEERING,	1487	PROJ: JACKSON STREET- BILLI	03/15/2020	11,623.00	.00	
Total 3070:					33,596.00	.00	
5022	VISION SERVICE PLAN - (WY)	808960981	APRIL PREMIUM	03/17/2020	1,714.31	1,714.31	03/24/2020
Total 5022:					1,714.31	1,714.31	
6160	WEST FORK CONSTRUCTION	1050005 #001	PROJ: ELK REFUGE SIDING- P	03/28/2020	27,392.00	.00	
Total 6160:					27,392.00	.00	
1640	WESTERN STATE	CM00084406	CREDIT: RETURN PIN AS	02/13/2020	110.47-	.00	
1640	WESTERN STATE	CM00084408	CREDIT:L RETURN PINS	02/13/2020	7.00-	.00	
1640	WESTERN STATE	CM00085877	CREDIT: RETURN FILTER A-FU	03/13/2020	108.76-	.00	
1640	WESTERN STATE	IN001230982	MOTOR AS-27 REPLACE	02/20/2020	158.80	.00	
1640	WESTERN STATE	IN001238562	FILTER AS-FU	02/28/2020	50.88	.00	
1640	WESTERN STATE	IN001250636	FILTER AS F	03/13/2020	105.32	.00	
1640	WESTERN STATE	IN001250642	FILTER A-FUE	03/13/2020	108.76	.00	
1640	WESTERN STATE	IN001251155	TROUBLE SHOOT AND REPAIR	03/16/2020	788.76	.00	
Total 1640:					986.29	.00	
3619	WY CHILD SUPPORT ENFORCE	03252020	case #209790 GALLEGHER	03/25/2020	146.76	146.76	03/25/2020
Total 3619:					146.76	146.76	
5788	WYOMING GARAGE DOOR, LLC	2243	PROJ: STAT BUS BARN- SERVI	03/20/2020	509.00	.00	
5788	WYOMING GARAGE DOOR, LLC	2244	PROJ: PUBLIC WORKS- SERVIC	03/20/2020	337.00	.00	
Total 5788:					846.00	.00	
406	WYOMING LAW ENFORCEMEN	032320	SET FEE FOR FEBRUARY	03/23/2020	80.00	.00	

Vendor	Vendor Name	Invoice Number	Description	Invoice Date	Net Invoice Amount	Amount Paid	Date Paid
406	WYOMING LAW ENFORCEMEN	040120	OFFICER EDUCATION TRAININ	04/01/2020	50.00	.00	
Total 406:					130.00	.00	
5539	Y2 CONSULTANTS, LLC	16156	PROJ: 19245-CVL:BID- TOJ PUB	03/15/2020	409.75	.00	
Total 5539:					409.75	.00	
Grand Totals:					554,401.31	16,291.64	

Dated: _____

Mayor: _____

City Council: _____

_____

_____

_____

_____

_____

City Recorder: _____

City Treasurer: _____

Report Criteria:
Detail report.
Invoices with totals above $0 included.
Paid and unpaid invoices included.

TOWN OF JACKSON
MUNICIPAL COURT
MONTHLY REPORT TO THE MAYOR AND THE TOWN COUNCIL
FOR THE MONTH OF FEBRUARY, 2020

During the month of February, the court received $31,598 in fines, fees, bonds, and forfeitures.
639 new cases were docketed: 552 parking citations, 87 summons
53 cases were dismissed: 25 parking violations

The abbreviations used below are: BF=forfeiture, GP=pled guilty, NC= nolo contendere, G=found guilty at trial, NG=found not guilty at trial, R=restitution, CS=community service, DP=deferred prosecution, D=dismissed, D-TS=dismissed for traffic school, DA=deferred adjudication

CLOSED CASES

NAME	CITATION	OFFENSE	DISPOSITION	$
Abrams, Katherine W.	00886M	Use of hand-held electronic device while driving	BF	65
Alexander	01030M	Public intoxication	D- Per Town's Motion	0
Barnard, Louise Renee	00120M	Required position & method of turning at intersections	D- Per Town's Motion	0
Baum, Chrisitne	01804M	Speeding in a school zone 28/20	BF	175
Bergin, Patrick T	00727M	Public intoxication	BF	110
Blair, Zackery D	01041M	Speed Limits Generally 47/30	BF	194
Bonny, Vannak	00837M	Provide alcohol to person <21	BF	250
Buck, Adin H	00838M	Provide alcohol to person <21	BF	250
Cahill, Michael	186000146AC	No display of current registration	BF	125
Charette, Brian C	186000312AC	Speeding faster than reasonable and prudent	BF	85
Cole, Collin Cade	186000150AC	No display of current registration	BF	135
Correa Pina, Mayra	186001444AB	No Driver's license	BF	420
Cruz Ramos, Marco A	01336M	Exhibition of speed or acceleration	BF	300
Daniels, James	185002355AA	Public intoxication	BF	110
Delong, Michelle E	186000153AC	No display of current registration	BF	125
Desraj, Vikas	01264M	Dog bite causing wound	D - Per Town's Motion	0
Duhamel, Janice L	01088M	Public intoxication	BF	110
Dye, Victoria E.	01339M	Use of hand-held electronic device while driving	BF	100
Ewing, Frank S	01877M	Failure to maintain liability coverage	D-Provided Valid info	0
Forelli, Margaret	186000198AC	Following too Close	BF	75
Gajdos, Marian	06879M	Public intoxication	BF	110
Gallagher, Lindsay E	00496M	Public intoxication	BF	110
Germain, Samuel	01009M	Failure to maintain liability coverage	D- Per Town's Motion	0
Getchell, Brennan P	01853M	Public intoxication	BF	110
Getchell, Brennan P	01854M	Interference w/PD: Resisting officer	BF	500
Gonzales, Annette	19747K	Failure to maintain liability coverage	BF	225
Greco, Alexander J	01349M	Urinating in Public	BF	120
Grimes, Barbara Ann	03730L	Driving/Control of vehicle while intox	DA-In accordance with W.S.S. 7-13-301	0
Gunderson, Sherrie B	186000192AC	Failure to yield ROW	BF	75
Hargrave, Erynn Marie	01040M	Renders incapable of safely driving: alcohol/controlled subst	D- Per Town's Motion	0
Hart, Bethanie J	01876M	No display of current registration	BF	125
Harvey, Kathleen A	01776M	Following too Close	BF	75
Heaney, Patrick J	01048M	Public intoxication	D- Per Town's Motion	0
Hernandez Montes, Rodolfo	01337M	No Driver's license	BF	420
Heron, Robye C	01197M	Urinating in Public	BF	120
Hill, Mason G	01829M	Marijuana: use and/or possession	D- Per Town's Motion	0
Hoffman, Joan H	00836M	Provide alcohol to person <21	BF	250
Horton, Chad D	01805M	Following too Close	BF	75
Huerta, Yesenia Mota	186000139AC	Limitations on Backing	BF	85
Huerta, Yesenia Mota	186000140AC	No Driver's license	D- Per Town's Motion	0
Hunt, Caleb	186000138AC	Speed too fast for conditions	BF	75
Johnson, Geoffrey H	186000189AC	Limitations on Backing	BF	75
Johnston, Richard	01013M	Speed too fast for conditions	D- Per Town's Motion	0
Kearns, Joseph	186000151AC	No display of current registration	BF	62.5
Klingenstein, Oliver Bole	186000515AC	Use of cell phone while driving prohibited	BF	65
Kocubinski, Peter Ezekiel	01313M	Speed Limits Generally 51/30	BF	262
Kreif, Sandy Faye	03987L	Driving/Control of vehicle while intox	DA-In accordance with W.S.S. 7-13-301	0
Kreps, Amy Lynn	00048M	Driving/Control of vehicle while intox	DA-In accordance with W.S.S. 7-13-301	0
Leitton, Peter John	01261M	MPH over limit Bond 33/25	D- Per Town's Motion	0
Maier, Alex Lawrence	186000297AC	Speed Limits Generally 45/30	BF	180
Marchanka, Maryia	00834M	Provide alcohol to person <21	BF	250
Marshall, Rhonda Gayle	01756M	Driving/Control of vehicle while intox	DA-In accordance with W.S.S. 7-13-301	0
Mcnaughton, Joseph I	00725M	Failure to stop at a red light	BF	125
Meng, Mark James	186000291AC	Use of cell phone while driving prohibited	BF	65
Mercado, Issac	19615K	DUI	DA-In accordance with W.S.S. 7-13-301	750
Montgomery, Philip Isaiah	186000311AC	Speeding faster than reasonable and prudent	BF	75

Morales Giron, Juan	186000200AC	No Driver's license	BF	420
Morillon, Gerardo Martinez	01316M	Stop Sign Violation	BF	135
Motzkus, Matthew S.	98204N	Interference w/PD: Resisting officer	D- Per Town's Motion	0
Mullin, Max R.	01329M	Marijuana: use and/or possession	D- Per Town's Motion	0
Munteanu, Andi I	00835M	Provide alcohol to person <21	BF	250
Muzzo, Victor F III	00851M	Marijuana: use and/or possession	D- Per Town's Motion	0
Muzzo, Victor F III	01050M	Public intoxication	BF	110
Muzzo, Victor F III	98126N	Defacing or destroying property	BF	500
Nichols, Kimberly K	01123M	Windshields and wipers	D-came into compliance	0
Petrov, Peter B	01338M	Failure to stop at a red light	BF	135
Poole, Steven J	01086M	Damage to attended vehicle or property	D - Per Town's Motion	0
Porcos, Paul	186000202AC	Use of cell phone while driving prohibited	BF	65
Prather, Jimmie Lynn	186000196AC	Following too Close	BF	75
Reed, Pamela Jane	186000292AC	Use of cell phone while driving prohibited	BF	65
Rial, Noah D	01348M	Urinating in Public	BF	120
Rodrigquez Jimenez, Eddy	186000293AC	Driving Under Suspension	D - Per Town's Motion	0
Scott, Evan J	01345M	Exhibition of speed or acceleration	BF	150
Scrivner, Zachary Coll	186000301AC	No display of current registration	BF	62.5
Scullion, Nicholas	00852M	Public intoxication	D - Per Town's Motion	0
Shepler, Michael R	186000313AC	Following too Close	BF	75
Snipe, Priscilla Ann	186000188AC	UNSAFE TURNING MOVEMENT	BF	75
Solano Colin, Alma Cecilia	01198M	Failure to maintain liability coverage	D-Provided Valid info	0
Solano Colin, Alma Cecilia	01268M	No display of current registration	BF	67.5
Somers, Matthew Joseph	186000136AC	Following too Close	BF	75
Spencer, Nicholas G	01342M	Use of hand-held electronic device while driving	BF	75
Stumpf, Clare E.	01176M	Speed Limits Generally 47/30	BF	194
Vandercook, George Levin	00950M	Criminal trespass	BF	750
Varns, Daniel Thomas	01315M	Stop Sign Violation	D- Per Town's Motion	0
Winters, Kate Leanore	186000341AC	Use of cell phone while driving prohibited	D- Per Town's Motion	0
Wood III, Chester C	01011M	No Driver's license	D- Per Town's Motion	0
Young, Eric J	01087M	Required position & method of turning at intersections	BF	75
Young, William Chancellor	19848K	Driving/Control of vehicle while intox	GP	750
Zimmer, Margaret Jo	186000299AC	MPH over limit Bond 35/25	BF	125

TOWN OF JACKSON
AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: PLANNING & BUILDING **PRESENTER**: PAUL ANTHONY

MEETING DATE: APRIL 6, 2020

SUBJECT: TEMPORARY SIGN PERMIT – Tribe Sunday Morning Easter Service

STATEMENT/PURPOSE

To approve or deny relief from the Town's sign ordinance for the use of temporary signage not requiring a special event or exposition license.

BACKGROUND/ALTERNATIVES

The applicant has requested a temporary banner to be located at:

105 Buffalo Way, Albertsons during:
March 29, 2020 to April 11, 2020

Section 6.5.1.C.4 of the Town's Land Development Regulations allows Council to approve up to four (4) off-site banners. The event does not require any Town services; therefore, a special event license is not required. Staff recommends approval, as the Town has permitted such signs in the past, as long as all other regulations for signage are complied with.

COMPREHENSIVE PLAN ALIGNMENT

Staff finds that the proposal is consistent with Comprehensive Plan.

STAKEHOLDER ANALYSIS

None

FISCAL IMPACT

None

STAFF IMPACT

None

LEGAL REVIEW

N/A

ATTACHMENTS

Applicant Submittal

RECOMMENDATION

The Planning Director makes no recommendation for the banner to be located in one location subject to the following conditions:

1. The use of the site shall be granted by the property owner.
2. The signs shall not be located on the sidewalks or in the public right of way.
3. The sign for Tribe Sunday Morning Easter Service may be installed at:
   105 Buffalo Way, Albertsons during:
   March 29, 2020 to April 11, 2020

SUGGESTED MOTION

I move to **approve** the temporary banner in conjunction with Tribe subject to three (3) conditions of approval.

(Although Staff is not making a recommendation of the application, the motion is made in the affirmative.)

TEMPORARY SIGN PERMIT APPLICATION

Planning & Building Department

150 East Pearl Ave.
P.O. Box 1687
Jackson, WY 83001

ph: (307) 733-0440
www.townofjackson.com

First, go to www.townofjackson.com/245/Temporary-Sign-Permit for process and other necessary information.

EVENT NAME:

Event Name: Easter Service

Physical Address of Event: 538 Snow King Loop Rd Jackson, WY

Description of Event: Tribe Sunday Morning Easter Service

Grand Opening _____ Yes ____ No X

EVENT SPONSOR/APPLICANT: Name:

Mailing Address: PO Box 6818 Jackson, WY 83002

Phone: 307-699-8989

E-mail: wyomingamanda@gmail.com

ZIP: 83002

Non-Profit: X For Profit: _____

TEMPORARY BANNER LOCATION: Consent from Property Owner Required

Business/Description: Albertsons Grocery Store

Physical Address: 105 Buffalo Way, Jackson, WY 83001

Dates of Display: March 29 - April11

Consent from Owner Obtained? Yes X No____

Business/Description: _____

Physical Address: _____

Dates of Display: _____

Consent from Owner Obtained? Yes____ No____

Business/Description: _____

Physical Address: _____

Dates of Display: _____

Consent from Owner Obtained? Yes____ No____

Business/Description: _____

Physical Address: _____

Dates of Display: _____

Consent from Owner Obtained? Yes____ No____

SUBMITTAL REQUIREMENTS. Have you attached the following? Please answer accordingly.

Yes X No ____ Illustration of each proposed sign that includes dimensions, colors, materials and type of sign.

Yes X No ____ Installation specifications, and any structural details or specifications required for freestanding signs.

Under penalty of perjury, I hereby certify that I have read this application 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 the Town of Jackson 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 Authorized Event Applicant

March 11, 2020
Date

Amanda Lack
Applicant Name Printed

Volunteer
Title

From:	Amanda Lack
To:	Tiffany Stolte
Subject:	Temp sign Application
Date:	Wednesday, March 11, 2020 12:43:27 PM
Attachments:	Scanned from a Xerox Multifunction Printer (4).pdf Scanned from a Xerox Multifunction Printer (5).pdf

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Hi Tiffany,
Attached are both our temporary sign application as well as the artwork.

The dimensions are 16' x 12' and colors being used are purple, yellow, green, blue. The material is just a standard vinyl sign. Installation specs are simple grommets being hung on existing hooks.

Let me know if you have any questions since I know the approval meeting is coming up soon. Thanks so much!

Amanda Lack
307-220-4500

From:	BRIAN HUNTER
To:	Tiffany Stolte
Subject:	Tribe Easter Banner at Albertsons
Date:	Thursday, March 19, 2020 1:42:34 PM
Attachments:	SIG_LOGO.png

Tiffany,
Would you please let the TOJ know that we intend to advertise our Easter service as being an online experience, and do not plan to hold a corporate gathering on April 12th.

Cheers,
Brian Hunter
brian@tribejh.com

TRIBE
JH.COM


EASTER SERVICE
LIVING HOPE
2020

TOWN OF JACKSON
AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: START **PRESENTER**: Darren Brugmann, Director

MEETING DATE: April 6, 2020

SUBJECT: Memorandum of Understanding with Friends of Pathways for START Bike

STATEMENT/PURPOSE

The purpose of this item is for Town Council to consider a MOU with Friends of Pathways (FOP) to continue as third party administrator (TPA) for the START Bike (Bike Share) program for the conclusion of FY20 and into FY21 (3rd Full Season of START Bike from April through October 2020).

BACKGROUND/ALTERNATIVES

Currently, the Bike Share has been included as part of the START budget and more importantly program of services. START Bike began operations in April of 2017 with a field trial of 20 bikes provided by our vendor BCycle. Friends of Pathways has been our administrator of the program with the MOU executed in September of 2016 and extended on two occasions in 2018. Council is now asked to execute a new MOU. This new MOU would continue FOP as the administrator of the program with terms outlined in the attached agreement. FOP will be responsible for the day-to-day operation of the START Bike Operation under the review of START Director.

Other alternative that has been considered is bringing the administration and operation of START Bike internally by hiring additional staff person(s). Yet another option is to look to contracting out to local bike shops. This would require RFP process. It has been decided to conduct one more season of the system with FOP as the TPA before further considering these options and future of the program.

PRICING: START Board revised and approved the attached START Bike Pricing at their March 14, 2019 Board meeting. Changes were made last season and did provide a more structured and simple pricing structure. The pricing structure will remain unchanged from last season.

START Bike continues to see increased usage:

START Bike Usage:	2018	2019
Actual # of Trips taken:	2,469	3,271
Miles Traveled:	5,614	10,796

COMPREHENSIVE PLAN ALIGNMENT

Continuing the START Bike program allows START to continue meeting objectives in the Comprehensive Plan and the Integrated Transportation Plan (ITP).

The Jackson/Teton County Comprehensive Plan and Jackson/Teton Integrated Transportation Plan identify a range of transportation demand management (TDM) strategies with the end goal of shifting mode share away from single occupancy vehicles and towards transit and non-motorized modes. (Principles 2.3, and Chapter 7 – Multimodal Transportation. START Bike meets many of the Policy Principles in Chapter 7) Bike Share programs in other North American cities have been effective in providing transportation options and increased mobility especially for short, in-town trips of a few miles (i.e. errands, shopping) and in first/last mile connections to transit (i.e. from a residence to the bus stop, and from the bus stop to work at the other end of the transit trip). It is as part of a TDM program that Bike Share could complement other existing and future transit options and multi-modal strategies in Jackson.

The Integrated Transportation Plan (ITP) follows through with more specific strategic objectives to meet the vision and mission of the Comprehensive Plan. START Bike was formed and implemented with the specific goal of offering alternative transportation from private motor vehicle travel. START Bike also achieves the goal of offering alternative transportation choices for persons achieving first and last mile access to our START Bus system of routes.

Our START Bike program addresses many objectives in ITP Chapter 3 – Active Transportation including addressing lack of local connectivity by providing an alternative mode of transportation. Bicycling supports "active transportation" in that it shifts emphasis from motorized to active transportation. This supports public health, destination environment ("walkable village" and "pedestrian-friendly"), short trips (non-motorized), first and last mile connection to START Bus and parking savings.

The START Bike program is also an integral part of utilization alternative modes of transportation described in the current START Route Plan study currently in process.

STAKEHOLDER ANALYSIS

FOP is the main Stakeholder besides the START (TOJ and Teton County). FOP has reviewed and approves of the attached agreement.

FOP has done a tremendous job as START Bike administrator. Not only have they worked very well with our vendor (BCycle) in implementing the summer of 2017 Field trial, FOP also successfully implemented the Shared Mobility pilot in the summer of 2015. FOP is very dedicated to the success of alternative modes of transportation as previously stated with their involvement to this point. FOP has and will be expending nearly $25K for the promotional needs needed for the success of this program. FOP is the reason the Town of Jackson has another mobility option for locals and visitors to our Jackson Hole area.

During the summer field trial in 2017, 271 accounts were opened and more than 4,000 trips were taken. More memberships were sold to people with non-local zip codes; about 75% of the members used a non-local zip code when registering for the program. However, 60% of the logged trips were taken by members with local zip codes. This usage pattern is in line with bike share ridership in other cities, where bike share serves as an essential service for locals, while also providing access to short-term transportation options for visitors.

START Bike launched its first full season beginning on April 9, 2018 – the beginning of START's Spring Season. START Bike wrapped up the first full season in October 2018. FOP, as the TPA for the initial season enabled a seamless transition in the administration and operation of the program. At the conclusion of the season, FOP reported out to the START Board (among other things such as usage information): lessons learned and recommendations with regards to future administration and operation of the START Bike program. It was concluded that FOP would remain as administrator for one more season, hence this MOU and staff report recommendation. Next year we can re-evaluate again to possibly consider: hiring an internal staff, contracting out to local bike shops or FOP continuing as the administrator.

FISCAL IMPACT

$64,713 Total

$35,544 from current FY20 START Budget Bike Share line item (as of February 29, 2020).
$29,169 from proposed FY21 START Budget Bike Share line item.

STAFF IMPACT

Minimal. START Bike is an established program of services for START. Director will be point of contact with TPA and will require minimal meeting time throughout the season – review and completion of MOU tasks and oversight of FOP as the TPA. Hiring an TPA allows all day to day operational tasks to be conducted by the TPA.

LEGAL REVIEW
Town Attorney has reviewed and completed the MOU as presented.

ATTACHMENTS
START Bike Share MOU
START Bike Pricing 2020

RECOMMENDATION
Staff recommends Council execute the MOU as prepared

SUGGESTED MOTION
If Town Council is ready to move forward with MOU, a suggested motion:

I move to approve the MOU between Friends of Pathways and the Town of Jackson for the 2020 Bike Share Program and authorize the Mayor to sign.

MEMORANDUM OF UNDERSTANDING
BETWEEN THE TOWN OF JACKSON
AND
FRIENDS OF PATHWAYS

1. **Parties.**

This Memorandum of Understanding (the "MOU") is made and entered into this **1st** day of **April**, **2020**, (the "Effective Date") by and between the **Town of Jackson**, a municipal corporation duly organized in Wyoming, whose address is 150 E. Pearl Avenue, P.O. Box 1687, Jackson, Wyoming 83001 ("Town"), and **Friends of Pathways**, a non-profit organization, whose address is 20 E. Simpson Street, P.O. Box 2062, Jackson, Wyoming 83001 ("FOP") (together "Parties").

2. **Purpose of MOU.**

The purpose of this MOU is to create a working agreement between the Town and FOP and to clarify the roles and responsibilities of the parties with respect to the Bike Share Program in Jackson Wyoming ("START Bike"). START Bike was initiated between April and October of 2017 and FOP managed as a prototype program during that time. FOP served as a third-party administrator of START Bike during the 2018 and 2019. Now the Parties seek to continue the relationship between April 1, 2020 through November 30, 2020.

3. **Term of MOU.**

This MOU shall commence upon the Effective Date above and shall remain in full force and effect until November 30, 2020, after which time the MOU shall automatically expire. This MOU may only be terminated thirty (30) days after either party informs the other party in writing the reason why this MOU shall be terminated.

4. **Responsibilities of FOP**.

A. System Launch (April 1, 2020)

   i. Station Setup: FOP prepare the stations for placement in the field, including updating all printed sign panes with current information. FOP will coordinate the transport of the stations to the field with the Town's Public Works Department.

   ii. Bicycle Setup: FOP shall prepare all fifty-five (55) START bikes for operations, including charging batteries, connecting and registering the bikes to the system, and verifying proper operation. FOP will coordinate the transport of the bikes to the field with the Town's Public Works Department.

   iii. Mechanic Shop: FOP shall reopen the mechanic workspace at the START facility.

B. System Launch Date (April 1, 2020) – System Shut Down Date (October 31, 2020)

   i. Rebalancing: FOP agrees to rebalance bicycles across the START Bike area and stations according to public demand.

   ii. Maintenance: Perform mechanical and physical maintenance such that the bicycles are in good working order.

   iii. Station Maintenance:

a. FOP shall maintain in good working order the bike station locations, number of vertical posts and wayfinding signage.

b. FOP shall not move any posts, bike racks, or any other equipment without first having written approval from the START Director.

iv. Customer Service:

a. FOP shall maintain a mobile phone, owned and paid for by the Town, to receive calls from the public regarding bicycle service needs and public questions and comment regarding START Bike.

v. BCycle Point-of-Contact: FOP shall serve as the point-of-contact for BCycle on all technical matters, including the day-to-day functionality of the app and the electronic elements of the bicycles as well as the website administration.

vi. Pass Sales: FOP shall sell, provide, and serve as the point-of-contact for the public for all START Bike pass sale needs, management, renewal, etc.

vii. Promotion: FOP shall promote START Bike, including but not limited to:

a. Sales of passes;

b. Press releases;

c. Outreach efforts;

d. Advertising (hard media, social media);

e. Presentations at events (i.e., chamber events); and

f. Other

This list is not to be all-encompassing. Any and all promotions must be approved by START Director and/or START Board.

viii. Reporting: FOP shall provide the Town reports as requested that include, at minimum:

a. Where most bikes get checked in to and checked out of;

b. How many bikes FOP is rebalancing;

c. The number of passes sold; and

d. User data, such as peak times of use, the average ride distance, and any available demographic information about users.

C. System Shutdown (October 31, 2020)

i. FOP shall remove all station hardware as required by the Town for snow removal operations.

ii. FOP shall service each bike, replace worn or damaged parts, remove batteries, and prepare the bike for storage.

iii. FOP shall provide a complete 2020 analysis including:

a. The number of trips, including the origin and destination each day the system is in operation;

b. The distance and duration of trips by day of the week and time of day;

c. A rebalancing report showing the number of bikes moved from origin stations to destination stations by day;

d. The number of passes sold and pass revenue generated; and

e. Recommendations for changes to program.

iv. FOP shall present the report to the START Board.

v. FOP shall provide a suggested budget for FY 2021 for capital and operating expenses.

D. FOP will be responsible for public education about START Bike to include how START Bike works, how to obtain a pass, the range of the service area, and bicycle pick-up locations.

5. **Responsibilities of the Town**.

A. Town agrees to partner with FOP and allow FOP to operate START Bike from April 1, 2020 through October 31, 2020.

B. For the term of this MOU, the Town agrees to pay FOP $54,713.00 for operating START Bike. Payments will be made as follows $7,816.00 on the last day of April, May, June, July, August, September and October 2020 (total of seven (7) months). The Town will be responsible for paying BCycle for any software connectivity fee.

C. The Town agrees to provide FOP with all available information and knowledge to help assist FOP in administering START Bike.

D. The Town will be responsible for all bicycles, spare parts, tools, and bike rack storage.

E. The Town will be responsible for the fabrication and installation of concrete slabs at station locations as required.

6. **Liability and Insurance.**

It is understood and agreed to by both Parties that the Town, as the owner of the bicycles, bike racks, GPS equipment and any other equipment for START Bike, shall bear the cost to provide the appropriate property and/or liability insurance for such assets. The Town shall be the responsible party for the activities in connection with START Bike, unless caused by the negligence of FOP or the operator of a bicycle.

It is further understood and agreed to by both Parties that as the administrator of START Bike, FOP shall bear the cost to provide itself and its employees with adequate insurance coverage and shall list the Town as an additional insured for those activities involved with the operation of START Bike caused by the negligence of FOP.

7. **Notices**.

All notices arising out of, or from, the provisions of this MOU shall be in writing and given to the Parties at the address provided under this MOU, either by regular mail, certified mail when required for termination, or delivery in person.

TOWN OF JACKSON
Darren Brugmann, START Director
P.O. Box 1687
Jackson, WY 83001

FRIENDS OF PATHWAYS
Katherine Dowson, Executive Director
P.O. Box 2062
Jackson, WY 83001

8. **General Provisions**.

A. **Amendments**. Any changes, modifications, revisions, or amendments to this MOU which are mutually agreed upon by the Parties shall be incorporated by written instrument, executed and signed by all parties of this MOU. No verbal amendments are permitted.

B. **Applicable Law**. The laws of the State of Wyoming shall govern the construction, interpretation and enforcement of this MOU. The courts of the State of Wyoming shall have jurisdiction over any action arising out of the MOU, and over the parties, and the venue shall be the Ninth Judicial District, Teton County, Wyoming.

C. **Entirety of Agreement**. This MOU represents the entire and integrated agreement between the Parties and supersedes all prior negotiations, representations and agreements, whether written or oral. Where any portion of this MOU is in conflict with state statute, state statute shall govern.

D. **Severability**. Should any portion of this MOU be judicially determined to be illegal or unenforceable, the remainder of the MOU shall continue in full force and effect, and either party may re-negotiate the terms affected by the severance.

E**. Governmental/Sovereign Immunity**. The Town does not waive its governmental/ sovereign immunity by entering into this MOU and each fully retains all immunities and defenses provided by law with respect to any action based on or occurring as a result of this MOU.

F. **Indemnification**. Each party shall assume the risk of any liability arising from its own actions or omissions or the actions or omissions of its employees, volunteers, and agents at all times. Neither party agrees to insure, defend, or indemnify the other, subject to negligence or willful misconduct.

G. **Third Party Beneficiary Rights.** The Parties do not intend to create in any other individual or entity the status of a third-party beneficiary, and this MOU shall not be constructed so as to create such status. The rights, duties, and obligations contained in this MOU shall operate only between the Parties to this MOU and shall insure solely to the benefit of the Parties to this MOU. The provisions of this MOU are intended only to assist the Parties in determining and performing their obligations under this MOU. The Parties to this MOU intend and expressly agree that only parties signatory to this MOU shall have any legal or equitable right to seek to enforce this MOU, to seek any remedy arising out of a party's performance or failure to perform any term or condition of this MOU, or to bring an action for the breach of this MOU.

H. **Signatures**. In witness whereof, the Parties to this MOU through their duly authorized representatives have executed this MOU on the days and dates set forth below, and certify that they have read, understood, and agreed to the terms and conditions of this MOU as set forth herein.

NOW THEREFORE, IT IS MUTUALLY AGREED TO AND UNDERSTOOD BY AND BETWEEN THE PARTIES THAT:

IN WITNESS WHEREOF, the parties hereto have executed this MOU as of the date written above.

FRIENDS OF PATHWAYS
A Non-profit Organization in Jackson Wyoming

By: _____
Katherine Dowson, Executive Director

TOWN OF JACKSON
A Wyoming Municipal Corporation

By: _____
Pete Muldoon, Mayor

ATTEST: _____
Sandra P. Birdyshaw, Town Clerk

Appendix A

START Bike Season 2020 Revenue and Expense Budget	
Revenue	
Total User Revenue	**15,451**
Expense	
Program Wages	33,733
Staff Benefits	9,909
Advertising & Promotion	1,527
Printing and Distribution	2,267
Supplies and Material	5,264
Transportation, Lodging	1,689
Travel Meals	185
Meeting Expense	139
BCycle Software Fee	10,000
	64,713
Key Metric	
Total Trips Taken	**3,856**

Note: The Town will pay any software connectivity fee to BCycle directly.

START BIKE

Pricing:

SINGLE RIDE
Unlock: **$2.00**
Unlimited Ride Time @ .10 minute
Out of Hub Fee: $2

DAILY PASS: $8
Unlimited Daily (24 Hrs) Free Ride Time: 60 Minutes
Overage Fee: 10¢/Minute
Out of Hub Fee: $2

SEASON PASS: $35
Unlimited Daily (24 Hrs) Free Ride Time: 60 Minutes
Overage Fee: 10¢/Minute
Out of Hub Fee: $2

FOUNDER PASS:
No new Founder Pass will be issued.

START will honor those who purchased for inaugural season (2019): $90
Daily Free Ride Time: 90 Minutes
Overage Fee: 10¢/Minute
Out of Hub Fee: No Out of Hub Fees

OUT OF SERVICE AREA: $75

FEE if Bike is locked and left out of defined service area.

Approved by START Board: March 14, 2019
No changes for 2020

TOWN OF JACKSON
TOWN COUNCIL
AGENDA DOCUMENTATION

PREPARATION DATE: April 2, 2020
MEETING DATE: April 6, 2020

SUBMITTING DEPARTMENT: Town Clerk
DEPARTMENT DIRECTOR: Roxanne Devries Robinson
PRESENTER: Carl Pelletier

SUBJECT: Consideration of Upcoming Special Events Scheduled for May

STATEMENT/PURPOSE

The Mayor and Council approve the use of Town property, Town personnel, Town services and Town equipment of Town personnel for special events.

BACKGROUND/ALTERNATIVES

The Jackson Town Council approves of special events in the Town of Jackson. The COVID-19 pandemic is impacting many facets of this community including social gatherings. Special events are an important part of this community for both visitors and residents alike; however, the Town Council may wish to consider action to protect the health, safety, and welfare of residents, especially related to large gatherings and community events. Many of the special events in Jackson take place on town property and most of the special events include gatherings of more than 10 people.

Currently there are two (2) public health orders regarding gatherings that are currently in effect for our area until April 17, 2020.

1. Statewide Health Order #4: Forbidding gatherings of ten (10) people or more.
2. Teton District Public Health Order #20-4: Order requiring all people within Teton County, Wyoming, including the city of Jackson, Wyoming to limit gatherings to only indviduals within the same household, with exceptions.

One of the biggest questions regarding the COVID-19 pandemic is how long will it last? We are uncertain as to when we will be able to safely gather in large groups. With this uncertainty staff would like to present to Town Council the special events which are currently planned for the month of May. There are 3 (three) special events that have been previously approved by the Town Council for the month of May as well as 2 (two) special events that have submitted applications seeking approval for the month of May. Those events include:

Events Previously Approved by Town Council

Eco Fair*	May 9, 2020	Anticipated Attendance: 2,500 people
Old West Days	May16-25	Anticipated Attendance: 4,500 people
Million Dollar Music Fest	May 24	Anticipated Attendance: 3,500 – 5,000 people

Events with Applications Submitted Not yet Approved by Town Council (applications attached)

Elk Fest	May 16-17	Anticipated Attendance: 2,000 people
TCSAR Helicopter Demo	May 30	Anticipated Attendance: 50 people

**At this time, the event organizers of Eco Fair have indicated that they will not be holding their event on May 9, 2020. Instead, the organizers will approach the Town Council at a later date with the possibility of hosting the event at a date in the future yet to be determined when the event would be more appropriate.

The event organizers have indicated that they may approach Town Council at a date in the future for potential reconsideration of these events.

It is staff's goal to provide Town Council with an understanding of upcoming approved and requested events. It may be prudent to examine and consider possible termination of special event permits for the month of May at this time. Staff believes that it is also important to provide Council infomation pertaining to special events beyond the month of May. Below are special events that have been approved for June. Staff is willing to bring the June events back to you for reconsideration at a future Town Council meeting.

Jackson Hole ½ Marathon	June 6	Anticipated Attendance: 300 people
Touch-a-Truck	June 7	Anticipated Attendance: 1,000 people
People's Market	June 10	Anticipated Attendance: 1,000 people
Jackson Hole Live Concert	June 21	Anticipated Attendance: 4,000-6,000 people
Color Fun Run	June 27	Anticipated Attendance: 150 people
Jackson Hole Live Concert	June 28	Anticipated Attendance: 4,000-6,000 people

Should the Town Council wish to cancel these already approved large gatherings, they would do so by directing the Town Manager to cancel the events pursuant to the Jackson Municipal Code. Staff recommends the Town Council consider providing this direction only for events already approved for May 2020. There will be regular Town Council meetings occurring later in April and in early May should they wish to provide further direction to the Town Manager.

STAKEHOLDER ANALYSIS

The stakeholders include attendees, participants, and employees of the events, residents and guests to the community that may come into contact with those who have attended the event, emergency service workers required to work the event and provide services, employees of establishments pre and post event serving patrons who have attended the event, and regional, state, national, and international persons who may come into contact with those who have attended this local event. Stakeholders also included businesses impacted by cancellation of the event and decreased visitation as a result of the event.

FISCAL IMPACT

The fiscal impact of cancellation of these events has not been calculated but it will be significant. There will be direct impacts to the event organizers and sponsors, local businesses, organizations and individuals that are slated to receive donations from non-profit fundraising events, the Town for less wages and overtime to staff the events, employees of the event who may no longer be working at the event and therefore not earning wages, sales and lodging tax income to the community for reduced sales and bookings.

STAFF IMPACT

The staff impact of cancellation of the events would result in less emergency service personnel required to work and provide coverage at the events.

LEGAL REVIEW

The Town Manager may cancel permitted special events and all permits associated with each special events pursuant to the Municipal Code.

Section 12.28.100 Special Event Permit—Revocation Conditions states:

> "The Town Manager or designee shall have the authority at any time to, in writing, revoke or terminate a Special Event Permit or any other permit(s) associated with a Special Event issued under this chapter upon violation of the standards for issuance as set forth in this chapter and/or conditions placed on the issuance of the Special Event Permit or any other permit(s) in association with the Special Event, or any chapter of the Town of Jackson Municipal Code or Land Development Regulations, or if the continuation of the Special Event presents a clear and present danger to the participants or the public."

ATTACHMENTS

Applications for May that have not yet been approved by the Jackson Town Council:

1. Elk Fest
2. TCSAR Helicopter Demonstration

RECOMMENDATION

Staff recommends the Town Council provide direction only for events already approved for May 2020. There will be regular Town Council meetings occurring on April 20, May 4 and May 18 should the COVID-19 circumstances induce Councilto provide further direction to the Town Manager or to take further action on upcoming events.

SUGGESTED MOTION

Motion 1:

I move to direct the Town Manager to revoke the special event permits, and any associated permits, for Eco Fair on May 9, Old West Days on May 16 through May 25, and Million Dollar Cowboy Music Fest on May 24 because these special events, in light of COVID-19 and Statewide Public Health Order No. 4 and Teton District Public Health Order No. 20-4, each present a clear and present danger to the participants and the public.

Motion 2:

I move to table consideration of the special event permits, and any associated permits, for Elk Fest on May 16 and 17 and for the Teton County Search and Rescue Helicopter Demonstration on May 30 because these special events, in light of COVID-19 and Statewide Public Health Order No. 4 and Teton District Public Health Order No. 20-4, and direct staff to place them on a future Town Council agenda.

March 19, 2020

Mayor Pete Muldoon
Jackson Town Council
PO Box 1687
Jackson, WY 83001

To the Honorable Mayor and Councilmen,

The ElkFest Committee is requesting permits for the use of the following areas during the ElkFest celebration, May 16th & 17th, 2020:

Street Closures:

Saturday, May 16th
5:00 am – 5:00 pm: Antler display, antler auction, and food vendors on Center & Deloney streets.

Sunday, May 17th
7:00 am – 3:00 pm: Jackson Hole High Noon Chili Cook Off on Center Street.

Handicap Parking: Spaces provided along east side of Town Square by the StageStop.

Auction Crew Parking: Spaces will be allotted on E. Broadway alongside The Wyoming Outfitters per the Town of Jackson's discretion for loading and unloading.

Trash Receptacles: Individual food vendors will provide trash receptacles and the Chamber will provide a dumpster to be in the alley behind The Wyoming Outfitters (see map). The JH Chamber of Commerce will oversee removal.

Toilets: 4 Port-a-pots will be provided at the corner of Deloney and Center St. (see map).

No Parking Signs: Signs will be needed for all road closures throughout the weekend around the Town Square. Signs will be put up Friday afternoon.

Fire Lanes: Provided through road closures and No Parking Signs.

Fire Extinguishers: Fire Extinguishers will be provided in the proximity of food vendors.

TC Health Permits: Food vendors will be responsible for acquiring on an individual basis.

Barricade Detail:

Saturday, May 16th

5:00 am – 3:00 pm: **Boy Scout Expo and Antler Auction**:
Blocking Center St. at Broadway to Orsetto Restaurant Parking (can redistribute slightly if needed due to construction)
Blocking Deloney at Cache to Center Street.

Sunday, May 17th

5:00 am – 3:00 pm: **Chili Cook Off**.
Blocking Center St. at Broadway to Orsetto Restaurant Parking
Blocking Deloney St. at Center St. at intersection.

Brief Event description:

- Mountain Man Rendezvous (ongoing) reservation is in place at Teton County Fairgrounds.
- The use of Town Square and surrounding streets, except Cache and Broadway, on Saturday, May 16th from 5:00 a.m. to 3:00 p.m. for:
    - Weed & Pest, Game & Fish and NER booths for family activities
    - Boy Scout Expo and Demonstrations
    - Rotary Private Antler Sale
    - B.S.A. Antler Auction
    - Jackson Youth Baseball Food tent
- The use of Center Street on Sunday, May 18th from 7:00 AM- 3:00 PM for High Noon Chili Cook-Off

Attached is one permit that encompasses both days and three events coordinated by the Jackson Hole Rotary Lunch Club, the Boy Scouts of America, and the Jackson Hole Chamber of Commerce.

On behalf of the ElkFest Committee, thank you for considering our requests. I will be attending the appropriate Town Council Meeting when the ElkFest permit will be approved and will be happy to amend this application in any way necessary.

Sincerely,

Caitlin Colby
JHCC Special Events Manager

Special Event Application

Submit Completed Document To:

Town Hall
Town of Jackson - Special Events
150 East Pearl Street
P.O. Box 1687
Jackson, Wyoming 83001

cpelletier@townofjackson.com
(307) 733-3932 ext. 1112 (phone)
(307) 739-0919 (fax)

A completed application must be submitted at least 21 days prior to your event.

Non-Profit Fee: $25
For-Profit Fee: $150

APPLICANT INFORMATION

Name of Event: Elk Fest

Name of Organization: Jackson Hole Chamber of Commerce

Type of Organization: ☒ Non-Profit ☐ Public Agency ☐ For-Profit Business

Mailing Address: PO Box 550

City: Jackson State: WY Zip Code: 83001

Name of Person Completing Application: Britney Magleby

Email Address: britney@jacksonholechamber.com

Work Phone: (307) 201-2309 Cell Phone: (208) 521-0019

EVENT INFORMATION

Type of Event: ☐ Run / Walk ☐ Concert ☐ Filming ☐ Assembly
☐ Parade ☒ Festival ☐ Biking ☐ Education
☐ Other:

Description & Purpose of Event *(Attach additional sheets if necessary)*:

Location of Event: Town Square, Center St. Deloney Ave. Alternative Location: N/A

Date(s) of Event: May 16th and 17th, 2020 Event Operating Hours:

Event Set Up Begins Date: May 16, 2020 Time: 5 AM - 5 PM

Event Clean Up Ends Date: May 17, 2020 Time: 7 AM - 3 PM

Special Event Application

EVENT INFORMATION (Continued)

Estimated Event Attendance (Spectators and Participants) Per Day: 1,000 Total Event: 2,000

Special Considerations (check all that apply):

- ☒ Alcoholic Beverages
- ☒ Cooking/Grilling
- ☒ Electricity Requested
- ☒ Food Sales
- ☒ Merchandise Sales
- ☐ Recurring Event
- ☒ Ticketed Admission
- ☒ Sound Amplification
- ☐ Pets or Animals
- ☒ Tents
- ☒ Street Closure
- ☐ Sidewalk Closure
- ☐ Overnight Parking
- ☐ Overnight RV Camping
- ☒ Use of Town Square

Event Co-Sponsor (s): Rotary Lunch Club, BSA of Jackson

All for-profit organizations must submit a letter of event sponsorship from a non-profit organization if sales are requested on public property.

Will you be charging admission or a fee for your event? ☒ Yes ☐ No

Alternative Contact Information During the Event (someone besides applicant who will be on site and available for Town personnel or Police to contact during the event):
Name: Maureen Murphy Cell Phone: (541) 908-5314

EVENT SITE PLAN

On a separate sheet of paper, provide a Site Plan sketch of the event. Include maps or a diagram of the entire event including the names of streets or areas that are part of the venue and the surrounding area. The plan should include the following (if applicable):

- ☐ Tents (X)
- ☐ Beverage Vendors (BV)
- ☐ Portable Toilets (T)
- ☐ Stages or Amplified Sound (SO)
- ☐ Garbage Receptacles (G)
- ☐ Retail Merchants (RM)
- ☐ Fire Lane (FL)
- ☐ First Aid / EMS (FA)
- ☐ Electricity / Generator (EL)
- ☐ Food Vendors (FV)
- ☐ Alcohol Vendors (A)
- ☐ Hand Washing Sink (HWS)
- ☐ Bleachers (BL)
- ☐ Recycling Receptacles (RR)
- ☐ Security (P)
- ☐ Fire Extinguishers (EX)
- ☐ Barricades (B)
- ☐ Trailers, Vehicles, Storage (TR)

Fire hydrants or sidewalk curb breaks that are used for ADA accessibility may not be blocked at any time.

Special Event Application

STREET / SIDEWALK / PUBLIC PARKING LOT - CLOSURE REQUESTS

Will the event close any street, sidewalk, alley or public parking lot? ☒ Yes ☐ No

Area of Closure Request	Date(s)	Start Time	End Time
Center St. (Broadway - Orrello parking)	5/16/20	5 AM	5 PM
Deloney St. (Cache - Center)	5/16/20	5 AM	5 PM
Center St.	5/17/20	7 AM	3PM

The applicant will be responsible for production, posting and removal of "No Parking" and "Handicap Parking" signs along Town streets where public parking spaces exist within the event site. If the event involves a closure this will be need to be coordinated with the Jackson Police Department at least 2 weeks prior to the requested closure date. Jackson Police Department: (307) 733-1430. All parking signs, road signs, cones and barricades must be taken down immediately following the event's ending time.

Will the event restrict / close access to any public parking spaces? ☒ Yes ☐ No

If "Yes", how many parking spaces will be unavailable due to the event: _____ parking spaces

Will the event closure requests impact any START Bus routes? ☐ Yes ☒ No

If "Yes", which routes will be impacted? Has START Bus been contacted about this impact?

Route Description: _____ START Bus contacted? ☐ Yes ☐ No

RESIDENT AND/OR BUSINESS NOTIFICATION

Events that require road closures, parking space closures, or sidewalk closures or may cause disruption for the Town of Jackson residents, businesses, churches, etc. may be required to mail or hand deliver notification to the affected parties within a two block radius at least one week prior to the event's Town Council consideration meeting. Notices must reflect the date(s), day(s), time(s) and location(s) of the event, types of activities taking place at the event, the event coordinator's contact information and the date and time of the Town Council meeting.

Have you provided a sample of the notice and a proposed list of recipients?

☒ Yes ☐ No

Special Event Application

TOWN EQUIPMENT REQUESTS

Indicate the type and the quantity of items that you are requesting:

X Large Street Barricades	X "Road Closed" Street Signs
_____ Small Sidewalk Barricades	_____ "Local Traffic Only" Street Signs
_____ 28 Inch Street Cones	_____ "Detour" Street Signs
_____ Candlestick Cones	_____ 32-Gallon Recycling Bins

- The equipment above can be arranged through the Public Works Department (307) 733-3079. A $500 deposit will be required at the time of pick-up for equipment. The applicant is responsible for arranging the pick up of equipment from the Public Works Department as well as returning equipment immediately following the event. The Town of Jackson will only deliver equipment to parades and Town sponsored events.

- The Town of Jackson has a very limited number of recycling bins that can be utilized as part of your event's recycle plan. The applicant will be responsible for emptying the recycle containers and cleaning the bins before they are returned to the Public Works Department.

- If you are uncertain of the exact number of equipment needed please feel free to contact either the special event coordinator or the Public Works Department for additional information.

- Additional equipment such as bleachers, electrical spiderboxes, etc., can be requested through the Parks and Recreation Department (307) 732-5753.

TOWN SERVICES REQUESTS

Indicate the Town services that you are requesting. *Please note: you will need to coordinate services with individual departments and a fee may be associated with your request.*

POLICE DEPARTMENT (307) 733-1430

☐ Event Security	☐ Mounted Horse Patrol	☐ Traffic Control
☐ Race Lead Vehicle	☐ Parade Lead Vehicle	☒ General Presence
☐ Towing / Ticketing	☐ Assistance with Parking Closures	☐ Assistance with Street Closures

Please describe in detail your request: _____

The Chief of Police determines if police services will be needed at the special event for public safety concerns. The Chief of Police will also determine the number of police officers to staff the event. Fees may be associated with the need for additional police services at the event.

Special Event Application

TOWN SERVICES REQUESTS (Continued)

PUBLIC WORKS DEPARTMENT (307) 733-3079

☐ Street Sweeping ☐ Snow Removal ☐ Street Marking

Please describe in detail your request

PARKS AND RECREATION DEPARTMENT (307) 732-5753

☒ Irrigation Locates - Any event placing stakes in turf must obtain irrigation locates.

☒ Electricity Access

☐ Turf / Tree Care - Any additional mowing, raking, trimming or spraying needs.

☐ Additional Public Restroom Cleaning

Please describe in detail your request: _____

_____

**Please note: if you are requesting the use of a public park or public ball field you must confirm and reserve your space through the Parks and Recreation Department. The only exception is George Washington Memorial Park (Town Square), which does not require a reservation form.*

Is the requested event site a public park or ball field? ☒ Yes ☐ No

If "Yes", has the site been reserved with Parks and Recreation? ☐ Yes ☐ No

FIRE / EMS DEPARTMENT (307) 733-4732

☐ Foot Patrol ☐ Ambulance ☐ Fire Engine

☐ Rescue Truck ☐ Bicycle Patrol ☐ Event Site Inspection

Please describe in detail your request: _____

_____

Special Event Application

TOWN SERVICES REQUESTS (Continued)

START BUS **(307) 732-8651**

☐ Event Specific Shuttle(s)

Please describe in detail your request: _____

_____

VOICE / MUSIC AMPLIFICATION REQUESTS

Will your event have any amplified sound? ☒ Yes ☐ No

If "Yes", please indicate times: Start Time: 7 AM Finish Time: 2 PM

Will your event feature any musical entertainment? ☐ Yes ☒ No

If "Yes", please attach the schedule of any music or entertainment proposed to occur during event.

SIGN or BANNER REQUESTS

Are you requesting to hang signs or banners? ☐ Yes ☒ No

If "Yes", have you completed a sign permit application? ☐ Yes ☐ No

A Sign Permit Application will need to be submitted along with this application if signs are requested. This permit can be accessed on the Town of Jackson website or through the Planning Department.

INSURANCE REQUIREMENTS

An insurance certificate is required prior to the start of your event. This certificat must name the "Town of Jackson as an additional insured including its Officers, Officials, Employees, and Volunteers" and must also state that coverage is primary and non-contributory is required for every event. Insurance limits must be at least $1,000,000/occurrence and $1,000,000 aggregate. **The additional insured language on the certificate may not include any limitations or exclusions.** Insurance certificates are subject to the review and approval of the Town Attorney. Please be sure to include alcohol liability if there will be alcohol at the event. You must supply insurance before your event.

A certificate of insurance is attached: ☒ Yes ☐ No

Special Event Application

PORTABLE RESTROOMS AND SINKS

The Town of Jackson requires the applicant to provide additional chemical toilets or portable toilets for all events with an anticipated peak time attendance exceeding 75 people.

You are required to provide portable restroom facilities at your event unless you can substantiate the sufficient availability of both ADA accessible and non-accessible facilities in the immediate area of the event site which will be available to the public during your event. The Town of Jackson may determine the total number of required restroom facilities required on a case-by-case basis based on the presence of food and drink at the event and the maximum number of attendees at your event during peak time. The Town of Jackson may determine that you need to coordinate with Parks and Recreation for additional public restroom cleanings if you intend on using a public restroom as part of your restroom facility plan.

Do you plan to provide portable restroom facilities? ☒ Yes ☐ No

If "Yes", please indicate the total number of portable toilets and number of ADA accessible toilets.

Total Number of Portable Toilets: 3 Number of ADA Accessible Portable Toilets: 1

If "No", please explain: _____

Portable restrooms may not be located within 50 feet of any food vendor.

Restroom Company: Macy's

Restroom Drop off / Pick Up Date for Drop Off: 5/16 Time for Drop Off: 6:30 AM

Date for Pick Up: 5/17 Time for Pick Up: 5 PM

ALCOHOL

Will there be alcoholic beverages at the event? ☒ Yes ☐ No

Will you be offering any alcoholic beverages besides beer? ☐ Yes ☒ No

If "Yes", what will be offered in addition to beer? _____

If you are planning on serving alcoholic beverages at your event, then either a completed Malt Beverage Permit (beer only) or Catering Permit (beer, wine and/or spirits) must be submitted. You can access these applications on the Town of Jackson website.

Special Event Application

VENDORS / MERCHANTS / SALES

Will anything be sold at your event? ☒ Yes ☐ No

If you are planning on selling items at your event then you will need to complete either an Exposition Business License (for 2 or more vendors) or a Transient Merchant License (for 1 vendor). A complete list of vendors, including a vendor tax ID, must be submitted to the Town of Jackson and to the State of Wyoming's Department of Revenue prior to the event. Both the Exposition License and the Transient Merchant License are on the Town of Jackson's website.

Please describe any sales activity at your event:

Will any food or beverages be sold at your event? ☒ Yes ☐ No

If "Yes", you will need to contact the Teton County's Department of Environmental Health prior to the event (307) 732-8490.

TRASH REMOVAL PLAN

All events are required to have a plan for the collection removal of trash during and after the event. The trash receptacles located in the Town parks, parking lots, ball fields, sidewalks and public restrooms should not be included in the waste removal plan. ***For assistance with formulating a Trash Removal Plan please contact Integrated Solid Waste and Recycling at (307) 732-5771.***

Will you be using a waste company for your waste removal plan? ☒ Yes ☒ No

If "Yes", which company will you be using? Westbank Sanitation

How many trash receptacles will be supplied for your event? 12 rollaways

When will the trash receptacles be delivered? 5/15 AM

When will the trash receptacles be picked up and removed from site? 5/18

Describe your plan for the collection and removal of trash during your special event:

rollaway trash cans stored behind Wells Fargo, then brought in for event. Stored again then removed on Mondays.

Applicants are responsible for cleaning and restoring the site immediately following the event. Please pick up all trash associated with your event including, but not limited to paper, bottles, cans, signs, course markings, etc. The cost of any employee overtime incurred because of an applicant's failure to clean / restore the site following the event will be borne by the applicant and will be considered in future application requests. If you believe that no litter will be generated during your event please state this in your plan.

Special Event Application

SUSTAINABLE EVENT PLANNING

The Town of Jackson encourages all special events to strive to be sustainable in our community and for our environment. We have partnered with the ***Teton County Integrated Solid Waste and Recycling (ISWR)*** *to offer opportunities to help your special event to be as "green" as possible. Opportunities available:*

- ☐ Rental / Use of Recycling Bins for Special Events
- ☐ Use of JH20 Water Bottle Refilling Station for Special Events
- ☐ Consultation on Conducting Green Special Events

Please contact the Waste Diversion and Outreach Coordinator at ISWR at 307-732-5771.

RECYCLING PLAN

All events are required to have a plan for the collection and removal of recyclable materials during and after the event. The recycling receptacles located in the Town parks, parking lots, ball fields, sidewalks and public restrooms should not be included in the recycling collection and removal plan. ***For assistance with formulating a Recycling Plan please contact Teton County Integrated Solid Waste and Recycling (ISWR) at (307) 732-5771.***

Will you be using a company for your recycling plan? ☐ Yes ☒ No

If "Yes" which company will you be using? _____

How many recycling receptacles will they (or you) supply for your event? _____

When will these recycling receptacles be delivered? _____

When will recycling receptacles be picked up and removed from site? _____

Describe your plan for collection and removal of recyclable materials during your special event:

Applicants are responsible for cleaning and restoring the site immediately following the event. If you believe that no recyclable materials will be generated during your event please state this in your plan. For a list of recyclables and how they need to be sorted, or for information about where the recycling bins are located call ISWR (307) 732-5771.

_____

Special Event Application

SIGNIFICANT EVENT CHANGES

Has this event been approved in the Town of Jackson in previous years?

☒ Yes ☐ No

If "YES" please indicate any significant changes to the event request since its last approval:

None

STANDARD CONDITIONS OF APPROVAL

Please review the following standard list of conditions and restricts for events. Initial the bottom of each page indicating that you have read, understand and agree to these conditions and restrictions.

GENERAL

The event shall be conducted in a timely, safe and professional manner.

All town ordinances, including, but not limited to noise, possession and use of weapons, open fires and animals (including the prohibition of dogs in any town park) shall apply to all events except where specifically granted relief by the Town Council.

The applicant shall advise and instruct all participants, volunteers, vendors, merchants and spectators on event conditions, restrictions, prohibitions and responsibilities as indicated by the Town Council in the staff report.

Initials: BM

Special Event Application

STANDARD CONDITONS FOR ALL EVENTS (continued)

TRASH / CLEAN UP

The applicant shall clean up immediately following each event and shall be responsible for the collection and removal of all refuse generated by the event.

If trash will be generated from the event, then the applicant must supply extra trash and containers and dispose of all trash generated by the event. Trash containers shall not be permitted to overflow.

If recyclable materials are generated from the event, then the applicant is required to provide recycling containers and provide for the removal of all recycled material. Recycling containers shall not be permitted to overflow.

STREETS

Fire department access roads shall have and maintain a clear and unobstructed width of 20 feet and unobstructed vertical clearance of not less than 13 feet 6 inches to allow for emergency vehicle traffic along ALL areas of open and closed streets (IFC 503.2.1). Booths and tents may be erected on either side of street, however, a 20 foot straight path must be provided.

SIDEWALKS

The applicant shall not block walkways or otherwise obstruct pedestrian traffic.

All walkways, boardwalks, entrances and ADA ramps must be kept open and unobstructed at all times

All power and sound cords that cross walkways shall be taped and secured to avoid a tripping hazard.

POWER / ELECTRICAL

Electrical power is available from Town Square. The applicant shall coordinate all power needs with the Parks & Recreation Department's Park Manager (307-733-5057) at least three (3) business days prior to the event.

All power and sound cords that cross walkways shall be taped and secured to avoid a tripping hazard.

All electrical/temporary power shall be in accordance with the 2011 National Electric Code and subject to inspection from this Department (IFC 605.9).

ADDITIONAL PERMIT & LICENSE FEES

The applicant shall apply and pay for all licenses and/or permits prior to the events.

Initials: BM

Special Event Application

STANDARD CONDITONS FOR ALL EVENTS (continued)

TOWN EQUIPMENT

The use of the Parks & Recreation Department bleachers shall be coordinated through that department (307) 732-5753.

Barricade, road sign, cone and recycle bin use shall be coordinated through the Public Works Department. The applicants shall be responsible for pick up, setup, placement and disassembly and return. All equipment use require a $500 damage deposit that must be submitted at the time of pick up at the Public Works Department to protect against any loss or damage.

All barricades, cones, bins and road signs must be removed immediately following the event. These items must be returned the same location as they were picked up.

PORTABLE RESTROOMS

If applicable, the applicant shall provide an adequate number of port-a-potties at the event site and shall arrange for their removal immediately at the conclusion of the event.

The applicant shall ensure all port-a-potties are placed on paved areas.

INSURANCE

The applicant and all participating organizations are required to maintain liability insurance in the amount of $1,000,000.00. Prior to the event, each organization shall provide a certificate of insurance naming the Town of Jackson as an additional insured including its Officers, Officials, Employees, and Volunteers and must also state that coverage is primary and non-contributory. The Town Attorney shall approve all certificates of insurance.

FOOD / VENDING

The applicant shall obtain the necessary food service permits from Teton County Environmental Health.

The applicant shall provide additional trash receptacles in the food service areas.

Per Section 5.20 of the Municipal Code: The applicant shall be responsible for ensuring that all sales tax receipts are remitted to the Wyoming Department of Revenue and in no event later than the thirtieth day of the month following the exposition [and] acquire and keep on file names, addresses and phone numbers of all participants.

In addition to providing a list of all participating vendors, artists, and merchants, along with their social security numbers and addresses, to the Wyoming Department of Revenue, pursuant to Jackson Municipal Code Section 5.20.020 A.1.b., the applicant shall also provide that same list to the Town of Jackson Finance Department.

Vendors shall not dump hot water or other liquids on the turf. Initials: BM

Special Event Application

STANDARD CONDITONS FOR ALL EVENTS (continued)

ALCOHOL

The applicant shall take all measures necessary to comply with applicable alcohol dispensing laws and regulations, including the prevention of sales to and consumption by minors and the prohibition of consumption off the authorized premises. All ID's must be checked and ID bracelet system may be required.

Only 16oz or small plastic cups are used for beer and alcohol sales.

No alcohol shall be served in bottles or glass containers.

The applicant shall be responsible to be alert to and report any instances of underage drinking to the Jackson Police Department.

It is recommended that servers be TIPS trained prior to serving alcohol. No "over serving" shall be allowed to occur or serving to obviously intoxicated persons.

Participants shall not be permitted to leave the event with open containers.

No more than two beers shall be sold to any person at any one time.

TOWN PARKS

The applicant shall coordinate the use of any public park (including the Town Square), including reservations, paperwork and applicable fees, with the Parks and Recreation Department.

The applicant shall coordinate park reservation and the payment of Parks & Recreation fees at least 30 days prior to the event.

The applicant is required to provide turf protection in front of and behind any table or other exhibit where crowds will stand. The applicant shall abide by all Parks & Recreation Department recommendations with regards to turf protection.

Vehicles are prohibited on all turf areas of any park or anywhere within the Town Square.

No trees or other forestry may be moved, modified, damaged or destroyed to set up booths, tents, or exhibits. No ropes, exhibits, signs, banners or booths may be secured to any live forestry.

Use of Town Square shall be subject to the submission to and approval of staff of a detailed site plan, indicating set-up, safety procedures and turf protection, and the imposition of such other conditions or restrictions deemed necessary.

Irrigation locates are required if stakes are placed in the ground. Applicant may forfeit damage deposit if an irrigation locate is not conducted and irrigation equipment is damaged.

Per Municipal Code, dogs are not allowed in Town Parks.

Initials: OM

Special Event Application

STANDARD CONDITONS FOR ALL EVENTS (continued)

TENTS

Irrigation locates are required before any tents may be erected or stakes or any other items are placed in any public park, including the Town Square. The applicant shall coordinate all water locates with the Parks & Recreation Department's Park Manager (307-732-5793) at least three (3) business days prior to the event.

All tents having an area in excess of 200 square feet shall require advance permitting through the Fire Department unless open on all sides (IFC 105.6.43).

Tents which can hold over 50 or more occupants must provide the Fire Department with a detailed site and floor plan detailing means of egress, seating capacity, location and type of heating and electrical equipment (IFC 3103.6).

Tents, canopies or membrane structures shall not be located within 20 feet of lot lines, buildings, other tents, canopies or membrane structures, parked vehicles or internal combustion engines (IFC 3103.8.2).

Tents must meet the flame propagation performance criteria of NFPA 701 (IFC 3104.2).

Combustible materials shall not be located within any tent, canopy or membrane structure in use for public assembly (IFC 3104.5).

Smoking shall not be permitted in tents, canopies or membrane structures. Approved "No Smoking" signs shall be conspicuously posted (IFC 3104.6).

All open flame devices are strictly prohibited within tents unless approved by the fire code official (IFC 3104.7)

Portable 2A:10B-C fire extinguishers shall be provided, one minimum, for tents requiring permits with a 75 foot travel distance (IFC 3104.12).

Any cooking performed within tents shall require advance approval by the Fire Department (IFC 3104.15.3 – 3104.15.7).

Generators and other internal combustion power sources shall be separated from tents, canopies or membrane structures by a minimum of 20 feet and shall be isolated from contact with the public by fencing, enclosure or other approved means (IFC 3104.19).

FAIR GROUNDS / RODEO GROUNDS

All use of the Rodeo Grounds shall be coordinated through and subject to the approval of the Fair Manager under the authority of the Parks and Recreation Department.

Anyone camping at the Rodeo Grounds shall indicate that they are affiliated with the group by placing a card in the windshield of their vehicle. Campers are reminded that fires are not permitted.

Initials: BM

Special Event Application

STANDARD CONDITONS FOR ALL EVENTS (continued)

ROAD CLOSURES / PUBLIC PARKING CLOSURES

The applicant shall notify all business, residences, churches, etc. affected by the street closures and public parking closures prior to the public hearing.

The applicant shall notify, in advance, all business, residences, churches, etc. affected by the street closures and public parking closures and shall provide advance community radio and/or newspaper announcements regarding the event and the closures.

The applicant shall coordinate all road closures with the Police Department and shall provide an adequate number of volunteers to assist with traffic control and barricade setup/removal during each event.

The applicant shall coordinate all road closures with START, Fire/EMS, Public Works and the Police Department. Volunteer placement and assignments shall be reviewed and approved in advance with the Police Department.

The applicant shall be responsible for producing, posting and removing the temporary No Parking signs. No Parking signs must be posted two days prior to the parking closures. The applicant should meet with the Police Department two weeks prior to the event to discuss the procument, posting and removal of the signs.

Emergency vehicle access lanes shall be maintained during the event.

FIREWORKS

All fireworks displays must be approved by the Fire Chief prior to the event.

The Fire Department will monitor the firing area potential for wildfire. The Department will make recommendations directly to the applicant for mitigation and will give final approval the day of the event.

The application shall be subject to the review and approval of the Fire Department and any additional conditions or restrictions placed by such Department.

Please note, that the conditions and restrictions listed above are standard for special events held in Town, additional conditions or restrictions may be required by the Town Council and/or staff upon further review of the application.

I have read and understand the standard conditions for events. I have answered all of the questions in this application truthfully and to the best of my knowledge.

APPLICANT: Britney Magleby (Signature) APPLICANT: Britney Magleby (Printed Name)

DATE: 3/19/2020 TITLE: Special Events Manager

24-Hour Alcoholic Beverage Permit Application Packet

Instructions:

1) Complete each section of the application to apply for any of the 4 types of a 24-hour, temporary alcoholic beverage permit. Incomplete applications will delay review.

2) Allow the appropriate number of days to process the application as listed beside each permit type.

3) All permits except the Catering Permit require Town Council approval and will be placed on the next available agenda.

4) Catering Permits may be issued by the Town Clerk upon successful review.

5) Catering Permits require an authorized signature from a retail or resort liquor license holder. Please note that not all licensees may agree to use their liquor license for a catering permit.

Town Licensees:

License Holder Name	*Doing Business As Name*	*Address*	*Telephone #*
CRU LLC	BIN 22	200 W BROADWAY	(307) 739-9463
BUD'S EASTSIDE LLC	BUDS EASTSIDE LIQUOR	582 E BROADWAY	(307) 733-1181
BOCHICCHIO INC	CREEKSIDE MARKET & DELI	545 N CACHE ST #8	(307) 733-7926
CUTTY'S BAR & GRILL LLC	CUTTY'S	1140 W HWY 22	(307) 201-1079
ANVIL HOTEL PARTNERS LLC	GLORIETTA	242 N GLENWOOD ST	(307) 733-3668
HOTEL JH LLC	HOTEL JACKSON	120 N GLENWOOD	(307) 733-2200
WYOMING GROCER LLC	JACKSON WHOLE GROCER	1155 S HWY 89	(307) 733-0450
JACKSON LIQUORS LLC	KJ'S PHILLIPS 66	1055 W BROADWAY	(307) 733-4666
LIQUOR STORE OF JACKSON HOLE INC	THE LIQUOR STORE	115 BUFFALO WAY	(307) 733-4466
COWBOY LIQUOR LLC	MILLION DOLLAR COWBOY BAR	25 N CACHE ST	(307) 733-2207
PLAZA LIQUOR LLC	PLAZA LIQUOR	832 W BROADWAY	(307) 733-8888
PINK GARTER LLC	THE ROSE	50 W BROADWAY UNIT 201	(307) 733-1500
NEB LLC	SIDEWINDERS	945 W BROADWAY	(307) 734-5766
SILVER DOLLAR INC (THE)	SILVER DOLLAR BAR	50 N GLENWOOD	(307) 733-2190
SMITHS FOOD & DRUG CENTERS INC	SMITHS FOOD & DRUG	1425 S HWY 89	(307) 733-8908
SNAKE RIVER CORPORATION	SNAKE RIVER GRILL	84 E BROADWAY	(307) 733-0557
VFJH LLC	SPIRITS & SPICE	80 W BROADWAY UNIT 101	(307) 734-1535
FLAT CREEK DEVELOPMENT COMPANY	VIRGINIAN TAVERN	750 W BROADWAY AVE	(307) 733-2792
SNOW KING MOUNTAIN RESORT LLC	KINGS GRILL	402 E SNOW KING AVE	(307) 203-7911
ACP LJH 80 SCOTT HOLDINGS LLC	LODGE AT JACKSON HOLE	80 S SCOTT LN	(307) 739-9703
JOHNSON RESORT PROPERTIES	RUSTIC INN	425 N CACHE	(307) 739-8799
BENCHMARK HOSPITALITY OF WYOMING LLC	SNOW KING RESORT	400 E SNOW KING	(307) 733-5200

6) Submit the completed application by fax, email, or in person:

Fax: 307-739-0919 Town Hall: 150 East Pearl Avenue

Email: sbirdyshaw@jacksonwy.gov

7) For further information please call the Town Clerk at (307) 733-3932 ext. 1113.

8) Pick up your permit certificate when you are notified it is ready and display it during your event.

24-HOUR ALCOHOL BEVERAGE PERMIT APPLICATION

Application for authorization to sell or serve alcoholic beverages at an event, under the temporary permit-type selected below.

Fee $_____

Date Pd:_____

APPLICANT.

Name of Person Requesting Permit: *please print* Britney Magleby

Organization: Jackson Hole Chamber of Commerce | Phone: (307) 201-2309

EVENT INFORMATION. Complete the following information about the event.

Name of Event:	Chili Cook-off	Purpose:	Elkfest activity, downtown business stimulation
Held at: *business name*	The Center St. (Delaney - Broadway)	List the **Date(s)** and **Hours** that Alcohol will be Available:	May 17, 2020
Address: *location to be permitted*			11 AM - 3 PM
Anticipated number of attendees at any given time:	500		

SELECT THE TYPE OF 24-HOUR PERMIT. Refer to Application Packet for details about each permit type.

☐ **CATERING PERMIT** - *allow 3 days for processing*

$20.00 per day

For the sale or serving of alcoholic product which was purchased from the retail or resort liquor license holder who authorized this permit application.

This permit must be agreed to and authorized by a current retail or resort liquor license holder.

Name of Retail or Resort Liquor License Holder:

Authorized Signature: _____

Print Name: _____

☒ **MALT BEVERAGE PERMIT** - *allow 21 days for processing*

$50.00 per day

For the sale or serving of only malt beverages.

Applicant must submit proof of current alcohol server education training with this application.

☐ **MALT BEVERAGE PERMIT FOR A MICROBREWERY** - *allow 21 days for processing*

Permitted Microbrewery Only

$50.00 per day

For the sale or serving of only the microbrewery's own brewed malt beverage product away from their licensed premises.

Applicant must submit proof of current alcohol server education training with this application.

Authorized Signature: _____

Print Name: _____

☐ **MANUFACTURER'S OFF-PREMISES PERMIT** - *allow 21 days for processing*

Licensed Manufacturer Only

$50.00 per day

For the sale or serving of only the manufacturer's own Wyoming manufactured product away from their licensed premises.

Authorized Signature: _____

Print Name: _____

All permit holders are responsible for abiding by all applicable alcohol dispensing regulations. These regulations include, but are not limited to:

- Confirm age of participants by checking identification; ensure minors are not served alcohol.
- Complimentary alcohol is not available for self-service.
- Control pouring to curb overserving individuals.
- Prohibit participants from leaving the permitted location with alcohol.
- Non-alcoholic beverage options are encouraged.

By filing this application, I agree to comply with State and Local Liquor Regulations regarding the sale and service of alcoholic beverages.

Britney Magleby — *Applicant's signature*

3/19/20 — *Date*

Fax to Town Clerk 739-0919

Rev. MAR.2020

2020 ElkFest Weekend Event Plan
Saturday May 16th, 2020

Event: ElkFest

Time: 5:00 am to 5:00 pm Setup to begin at 5:00 am with Expo and Auction beginning at 10:00 am. Expo is scheduled to end at 1:00 pm, BSA Auction ending around 1:30 pm and Private Antler Sale ending at 3:00 pm. Trailers and vendors will be moved from streets by 5:00 pm.

Location: Town Square and Center Street (from Broadway to north side of Deloney). Space is shared with other Elkfest activities.

Description:

Scout Expo: Each BSA unit in the area will be invited to set up a display or activity within the town square. Past activities have included pioneering towers, monkey bridges, inflatable toys, craft displays, etc. Each display is manned by local Scouts and their leaders. We will have a person in charge of the Expo who will coordinate with the Parks and Rec concerning use of the town square.

Antler Auction: The community bandstand will be set up on the west side of Center Street, with a service trailer parked to the south and trailers of antlers parked to the north and or south. There will also be two tents next to the south end of the service trailer for extended work area and for sale of antlers. The auction will be conducted from the bandstand with auction participants located in the street to the east of the bandstand. Antlers to be sold will be displayed prior to the auction in the street. Fire access will be maintained at all times on the east side of Center Street.

Street closure: (for all of Elkfest the day of the BSA Auction) We will need Center street closed from Broadway to the Orsetto Restaurant parking lot. We would like three parking spaces reserved for handicapped just north of that drive. Deloney will need to be closed from the Center/Deloney intersection to where it starts downhill past Center street. Fire and emergency vehicles will have access along the east side of Center street. (See Map)

Special Needs:

Parking: We would like three parking spaces on Broadway on the south side of the town square, nearest the Broadway, Cache intersection for handicap parking. Continuing east from there we would like 3 parking spaces on each side of Center street on the north side of Broadway to be blocked off for service vehicles and for loading and unloading of equipment. (See map)

Electricity: We will need the power to be turned on to the outlets in the town square. Power is to be used for the auction sound system and for computers. We will coordinate with Parks and Rec for that.

Additional Request: To facilitate set up on Saturday morning we would like to position and stabilize the bandstand and the service trailer within five parking spaces on Center Street (west side of road approx.

in the middle the block) Friday afternoon. The parking spaces are all that will be required- no extensions into the street. In the past, temporary "No Parking" signs were posted on the west side of Center Street to allow us room to pull into those spaces.

2020 Chili Cook-Off Event Plan
Sunday May 17th, 2020

Event: Jackson Hole High Noon Chili Cook Off

Time: 7:00 AM – 3:00 PM, events run 12:00-3:00 PM

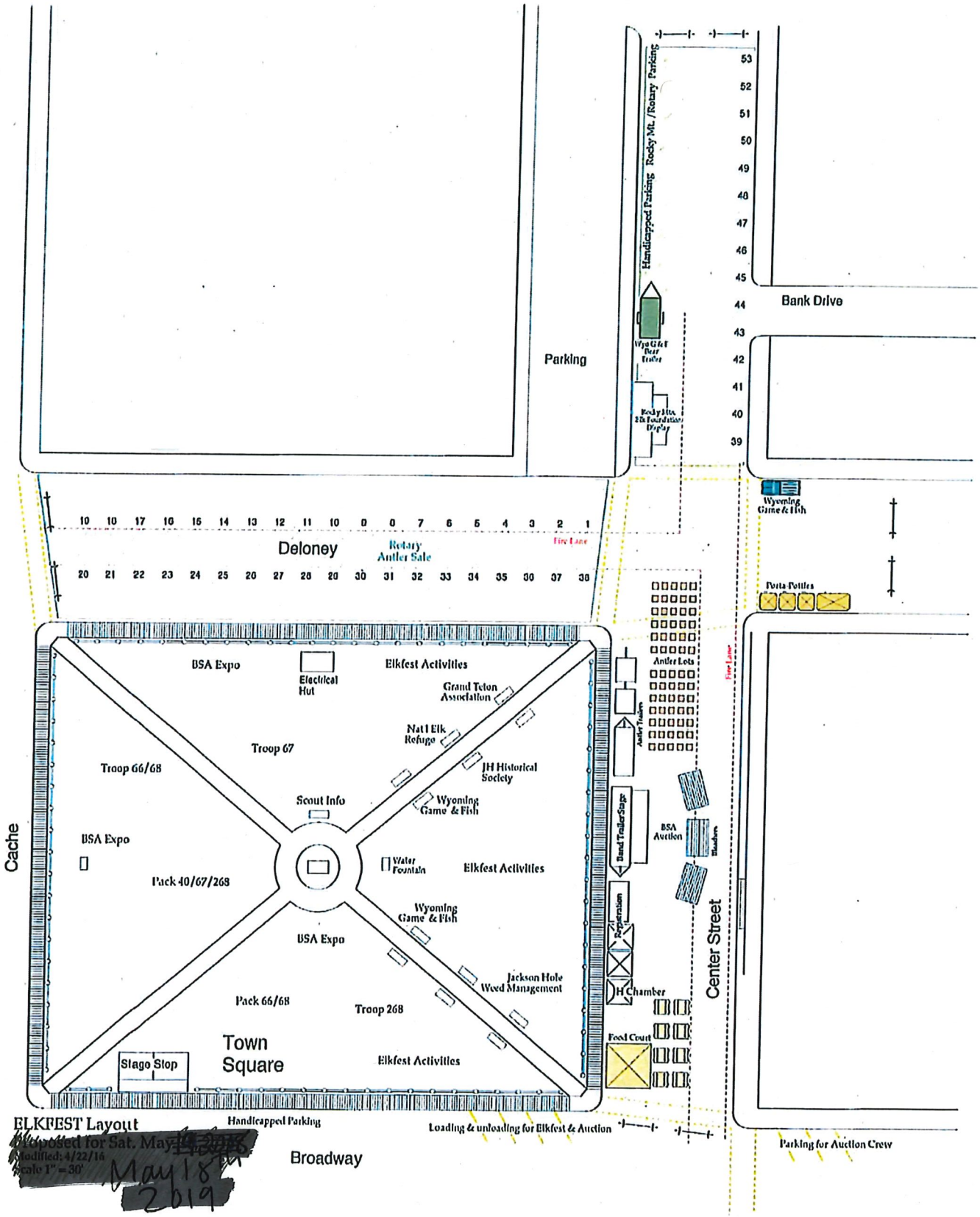
Location: Center Street, from Broadway to Deloney

Description: Chili Cook off Competition with 2 classes, Professional and Amateur. Tasters pay $5 for a spoon and get to taste as much chili as they wish. Tasters will vote for People's Choice winners. A panel of judges will blindly taste each chili and select the winner for the Judge's Choice category.

Street Closure: Center Street, from Broadway to Orsetto Italian restaurant. We will need to block the intersection of Deloney and Center where the port-o-pots will be placed.

Special Needs: Electricity for Sound System

2020
2019 ElkFest Map



ELKFEST Layout
~~Proposed for Sat. May 19, 2018~~
Modified: 4/22/14
Scale 1" = 30'

May 18
2019

Same layout as previous years





Date: 03/02/2020

EXPOSITION LICENSE APPLICATION

Town of Jackson
PO Box 1687, Jackson, Wyoming 83001
Phone: (307)733-3932
Fax: (307)739-0919
www.townofjackson.com

Instructions: All information on both sides of this form must be fully completed. Failure to complete any item will delay the processing of your application. All payments shall be made at the time of application and shall be non-refundable, unless an application is denied. If the Town denies a business license application, the entire fee, less a $37.00 application fee will be refunded. An application for a business license must be submitted and approved by the Town before the business can begin operations.

Business/Organization Name: Rotary Lunch Club of Jackson Hole
D/b/a:
Nature of Exposition: Elkfest - Private Antler Sale

Is the Business/Organization a:

- ☐ **Corporation** ☐ **Partnership** ☐**Sole Proprietorship**
- ☒ **Non-Profit Organization** *(If non-profit, please attach copy of 501(C) (3))*
- ☐ **Other Please explain:**

Physical Address of Expo:

Street: Center and Deloney Streets **No:**

Building: n/a **City:** Jackson **State:** WY **Zip Code:** 83001

Date of Expo: May 16, 2020
Time of Expo: 8 am to 3 pm (set up & take down 5 am to 5 pm)

Business/Organization Physical Address:
Post Office Box: 3487
City: Jackson **State:** WY **Zip Code:** 83001
Business Phone Number: (307) 732-5944
Fax/email address: jason.berezay@hubinternational.com
WY Sales Tax Number:
Federal Employers ID Number: 83-0296341

*** List Information for all Owners/Officers/Partners* ***REQUIRED** *(license will be DENIED if information incomplete)*

NAME AS IT APPEARS ON DRIVER'S LICENCE	Driver License #	State	Date of Birth	Phone
Jason Berezay	106485-535	WY	02/27/1974	307-690-2803

If property is rented/leased:
Owner's Name:
Owner's Mailing Address:
Owner's Phone Number:
Have you ever been convicted of a felony? ☐ **Yes** ☐ **No**

The undersigned hereby certifies that the foregoing information is accurate and agrees to comply with all laws and ordinances of the Town of Jackson applicable to the subject matter thereof.

Signed: J Berezay
Date: 03/02/2020

Additional Information: _____

_____

_____

Exposition license will:

☐ **be for my business/organization ONLY.**

☒ **include _____ number of businesses or organizations. Attach list of ALL venders** (Vendor list will not be finalized unitl May 1, 2020)

Business is:

☐ **a Sales Tax Collecting Business.**

☒ **a Non-Sales Tax Collecting Business.**

Have you obtained all necessary permits/inspections/fees, as required by the Town of Jackson?

☒ **Yes** ☐ **No If not, please explain:** _____

_____

Will a sign or banner be posted? ☐ **Yes** ☒ **No**

****The above questions **MUST** be completed in order for you application to be processed.*

I, _____, do hereby swear and affirm the information I have supplied in this application is true and correct to the best of my knowledge. Further, I do hereby consent to the release of all medical, physical, criminal and any other information, including information of a confidential or privileged nature by any person(s) having such records for the purpose of checking my suitability to obtain the permit requested herein. I hereby release said persons, their organizations, and others from any liabilities or damage which may result from furnishing the requested information. A photocopy of this release is considered as valid as an original.

STATE OF WYOMING)
) §
COUNTY OF TETON)

SUSCRIBED AND SWORN TO BEFORE ME BY

this _____day of _____ 20____

_____
signature of applicant

_____
Printed name of applicant

WITNESS my hand and official seal

_____
Notary Public

Exposition License Fees

For Profit Businesses	Not For Profit Businesses
***$100.00** per day for any event with 5 or fewer vendors*	***$50.00** per day for any event with 5 or fewer vendors*
***$200.00** per day for any event with more than 5 vendors*	***$100.00** per day for any event with more than 5 vendors*

For Official Use Only – Please Do Not Write Below This Line

Zoning: ☐ **UC** ☐**UC2** ☐**UR** ☐**AR** ☐**AC** ☐**SR** ☐**R**
☐**BC** ☐**NC** ☐**NC2** ☐**OP** ☐**RB** ☐**BP** ☐**MHP**

Approving Department	Initials	Date Approved	Comments
Building Department			
Fire Department			
Planning Department			
Police Department			
Administration Department			

☐ **Application Approved**

☐ **Application Denied;**

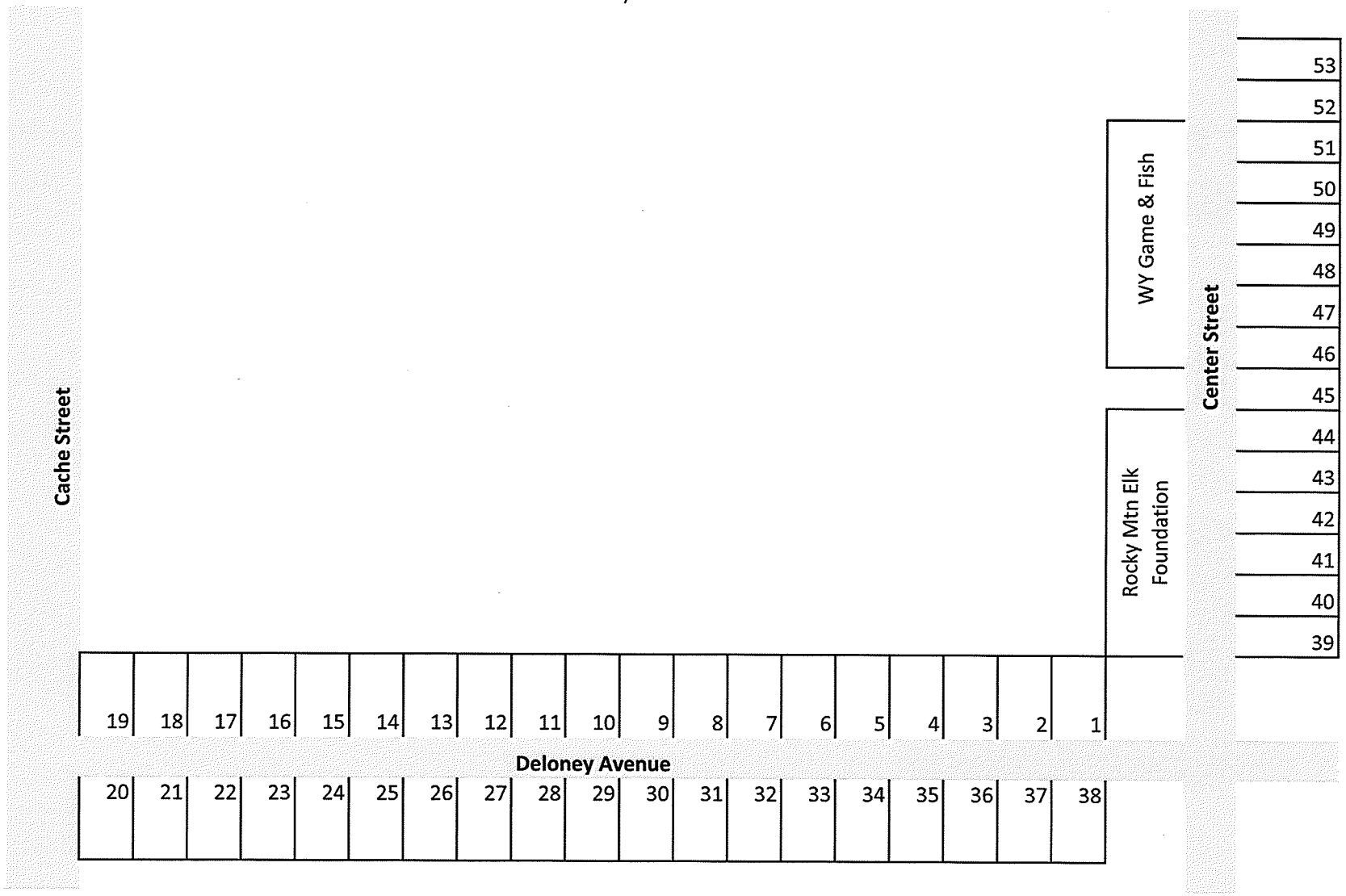
Reason: _____

_____

_____

License Fee	**$**
Date Paid	
Receipt Number	
Employee initials	

Private Elk Antler Sale
Vendor Layout



North Side of Town Square

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 03/02/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	CONTACT NAME: Ali Sulita	
Arthur J. Gallagher Risk Management Services, Inc. 2850 Golf Road Rolling Meadows IL 60008	PHONE (A/C, No, Ext): 1-833-3ROTARY	FAX (A/C, No): 630-285-4062
	E-MAIL ADDRESS: rotary@ajg.com	

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Lexington Insurance Company	19437
INSURER B :	
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED

All Active US Rotary Clubs & Districts

ATTN: Risk Management Dept.
1560 Sherman Ave.
Evanston, IL 60201-3698

COVERAGES **CERTIFICATE NUMBER:** 899307648 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY	Y		015375594	7/1/2019	7/1/2020	EACH OCCURRENCE	$2,000,000
	CLAIMS-MADE [X] OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$500,000
	X Liquor Liability Included						MED EXP (Any one person)	$
	GEN'L AGGREGATE LIMIT APPLIES PER:						PERSONAL & ADV INJURY	$2,000,000
	X POLICY [ ] PRO-JECT [ ] LOC						GENERAL AGGREGATE	$4,000,000
	OTHER:						PRODUCTS - COMP/OP AGG	$4,000,000
								$
A	AUTOMOBILE LIABILITY			015375594	7/1/2019	7/1/2020	COMBINED SINGLE LIMIT (Ea accident)	$2,000,000
	ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
	UMBRELLA LIAB [ ] OCCUR			NOT APPLICABLE			EACH OCCURRENCE	$
	EXCESS LIAB [ ] CLAIMS-MADE						AGGREGATE	$
	DED [ ] RETENTION $							$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N			NOT APPLICABLE			[ ] PER STATUTE [ ] OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? [ ] (Mandatory in NH)	N / A					E.L. EACH ACCIDENT	$
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$
							E.L. DISEASE - POLICY LIMIT	$

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

The Certificate holder is included as additional insured where required by written contract or permit subject to the terms and conditions of the general liability policy, but only to the extent bodily injury or property damage is caused in whole or in part by the acts or omissions of the insured.

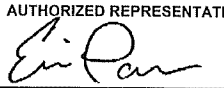
CERTIFICATE HOLDER

Town of Jackson
PO Box 1687
Jackson WY 83001

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



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TOWN OF JACKSON
TOWN COUNCIL
AGENDA DOCUMENTATION

PREPARATION DATE: March 12, 2020
MEETING DATE: March 16, 2020

SUBMITTING DEPARTMENT: Town Clerk
DEPARTMENT DIRECTOR: Roxanne Devries Robinson
PRESENTER: Carl Pelletier

SUBJECT: TCSAR Helicopter Community Demo

STATEMENT/PURPOSE

The Mayor and Council approve the use of Town parking spaces and the services of Town personnel on behalf of the Town of Jackson.

BACKGROUND/ALTERNATIVES

The applicants, Teton County Search and Rescue (TCSAR) and the Teton County Search and Rescue Foundation, request permission to host an outreach event and educational opportunity for the community. The event will also be geared toward thanking the community for helping raise the funds to have the TCSAR helicopter in the valley. The requested event will take place in the Snow King ballfield on Saturday, May 30th between the hours of 8:30am until 11:30am.

The purpose of the event is to provide a demonstration to show how the TCSAR helicopter performs rescue operations. The TCSAR shorthaul team would like to utilize the Snow King ballfield as a landing zone following a short haul demonstration that they will be performing on Snow King Mountain. The short haul demonstration would include rigging a helicopter on Snow King Mountain property and flying a team member to the top of Snow King mountain to perform a short haul extraction. The helicopter would then land in the Snow King ballfield following the demonstration. Once the helicopter has come to a complete stop (and all rotors have stopped) community members will be invited to approach the helicopter to learn more about the equipment. The event will conclude by 11:30am. This is a free event and the applicant is anticipating 50-100 spectators.

The application has been submitted for review and comment to all Town departments. One concern brought up by several departments was a consideration for keeping spectators a safe distance from the landing zone during landing and take-off. In order to allow a safety buffer between the landing zone and the spectators, the organizers have requested a closure of the Snow King parking lot for this event. TCSAR, TC Sheriff's Department and the Jackson Police have all indicated that they would be willing to assist with spectator safety management both during landing and take-off following the event.

The applicant requests the following from the Town in association with the event:

1. Permission to land a helicopter in the Snow King ballfield at approximately 9:15am on May, 30, 2020.
2. Permission to operate a shorthaul demonstration between the hours of 8:30am and 9:15am on May 30, 2020.
3. Permission for the closure of the Snow King parking lot from approximately 7:30am until approximately 11:30am

COMPREHENSIVE PLAN ALIGNMENT

This event aligns with our Quality of Life which is important to our community. We have always been a diverse community that supports a variety of lifestyles and employment opportunities, and we welcome others to share in the enjoyment of our ecosystem and western mountain lifestyle. Residents and visitors have become accustomed to high-quality social, cultural, and recreational services. Continuing to provide these services in a manner that better achieves our Vision will enhance the livability and appeal of our community.

STAKEHOLDER ANALYSIS

The application has been submitted for review and comment to all Town departments.

FISCAL IMPACT

N/A

STAFF IMPACT

Minimal

LEGAL REVIEW

N/A

RECOMMENDATION

Staff recommends the approval of the special event application, subject to the following conditions and restrictions:

1. The applicant shall conduct the procession in a timely and professional manner.
2. The applicant shall coordinate any parking lot closures deemed necessary with the Police Department at least one week ahead of time. The applicant will be responsible for the procuring, posting and removal of all "No Parking" signs.
3. The applicant shall clean up immediately following the event and shall be responsible for the collection and removal of all refuse generated by the event.
4. Electrical power is available in the Snow King ballfield. The applicant shall coordinate any power needs with the Parks & Recreation Department Parks Manager (732-5793) at least three (3) business days prior to the event.
5. All power and sound cords that cross walkways shall be taped and secured to avoid a tripping hazard
6. The applicant shall coordinate the use of the Snow King ballfield, including paperwork and applicable fees, with the Parks and Recreation Department.
7. The applicant shall abide by all Parks & Recreation Department recommendations with regards to turf protection.
8. The applicant will submit an irrigation locate request with the Parks and Recreation Department prior to the event.
9. No trees or other forestry may be moved, modified, damaged or destroyed to set up booths, tents, or exhibits. No ropes, exhibits, signs, banners or booths may be secured to any live forestry.
10. All walkways and boardwalks must be kept unobstructed at all times.
11. No exhibits, tables, tents, equipment or chairs shall be placed within ten (10) feet of any walkway.
12. The applicant and all participating organizations are required to maintain liability insurance in the amount of $1,000,000.00. Prior to the event, each organization shall provide a certificate of insurance naming the Town of Jackson as an additional insured including its Officers, Officials, Employees, and Volunteers and must also state that coverage is primary and non-contributory. The Town Attorney shall approve all certificates of insurance.

13. All town ordinances, including noise, possession and use of weapons, open fires and animals (including the prohibition of dogs in any town park) shall apply to all events except where specifically granted relief by the Town Council.
14. The applicant and all participants shall conduct all activities in a responsible, professional and timely manner.
15. Banners are not permitted unless approved in advance under a separate Sign Permit Application to the Planning and Building Department.

SUGGESTED MOTION

I move to approve the special event application - TCSAR Helicopter Community Demo on Saturday, May 30, 2020, subject to the conditions and restrictions listed in the staff report.

Special Event Application

Submit Completed Document To:

Town Hall
Town of Jackson - Special Events
150 East Pearl Street
P.O. Box 1687
Jackson, Wyoming 83001

cpelletier@townofjackson.com
(307) 733-3932 ext. 1112 (phone)
(307) 739-0919 (fax)

A completed application must be submitted at least 21 days prior to your event.

Non-Profit Fee: $25
For-Profit Fee: $150

APPLICANT INFORMATION

Name of Event: TCSAR helicopter demonstration and education event

Name of Organization: TCSAR Foundation and TCSOSAR Volunteers

Type of Organization: ☉ Non-Profit ☐ Public Agency ☐ For-Profit Business

Mailing Address: PO Box 1063

City: Jackson State: WY Zip Code: 83001

Name of Person Completing Application: Stephanie Thomas

Email Address: stephanie@tetoncountysar.org

Work Phone: 307-4130604 Cell Phone:

EVENT INFORMATION

Type of Event: ☐ Run / Walk ☐ Concert ☐ Filming ☐ Assembly
☐ Parade ☐ Festival ☐ Biking ☉ Education
☐ Other:

Description & Purpose of Event *(Attach additional sheets if necessary):*

TCSAR Volunteers rely on community donations and tax payer support to run our helicopter

Location of Event: Snow King BallField Alternative Location: N/A

Date(s) of Event: 5/30/20 Event Operating Hours: 8:30-1130 am

Event Set Up Begins Date: May 30, 2020 Time: 830

Event Clean Up Ends Date: May 30, 2020 Time: 11:30

Special Event Application

EVENT INFORMATION (Continued)

Estimated Event Attendance (Spectators and Participants) Per Day: 50 Total Event: 50

Special Considerations (check all that apply):

- ☐ Alcoholic Beverages
- ☐ Cooking/Grilling
- ☐ Electricity Requested
- ☐ Food Sales
- ☐ Merchandise Sales
- ☐ Recurring Event
- ☐ Ticketed Admission
- ☐ Sound Amplification
- ☐ Pets or Animals
- ☐ Tents
- ☐ Street Closure
- ☐ Sidewalk Closure
- ☐ Overnight Parking
- ☐ Overnight RV Camping
- ☐ Use of Town Square

Event Co-Sponsor (s): _____

All for-profit organizations must submit a letter of event sponsorship from a non-profit organization if sales are requested on public property.

Will you be charging admission or a fee for your event? ☐ Yes ● No

Alternative Contact Information During the Event (someone besides applicant who will be on site and available for Town personnel or Police to contact during the event):
Name: Chase Lockhart Cell Phone: 307-730-7424

EVENT SITE PLAN

On a separate sheet of paper, provide a Site Plan sketch of the event. Include maps or a diagram of the entire event including the names of streets or areas that are part of the venue and the surrounding area. The plan should include the following (if applicable):

- ☐ Tents (X)
- ☐ Beverage Vendors (BV)
- ☐ Portable Toilets (T)
- ☐ Stages or Amplified Sound (SO)
- ☐ Garbage Receptacles (G)
- ☐ Retail Merchants (RM)
- ☐ Fire Lane (FL)
- ☐ First Aid / EMS (FA)
- ☐ Electricity / Generator (EL)
- ☐ Food Vendors (FV)
- ☐ Alcohol Vendors (A)
- ☐ Hand Washing Sink (HWS)
- ☐ Bleachers (BL)
- ☐ Recycling Receptacles (RR)
- ☑ Security (P)
- ☐ Fire Extinguishers (EX)
- ☑ Barricades (B)
- ☐ Trailers, Vehicles, Storage (TR)

Fire hydrants or sidewalk curb breaks that are used for ADA accessibility may not be blocked at any time.

Special Event Application

STREET / SIDEWALK / PUBLIC PARKING LOT - CLOSURE REQUESTS

Will the event close any street, sidewalk, alley or public parking lot? ☑ Yes ☐ No

Area of Closure Request	Date(s)	Start Time	End Time
Snow King Ball Field parking lot	5/30/20	8am	11:30am

The applicant will be responsible for production, posting and removal of "No Parking" and "Handicap Parking" signs along Town streets where public parking spaces exist within the event site. If the event involves a closure this will be need to be coordinated with the Jackson Police Department at least 2 weeks prior to the requested closure date. Jackson Police Department: (307) 733-1430. All parking signs, road signs, cones and barricades must be taken down immediately following the event's ending time.

Will the event restrict / close access to any public parking spaces? ☐ Yes ☑ No

If "Yes", how many parking spaces will be unavailable due to the event: _____ parking spaces

Will the event closure requests impact any START Bus routes? ☐ Yes ☑ No

If "Yes", which routes will be impacted? Has START Bus been contacted about this impact?

Route Description: _____ START Bus contacted? ☐ Yes ☐ No

RESIDENT AND/OR BUSINESS NOTIFICATION

Events that require road closures, parking space closures, or sidewalk closures or may cause disruption for the Town of Jackson residents, businesses, churches, etc. may be required to mail or hand deliver notification to the affected parties within a two block radius at least one week prior to the event's Town Council consideration meeting. Notices must reflect the date(s), day(s), time(s) and location(s) of the event, types of activities taking place at the event, the event coordinator's contact information and the date and time of the Town Council meeting.

Have you provided a sample of the notice and a proposed list of recipients?

☐ Yes ☑ No

Special Event Application

TOWN EQUIPMENT REQUESTS

Indicate the type and the quantity of items that you are requesting:

2 _____ Large Street Barricades

_____ Small Sidewalk Barricades

_____ 28 Inch Street Cones

_____ Candlestick Cones

_____ "Road Closed" Street Signs

_____ "Local Traffic Only" Street Signs

_____ "Detour" Street Signs

_____ 32-Gallon Recycling Bins

- The equipment above can be arranged through the Public Works Department (307) 733-3079. A $500 deposit will be required at the time of pick-up for equipment. The applicant is responsible for arranging the pick up of equipment from the Public Works Department as well as returning equipment immediately following the event. The Town of Jackson will only deliver equipment to parades and Town sponsored events.

- The Town of Jackson has a very limited number of recycling bins that can be utilized as part of your event's recycle plan. The applicant will be responsible for emptying the recycle containers and cleaning the bins before they are returned to the Public Works Department.

- If you are uncertain of the exact number of equipment needed please feel free to contact either the special event coordinator or the Public Works Department for additional information.

- Additional equipment such as bleachers, electrical spiderboxes, etc., can be requested through the Parks and Recreation Department (307) 732-5753.

TOWN SERVICES REQUESTS

Indicate the Town services that you are requesting. *Please note: you will need to coordinate services with individual departments and a fee may be associated with your request.*

POLICE DEPARTMENT (307) 733-1430

- ☐ Event Security
- ☐ Mounted Horse Patrol
- ☐ Traffic Control
- ☐ Race Lead Vehicle
- ☐ Parade Lead Vehicle
- ☑ General Presence
- ☐ Towing / Ticketing
- ☐ Assistance with Parking Closures
- ☐ Assistance with Street Closures

Please describe in detail your request: _____

If the police department had the resources we may ask a few people to be available to help

The Chief of Police determines if police services will be needed at the special event for public safety concerns. The Chief of Police will also determine the number of police officers to staff the event. Fees may be associated with the need for additional police services at the event.

Special Event Application

TOWN SERVICES REQUESTS (Continued)

PUBLIC WORKS DEPARTMENT (307) 733-3079

☐ Street Sweeping ☐ Snow Removal ☐ Street Marking

Please describe in detail your request

PARKS AND RECREATION DEPARTMENT (307) 732-5753

☐ Irrigation Locates - Any event placing stakes in turf must obtain irrigation locates.

☐ Electricity Access

☐ Turf / Tree Care - Any additional mowing, raking, trimming or spraying needs.

☐ Additional Public Restroom Cleaning

Please describe in detail your request: _____

_____

**Please note: if you are requesting the use of a public park or public ball field you must confirm and reserve your space through the Parks and Recreation Department. The only exception is George Washington Memorial Park (Town Square), which does not require a reservation form.*

Is the requested event site a public park or ball field? ☐ Yes ☐ No

If "Yes", has the site been reserved with Parks and Recreation? ☐ Yes ☐ No

FIRE / EMS DEPARTMENT (307) 733-4732

☐ Foot Patrol ☐ Ambulance ☐ Fire Engine

☐ Rescue Truck ☐ Bicycle Patrol ☐ Event Site Inspection

Please describe in detail your request: _____

_____

Special Event Application

TOWN SERVICES REQUESTS (Continued)

START BUS **(307) 732-8651**

☐ Event Specific Shuttle(s)

Please describe in detail your request:_____

_____

VOICE / MUSIC AMPLIFICATION REQUESTS

Will your event have any amplified sound? ☐ Yes ● No

If "Yes", please indicate times: Start Time:_____ Finish Time:_____

Will your event feature any musical entertainment? ☐ Yes ● No

If "Yes", please attach the schedule of any music or entertainment proposed to occur during event.

SIGN or BANNER REQUESTS

Are you requesting to hang signs or banners? ☐ Yes ● No

If "Yes", have you completed a sign permit application? ☐ Yes ☐ No

A Sign Permit Application will need to be submitted along with this application if signs are requested. This permit can be accessed on the Town of Jackson website or through the Planning Department.

INSURANCE REQUIREMENTS

An insurance certificate is required prior to the start of your event. This certificat must name the "Town of Jackson as an additional insured including its Officers, Officials, Employees, and Volunteers" and must also state that coverage is primary and non-contributory is required for every event. Insurance limits must be at least $1,000,000/occurrence and $1,000,000 aggregate. **The additional insured language on the certificate may not include any limitations or exclusions.** Insurance certificates are subject to the review and approval of the Town Attorney. Please be sure to include alcohol liability if there will be alcohol at the event. You must supply insurance before your event.

A certificate of insurance is attached: ● Yes ☐ No

Special Event Application

PORTABLE RESTROOMS AND SINKS

The Town of Jackson requires the applicant to provide additional chemical toilets or portable toilets for all events with an anticipated peak time attendance exceeding 75 people.

You are required to provide portable restroom facilities at your event unless you can substantiate the sufficient availability of both ADA accessible and non-accessible facilities in the immediate area of the event site which will be available to the public during your event. The Town of Jackson may determine the total number of required restroom facilities required on a case-by-case basis based on the presence of food and drink at the event and the maximum number of attendees at your event during peak time. The Town of Jackson may determine that you need to coordinate with Parks and Recreation for additional public restroom cleanings if you intend on using a public restroom as part of your restroom facility plan.

Do you plan to provide portable restroom facilities? ☐ Yes ● No

If "Yes", please indicate the total number of portable toilets and number of ADA accessible toilets.

Total Number of Portable Toilets:_____ Number of ADA Accessible Portable Toilets:_____

If "No", please explain:_____

_____

Portable restrooms may not be located within 50 feet of any food vendor.

Restroom Company:_____

Restroom Drop off / Pick Up Date for Drop Off:_____ Time for Drop Off:_____

Date for Pick Up:_____ Time for Pick Up:_____

ALCOHOL

Will there be alcoholic beverages at the event? ☐ Yes ● No

Will you be offering any alcoholic beverages besides beer? ☐ Yes ● No

If "Yes", what will be offered in addition to beer?_____

If you are planning on serving alcoholic beverages at your event, then either a completed Malt Beverage Permit (beer only) or Catering Permit (beer, wine and/or spirits) must be submitted. You can access these applications on the Town of Jackson website.

Special Event Application

VENDORS / MERCHANTS / SALES

Will anything be sold at your event? ☐ Yes ☒ No

If you are planning on selling items at your event then you will need to complete either an Exposition Business License (for 2 or more vendors) or a Transient Merchant License (for 1 vendor). A complete list of vendors, including a vendor tax ID, must be submitted to the Town of Jackson and to the State of Wyoming's Department of Revenue prior to the event. Both the Exposition License and the Transient Merchant License are on the Town of Jackson's website.

Please describe any sales activity at your event:

Will any food or beverages be sold at your event? ☐ Yes ☒ No

If "Yes", you will need to contact the Teton County's Department of Environmental Health prior to the event (307) 732-8490.

TRASH REMOVAL PLAN

All events are required to have a plan for the collection removal of trash during and after the event. The trash receptacles located in the Town parks, parking lots, ball fields, sidewalks and public restrooms should not be included in the waste removal plan. ***For assistance with formulating a Trash Removal Plan please contact Integrated Solid Waste and Recycling at (307) 732-5771.***

Will you be using a waste company for your waste removal plan? ☐ Yes ☒ No

If "Yes", which company will you be using? _____

How many trash receptacles will be supplied for your event? 2

When will the trash receptacles be delivered? We will bring our own/use Stillwest (our event

When will the trash receptacles be picked up and removed from site? immediately after the

Describe your plan for the collection and removal of trash during your special event:

We don't believe there will be much trash as we are serving no food or drink. we will bring 2 garbage cans for trash that may accumulate. Stillwest brewery will be hosting a brunch for our donors and will take care of any trash collected in those trash cans.

Applicants are responsible for cleaning and restoring the site immediately following the event. Please pick up all trash associated with your event including, but not limited to paper, bottles, cans, signs, course markings, etc. The cost of any employee overtime incurred because of an applicant's failure to clean / restore the site following the event will be borne by the applicant and will be considered in future application requests. If you believe that no litter will be generated during your event please state this in your plan.

Special Event Application

SUSTAINABLE EVENT PLANNING

The Town of Jackson encourages all special events to strive to be sustainable in our community and for our environment. We have partnered with the ***Teton County Integrated Solid Waste and Recycling (ISWR)*** *to offer opportunities to help your special event to be as "green" as possible. Opportunities available:*

- ☐ Rental / Use of Recycling Bins for Special Events
- ☐ Use of JH20 Water Bottle Refilling Station for Special Events
- ☐ Consultation on Conducting Green Special Events

Please contact the Waste Diversion and Outreach Coordinator at ISWR at 307-732-5771.

RECYCLING PLAN

All events are required to have a plan for the collection and removal of recyclable materials during and after the event. The recycling receptacles located in the Town parks, parking lots, ball fields, sidewalks and public restrooms should not be included in the recycling collection and removal plan. ***For assistance with formulating a Recycling Plan please contact Teton County Integrated Solid Waste and Recycling (ISWR) at (307) 732-5771.***

Will you be using a company for your recycling plan? ☐ Yes ● No

If "Yes" which company will you be using? _____

How many recycling receptacles will they (or you) supply for your event? 0

When will these recycling receptacles be delivered? _____

When will recycling receptacles be picked up and removed from site? _____

Describe your plan for collection and removal of recyclable materials during your special event:
We will ask people to take any recycling with them.

Applicants are responsible for cleaning and restoring the site immediately following the event. If you believe that no recyclable materials will be generated during your event please state this in your plan. For a list of recyclables and how they need to be sorted, or for information about where the recycling bins are located call ISWR (307) 732-5771.

Special Event Application

SIGNIFICANT EVENT CHANGES

Has this event been approved in the Town of Jackson in previous years?

☉ Yes ☐ No

If "YES" please indicate any significant changes to the event request since its last approval:

This event was approved last year and we are expanding the event to include the helicopter landing for additional education opportunities.

STANDARD CONDITIONS OF APPROVAL

Please review the following standard list of conditions and restricts for events. Initial the bottom of each page indicating that you have read, understand and agree to these conditions and restrictions.

GENERAL

The event shall be conducted in a timely, safe and professional manner.

All town ordinances, including, but not limited to noise, possession and use of weapons, open fires and animals (including the prohibition of dogs in any town park) shall apply to all events except where specifically granted relief by the Town Council.

The applicant shall advise and instruct all participants, volunteers, vendors, merchants and spectators on event conditions, restrictions, prohibitions and responsibilities as indicated by the Town Council in the staff report.

Initials: ST

Special Event Application

STANDARD CONDITONS FOR ALL EVENTS (continued)

TRASH / CLEAN UP

The applicant shall clean up immediately following each event and shall be responsible for the collection and removal of all refuse generated by the event.

If trash will be generated from the event, then the applicant must supply extra trash and containers and dispose of all trash generated by the event. Trash containers shall not be permitted to overflow.

If recyclable materials are generated from the event, then the applicant is required to provide recycling containers and provide for the removal of all recycled material. Recycling containers shall not be permitted to overflow.

STREETS

Fire department access roads shall have and maintain a clear and unobstructed width of 20 feet and unobstructed vertical clearance of not less than 13 feet 6 inches to allow for emergency vehicle traffic along ALL areas of open and closed streets (IFC 503.2.1). Booths and tents may be erected on either side of street, however, a 20 foot straight path must be provided.

SIDEWALKS

The applicant shall not block walkways or otherwise obstruct pedestrian traffic.

All walkways, boardwalks, entrances and ADA ramps must be kept open and unobstructed at all times

All power and sound cords that cross walkways shall be taped and secured to avoid a tripping hazard.

POWER / ELECTRICAL

Electrical power is available from Town Square. The applicant shall coordinate all power needs with the Parks & Recreation Department's Park Manager (307-733-5057) at least three (3) business days prior to the event.

All power and sound cords that cross walkways shall be taped and secured to avoid a tripping hazard.

All electrical/temporary power shall be in accordance with the 2011 National Electric Code and subject to inspection from this Department (IFC 605.9).

ADDITIONAL PERMIT & LICENSE FEES

The applicant shall apply and pay for all licenses and/or permits prior to the events.

Initials: ST

Special Event Application

STANDARD CONDITONS FOR ALL EVENTS (continued)

TOWN EQUIPMENT

The use of the Parks & Recreation Department bleachers shall be coordinated through that department (307) 732-5753.

Barricade, road sign, cone and recycle bin use shall be coordinated through the Public Works Department. The applicants shall be responsible for pick up, setup, placement and disassembly and return. All equipment use require a $500 damage deposit that must be submitted at the time of pick up at the Public Works Department to protect against any loss or damage.

All barricades, cones, bins and road signs must be removed immediately following the event. These items must be returned the same location as they were picked up.

PORTABLE RESTROOMS

If applicable, the applicant shall provide an adequate number of port-a-potties at the event site and shall arrange for their removal immediately at the conclusion of the event.

The applicant shall ensure all port-a-potties are placed on paved areas.

INSURANCE

The applicant and all participating organizations are required to maintain liability insurance in the amount of $1,000,000.00. Prior to the event, each organization shall provide a certificate of insurance naming the Town of Jackson as an additional insured including its Officers, Officials, Employees, and Volunteers and must also state that coverage is primary and non-contributory. The Town Attorney shall approve all certificates of insurance.

FOOD / VENDING

The applicant shall obtain the necessary food service permits from Teton County Environmental Health.

The applicant shall provide additional trash receptacles in the food service areas.

Per Section 5.20 of the Municipal Code: The applicant shall be responsible for ensuring that all sales tax receipts are remitted to the Wyoming Department of Revenue and in no event later than the thirtieth day of the month following the exposition [and] acquire and keep on file names, addresses and phone numbers of all participants.

In addition to providing a list of all participating vendors, artists, and merchants, along with their social security numbers and addresses, to the Wyoming Department of Revenue, pursuant to Jackson Municipal Code Section 5.20.020 A.1.b., the applicant shall also provide that same list to the Town of Jackson Finance Department.

Vendors shall not dump hot water or other liquids on the turf. Initials: ST

Special Event Application

STANDARD CONDITONS FOR ALL EVENTS (continued)

ALCOHOL

The applicant shall take all measures necessary to comply with applicable alcohol dispensing laws and regulations, including the prevention of sales to and consumption by minors and the prohibition of consumption off the authorized premises. All ID's must be checked and ID bracelet system may be required.

Only 16oz or small plastic cups are used for beer and alcohol sales.

No alcohol shall be served in bottles or glass containers.

The applicant shall be responsible to be alert to and report any instances of underage drinking to the Jackson Police Department.

It is recommended that servers be TIPS trained prior to serving alcohol. No "over serving" shall be allowed to occur or serving to obviously intoxicated persons.

Participants shall not be permitted to leave the event with open containers.

No more than two beers shall be sold to any person at any one time.

TOWN PARKS

The applicant shall coordinate the use of any public park (including the Town Square), including reservations, paperwork and applicable fees, with the Parks and Recreation Department.

The applicant shall coordinate park reservation and the payment of Parks & Recreation fees at least 30 days prior to the event.

The applicant is required to provide turf protection in front of and behind any table or other exhibit where crowds will stand. The applicant shall abide by all Parks & Recreation Department recommendations with regards to turf protection.

Vehicles are prohibited on all turf areas of any park or anywhere within the Town Square.

No trees or other forestry may be moved, modified, damaged or destroyed to set up booths, tents, or exhibits. No ropes, exhibits, signs, banners or booths may be secured to any live forestry.

Use of Town Square shall be subject to the submission to and approval of staff of a detailed site plan, indicating set-up, safety procedures and turf protection, and the imposition of such other conditions or restrictions deemed necessary.

Irrigation locates are required if stakes are placed in the ground. Applicant may forfeit damage deposit if an irrigation locate is not conducted and irrigation equipment is damaged.

Per Municipal Code, dogs are not allowed in Town Parks.

Initials: ST

Special Event Application

STANDARD CONDITONS FOR ALL EVENTS (continued)

TENTS

Irrigation locates are required before any tents may be erected or stakes or any other items are placed in any public park, including the Town Square. The applicant shall coordinate all water locates with the Parks & Recreation Department's Park Manager (307-732-5793) at least three (3) business days prior to the event.

All tents having an area in excess of 200 square feet shall require advance permitting through the Fire Department unless open on all sides (IFC 105.6.43).

Tents which can hold over 50 or more occupants must provide the Fire Department with a detailed site and floor plan detailing means of egress, seating capacity, location and type of heating and electrical equipment (IFC 3103.6).

Tents, canopies or membrane structures shall not be located within 20 feet of lot lines, buildings, other tents, canopies or membrane structures, parked vehicles or internal combustion engines (IFC 3103.8.2).

Tents must meet the flame propagation performance criteria of NFPA 701 (IFC 3104.2).

Combustible materials shall not be located within any tent, canopy or membrane structure in use for public assembly (IFC 3104.5).

Smoking shall not be permitted in tents, canopies or membrane structures. Approved "No Smoking" signs shall be conspicuously posted (IFC 3104.6).

All open flame devices are strictly prohibited within tents unless approved by the fire code official (IFC 3104.7)

Portable 2A:10B-C fire extinguishers shall be provided, one minimum, for tents requiring permits with a 75 foot travel distance (IFC 3104.12).

Any cooking performed within tents shall require advance approval by the Fire Department (IFC 3104.15.3 – 3104.15.7).

Generators and other internal combustion power sources shall be separated from tents, canopies or membrane structures by a minimum of 20 feet and shall be isolated from contact with the public by fencing, enclosure or other approved means (IFC 3104.19).

FAIR GROUNDS / RODEO GROUNDS

All use of the Rodeo Grounds shall be coordinated through and subject to the approval of the Fair Manager under the authority of the Parks and Recreation Department.

Anyone camping at the Rodeo Grounds shall indicate that they are affiliated with the group by placing a card in the windshield of their vehicle. Campers are reminded that fires are not permitted.

Initials: ST

Special Event Application

STANDARD CONDITONS FOR ALL EVENTS (continued)

ROAD CLOSURES / PUBLIC PARKING CLOSURES

The applicant shall notify all business, residences, churches, etc. affected by the street closures and public parking closures prior to the public hearing.

The applicant shall notify, in advance, all business, residences, churches, etc. affected by the street closures and public parking closures and shall provide advance community radio and/or newspaper announcements regarding the event and the closures.

The applicant shall coordinate all road closures with the Police Department and shall provide an adequate number of volunteers to assist with traffic control and barricade setup/removal during each event.

The applicant shall coordinate all road closures with START, Fire/EMS, Public Works and the Police Department. Volunteer placement and assignments shall be reviewed and approved in advance with the Police Department.

The applicant shall be responsible for producing, posting and removing the temporary No Parking signs. No Parking signs must be posted two days prior to the parking closures. The applicant should meet with the Police Department two weeks prior to the event to discuss the procument, posting and removal of the signs.

Emergency vehicle access lanes shall be maintained during the event.

FIREWORKS

All fireworks displays must be approved by the Fire Chief prior to the event.

The Fire Department will monitor the firing area potential for wildfire. The Department will make recommendations directly to the applicant for mitigation and will give final approval the day of the event.

The application shall be subject to the review and approval of the Fire Department and any additional conditions or restrictions placed by such Department.

Please note, that the conditions and restrictions listed above are standard for special events held in Town, additional conditions or restrictions may be required by the Town Council and/or staff upon further review of the application.

I have read and understand the standard conditions for events. I have answered all of the questions in this application truthfully and to the best of my knowledge.

APPLICANT: eSigned via SeamlessDocs.com Stephanie Thomas Key: d006bb9c9987956c6be92b86b94d9294
Signature

APPLICANT: Stephanie Thomas
Printed Name

DATE: 03/09/2020

TITLE: Executive Director

TOWN OF JACKSON
TOWN COUNCIL
AGENDA DOCUMENTATION

PREPARATION DATE: APRIL 2, 2020
MEETING DATE: APRIL 6, 2020

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

SUBJECT: **ITEM P19-262:** AMENDMENT TO THE FINAL DEVELOPMENT PLAN FOR PINE GLADES PLANNED UNIT DEVELOPMENT (PUD).

APPLICANT: BILL COLLINS – COLLINS PLANNING ASSOCIATES

OWNER: PINE CANYON, LLC

STATEMENT/PURPOSE

This item was continued from the March 16, 2020 Town Council meeting as a result of the meeting being canceled.

The applicant is requesting approval of an amendment to the approved Final Development Plan for the Pine Glades Planned Unit Development (PUD), specifically to:

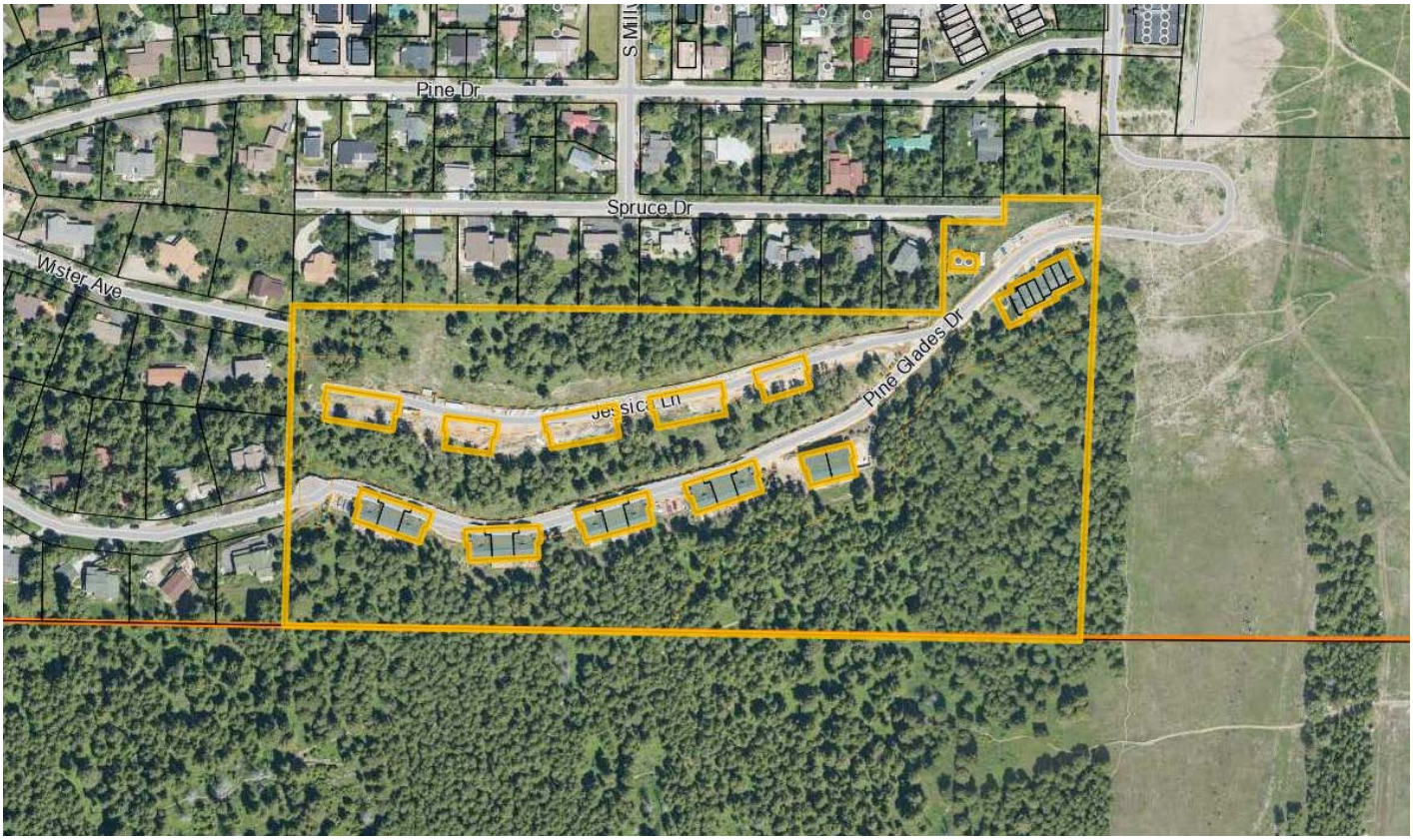
- Modify the exterior materials on the existing duplex at 140 & 142 Pine Glades Drive from a wood/stone combination to primarily stone.
- Remove the in-road heating element in Phase 1 (Pine Glades Drive) and in the future Phase 2 (Jessica Lane)
- Approve a trail plan that would allow public access through the site on trails only (with the exception of the cul-de-sac) and would include newly recorded access easements.

APPLICABLE REGULATIONS

Section 8.3.2 Development Plan

LOCATION

The property is located at 140 Pine Glades Drive (legally described as LOT 14, PINEGLADES TOWNHOMES PHASE 1), 142 Pine Glades Drive (legally described as LOT 13, PINE GLADES TOWNHOMES PHASE 1) and Lot H (Common Area). An aerial photo and zoning map are shown below:


Pine Dr
Spruce Dr
Wister Ave
Pine Glades Dr


PR-SK
Pine Dr
Spruce Dr
NL-2
Wister Ave
Pine Glades Dr
PUD-NL-3

BACKGROUND/ALTERNATIVES

General Overview of the Pine Glades PUD

The subject property is approximately 17.11 acres (745,445 sf) and is zoned Planned Unit Development – Neighborhood Low Density-3 (PUD - NL-3). On August 20, 2007, the Town Council approved a Sketch Plan for a 39-unit Planned Unit Development (PUD) consisting of 27 market townhome units and 12 affordable townhome units. On January 22, 2008, the Town Council approved a Final (Major) Development Plan (referred to as 'Development Plan') and Hillside Conditional Use Permit (CUP) consistent with the previously approved Sketch Plan/PUD. After the completion of the first 2 of the 12 affordable units, the applicant requested that the remaining number be reduced from 10 to 7 affordable units. The Town Council approved the proposed amendment to allow the reduction in density provided the number of bedrooms remained the same to what was proposed with the previous 10 units. The final remaining number of deed restricted units is 9 and all are completed and occupied (Spruce townhomes plus the duplex Spruce condominiums).

The Pine Glades PUD consists of two roads, Pine Glades Drive and Jessica Lane. Both roads are private and all road maintenance responsibility belongs to the applicant/HOA. The Town has an easement, however, that provides Town personnel access to the roadways for the purpose of maintaining the water and sewer lines located under the roads that are the Town's responsibility. Pine Glades Drive serves Phase I (upper units) and extends down through the tunnel to the entrance of the development. Phase 1 is nearly complete and includes construction of road/utility improvements, 12 market townhome units (4 triplexes), 2 affordable condominium units (duplex), and 7 affordable townhome units.

The only remaining development in Phase I is one market duplex (140 & 142 Pine Glades Drive) that is part of this application. Phase II (lower units) has not been started, so neither Jessica Lane nor the 13 market townhome (three triplexes and two duplexes) have been constructed. The only completed improvements within Phase II are associated with water/sewer mains and retaining walls. Prior to making any future improvements in Phase II, the applicant must obtain approval of a Development Agreement with the Town that will address obligations and bonding for future improvements (i.e. roadway, trails, additional utilities, etc.).

Since approval, the owners of the Pine Glades project have requested numerous amendments and changes that have been processed by the Town. Below is a complete list of the permit history of the PUD.

Original Applications

- **P05-126 & 127**: Sketch Plan and PUD approval (27 market units and 12 affordable units).
- **P07-076:** Variance approval to develop on slopes greater than 25%.
- **P07-126 & 127:** Development Plan and Hillside CUP approval (27 market units and 12 affordable units).

Applications Subsequent to Original Approval

- **P09-006:** Minor Deviation approval to modify parking adjacent to affordable housing units.
- **P09-020:** Final Plat approval for Phase I Townhomes.
- **P09-023:** Final Plat approval for the Spruce Condos (affordable duplex).
- **P09-035:** Minor Deviation approval to remove fire turnout on Pine Glades Drive.
- **P09-081:** Amendment approval to the plat related to mechanics liens.
- **P09-082:** Amendment approval to the plat related to past condition of approval and mechanics liens.

- **P10-028:** Amendment approval to Subdivision Improvement Agreement.
- **P11-025:** Minor Deviation approval to remove and relocate a trail (see below)
- **P12-007**: Amendment approval to Subdivision Improvement Agreement
- **P12-095**: Development Plan amendment approval to reduce number of affordable units from 12 to 10
- **P13-054**: Minor Deviation to allow change in design of affordable units.
- **P14-044**: Final Plat approval for Spruce Townhomes.
- **P14-052**: Minor Deviation approval to remove and relocate a trail (see below)
- **P16-140**: Zoning Compliance Verification confirming outstanding obligations.
- **P17-045**: Development Plan amendment approval to modify duplex design and add 600 sf.
- **P19-018:** Development Plan amendment for modifications to architectural features at duplex at 140 & 142 Pine Glades Drive.
- **P19-262:** *Current application*

Trail Plan in Original PUD

Relevant to this application, the original project approval included an internal trail network (map below labeled 'Original Approved Trail Plan') intended to connect to the Snow King trail system to serve the development's residents and the general public (primarily Pine Drive, Wister Avenue and Spruce Drive residents). Prior to the approval of the Pines Glades PUD, it appears that there was some level of historic informal trail use across the 17-acre hillside parcel by neighbors and others. As a result of strong public interest in maintaining some level of public trail access through the property, the original developer promised and agreed to include a trail network that would allow the public to walk and bike through the site to access the Snow King trail system, including the use of Pines Glades Drive as necessary to access the trails. No public vehicular access was intended or approved. A trail plan (attached as 'Original Trail Plan' and included in the staff report below) was approved with the original PUD and Development Plan.

The original trail plan was changed twice in 2011 and 2014 through staff level reviews (may below labeled 'Currently Approved Trails'). In 2011 a Minor Deviation (P11-025) was approved to relocate the west trail that switchbacks up the hill from the cul-de-sac (never built, but would have connected to the Sink or Swim trail) to the center of the site next to the duplex at 140 & 142 Pine Glades Drive. This relocation request was made due to stated concerns over the steepness of the slope in the original west location. This new section of trail near the duplex was installed and connected to Sink or Swim. Accessing the trail at this location required neighbors on Pine Drive to walk approximately 900 feet on Pine Glades Drive. The trail was used for a couple of years until the trail was relocated again in 2014 at the request of the developer.

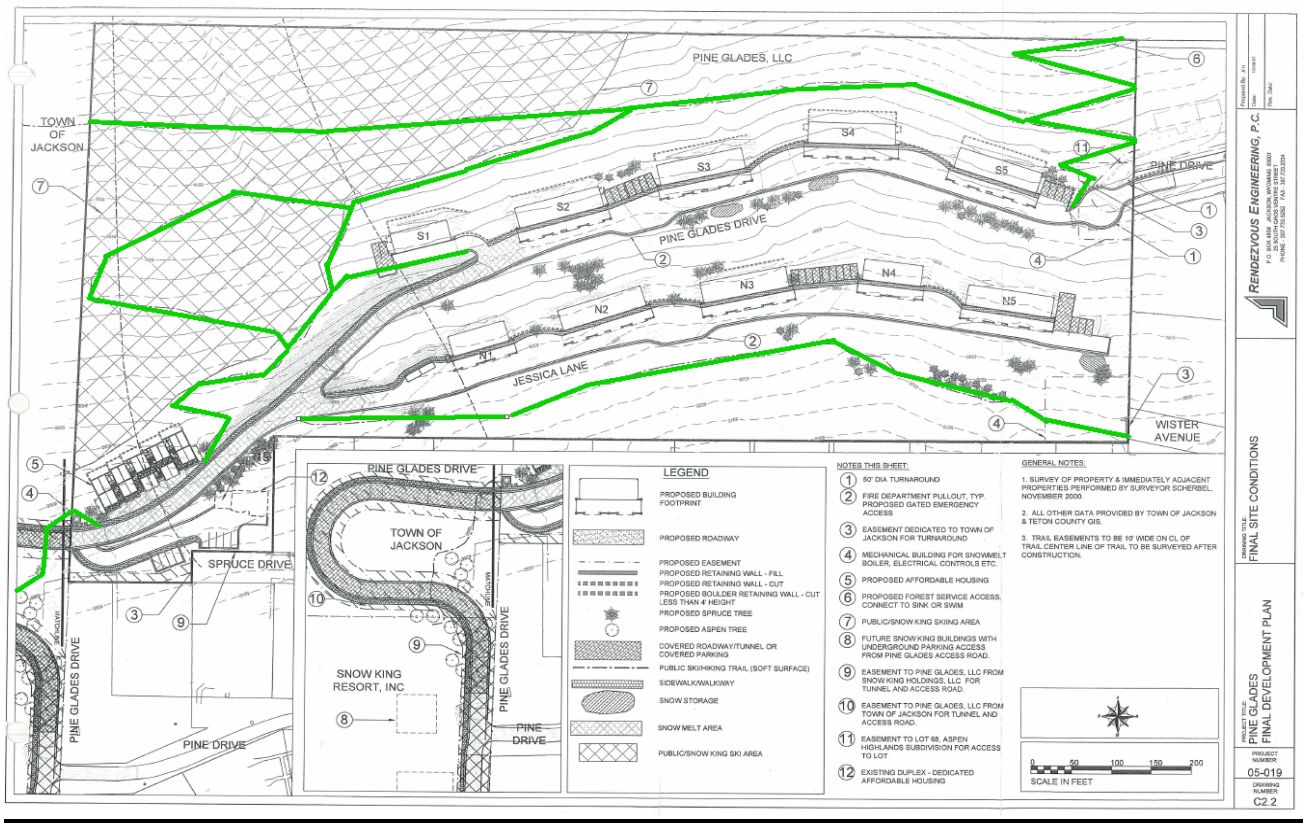
In 2014, Minor Deviation (P14-062) was approved that relocated the section of trail adjacent to the duplex at 140 & 142 Pine Glades Drive and established a replacement trail farther east down Pine Glades Drive just north of the upper opening of the tunnel. This new section of trail is currently built, in operation, and connects to the Shade Monkey trail located on the Town's property. The Shade Monkey trail switchbacks up the hill and connects to Sink or Swim.

Unfortunately, despite all the Council discussion and planning for trails, no trail access easements were recorded with the original Development Plan/PUD approval to formally establish public access across the Pines Glades roads. In addition, no easement for public access on the roads was shown or stated on the approved plat, and the Development Plan/PUD included no additional condition of approval requiring such access. One likely reason no trail easements were recorded at the time of PUD approval was that the exact location and alignment of the proposed trails were not yet determined so that exact legal descriptions for the access easements were not yet possible. The intent might have been to wait until the trails were actually designed and built to record the associated access easements. Or perhaps the access easements (or initial easements, at least) were not demanded by the Town as part of the PUD approval by error. Regardless,

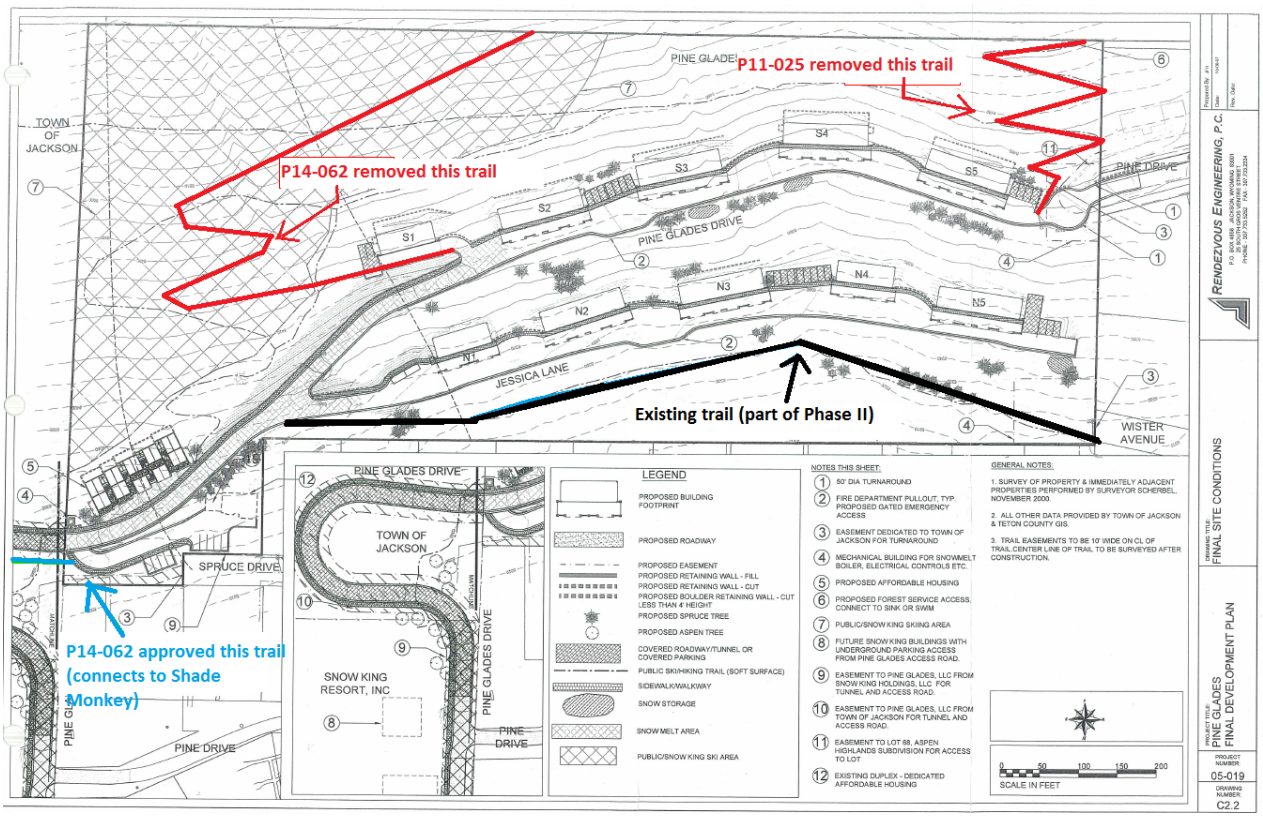
complicating the matter was the fact that the PUD approval did not specify any clear timeline or phasing plan for when the trails were required to be installed. Many years then passed without either the Town staff or the landowner finalizing the full trail network and easements.

This oversight was first discovered, as best staff can tell, when the new owner (Mr. Tozzi) purchased the development in 2017 and soon thereafter began posting 'no trespassing' signs on the property and calling the police on non-residents walking across the property. Prior to these actions by Mr. Tozzi (i.e., during the ownership period of the first property developer from 2007 to 2017), it appears that the general public walked frequently through the development, including on Pine Glades Drive, to access the trails with the apparent understanding that the Development Plan/PUD allowed such access and without being told otherwise by the original developer or by the owners of Pines Glades units at that time.

Original Approved Trail Plan (green = approved):



Currently Approved Trails (red = removed, blue = approved/installed, black = installed/Phase II):



Recent Compliance Activity

The approval record of the PUD is complex, and often not well documented, making resolution of disputed items difficult. Consequently, due to a difference of opinion between the Town, Mr. Tozzi, and adjacent neighbors about the nature of public access to the trails and Pines Glades Drive, the past three or so years have been marked by periodic accusations of trespass that are countered by claims of access rights, often with the Town police and planning staff caught in the middle without clear direction.

The current round of permit review started in early 2019 when the applicant submitted an application to amend the Pine Glades Development Plan (P19-018) to make additional architectural modifications to the duplex at 140 & 142 Pine Glades Drive. After getting through the Planning Commission (PC), the applicant continued the item indefinitely in response to contentious public comment at the PC meeting from residents on Pine Drive who felt that no more approvals should be given within Pine Glades until public access for trails through the roads was legally granted. In response, owners of Pine Glades units commented at the PC meeting that they purchased homes in a private development that did not include public access through the roads, as evidenced by their title reports. They also stated that the public should not be permitted to walk on the roads because of safety and liability issues. In summary the applicant wanted to resolve the access issue before meeting with the Town Council and decided to work with staff to find a solution.

After staff met with the applicant, it became apparent there was a difference of opinion between staff and the applicant regarding what was originally promised/approved with regard to public access to trails and how the matter should be resolved. Staff then conducted significant additional research into the Pine Glades approvals and prepared a detailed compliance letter in May 2019 (attached as 'Compliance Letter – May 2019') summarizing our findings and opinions on public access for trails and other outstanding compliance matters.

In the letter, staff provided evidence that public access across Pine Glades Drive to access trails was verbally promised by the original developer but we also acknowledge that this understanding was not then followed up with a clear trail construction plan or any access easements. The compliance letter stated that the applicant would not be granted any further approvals or be allowed to continue developing the remaining 13 townhomes on Jessica Lane until an easement was recorded allowing the public to walk on the private roads to access the trails in the original trail plan.

Below are direct quotes and central items from the original PUD (all referenced in the May 2019 enforcement letter) which reference public trails and access:

- "Numerous public benefits are being proposed which include…one mile of additions to pathways and pedestrian easement…" (Section B - Summary, Page 2)
- "Numerous public benefits are being proposed which include…a pedestrian easement to access Snow King from the eastern end of Spruce Drive…" (Section B - Summary, Subsection 1.a. Project Boundary and Proposed Development, Page 2)
- "Numerous public benefits are being proposed which include…new pedestrian and bicycle access from the south end of Pine Drive to the Sink-or-Swim trail in the Bridger-Teton National Forest..." (Section B - Summary, Page 2)
- "Nevertheless, the proposal includes pedestrian pathways, in the form of public trails access easements fronting the lower row of buildings, allowing pedestrian access from Pine and Wister Drive neighborhoods to the Snow King Ski Area and the Bridger-Teton National Forest." (Section C - LDR Compliance, Page 9)
- "The development will provide at least four pedestrian access easements across the property providing a link from the neighborhoods on the west to Snow King slopes and beyond." (Section C - LDR Compliance, Page 10)
- A site plan demonstrating the location of "public ski/hiking trails", many of which intersect the Pine Glades Drive. (Section E – Index of Submittals, Page 9)

There is no direct mention of using the roads, only about access across the property. In response to the May 2019 compliance letter, staff received a detailed letter (attached as 'Compliance Response Letter - June 2019') on June 26, 2019, from the applicant's attorney, Erika Nash, stating their difference of opinion. In summary, the response letter argued that all owners purchased their homes without such an access easement recorded and that only a written, recorded legal instrument can create a property right, such as a public access easement across a property. In addition, to record such an easement now would require the (unlikely) approval and signature of all property owners within the Homeowner's Association (HOA) and that such a result would force them to accept unwanted liability for injuries on their roads. The response letter also contends that the original developer and approvals were never intended to allow the public to walk across the private roads to access trails, but rather were intended to allow the public to cross through the site by means of trails only.

After reviewing the applicant's response letter, it was clear that obtaining an after-the-fact access easement would be met with strong legal resistance, so staff and the applicant held another meeting to discuss options for compliance. At that meeting the applicant conceptually proposed the idea of an alternative trail plan with trails that would not intersect any roads (except a minor crossing of the cul-de-sac on Pine Glades Drive). Instead, the trails would wrap around the roads and buildings and connect to the Snow King Trail system and would allow the neighbors and public to access the trails and cross the property but without walking on any roads (except the cul-de-sac). The applicant believed that this alternative trail plan would meet the original intent of the PUD.

Based on this meeting, staff sent a final compliance letter on September 6, 2019 (attached as 'Compliance Final Letter – September 2019') with two options for compliance: Option #1 allowed the applicant to comply

with what staff then felt was the original intent of the approved PUD and requiring the applicant to record an access easement over the Pines Glades roads, and Option #2 allowed the applicant to present an alternative trail plan that, while not providing an access easement to the roads, would still provide significant public trail access through the site in similar locations as originally approved and would include clear recorded public access trail easements to avoid future disputes. The applicant chose Option #2 and so has provided an alternative trail plan for the Town's review (see analysis of proposed trail plan below).

Project Description

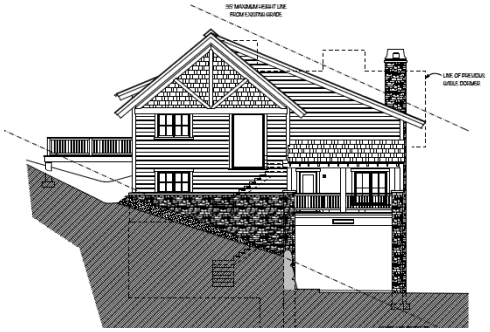
The applicant is proposing to amend the Pine Glades Development Plan to 1) modify the exterior materials on the existing duplex at 140 & 142 Pine Glades Drive, 2) remove the in-road heating element from both phases, and 3) install an alternative public trail plan.

1. **Duplex Material Change**
   An amendment to the Pine Glades Development Plan was approved in 2017 (P17-045) which included architectural changes to roof pitches and exterior materials for all three duplexes within Phases I & II. The applicant is now seeking to make several small changes to only the duplex at 140 & 142 Pine Glades Drive which include the use of stone as the main exterior material on the side elevations (east and west). The stone proposed on the side elevations would span from the base of the unit to the roof. Previous designs had stone about half way up the building which transitioned into horizontal wood siding and wood shingles. In addition, the stone chimney on the front (north) elevation would no longer continue to the ground, but would start on the second story. Windows on all elevations would be changed slightly with regard to size and location. Additional stone is also proposed on the ground level columns and the columns themselves would be widened.

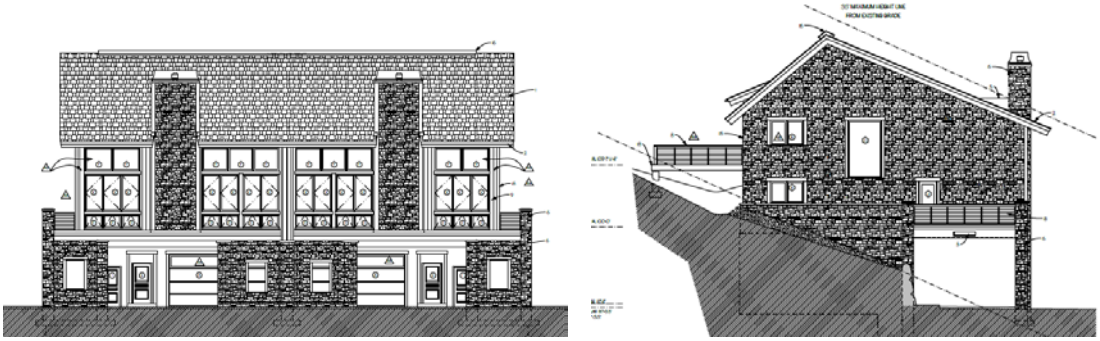
   The applicant is seeking these changes to reduce the maintenance costs associated with wood. In addition, because this development did not require review and approval by the Design Review Committee, the applicant finds that personalization of the units should not be of issue considering height is not increasing. Below reflects the 2017 approved changes and the proposed 2019 changes. It should be noted that the requested changes to the duplex listed above have already been made in the field so that a denial of the request will require that all non-approved materials and architectural changes be put back to be consistent with the 2017 approved building plans.

Currently Approved Duplex as of the 2017 Amendment:





Proposed 2019 Changes to Duplex:



2. Roadway Heating Element

When the Pine Glades PUD and Development Plan were approved, an in-road heating element was approved for both Phase I & II. The Phase I heating element, which is installed, starts at the top of the tunnel and continues up Pine Glades Drive and ends just past the driveway entrance for the duplex at 140 & 142 Pine Glades Drive. The Phase II heating element, which is not installed, would start at the entrance to Jessica Lane and continue west for approximately 100 feet.

The applicant is requesting that the in-road heating element for both phases be removed from the original approval because it was not an LDR requirement and is necessary to maintain safe road conditions. The applicant states that the heating element has been broken for three years and operating costs in one year have reached $150,000.00. Allowing this element to be removed would relieve the HOA from having to pay high costs to fix and operate it. The applicant currently pays to have the private road plowed and sanded and no safety issues have occurred since the heating elements broke. In addition, the applicant states that heating the road does not align with the Town's energy conservation objectives.

3. Alternative Trail Plan

The applicant is proposing an alternative trail plan that includes three new sections of trail that do not require the use of the roads, except for the cul-de-sac at the end of Pine Glades Drive.

1. The first new section of trail (below in yellow above the cul-de-sac) starts at the cul-de-sac on Pine Glades Drive and switchbacks up the hill (south) and connects to Sink or Swim which is located on the USFS property. The total elevation from the cul-de-sac to the Sink or Swim connection is approximately 90 feet over a total horizontal distance of approximately 375 feet.

2. The second section of trail (below in yellow below the cul-de-sac) also starts at the cul-de-sac on Pine Glades Drive but switchbacks down the hill (north) and connects to the existing trail below Jessica Lane. The total elevation from the cul-de-sac to the lower trail connection is approximately 75 feet over a total horizontal distance of approximately 170 feet.

3. The third section of trail (below in yellow adjacent to the affordable duplex) connects the trail below Jessica Lane to the trail that starts at the top of the tunnel. At the second Planning Commission meeting, there were two trail options presented for Section #3, one that wrapped around the north side of the affordable duplex and one that hugs the road and parking lot to the south (above) the affordable duplex. After some discussion with the Planning Commission, the applicant is proposing an alignment that hugs the road and parking lot above the affordable duplex. The horizontal distance of these trails is between 200 - 250 feet. The elevation drop for

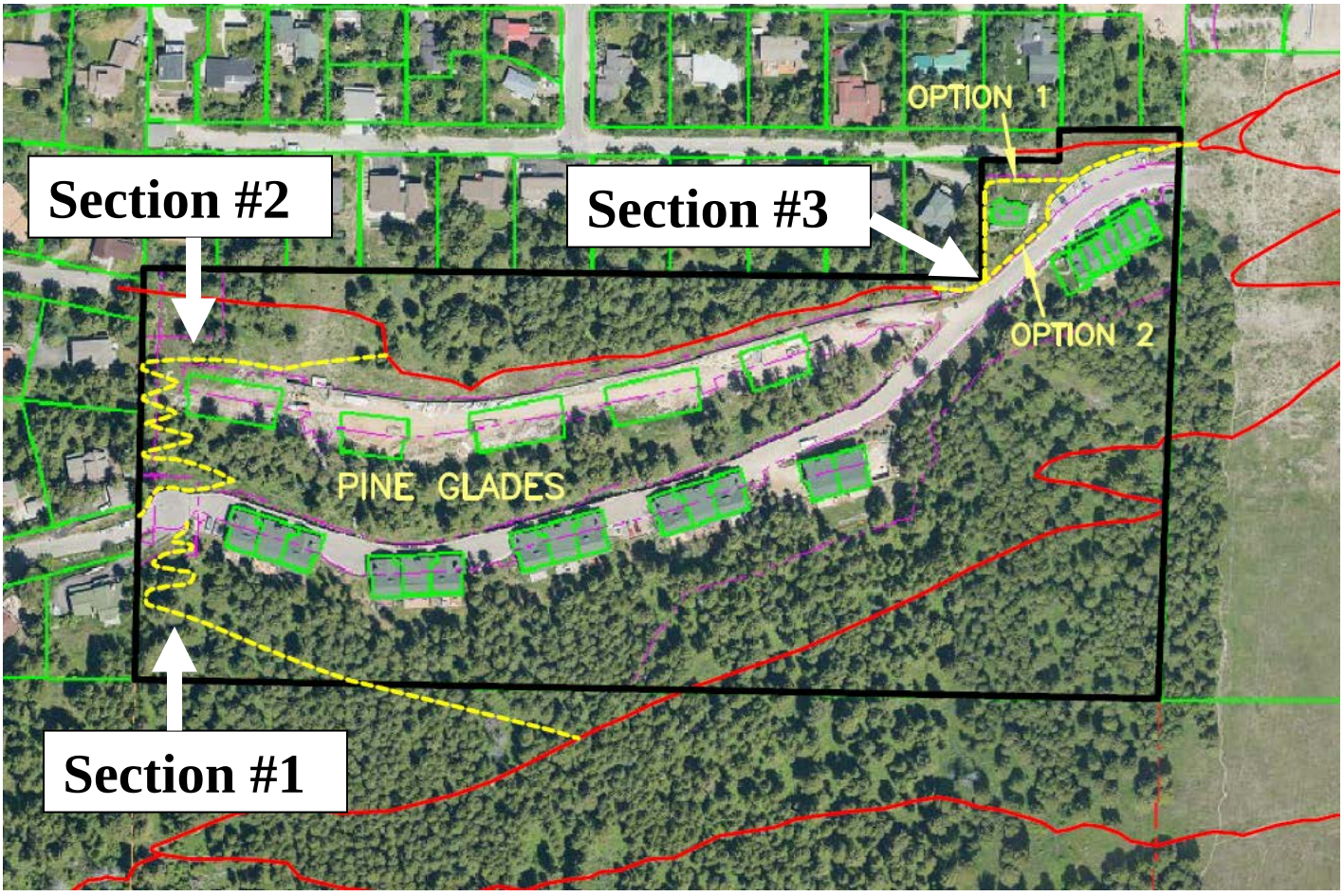
Option 1 is about 40 feet. Because Option 2 hugs the road and parking lot, there is minimal elevation drop of less than 10 feet.

Note: the first section of trail was originally approved with the PUD but later removed and relocated. The second and third sections of trail are newly proposed and not part of a previous approval

As shown in the proposed trail section details, stone steps will be incorporated within each section due to the steep slopes and the trails will maintain a 10% average grade. Adjacent to the first section of trail, the applicant is proposing a landscape screen of trees to provide a buffer from the Phase I Pine Glades homes and the Pine Drive homes directly to the west. The applicant states that this plan meets the intent of the original developer by providing public trail access, mostly hiking and less-so mountain biking, through the site to connect to the Snow King Trail System. Although a signage plan has not been provided, the applicant intends to work with Town staff to ensure proper signage is erected and that easements are recorded against the property to ensure proper public access in perpetuity. These trails will be open year-round but only maintained during summer. Due to the steepness and use of stairs, these trails are built primarily for hikers, but portions could be used for bikers.

To enable comparison, below are three trail plans: the original approved plan, the currently approved trail plan after amendments, and the proposed alternative trail plan (larger versions are on the review packet).

Proposed Alternative Trail Plan (yellow = proposed, red = existing):



Staff Review

Amendment to Development Plan

This request is considered an amendment to the Development Plan due to the significance of the proposed changes, especially the trail plan. The PUD does not need to be amended because this change does not directly impact the PUD, which addresses primarily allowed uses and dimensional standards. As part of the restructured LDRs effective on January 1, 2015, new language was added regarding amendments to past permits or approvals. Section 8.2.13.B - Amendment of Permits or Approval states that:

> *"All changes to an approved physical development permit, use permit, or development option plan not qualifying as minor deviations shall be considered amendments and shall be reviewed subject to the current procedure and standards of these LDRs."*

As stated below under **Staff Findings**, staff was able to make all necessary findings, as conditioned, for a Development Plan.

Exterior Architectural Changes

When the Pine Glades PUD and Development Plan were approved, the Design Review Committee was not required due to the residential nature of the project, thus it is not required with this requested change. As mentioned above, the applicant deviated from the 2017 approved design and the approved building permit by replacing much of the wood siding with stone veneer during the duplex construction process (as shown in the current proposal). Thus the applicant is requesting an after-the-fact approval.

Staff has no significant concerns with the proposed exterior changes. The additional stone is viewed as an upgrade and requires less maintenance than wood. In addition, the use of stone is common throughout the development and the applicant is not introducing a new material. No additional height or floor area is proposed. Staff has added a condition of approval requiring the applicant to submit an addendum to the duplex building permits to reflect the materials proposed in this application. If this amendment is not approved, then the applicant would be required to remove the stone and comply with the existing 2017 design approval.

Removal of Heating Element

Staff has confirmed that the in-road heating element was not a requirement of the LDRs but rather a developer proposed amenity that was approved with the PUD and Development Plan. As such, it became a requirement of the project but can be removed through this amendment request at the Council's discretion. The heating element has, in fact, been broken for several years and so the roads have been maintained similar to any other hillside road via plowing and sanding. To date staff has not been made aware of any vehicular-related safety issues as a result of the inoperable heating element nor has Fire or Public Works raised concerns about its removal. Because the road is private and plowed/sanded at the expense of the HOA, staff does not have any concerns about removing the heating element from the HOA obligations. Additionally, unnecessary energy consumption such as a heated roadway does not align with the Town of Jackson's values and objectives towards sustainable development.

Alternative Public Trail Plan

As explained above, the applicant has chosen to seek approval of an alternative trail plan under Option #2 as outlined in staff's final compliance letter sent in September 2019. Similar to the in-road heating element,

because the original trail network was an amenity negotiated as part of the PUD, the trail plan can be re-negotiated and legally changed through this amendment process. After extensive review of the Sketch Plan, PUD and Development Plan, staff found clear evidence in writing that a trail system and public access easements are required and these trails were intended to allow residents from Pine Drive, Wister Avenue and Spruce Drive to traverse over Pine Glades to access the Snow King and Bridger Teton National Forest trail system.

In addition, based on further review and analysis by staff during the three Planning Commission hearings, staff concludes that access to Pines Glades Drive for the public is not a requirement of the approved PUD – i.e., access across the private road is only required if it is necessary to access one of the required public trails. Otherwise access across the private roads would be redundant with access that the trails already provide and this additional level of general public access is not supported by the PUD record. For example, under the original trail plan, access to Pines Glades Drive was necessary because the trail intersected the road in five different locations, meaning that portions of these trails required access to/from the road to be usable. The proposed trail plan, however, shows only two intersections with the road (both on the cul-de-sac) so the only necessary public access to the road is limited to this cul-de-sac. Furthermore, based on the six trail-related excerpts from the PUD included previously in this staff report (see six bullets on page 5), none of them mention or imply access to any private roads. Rather, they all speak merely to providing public access across the project to access other trails. This conclusion is a more nuanced view than the one presented by staff in the compliance letters where staff concluded that access to Pines Glades Drive was required because that conclusion was based on our assumption that the original trail plan was the only option under consideration. However, the applicant has a right to request an amendment to the trail plan and for that trail plan to be reviewed against the intent of the PUD.

Regarding trail specifics, although some portions of the trail are on steep slopes, the proposed design is suitable for the conditions and comparable to other trails. For example, the proposed trail section leading up from the cul-de-sac was included in the original approval and maintains an average 10% slope. Although stone steps will be incorporated throughout the trail plan making it difficult for bicyclists, it will still serve as a multi-use summer trail system. Although not discussed in detail in the original approval, the applicant is not proposing and is not required to maintain the trails for winter use. This makes sense given that the Sink or Swim trail is not maintained by the USFS in the winter so there is little reason to require a higher level of maintenance on the proposed trails. Nevertheless, as with the USFS trails, it is staff's understanding that the Pine Glades trails can be used by trail users in the winter at their own risk but they will not be maintained.

Teton County Pathways Department has reviewed the trail plan and provided conditional approval to this alignment. Pathways provided specific comments related to the type of cuts made into the hillside to ensure trail and slope stability. Pathways also commented that the applicant needs to maintain a clear path to all trail entrances during winter months to not block access for users even though the trails, including Sink or Swim, are not maintained during the winter. It is staff's understanding that the trails will be built by the applicant, possibly with assistance from local private nonprofits or public agencies. The applicant will also be responsible for summer trail maintenance, also possibly in coordination with private nonprofits or public agencies. Staff has added a condition of approval requiring the applicant to satisfy certain written concerns/requirements from Pathways.

The proposed trail plan was also sent for review to the USFS and staff received comments stating that they had no significant issues with the proposed trails. The comments (attached as 'USFS Review') were from 2011 but an email from Linda Merigliano (Recreation Wilderness program manager for Jackson Ranger District) confirmed that the approval in 2011 is still valid. Staff also confirmed with Pathways and the USFS that a 10% grade is typically the standard for trails on steep slopes which is what the applicant is proposing.

The applicant has not yet proposed any specific signage for the trails, but staff will work with the applicant to ensure that all trail signage is clear, accurate, and visible so that future disputes between Pines Glades residents and the general public can be avoided. Staff has added a condition of approval related to signage which includes the provision of signage requiring dogs to be leashed on trails within the Pine Glades property.

Another important issue concerns potential landscaping/screening on both sides of the first section of trail above the cul-de-sac. Staff is supportive of vegetative screening provided that the trees are approved by the Fire Department. This property is located within the Wildland Urban Interface and typically the addition of trees (i.e. fuel) is not recommended unless they are of a specific species, properly spaced and irrigated. Pine Glades was required to provide a Fuels and Vegetation Mitigation plan which required the removal and pruning/thinning of hundreds of Douglas fir trees. Pine Glades was also required to plant over a hundred new fire-resistant tree species such as Aspen, Serviceberry and Snowberry in order to help screen the development. Staff has added a condition of approval requiring that the applicant work with the Fire and Planning Departments on an appropriate landscape screening plan for the first section of trail above the cul-de-sac that does not conflict with the Wildland Urban Interface code requirements.
Section #3 of trail started out with 2 options, one that wraps around the north side of the duplex and one that hugs the road and parking area. Both staff and the Planning Commission have recommended the option that hugs the road and parking lot because it is the least impactful to the duplex owners. A screening mechanism has been offered by the applicant, either by vegetation, fence or some combination. Staff supports this idea even though a formal plan has not been provided. Condition #6 specifically addresses this section of trail and includes a requirement that a screening plan be provided and reviewed by the Town and that the duplex owners are consulted on this plan so that the future screening does not negatively impact them in any way.

In summary, staff finds that the alternative trail plan, while not perfect, generally accomplishes the intent of the original Development Plan/PUD approval by providing public trail access across the property for people from all three roads (Pine Drive, Wister Avenue, Spruce Drive). This would complete an important project obligation from the 2007 approval. The benefits of the alternative trail plan are a public trail network with legally guaranteed recorded access easements.

Planning Commission

This item went before the Planning Commission three times — January 15, 2020; February 5, 2020; and March 4, 2020 — before a final recommendation was made.

At the first Planning Commission on January 15, 2020, the full project proposal was presented followed by a series of public comment from Pine Drive residents and Pine Glades residents. The Planning Commission asked questions about how specific the original approvals were with regard to trails and public access. Staff explained that the written record is not explicitly clear on all relevant trail matters other than the fact that a trail system and public easements were required. Staff also explained, as we did in the staff report, that no public access easements over the roads exist and Pine Glades Drive is a private road. The Planning Commission also had general legal questions about requiring public easements on private roads and liability. After a Q&A with staff, the Planning Commission continued the item requesting that the Town Attorney be present to answer legal questions.

At the second Planning Commission meeting on February 5, 2020, the Commission heard new public comment from the two affordable duplex owners who expressed concerns over the closeness of the trail to their home, especially about a previous alignment that wrapped below and around their units. Their opinion was that both trail alternatives for Section #3 would have negative impacts on their privacy and living conditions. After much discussion, the Planning Commission indicated that they were leaning toward

recommending denial to the Town Council based on the concerns of the duplex owners and because they were unsure that they could make Finding #6 which requires the proposed project to be in substantial conformance with all standards or conditions of any prior applicable permits or approvals. The applicant was given the opportunity to continue the item to consider ways to address these concerns. The applicant requested a continuance and the item was continued to the March 4, 2020, meeting.

At the third and final Planning Commission meeting on March 4, 2010, the Commissioners were presented with a revised trail plan and supplemental memo from the applicant. The memo stated that the applicant was open to removing Section #1 of trail above the cul-de-sac due to its unpopularity from Pine Drive residents and some Pine Glades residents. Both staff and the Planning Commission prefer this section of trail to remain because it provides the most direct path to the upper trail system (i.e. Sink or Swim) from Pine Drive and is consistent with the original trail plan which included this section of trail. Removing this section of trail would ultimately result in less trail options for Pine Drive trail users. The applicant also offered to provide screening along Section #3 of trail with vegetation or fencing to help mitigate impacts from the trail on the affordable duplex. Both staff and the Planning Commission were supportive of this idea assuming the screening mechanism does not inversely impact the duplex owners in any way, such as casting more shade on the units. Staff has modified Condition #6 so that the final screening design be reviewed and approved by the Town with consultation with the duplex owners to help address their concerns.

At the end of the March 4, 2020, Planning Commission meeting, there was a general frustration amongst the Commissioners over the unclearness of the original approval, and the tensions that have resulted between neighboring property owners. Overall, the Planning Commission found that the trail plan did provide a similar level of connectivity to the original trail plan and was able to make all required findings and thus recommended approval to Town Council as stated in the staff report. The Commissioners were encouraged by the fact that trails will get built this year and easements will be subsequently recorded putting to rest the neighborly disputes over access.

Future Applications

Remaining applications required by the applicant to complete the Pine Glades PUD. Below are the remaining required applications:

1. **Development Agreement (DA):** a DA is <u>required</u> for Phase II (Jessica Lane) based upon the original Subdivision Improvement Agreement (SIA) and needs Town Council approval. The DA is related to improvements on Jessica Lane (i.e. road, utilities, trail, etc.). However the applicant cannot apply for the DA until the issue regarding trails and public access is resolved either through this application of through enforcement.
2. **Grading Permit:** A Grading Permit is <u>required</u> for the proposed work on Jessica Lane related to the road, building envelopes, multi-use trail and utilities.
3. **Building Permit:** Building Permits are <u>required</u> for each of the remaining 13 market townhome units.
4. **Subdivision Plat:** A Subdivision Plat is <u>required</u> to subdivide the remaining 13 townhomes for individual ownership as originally contemplated.

<u>Staff Findings</u>

General Comment: Findings should only apply to changes, not original Development Plan

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

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

   The proposed application is located in Character District #6 Town Periphery:

   This residential, STABLE Subarea is defined by low to medium density platted single family homes with some pockets of multifamily development which should be maintained in the future. Consideration of clustered/multifamily development to preserve large portions of open space and/or wildlife habitat/movement corridors will also remain an option. In the future, building size should maintain the existing bulk and scale to avoid the construction of much larger homes that currently exist today. Development should be sensitive to the steep slopes, avalanche terrain and other natural features found in the subarea. Portions of this subarea also function as a wildlife movement corridor between the National Forest, Karns Meadow and the Southern hillsides of East Gros Ventre Butte. Wildlife permeability should be maintained or improved.

   Complies. Staff finds that the project is consistent with the vision for subarea 6.1 as described above, specifically as the amendment does not increase the existing density which is considered to be low to medium. Building size and bulk are also not changing from what was previously approved. Additionally, wildlife permeability was considered into the original design to help function as a wildlife corridor between the listed areas above (i.e. National Forest, Karns Meadow and Southern hillsides of East Gros Ventre Butte). The proposed amendments do not significantly impact such corridors. Staff also finds that the project is generally consistent will all other applicable provisions of the Comprehensive Plan, and as such finds that it achieves the level of consistency necessary for Development Plan approval.

   In addition, staff finds that the application should be reviewed for consistency specifically with Subarea 6.1 Low to Medium Density Neighborhoods which states as follows as the desired vision for the subarea:

   Common Value 1: Ecosystem Stewardship

   Policy 1.1.c: Design for wildlife permeability

   Complies. The subject property is not located within the Natural Resource Overlay (NRO) or Scenic Resource Overlay (SRO), but an Environmental Analysis (EA) was done in 2005 which concluded that the site provides non-crucial habitat for deer, moose and elk. The EA also contemplated the original approved trails and future trail connections above and beyond what was shown. Considering that approximately one mile of trails were approved with the original design, staff finds that the proposed trail system will not have a significant negative impact on wildlife permeability.

   Policy 1.3.b: Maintain expansive hillside and foreground vistas

   Complies. Staff finds that the project as previously approved maintains expansive hillside and foreground vistas through its design. The proposed amendment does not impact additional hillside disturbance beyond what was originally contemplated.

   Common Value 2: Growth Management

   Policy 4.3.a: Preserve and enhance stable subareas

Complies. Staff finds that because the density and bedroom count will remain the same, the proposed project does preserve and enhance stable subareas.

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

Complies. Although the proposed trail plan will disturb hillside areas not originally contemplated (i.e. below the cul-de-sac and around/below the duplex), the proposed amendment is still less overall hillside disturbance than the original one-mile of trails. Staff finds that the amendment has no significant impact in regards to this area.

Common Value 3: Quality of Life

Policy 5.3.b: Preserve existing workforce housing stock

Complies. All nine (9) deed restricted units will not be affected by this proposal. In fact the removal of the heating element will ensure that any high maintenance and/or operating costs associated with the heating elements will not be passed onto the affordable and workforce restricted units.

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

   Not applicable.

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. Staff finds that the proposed project will not have significant impacts on public facilities and services. Furthermore, as part of the original approval, significant off-site infrastructure improvements were completed to serve the site's needs and help counter any significant impacts on public facilities and services.

4. *The proposed project complies with the Town of Jackson Design Guidelines, if applicable.*

   Not applicable.

5. *The proposed project complies with all relevant standards of these LDRs and other Town Ordinances.*

   Complies. As conditioned, staff finds that the proposed project complies with the standards of these LDRs as the request meets all requirements such as FAR, LSR, setbacks, height, etc. In addition the project is in compliance with all other Town Ordinances.

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

   Complies. Staff finds the request to modify the architectural features and materials of the duplex at 140 & 142 Pine Glades Drive to be in substantial conformance with past approvals because no bedrooms or density are being added and because the building is not being relocated. In addition, staff finds the request to remove the heating element to be in substantial conformance with past approvals because the heating element is not an LDR requirement but rather an added amenity as part of the

PUD. Both of the above changes are viewed as minor amendments not affecting the original approval in any significant way.

Regarding the proposed trail plan, staff finds that, as conditioned, the proposed project is in substantial conformance with the previously approved Sketch Plan, PUD, and Development Plan. After extensive research into the past approvals, staff found that the original approvals required a trail system with associated public access easements that would allow residents on Pine Drive, Wister Avenue and Spruce Drive to traverse across Pine Glades to access the Snow King and Bridger-Teton National Forest trail system. Nowhere in the written record did the trail system require public non-vehicular access on and over the private road to access these trails, although such access was verbally promised by a previous developer. Thus after reviewing the applicant's proposal for a trail system, staff finds that it provides public access across Pine Glades benefitting Pine Drive, Wister Avenue and Spruce Drive residents, and also includes public easements that will be subsequently recorded. Staff finds this proposal to be in substantial conformance with the past approvals as it relates to trails and access even though the exact location of some trails has changed. The overall intent and level of connectivity with this proposal is in line with the PUD's original intent.

ATTACHMENTS

Applicant Submittal w/ Supplemental Information
Original Trail Plan
Currently Approved Trails
Department Reviews
USFS Review
Compliance Letter – May 2019
Compliance Response Letter - June 2019
Compliance Final Letter - September 2019
Public Comment

STAKEHOLDER ANALYSIS

The primary stakeholders are the Pine Glades residents and owners and the general public who serve to benefit from the trail access through the private development.

PUBLIC COMMENT

Staff has received written and verbal comment on this proposal from several Pine Drive residents, all of which is related to the proposed trail plan. Generally speaking, all of the written and verbal comments from Pine Drive residents strongly oppose the proposed trail plan and contest that it does not line up with the promises of the original developer to provide access through the roads and that this access should now be granted through an easement benefitting the public. Other comments expressed concern over the steepness of the proposed trails and their inability to accommodate mountain biking. Additionally, concerns were expressed that the proposed trails will no longer allow year-round access because some people walk on the road during winter to access other trails such as Sink or Swim which are not maintained in the winter but are frequently used by locals.

Staff has spoken to two property owners on Wister Avenue (435 & 410 Wister Avenue) who do not have any strong opposition to the proposal but hope that trail access through the site will continue to be allowed. The property owner at 410 Wister Avenue expressed concerns about the location of the trail which switchbacks down from the cul-de-sac and its impact on existing Spruce trees that provide screening from the Pine Glades

development. That owner would like to see those trees remain if possible. Staff has added a condition to this effect.

The two duplex owners located at 45 Pine Glades Drive have expressed their concerns over Section #3 of trail. Both owners oppose both options for Section #3 stating the proposals negatively impact their privacy by placing a trail in close proximity to their home. Both owners claim that they own the common land surrounding their building, however, staff has not been provided with any supporting documents. After reviewing the plat, staff confirmed that the area surrounding their duplex building is Common Lot H which is the general common area for the HOA and appears to belong to the HOA.

Staff has received a letter (attached) from 10 homeowners of market homes within Pine Glades expressing their support for the proposed amendments, specifically the current trail plan presented by the applicant. The letter goes on to explain their concerns for granted public access after-the-fact, liability and other concerns. In addition, Jeff Hussey, who was the previous developer/owner who currently owns a townhome in Pine Glades, provided a separate letter which states that public non-vehicular access over the roads was never part of the original approval regardless of statements made by Dave Taylor.

FISCAL IMPACT

There will be no significant fiscal impact to the Town if the proposed project is approved. However, if the request is not approved, then there is the potential for significant additional costs related to increased staff time to enforce and defend our desired compliance outcome through Option #1 or other avenues.

STAFF IMPACT

Staff has spent a significant amount of time, more than a typical project of this size, meeting with the applicant, coordinating with other departments, researching past approvals for Pine Glades, drafting enforcement letters, and drafting this report.

LEGAL REVIEW

Ongoing as needed.

RECOMMENDATIONS/ CONDITIONS OF APPROVAL

The Planning Director and Planning Commission recommend **approval** of P19-262 to amend a Development Plan to allow the proposed modifications listed in the application related to exterior materials changes, the in-road heating element, and the trails plan, subject to the departmental reviews attached hereto and the following conditions of approval:

1. Prior to issuance of Certificate of Occupancy on the duplex at 140 & 142 Pine Glades Drive, the applicant shall apply for an addendum to the duplex building permits to revise all exterior elevations to reflect the approved materials and changes.
2. By no later than September 1, 2020, all trails and signage shall be installed and satisfactorily inspected. In addition, by no later than September 1, 2020, the applicant shall record public access easements for the approved trails to the satisfaction of the Planning Director, Pathways Director, and Town Attorney. Signage at all trail entrances shall be installed and include a requirement that all dogs must be leashed.
3. Prior to September 1, 2020, the applicant shall work with the Fire Department and Planning Department on an appropriate landscape screening plan for the first section of trail above the cul-de-

sac that does not conflict with the Wildland Urban Interface code requirements. The final plan and installation shall also be completed by September 1, 2020.

4. The applicant shall satisfactorily address all concerns from the Pathways Director related to technical or engineering suggestions for the trails. Comments related to neighbor approval or unspecified ongoing concerns are not the responsibility of the applicant.
5. The applicant shall make all efforts to not disturb mature spruce trees in the section of the trail below the cul-de-sac. Any necessary removal of trees will require new trees to be planted to ensure adequate screening is maintained. All new trees will require approval from the Fire Department and Planning Department.
6. The alternative trail route for Section #3 that goes above the duplex and hugs the parking area on Pines Glades Drive shall be the approved trail alignment. In addition, final screening by vegetation, fence, or other means shall be reviewed and approved by the Planning Department and shall include consultation with the duplex owners.

SUGGESTED MOTIONS

Based upon the findings as presented in the staff report and made by the applicant for a **Development Plan** (Item P19-248), I move to make findings 1-6 in Section 8.3.2.C of the Land Development Regulations related to 1) Consistency with the Comprehensive Plan; 2) Achieves purpose of NRO & SRO overlays; 3) Impact of public facilities & services; 4) Complies with Town Design Guidelines; 5) Compliance with relevant LDRs & Town Ordinances; 6) Conformance with past permits & approvals, to **approve** a Development Plan amendment to allow the proposed modifications listed in the application related to exterior materials changes, the in-road heating element, and the trails plan, subject to the departmental reviews, to this staff report, dated March 16, 2020, and the following conditions of approval:

1. Prior to issuance of Certificate of Occupancy on the duplex at 140 & 142 Pine Glades Drive, the applicant shall apply for an addendum to the duplex building permits to revise all exterior elevations to reflect the approved materials and changes.
2. By no later than September 1, 2020, all trails and signage shall be installed and satisfactorily inspected. In addition, by no later than September 1, 2020, the applicant shall record public access easements for the approved trails to the satisfaction of the Planning Director, Pathways Director, and Town Attorney. Signage at all trail entrances shall be installed and include a requirement that all dogs must be leashed.
3. Prior to September 1, 2020, the applicant shall work with the Fire Department and Planning Department on an appropriate landscape screening plan for the first section of trail above the cul-de-sac that does not conflict with the Wildland Urban Interface code requirements. The final plan and installation shall also be completed by September 1, 2020.
4. The applicant shall satisfactorily address all concerns from the Pathways Director related to technical or engineering suggestions for the trails. Comments related to neighbor approval or unspecified ongoing concerns are not the responsibility of the applicant.
5. The applicant shall make all efforts to not disturb mature spruce trees in the section of the trail below the cul-de-sac. Any necessary removal of trees will require new trees to be planted to ensure adequate screening is maintained. All new trees will require approval from the Fire Department and Planning Department.
6. The alternative trail route for Section #3 that goes above the duplex and hugs the parking area on Pines Glades Drive shall be the approved trail alignment. In addition, final screening by vegetation, fence, or other means shall be reviewed and approved by the Planning Department and shall include consultation with the duplex owners.

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: Pine Glades amendment

Physical Address: 140, 142 Pine Glades Drive

Lot, Subdivision: Lots 13, 14, H Pine Glades Townhomes PIDN: 22-41-16-33-4-38-008

PROPERTY OWNER.

Name: Pine Canyon, LLC Phone: 690-4436

Mailing Address: PO Box 4741; Jackson, WY ZIP: 83001

E-mail: collinsplanning@bresnan.net

APPLICANT/AGENT.

Name: Collins Planning Associates Phone: 690-4436

Mailing Address: PO Box 7441; Jackson, WY 83002 ZIP: 83002

E-mail: collinsplanning@bresnan.net

DESIGNATED PRIMARY CONTACT.

_____Property Owner __X__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

X amd 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 #: P18 - 250

Environmental Analysis #: n/a

Original Permit #: P07 - 126 & 127

Date of Neighborhood Meeting:

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

Have you attached the following?

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

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

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

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

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

signature on hard copy

Signature of Property Owner or Authorized Applicant/Agent

October 7, 2019

Date

Bill Collins

Name Printed

Agent

Title

LETTER OF AUTHORIZATION

Pine Canyon, LLC ,"Owner" whose address is: P.O. Box 4741
Jackson, WY 83001

(NAME OF ALL INDIVIDUALS OR ENTITY OWNING THE PROPERTY)

, as the owner of property more specifically legally described as: Pine Glades PUD, Lots 13 & 14 and H

(If too lengthy, attach description)

HEREBY AUTHORIZES Collins Planning Associates 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: John Tozzi / Pine Canyon LLC

(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 New York)
)SS.
COUNTY OF New York)

The foregoing instrument was acknowledged before me by John Tozzi this 25th day of September, 2019.

WITNESS my hand and official seal.

(Seal)

(Notary Public)

My commission expires:

SARAH A. TECLA
Notary Public, State of New York
No. 01TE6341433
Qualified in New York County
Commission Expires May 2, 2020

PROPOSED AMENDMENT TO THE PINE GLADES DEVELOPMENT PLAN

October 7, 2019

Project Name, Location
Pine Glades PUD
Townhome Lots 13, 14; Common Lot H
140, 142 Pine Glades Drive

Approval Sought
Development Plan Amendment

PROJECT STATUS

Initial Approval
The Pine Glades PUD was approved in 2008 and includes 27 free-market townhomes and 12 affordable units (later reconfigured into fewer affordable units with the same number of bedrooms). The free-market units were approved for construction in two phases and consist of a combination of two-unit and three-unit buildings.

Phase one has been developed with 14 free-market units (including the last duplex currently under construction) and nine affordable housing units. All of the units, except the duplex under construction (identified as S-1 on lots 13 and 14), have been sold and are occupied. The last two-unit building in phase one that is under construction is the subject of this application.

Phase two has not been fully developed although the major infrastructure has been installed under the future road. Remaining to be constructed in phase two are 13 free-market townhomes, infrastructure services from the main lines to each unit, Jessica Lane and an associated retaining wall.

The PUD approval included an extensive landscape plan that calls for the planting of a significant number of trees and a substantial portion of this planting has been completed. Actually, the new developer of phase two is exceeding the planting requirements. Phase two will include the remaining landscaping and the construction of trails that will provide hiking access to the USFS land.

New Owner
Pine Glades has a 10-year history and currently sits in a half completed state in which much of the property is an unsightly unfinished development. The original developer of Pine Glades failed to complete the project and under financial stress sold the entire development. The second owner also failed to complete the project and eventually sold all undeveloped portions of the development to Pine Canyon, LLC, the current owner and applicant.

Pine Canyon, LLC is intent on completing the development and moving beyond questions that have lingered from past ownerships. In most instances when developments fail and pass

through several owners, the project ultimately is completed through a "work out plan" that reduces obligations or increases development rights. In this instance, the current owner desires to complete the development in part by elevating the amenities and making visual upgrades that enhance the marketability of the development. From the viewpoint of the Town of Jackson and the neighbors, completing the development is the best way to clean up the unsightly property and settle any outstanding questions. Approving the trail plan that is a part of this application a key step in completing the development.

DESCRIPTION of PROPOSED CHANGES

The applicant proposes two items for approval and one item of clarification.

1. Approval is requested of a material change to the exterior of duplex S-1 that is currently under construction on lots 13 and 14. This change adds stone on east and west ends of the S-1 building where wood siding/shingles was planned. Also, stone is added to columns in front of the S-1 building where wood siding was planned. The wood siding on the columns of the existing buildings wick water. See the attached exhibits.

2. Approval also is requested of a trail network that implements a part of the original PUD approval. See the attached exhibits.

3. Clarification is sought that in-road heating elements to melt snow on the Pine Glades roads are not required. The result of this clarification will allow the Pine Glades HOA to avoid repairing and operating an existing element in the phase one road and further allow Pine Glades, LLC to avoid installing a future element in the phase two road.

DISCUSSION OF PROPOSED CHANGES

Material Change to Duplex S – 1

No design guidelines or LDR design standards for "fit and finish" apply to Pine Glades. While this amendment includes a request to change exterior finish from wood siding to stone for the duplex under construction on lots 13 and 14, there are no criteria for approval or denial. The planning department's procedural requirement for approval of the material change is based on sketches of the buildings that were included in the 2008 PUD application.

Trail Network

Neighbors to the Pine Glades subdivision historically crossed the private property to access trails in the National Forest and the original developer of Pine Glades promised trail access will be maintained as part of the development. Review of information in the planning files and discussions with the planning director led to the conclusion that two trails are required: 1) an upper trail that traverses the hillside uphill of the phase one buildings; and, 2) a lower trail that crosses the hillside below the phase two development. Neither of the previous two developers

completed the trails, causing the neighbors to grow agitated over the years as they expected such access. Pine Canyon, LLC is committed to constructing the trails and recording easements that allow lawful public access across the property.

The attached exhibits delineate the proposed trail locations and where the new links connect to existing trails. The new trail segment that climbs uphill from the existing cul-de-sac was in the original Pine Glades approval but subsequently relocated. A document in the planning department file claims that this segment is too steep and climbs 500 vertical feet. The vertical climb from the cul-de-sac to the connection with the existing USFS trail is 89 feet and the trail maintains a 10% average grade. Pine Glades, LLC will work with Friends of Pathways and the Town/County Pathways Coordinator to determine appropriate signage that guides the public to the trails.

A plan for public hiking access across Pine Glades also must respect the liability and financial obligations of the owners within the Pine Glades development. These owners have assumed legal liability and maintenance obligations for the private roads and common open space within their development. The proposed trails plan strikes a difficult and important balance between public access and private responsibilities and is acceptable to the Pine Glades owners.

Roadway Heating Elements

An in-road heating element was planned for each road of the two roads in Pine Glades and an element was installed when the existing road was constructed. However, as time passed serious issues became evident with these heating elements. For example, the existing element failed three years ago when Pine Glades was owned by a different developer and the HOA did not repair it immediately due to very high costs. Further, the heating element was activated by the snow making operation on the Snow King ski slopes and the electric bill was $150,000 per winter. Since the malfunction of the heating element, the HOA has maintained an annual snow plowing and sanding contract for $33,800 and the road has been well maintained. Town roads west of Pine Glades are at the same elevation, grade and sun exposure as Pine Glades and they are routinely maintained by plowing and sanding. Not repairing the existing in-road heating element and not installing the future element in the phase two road, and instead relying on regular plowing and sanding, is consistent with Town's energy conservation objectives.

Nothing in the planning file indicates that the heating elements were required by the Town approval. The planning department informed the applicant that the in-road heating elements were not a requirement and were voluntarily presented by the original Pine Glades developer. However, more recently the department has listed the malfunctioning of the existing element as a violation and stated it must be repaired. This request is to clarify that the heating elements are not required, that they contradict all energy conservation efforts and the more traditional method of winter road maintenance is permitted.

FINDINGS FOR APPROVAL

8.3.2. Development Plan - Findings for Approval of a development plan

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

Pine Glades is legally vested and can be completed under the currently approved plans, but the PUD also complies with the 2012 Comprehensive Plan. The development is in Character District 6.1, which calls a low to medium density residential neighborhood with some pockets of multi-family development. Although Pine Glades is a PUD, it is developing at a density that complies with the underlying Suburban zoning that was in place when Pine Glades was approve. The Suburban zoning district permitted 2.9 units per acre; Pine Glades is only 2.3 units per acre.

The 2012 Plan also calls for consideration of clustered development with large areas of open space. The Pine Glades buildings are clustered with a lot coverage of 19% of the Base Site Area when 25% coverage was permitted when the PUD was approved. The Pine Glades development has 77% of the property in open space when only 70% was required. The Pine Glades PUD is significantly less impactful to the landscape than the subdivision of single-family lots that was previously approved for the property. The single family lot subdivision was an outright use in the Suburban zoning district and was approved for development. The Pine Glades PUD replaced this subdivision before it was developed.

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

Neither the NRO nor the SRO applies to the subject property.

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.*

When granting the original approval of Pine Glades in 2008, the Town Council agreed with the planning department's analysis and made the finding

> "that the proposed development will not have a significant adverse impact on public facilities beyond that of a use allowed by right within the zone. The applicant has proposed significant infrastructure improvements within and beyond the subject property."

This finding remains applicable today as the numbers of units and bedrooms in the development will not change from the initial approval.

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

No design guidelines or LDR design standards apply to this development. While this amendment includes a change from wood siding to stone for the duplex on lots 13 and 14, there are no applicable criteria for approval or denial.

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

The Town Council agreed with the planning department's conclusion in 2008 that the PUD complied with all relevant LDR standards and other town ordinances. This finding remains applicable today as the proposed revision does not increase development rights, lessen protection of natural resources or expand the footprint of development except for the two hiking trails. It may be important to recognize that only one of two phases of Pine Glades has been developed.

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

The Pine Glades development is in compliance with the conditions of approval and all applicable LDR standards. This compliance is evidenced by the issuance over several years of building permits for 23 housing units, certificates of occupancy for the 21 units that have been completed, (the duplex on lots 13 and 14 is still under construction) and the release of the financial bond for phase one. The planning department identified several trees that have been topped on the property and is requiring additional trees be planted to mitigate the tree-topping violation. The Pine Glades, LLC will exceed the required amount of planting.

In recent months, the planning department attempted to require the Pine Glades HOA and Pine Glades, LLC record an easement allowing public access on the private roads in Pine Glades. Without any factual or legal basis, the department claims the absence of such an easement is a violation of the PUD. The department's position is not supported by anything in the multiple Pine Glades approvals, and at a minimum, contradicts the following:

- over a decade of planning permits, building permits and occupancy certificates issued by the Town of Jackson and its various departments,
- notes on the subdivision plat signed by the Planning Director and the then Mayor of the Town of Jackson,
- an explicit response from the planning department, in response to a direct question prior to the purchase by Pine Glade, LLC, that stated all required easements have been granted and no additional easements are required,
- the release of financial sureties that were required to guarantee all requirements and obligations were completed for phase one, and
- the insistence by the Town that no public maintenance or ownership responsibilities exist for the Pine Glades roads.

In reliance of its current position regarding public access across private roads, the planning department refers to a statement by the original Pine Glades developer orally spoken in a sketch plan meeting in 2008, however, the department did not incorporate the oral statement into any staff report, conditions of approval, findings of approval, easements, subdivision plat notes, or other relevant documents while they approved permits and occupancy certificates for 12 years. There now have been tens of millions of dollars in Pine Glades purchases in good faith reliance on official decisions and the written record for the development.

But it is not necessary to dwell upon the planning department's assertion because the trail network proposed by the current owner achieves a difficult and important balance. It fulfills the promised hiking access across private property; the public will be granted the hiking access they enjoyed before Pine Glades was developed. At the same time, the owners within the Pine Glades development, who have liability and financial obligations for their private roads and common open space, agree with and support the proposed trail network and its accompanying public access.



NORTH ELEVATION

SCALE: 3/16" = 1'-0"

AMENDMENT NOTES: R2

APPROVED AMENDMENT INCREASED HABITABLE FLOOR AREA ON FIRST FLOOR LEVEL OF DUPLEXES BY 100 SQFT BY ENCLOSING THE FRONT RECESSED PORCH AND A PORTION OF THE SIDE PORCH. THE FOOTPRINT OF THE STRUCTURE DID NOT CHANGE. AN ELEVATOR WAS BEING ADDED IN THE STAIR WELL/FOYER AREA. THE FRONT GABLE DORMER WAS ELIMINATED. SHEETS EFFECTED BY THESE CHANGED ARE KEYED WITH AN ASTRIX (*) IN DRAWING INDEX.

REVISION NOTE R3 12/8/17: R3

EXTERIOR SIDE WALLS WERE CHANGED TO ALL MASONRY FINISH

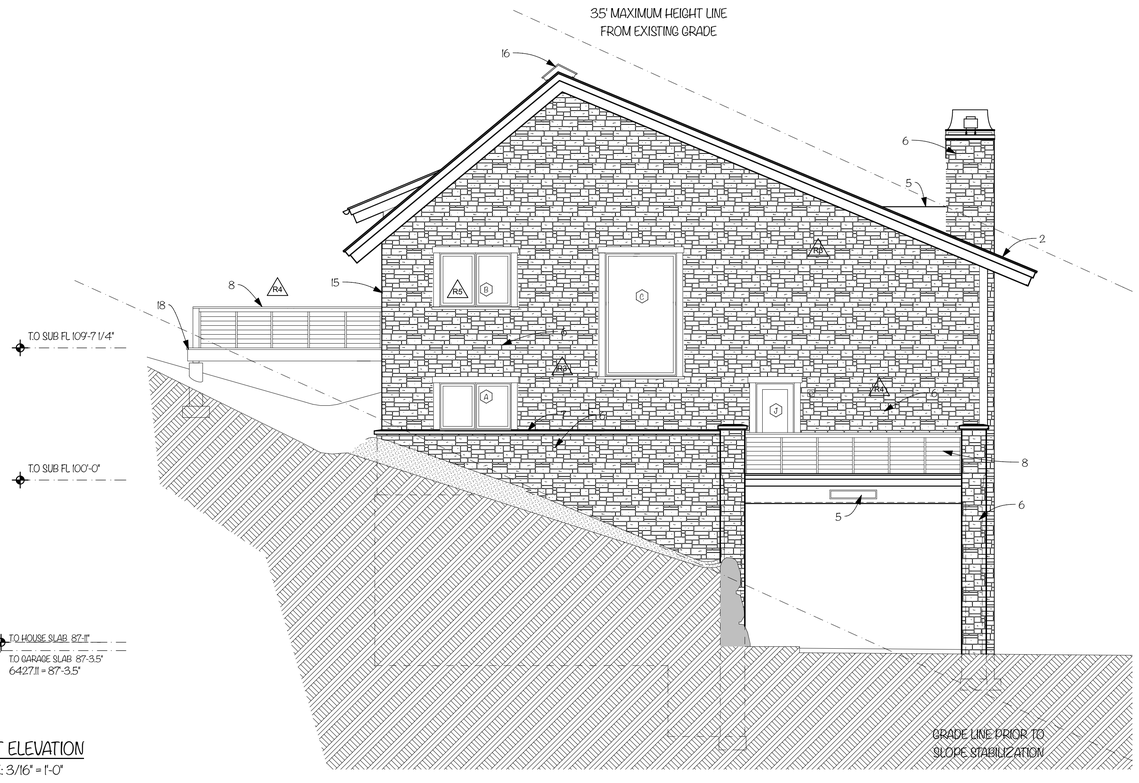
REVISION NOTE R4 7/3/18: R4

MASONRY FINISH WAS EXTENDED UP INTO GABLE ENDS AND ALONG THE WALL AT THE SIDE DECK. A WINDOW AND ROOF WAS REMOVED AT THE SIDE DECK. RAILING CHANGED TO CABLE RAIL WITH STEEL POSTS.

REVISION NOTE R5 10/9/19: R5

REMOVE MULLIONS FROM ALL WINDOWS.
CHANGE SIDING ON BACK AND UPPER LEVEL FRONT TO VERTICAL

1. CLASS "A" COMPOSITE ASPHALT ROOFING AT ALL LOCATIONS.
2. 2X FASICA AND METAL DRIP EDGES.
3. EXPOSED RAFTERS AND T&G DECKING OF TYPE IV HEAVY TIMBER CONSTRUCTION.
4. COPPER SHOUD AND SPARK ARRESTOR PER IWUIC.
5. CHIMNEY CRICKET.
6. STONE VENEER.
7. STONE LEDGE.
8. GUARDRAIL AT 42" A.F.F.
9. HORIZONTAL WOOD SIDING.
10. CEDAR SHINGLE SIDING.
11. HEAVY TIMBER COLUMNS.
12. WOOD TRIM BLOCK FOR LIGHT FIXTURE, TYP.
13. MAXIMUM CLEARANCE SIGN.
14. METAL PANEL SIDING
15. 2X CORNER BOARDS
16. RIDGE VENTING.
17. PRIVACY SCREEN
18. WOOD DECK.
19. MISC. MECH VENTS



EAST ELEVATION

SCALE: 3/16" = 1'-0"

1 EXTERIOR ELEVATIONS

SCALE: 3/16" = 1'-0"

PINEGLADES
DEVELOPMENT, LLC.
970 WEST BROADWAY SUITE E
JACKSON, WY. 83001

SAGEBRUSH
ARCHITECTURAL SERVICES
P.O. BOX 624
JACKSON, WY. 83001
307-413-0056 C.

Y2
CONSULTANTS, LLC.
P.O. BOX 2674
215 E. SIMPSON ST.
JACKSON, WY. 83001
307-733-2999

JTEC
JUSTIN TATOSIAN
P.O. BOX
JACKSON, WY. 83001
307-699-1110

MEYERS
ODETTE &
ASSOCIATES
P.O. BOX 267
MOOSE, WY 83012
307-690-9547

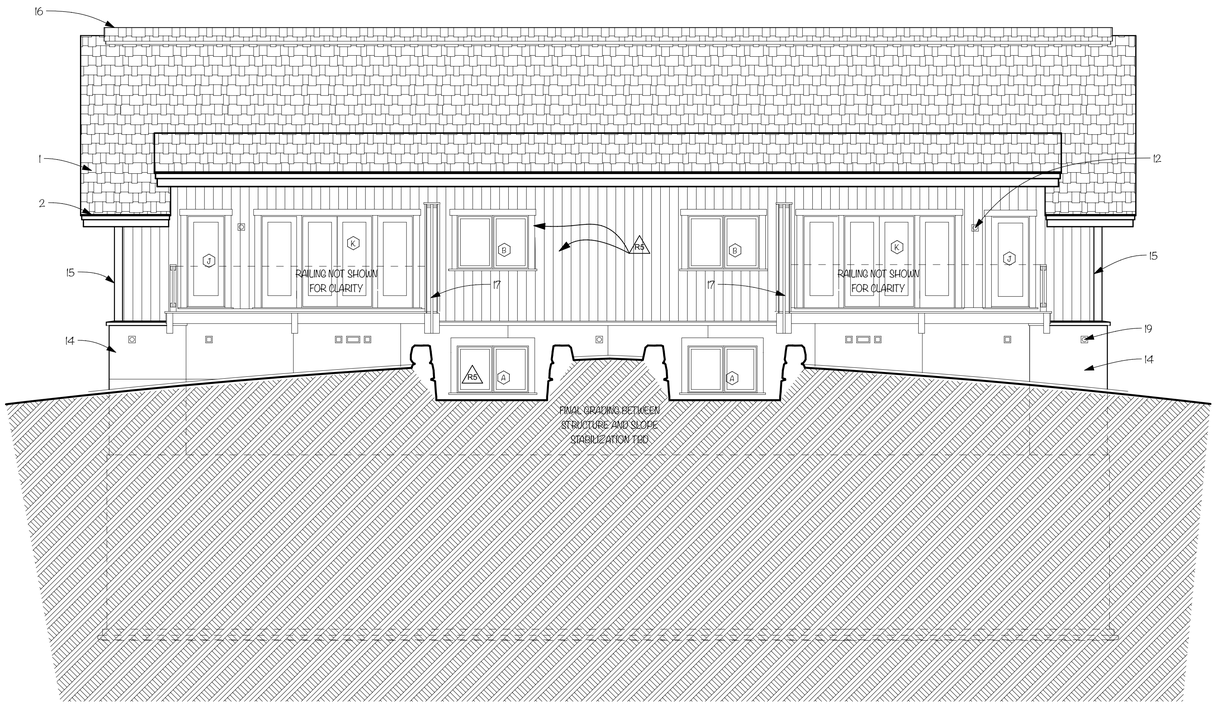
PINE GLADES S1
TWO UNIT BUILDINGS

LOTS 13 & 14, 140 & 142
PINE GLADES DRVIE
JACKSON, WYOMING

DATE/REVISION:
PERMIT 9/23/16
REVISION #1 10/17/16
AMDEND/REV #2 5/31/17
AMDEND/REV #3 12/8/17
REV. #4 7/3/18
REV. #5 10/9/19

A6

ELEVATIONS



SOUTH ELEVATION

SCALE: 3/16" = 1'-0"

AMENDMENT NOTES: R2

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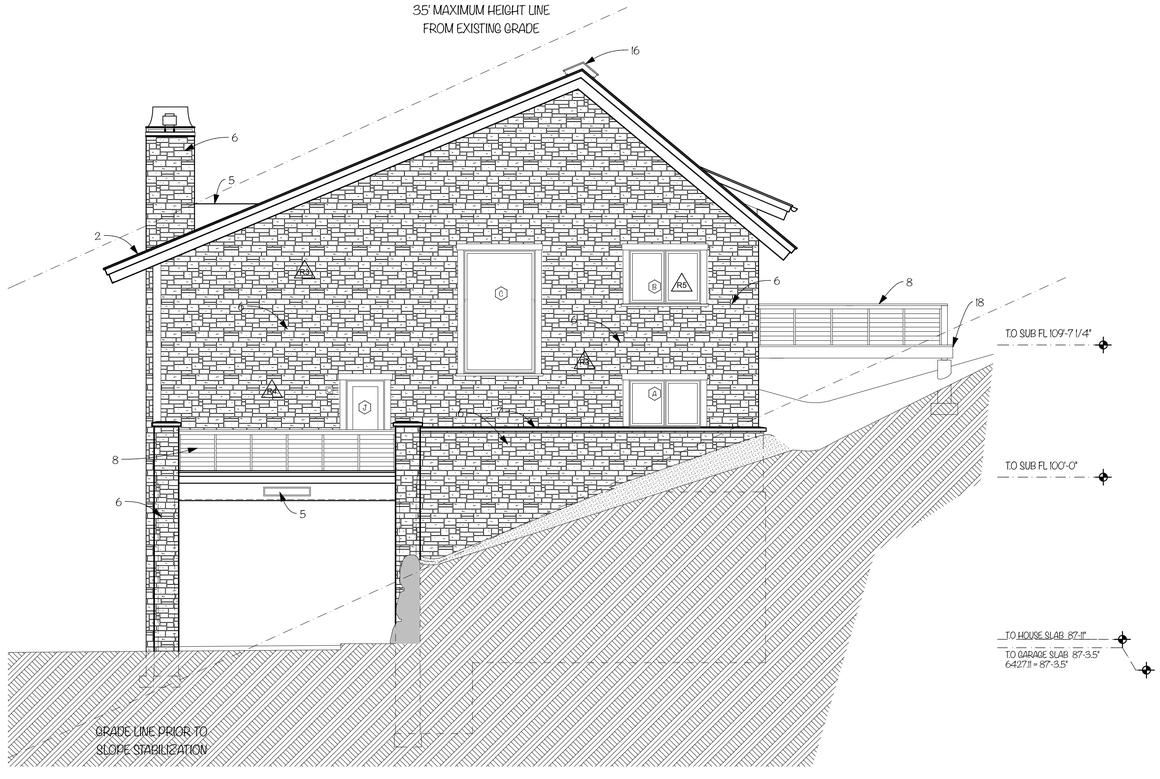
REVISION NOTE R5 10/9/19: R5

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18. WOOD DECK
19. MISC. MECH VENTS

1 EXTERIOR ELEVATIONS

SCALE: 3/16" = 1'-0"



WEST ELEVATION

SCALE: 3/16" = 1'-0"

PINEGLADES
DEVELOPMENT, LLC.
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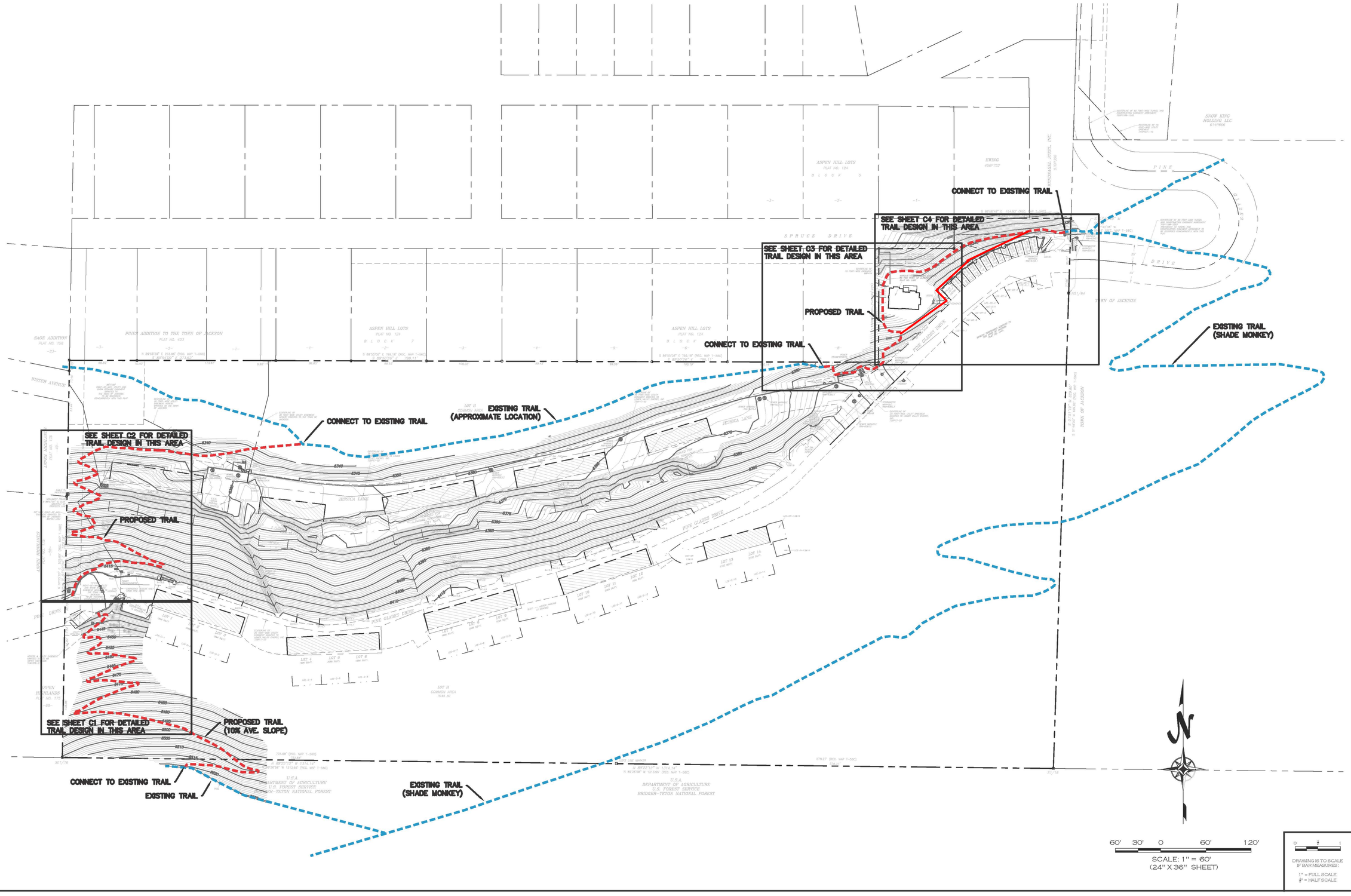
PINE GLADES S1
TWO UNIT BUILDINGS

LOTS 13 & 14, 140 & 142
PINE GLADES DRVIE
JACKSON, WYOMING

DATE/REVISION:
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AMDEND/REV #2 5/31/17
AMDEND/REV #3 12/8/17
REV. #4 7/3/18
REV. #5 10/9/19

A7

ELEVATIONS



HARMONY
DESIGN & ENGINEERING
18 N MAIN STE 305 • DRIGGS ID 83422
208.354.1331 • www.harmonydesigninc.com

DATE: 11-7-2019

REVISIONS:

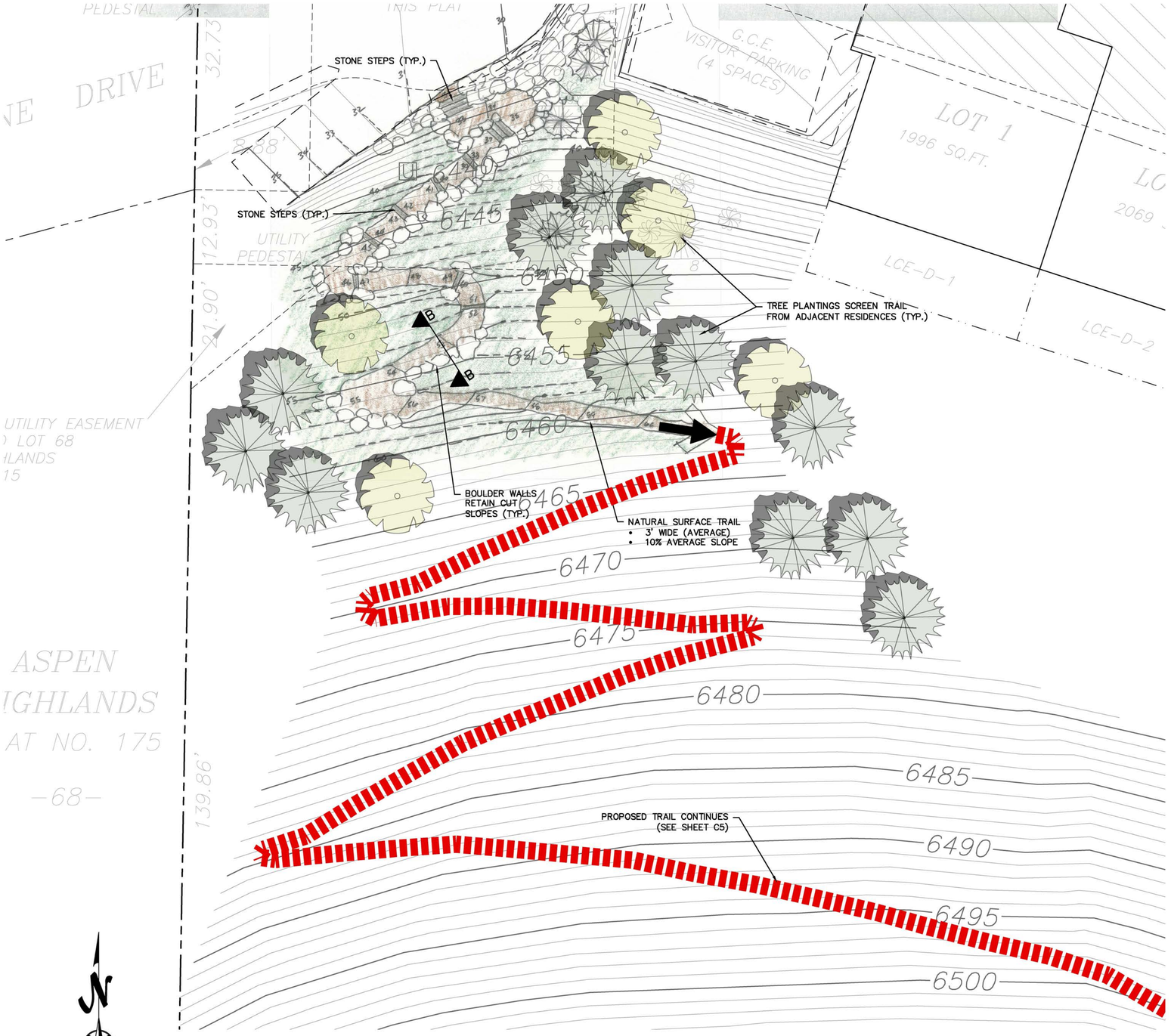
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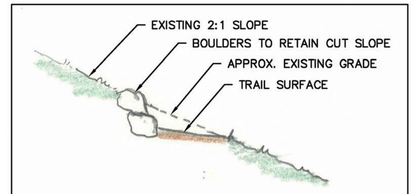
PROJECT NAME
PINE GLADES
JACKSON, WYOMING

TRAIL CONCEPT PLAN
OVERALL PLAN

DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
½" = HALF SCALE

SHEET #
C5





CROSS SECTION B-B
TRAIL IN CUT
NOT TO SCALE

DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
½" = HALF SCALE

HARMONY
DESIGN & ENGINEERING
18 N MAIN STE 305 • DRIGGS ID 83422
208.354.1331 • www.harmonydesigninc.com

DATE: 11-7-2019

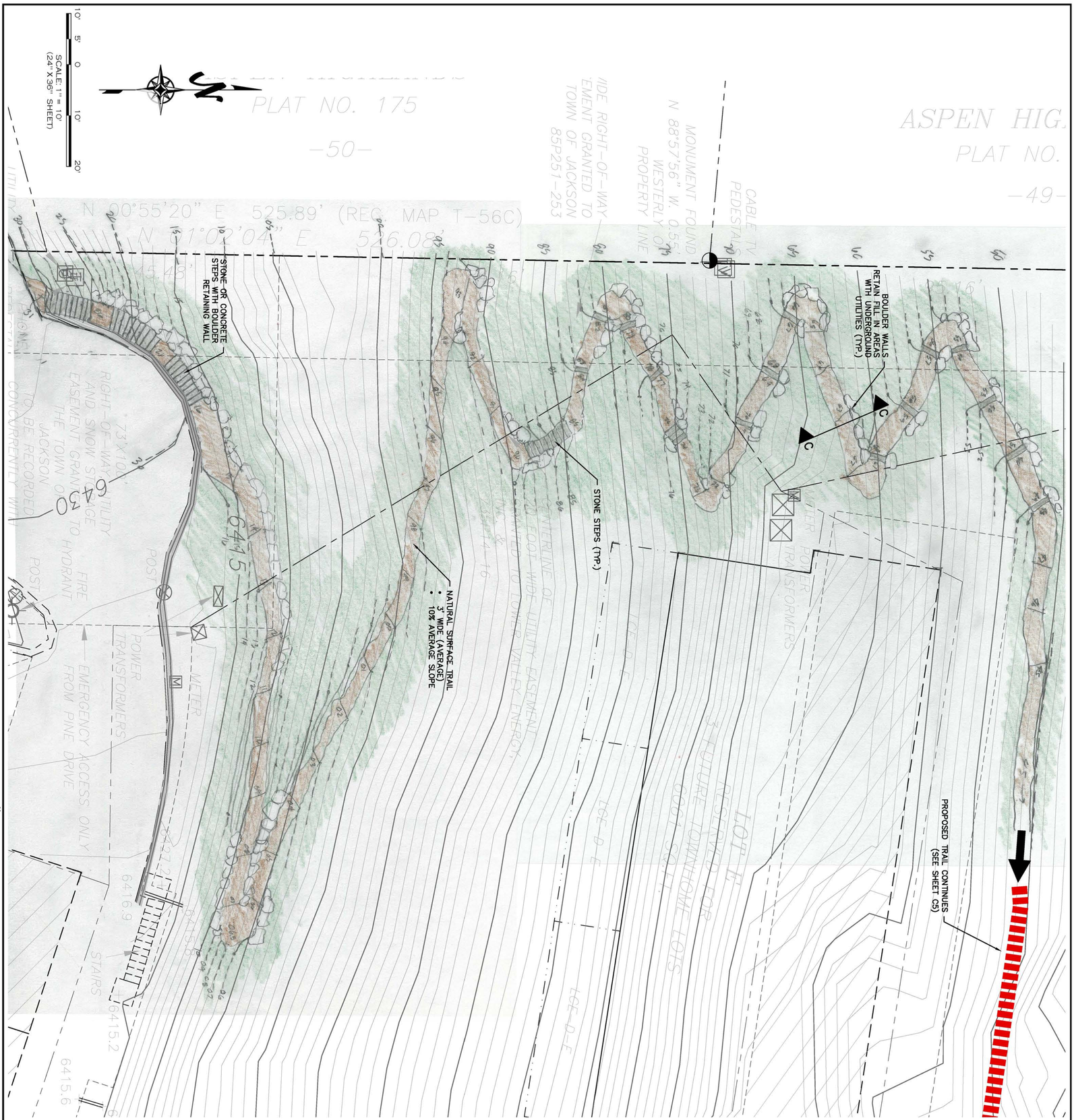
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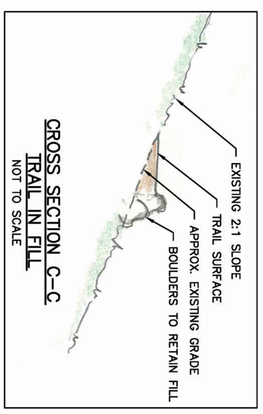
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CHECKED BY:
PROJ. #: 19020-278-1

PROJECT NAME
PINE GLADES
JACKSON, WYOMING

TRAIL CONCEPT PLAN
SOUTHWEST SEGMENT

SHEET #
C1





CROSS SECTION C–C
TRAIL IN FILL
NOT TO SCALE

DRAWINGS TO SCALE
(IF BAR MEASURES)
1" = FULL SCALE
½" = HALF SCALE

SHEET # C2

PROJECT NAME

PINE GLADES
JACKSON, WYOMING

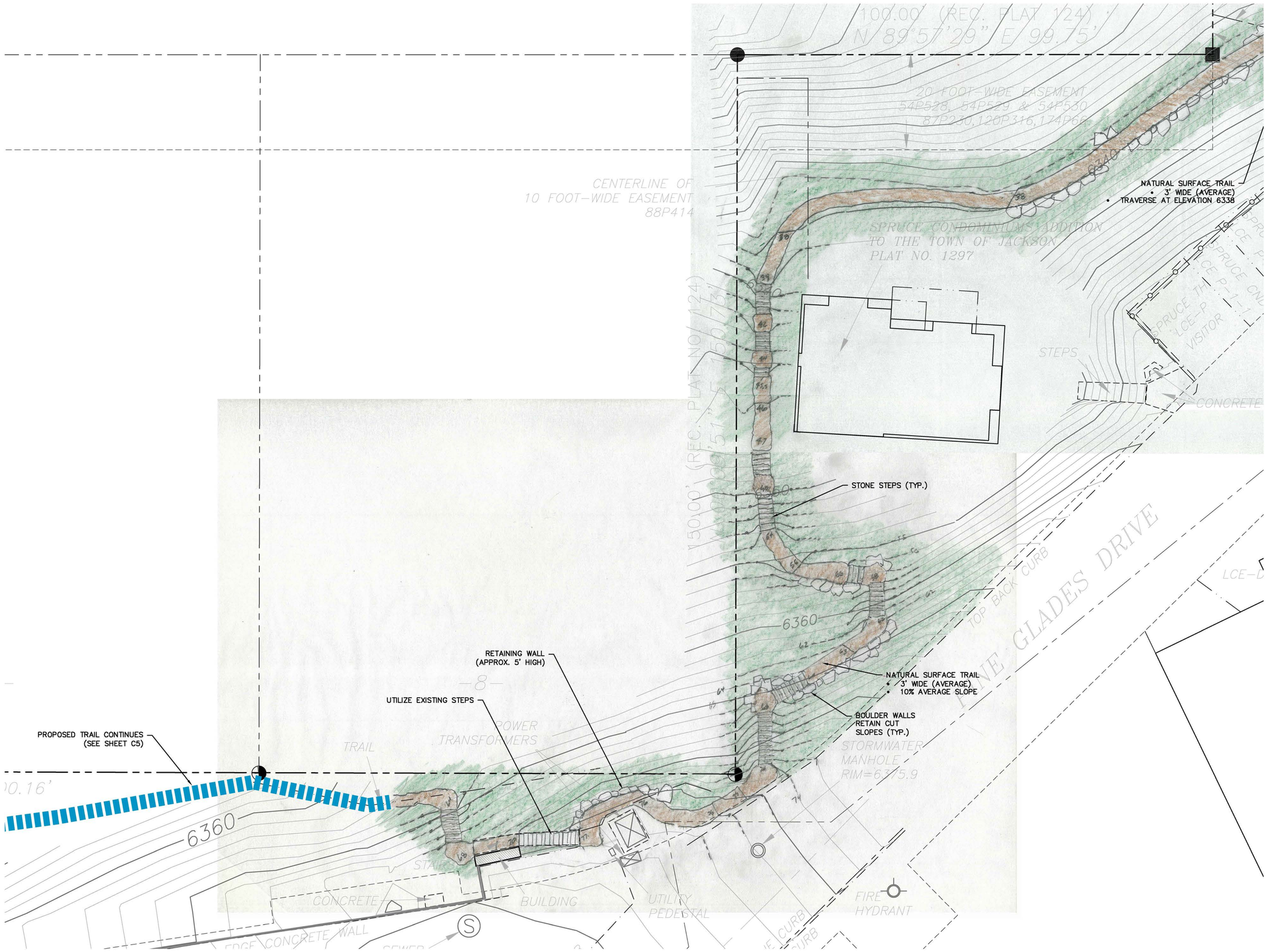
TRAIL CONCEPT PLAN
NORTHWEST SEGMENT

SCALE:	AS SHOWN
DESIGNED BY:	RGB
DRAWN BY:	RGB
CHECKED BY:	
PROJ. #:	19020-278-1

DATE: 11-7-2019

REVISIONS:

HARMONY
DESIGN & ENGINEERING
18 N MAIN STE 305 • DRIGGS ID 83422
208.354.1331 • www.harmonydesigninc.com



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DATE: 11-7-2019

REVISIONS:

SCALE: AS SHOWN
DESIGNED BY: RGB
DRAWN BY: RGB
CHECKED BY:
PROJ. #: 19020-278-1

PROJECT NAME
PINE GLADES
JACKSON, WYOMING

TRAIL CONCEPT PLAN
CONDOMINIUM SEGMENT

DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
½" = HALF SCALE

SHEET #
C3

N 89°59'41" E 154.90'

N 00°03'44" E 39.93'

N 00°08'31" E 39.94' (REC. MAP T-560)

100.00' (REC. PLAT 124)

N 89°57'29" E 99.75'

CENTERLINE OF 15 FOOT-WIDE ACCESS EASEMENT 706P518-531

20 FOOT-WIDE EASEMENT 54P528, 54P529 & 54P530 87P230,120P316,174P66

SPRUCE CONDOMINIUMS ADDITION TO THE TOWN OF JACKSON PLAT NO. 1297

NATURAL SURFACE TRAIL
- 3' WIDE (AVERAGE)
- TRAVERSE AT ELEVATION 6338

CONNECT TO EXISTING TRAIL (SEE SHEET C5)

EXISTING TRAIL

STORMWATER MANHOLE RIM=6342.1

STORMWATER MANHOLE RIM=6345.9

STORMWATER MANHOLE RIM=6345.1

GRAVEL

STEPS

CONCRETE

STONE STEPS (TYP.)

NATURAL SURFACE TRAIL
- 3' WIDE (AVERAGE)
- 10% AVERAGE SLOPE

BOULDER WALLS RETAIN CUT SLOPES (TYP.)

STORMWATER MANHOLE RIM=6345.9

PINE GLADES DRIVE

TOP BACK CURB

SPRUCE TOWNHOMES ADDITION TO THE TOWN OF JACKSON PLAT NO. 1343

SPRUCE TH LCE-P-1 through LCE-P-7

SPRUCE TH LCE-P-VISITOR

SPRUCE CND LCE-P-1-1 through LCE-P-1-5

LCE-DR-1 through LCE-DR-7

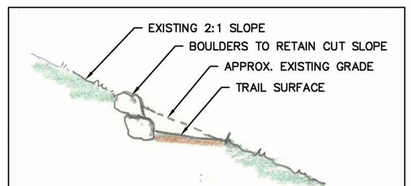
LCE-D-1 through LCE-D-4

6320 6330 6340 6350 6360 6335

B B

10' 5' 0 10' 20'

SCALE: 1" = 10'
(24" X 36" SHEET)



CROSS SECTION B–B
TRAIL IN CUT
NOT TO SCALE

DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
½" = HALF SCALE

HARMONY
DESIGN & ENGINEERING
18 N MAIN STE 305 • DRIGGS ID 83422
208.354.1331 • www.harmonydesigninc.com

DATE: 11-7-2019

REVISIONS:

SCALE: AS SHOWN
DESIGNED BY: RGB
DRAWN BY: RGB
CHECKED BY:
PROJ. #: 19020-278-1

PROJECT NAME
PINE GLADES
JACKSON, WYOMING

TRAIL CONCEPT PLAN
NORTHEAST SEGMENT

SHEET #
C4

COLLINS PLANNING

• ASSOCIATES •

MEMO

To: Tyler Valentine
Fr: Bill Collins
Re: Pine Glades Trail Plan
Date: January 30, 2020

Please see attached two alternative alignments to the lower trail in Pine Glades. The currently proposed trail plan contains a lower trail that extends from Wister Avenue to the eastern portion of Pine Glades where it turns downhill adjacent to the existing duplex at 45 Pine Glades Drive. These two alternatives respond to public comment that has been received and a suggested condition from the planning staff that pertain to the current alignment.

One attached alternative avoids the downhill turn adjacent to the duplex and continues the trail along the side of Pine Glades Drive to where it reaches an existing parking lot, and then the trail wraps around the parking and continues east. Attached are a plan view showing this alignment and a cross-section depicting how the alternative relates to the retaining wall at the head of the parking lot.

The second attached alternative redevelops a former trail that extends from the end of Spruce Drive eastward to the existing trail on Snow King. This alternative would replace the lower trail that runs near the duplex. This extension of Spruce Drive would be in an existing utility easement.

Also attached are two additional exhibits that depict the three-dimensional private road easement that crosses each individual townhouse lot, under the overhang of each building. These exhibits and the accompanying photo are for informational purposes; they illustrate the tight spaces under the building overhangs and in the travel way in front of the townhouses.

Attachments:

	Description
19020-278-1DWG-C3-NORTHEAST	Alternative trail adjacent to road and parking area
19020-278-1DWG-C3-Construction detail	Elevation view/detail of trail above
SpruceDrive_access_easement_plat1285	Detail from Plat 1285 showing easement from Spruce Drive to Snow King
PrivateRd_012920	Exhibit showing platted 3-D private road access easement passing through a townhome
A302	Architectural elevation view of typical townhome showing private road

740 East Pearl Avenue, Post Office Box 7441, Jackson, WY 83002
Phone: (307) 690-4436 Fax: (307) 734-1029
collinsplanning@bresnan.net

CONNECT TO EXISTING TRAIL
(SEE SHEET C4)

5' WIDE
CONCRETE
SIDEWALK

PRECAST CONCRETE
RETAINING WALL
AVERAGE 4' HIGH

PLANTING STRIP
WITH TALL GRASSES

CONCRETE STEPS

EXISTING WOOD STAIRS

5' WIDE ATTACHED
CONCRETE SIDEWALK
(AT STREET LEVEL)

PRECAST CONCRETE
RETAINING WALL
AVERAGE 3' HIGH

PROPOSED TRAIL CONTINUES
(SEE SHEET C4)

N 89°59'41" E 154.90'

N 00°03'44" E
39.93'
N 00°08'31" E
39.94' (REC. MAP T-56C)

100.00' (REC. PLAT 124)
N 89°57'29" E 99.75'

CENTERLINE OF 15 FOOT-WIDE ACCESS EASEMENT
706P518-531

CENTERLINE OF 30' WIDE UTILITY EASEMENT HERETOFORE GRANTED TO THE TOWN OF JACKSON

20 FOOT-WIDE EASEMENT
54P528, 54P529 & 54P530
87P230,120P316,174P66

SPRUCE CONDOMINIUMS ADDITION TO THE TOWN OF JACKSON
PLAT NO. 1297

PINE GLADES DRIVE
TOP BACK CURB

SPRUCE TOWNHOMES ADDITION TO THE TOWN OF JACKSON
PLAT NO. 1343

STORMWATER MANHOLE
RIM=6345.1

STORMWATER MANHOLE
RIM=6342.1

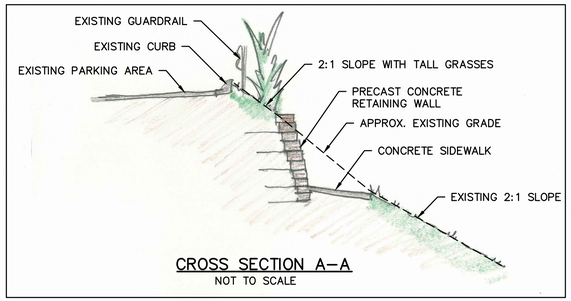
STORMWATER MANHOLE
RIM=6375.9

GRAVEL

LCE-DR-1
LCE-D-1
LCE-DR-2
LCE-DR-3
LCE-DR-4
LCE-D-4
LCE-DR-5
LCE-DR-6
LCE-DR-7

6340
6360

10' 5' 0 10' 20'
SCALE: 1" = 10'
(24" X 36" SHEET)



CROSS SECTION A-A
NOT TO SCALE

DRAWING IS TO SCALE IF BAR MEASURES:
1" = FULL SCALE
½" = HALF SCALE

HARMONY
DESIGN & ENGINEERING
18 N MAIN STE 305 • DRIGGS ID 83422
208.354.1331 • www.harmonydesigninc.com

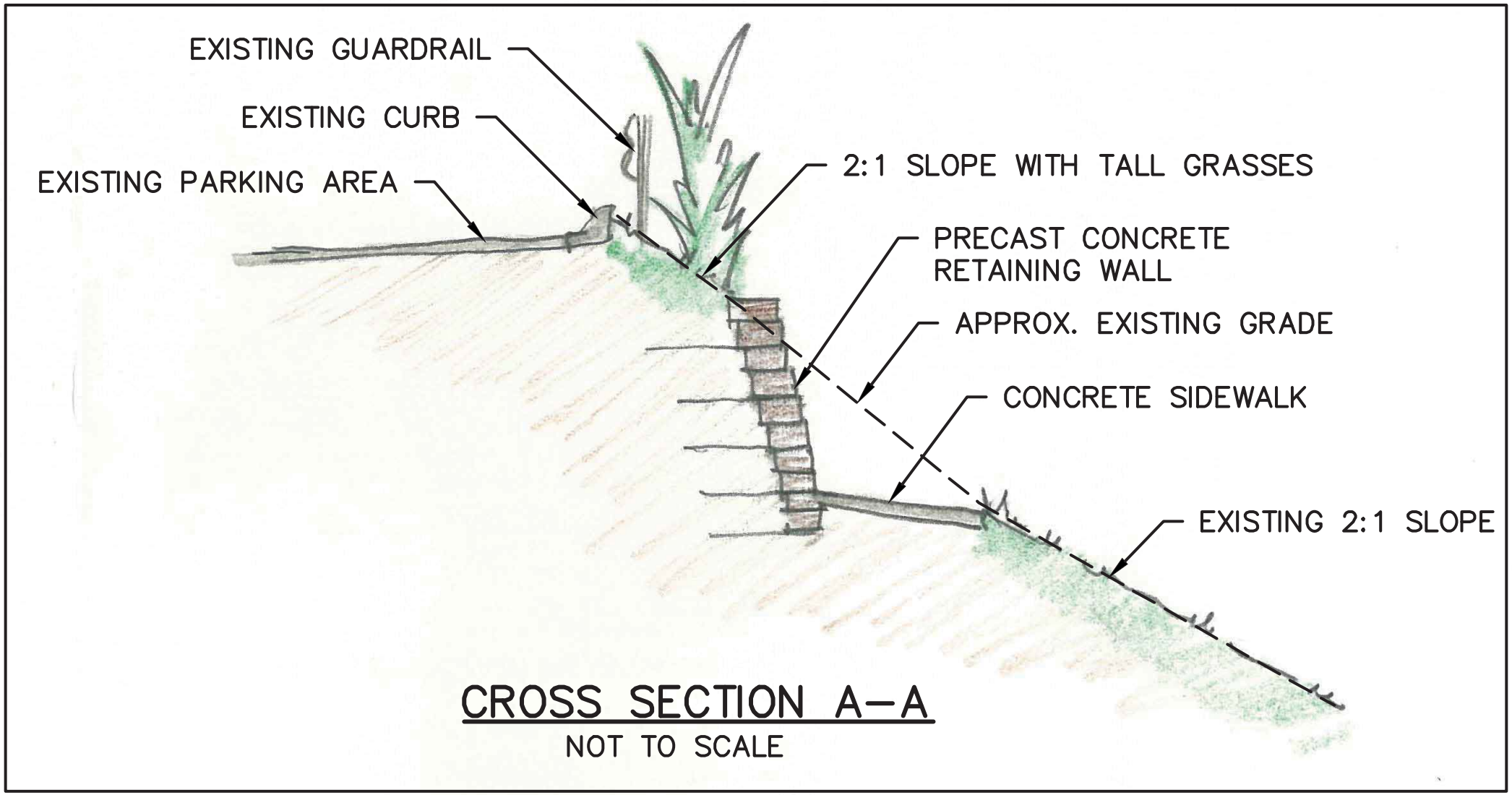
DATE: 9.27.2019
REVISIONS:

SCALE: AS SHOWN
DESIGNED BY: RGB
DRAWN BY: RGB
CHECKED BY:
PROJ. #: 19020-278-1

PROJECT NAME
PINE GLADES
JACKSON, WYOMING

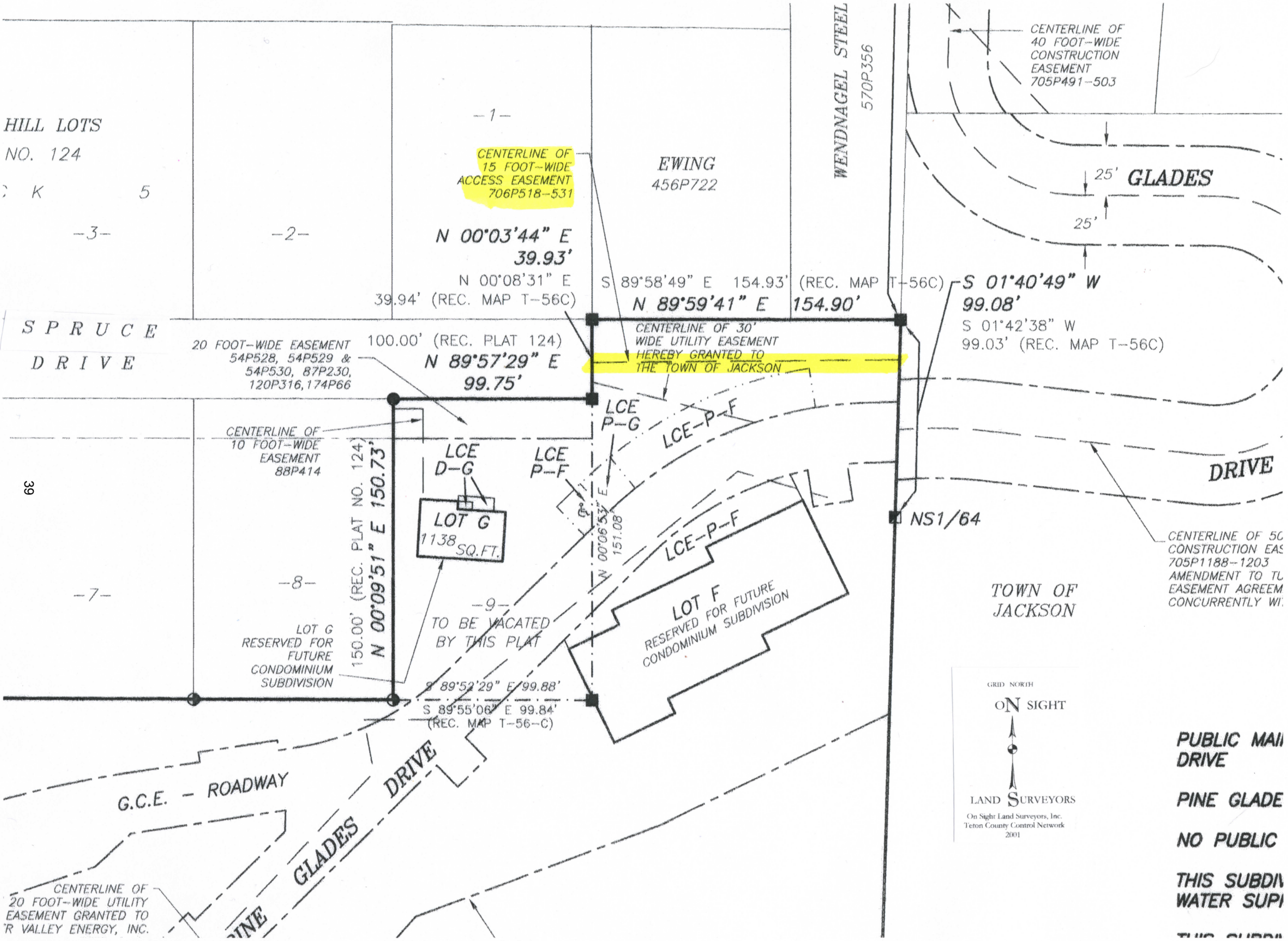
TRAIL CONCEPT PLAN
NORTHEAST SEGMENT

SHEET #
C3



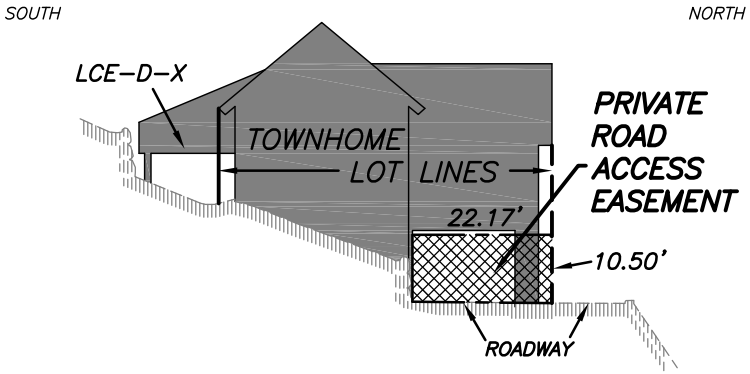
CROSS SECTION A–A

NOT TO SCALE


HILL LOTS
NO. 124
K 5
-1-
-2-
-3-
-7-
-8-
-9-
EWING
456P722
WENDNAGEL STEEL
570P356
CENTERLINE OF
15 FOOT-WIDE
ACCESS EASEMENT
706P518-531
CENTERLINE OF
40 FOOT-WIDE
CONSTRUCTION
EASEMENT
705P491-503
25' GLADES
25'
N 00°03'44" E
39.93'
N 00°08'31" E
39.94' (REC. MAP T-56C)
S 89°58'49" E 154.93' (REC. MAP T-56C)
N 89°59'41" E
154.90'
S 01°40'49" W
99.08'
S 01°42'38" W
99.03' (REC. MAP T-56C)
SPRUCE
DRIVE
20 FOOT-WIDE EASEMENT
54P528, 54P529 &
54P530, 87P230,
120P316,174P66
100.00' (REC. PLAT 124)
N 89°57'29" E
99.75'
CENTERLINE OF 30'
WIDE UTILITY EASEMENT
HEREBY GRANTED TO
THE TOWN OF JACKSON
CENTERLINE OF
10 FOOT-WIDE
EASEMENT
88P414
LCE
P-G
LCE-P-F
LCE
D-G
LCE
P-F
DRIVE
N 00°09'51" E 150.73'
150.00' (REC. PLAT NO. 124)
LOT G
1138 SQ.FT.
N 00°06'53" E
151.08'
NS1/64
LCE-P-F
LOT F
RESERVED FOR FUTURE
CONDOMINIUM SUBDIVISION
TOWN OF
JACKSON
LOT G
RESERVED FOR
FUTURE
CONDOMINIUM
SUBDIVISION
TO BE VACATED
BY THIS PLAT
S 89°52'29" E 99.88'
S 89°55'06" E 99.84'
(REC. MAP T-56-C)
G.C.E. - ROADWAY
PINE GLADES DRIVE
CENTERLINE OF
20 FOOT-WIDE UTILITY
EASEMENT GRANTED TO
R VALLEY ENERGY, INC.
GRID NORTH
ON SIGHT
LAND SURVEYORS
On Sight Land Surveyors, Inc.
Teton County Control Network
2001
PUBLIC MAI
DRIVE
PINE GLADE
NO PUBLIC
THIS SUBDI
WATER SUPI

DETAIL

THREE–DIMENSIONAL
PRIVATE ROAD ACCESS EASEMENT
ACROSS LOTS 1–14 & A–E



SCALE: 1"=30'

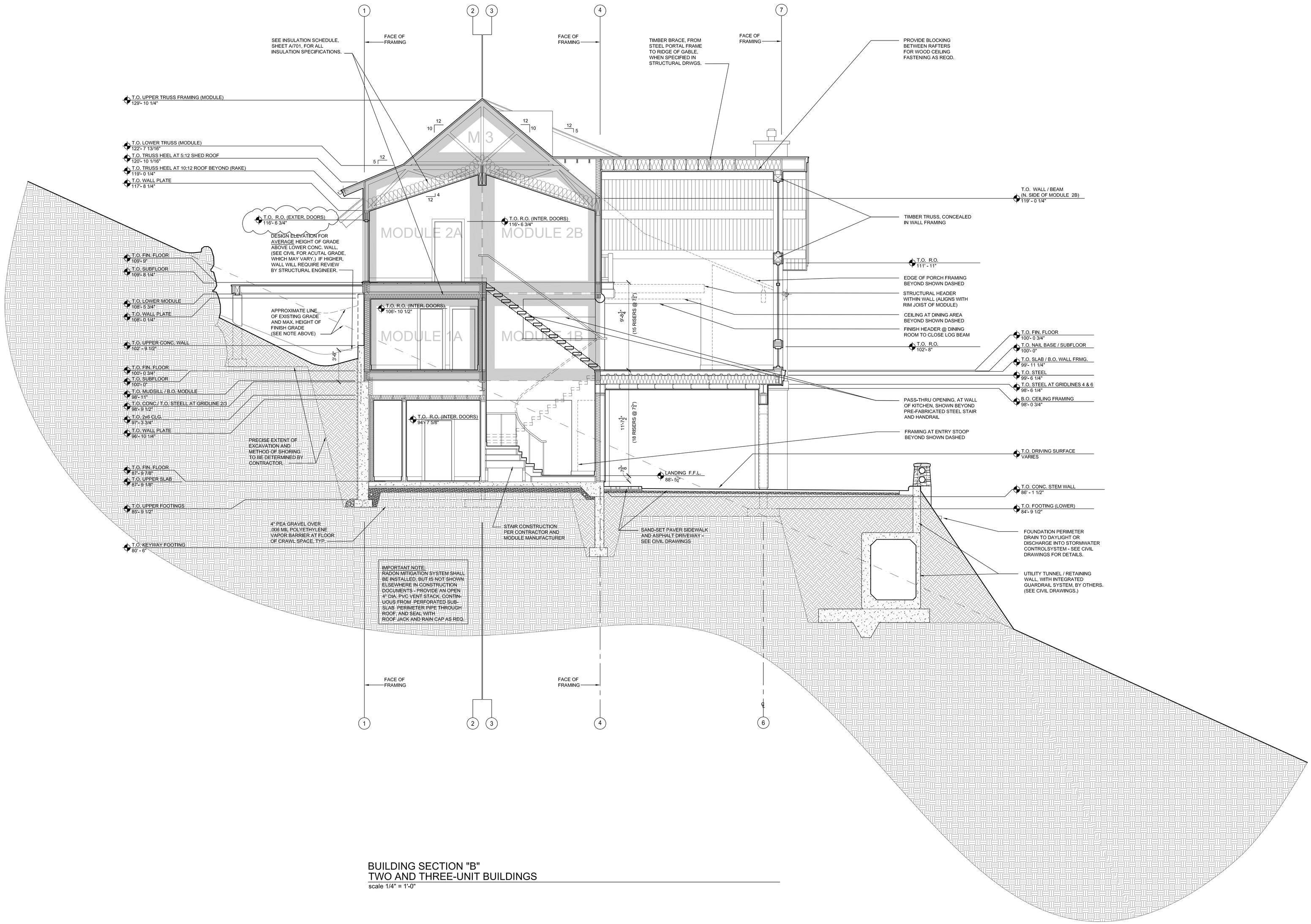
X DENOTES THE LOT NUMBER (1–14)



EXHIBIT
SHOWING
PRIVATE ROAD ACCESS EASEMENT
ACROSS
PINE GLADES TOWNHOMES PHASE ONE
ADDITION TO THE TOWN OF JACKSON
PLAT NO. 1285

On Sight
LAND SURVEYORS, INC.
155 West Gill Ave.
P.O. Box 12290
Jackson, WY 83002
(307) 734-6131

Project No. 22–1285A privaterd.dwg 01/29/2020



BUILDING SECTION "B"
TWO AND THREE-UNIT BUILDINGS
scale 1/4" = 1'-0"

HARGER & HOYT
ARCHITECTS
307.733.9983 T
307.733.9954 F
172 N. Center St., Ste. 100
P.O. Box 1629
Jackson, Wyoming 83001
A DIVISION OF
CTA
WWW.CTAGROUP.COM
COPYRIGHT 2007 CTA ARCHITECTS ENGINEERS ALL RIGHTS RESERVED

MECHANICAL & STRUCTURAL ENGINEERING:
CTA ARCHITECTS/ENGINEERS
15 NORTH 23rd
BILLINGS, MONTANA 59101
PHONE: 406-248-7455
FAX: 406-248-3779

PINE GLADES P.U.D.
CONDOMINIUM BUILDINGS
Pine Glades Development, LLC
P.O. Box 11870
Jackson, Wyoming 83002
(307) 734-5245 / www.pineglades.com

2 & 3
UNIT BLDGS.

07/11/08

DATE:
REVISIONS:
JOB NO:
CAD FILE:
DRAWN BY:
CHECKED BY:

SHEET NUMBER
A-302
BUILDING SECTIONS

COLLINS PLANNING
• ASSOCIATES •

MEMO

To: Tyler Valentine
Fr: Bill Collins
Re: Pine Glades Trails
Date: February 19, 2020

This memo responds to comments from the last Planning Commission meeting on the Pine Glades trails and provides an overall graphic that shows the large number of trails in the vicinity.

Past Trail Construction

Pine Glades developers volunteered to construct trails across the Pine Glades property as a community amenity; there are no requirement that mandates trails be provided. Trails already have been constructed as part of the Pine Glades development. The first developers of Pine Glades paid for the design and construction of the existing trail that switch backs up Snow King and for the trail that traverses the southeast corner of the development. The currently proposed trails are an additional neighborhood amenity that would bring to **four** the total number of trails provided by the Pine Glades development.

Trail Adjacent to Spruce Duplex

Since the last Planning Commission meeting, the Pine Glades team researched the number of homes in close proximity to paths and sidewalks in Jackson. In a two hour search, we identified over 650 homes that are within 25 feet of a sidewalk or path. The list of homes is attached. A more thorough search would identify one to two thousand homes within 25 feet of sidewalks. The attached list includes homes in close proximity to paths that were constructed by the Town and County Pathways program. The proposed trail in Pine Glades is 27 feet in front of the Spruce duplex.

The applicant plans to construct the sidewalk/boardwalk adjacent to Pine Glades Drive, uphill and along the side of the duplex, that then wraps around an existing parking lot. This boardwalk will intersect the stairs that connect the parking lot and the duplex. These steps will be reconstructed with a gate to prevent people and dogs from roaming down the stairs to the duplex.

A vegetative screen or fence will be installed along the walk to provide privacy for the duplex. This screen will provide privacy where no such privacy currently exists between the duplex and walkers and motorists on the existing road. Walkers and motorists currently on the Pine Glades Drive are only four or five feet further from the duplex than walkers on the proposed walk.

This trail provides access to trails on Snow King and in the Forest, and to destinations at the bottom of Snow King, for residents on Pine Drive and Wister Avenue. It fulfills any obligation that may have been implied in the Pine Glades plans to provide an additional neighborhood amenity.

740 East Pearl Avenue, Post Office Box 7441, Jackson, WY 83002
Phone: (307) 690-4436 Fax: (307) 734-1029
collinsplanning@bresnan.net

Uphill Trail from Cul-de-sac

We will not oppose deleting the trail that runs uphill from the cul-de-sac on the western end of Pine Glades Drive if such a removal is desired by the Planning Commission. This trail is opposed by neighbors on both sides of it and is redundant to an existing trail 400 yards west of Pine Glades that connects Pine Drive to an existing trial on the Karns hillside. This Karns hillside trail also connects to the USFS trail network.

Trails in Vicinity

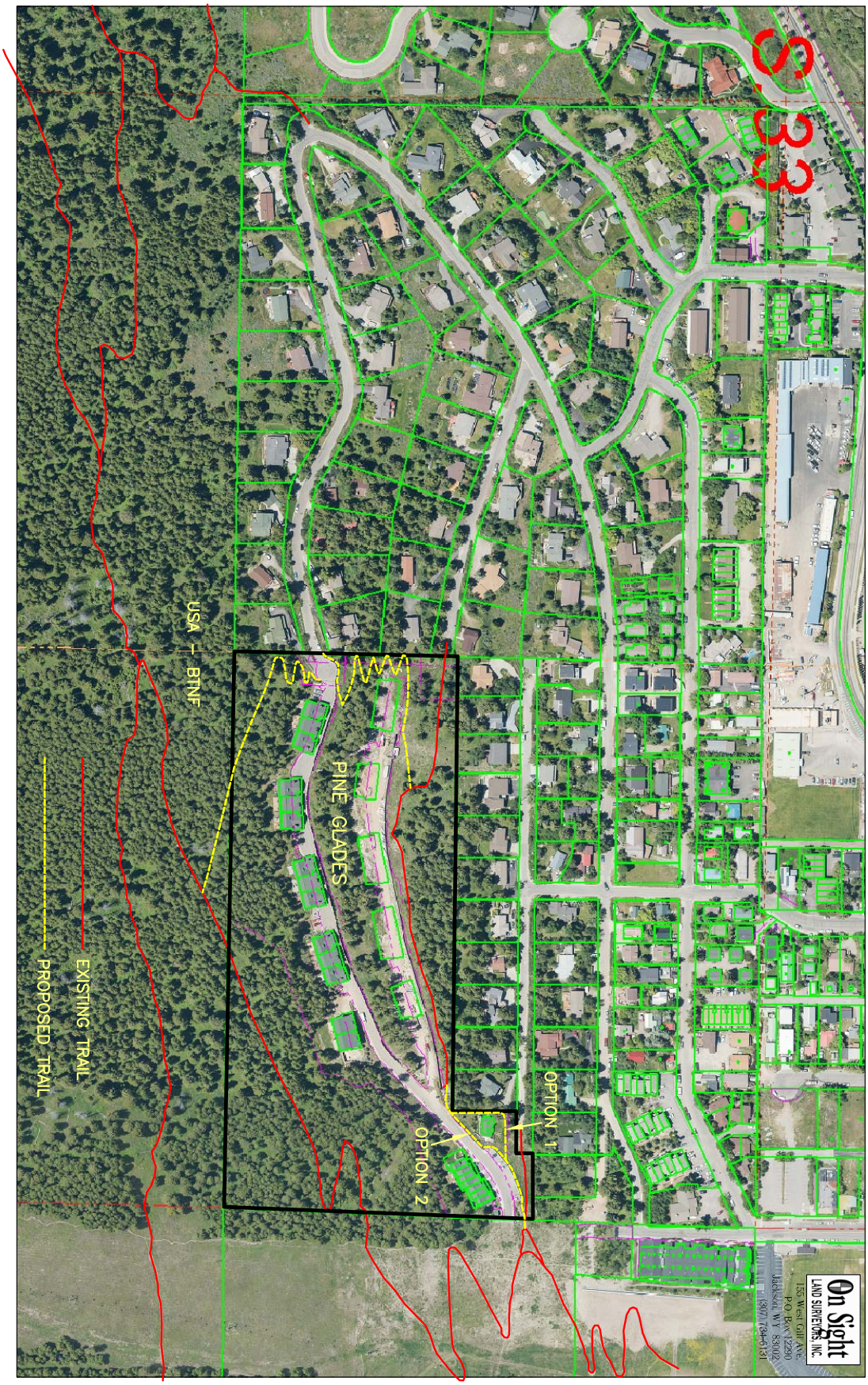
Also attached is an aerial photo that illustrates existing and proposed trails in the vicinity of Pine Glades. This graphic demonstrates that the combination of existing and proposed trails allows access across Pine Glades for residents on every street that abuts Pine Glades; namely residents on Pine Drive, Wister Avenue and Spruce Drive will be provided legal access to cross the Pine Glades development on trails.

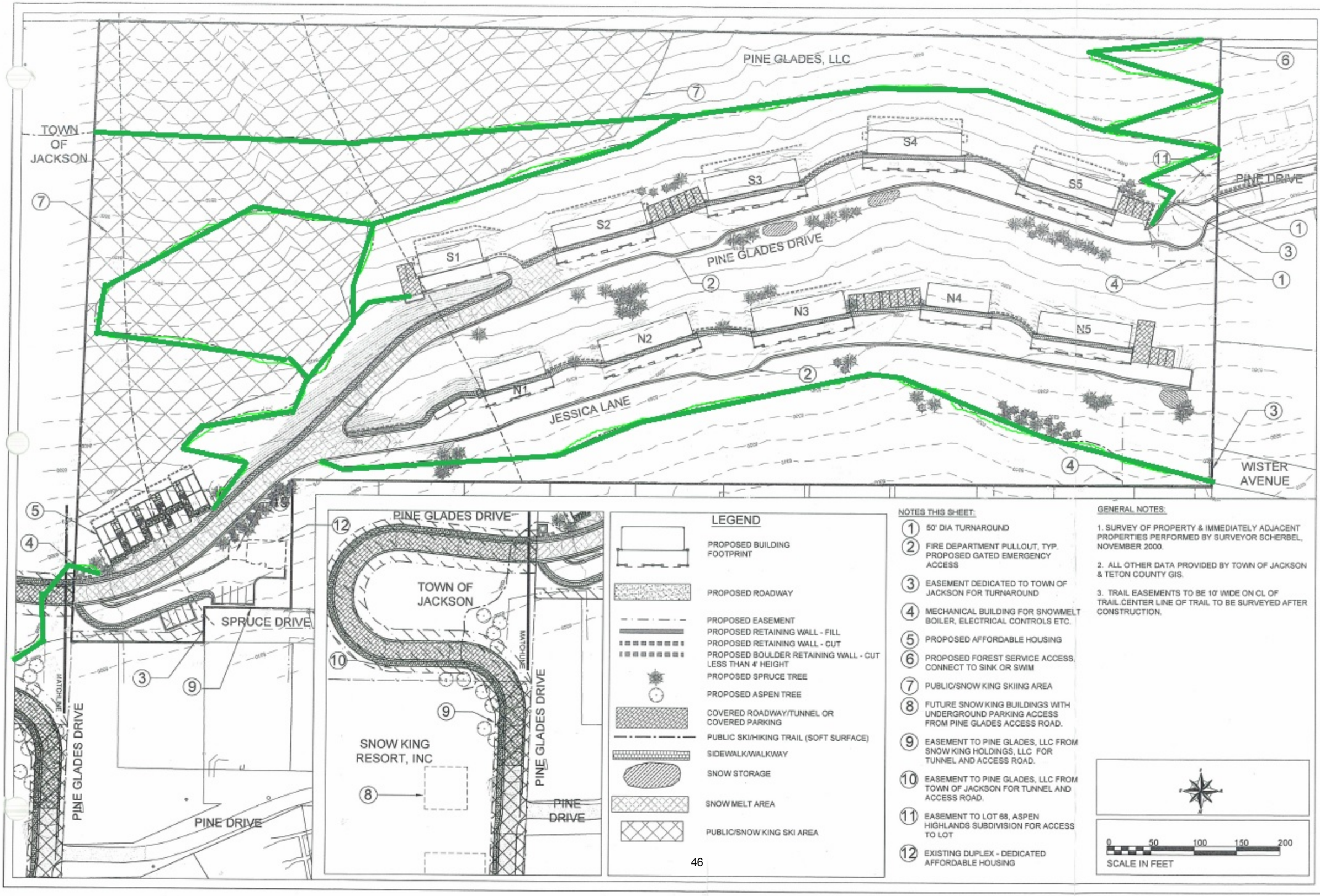
Attached:

1. Residential Units Sidewalk Proximity in Jackson
2. Aerial Illustrating Trails in Vicinity

Residential units sidewalk proximity within the Town of Jackson

Development	Units	Type	Proximity
Cottonwood Flats	66	townhomes	< 10' to 25'
Ellingwood Condominiums	31	condominiums	<15' to 20'
Cottonwood Park, Corner Creek	77	SF homes, townhomes	<15' to 25'
Cottonwood Park, Rangeview	77	SF homes, townhomes	<15' to 25'
Horn Addition	50	SF homes	< 25 feet
Creekside Townhomes, Garaman Trail	18	townhomes	<25' to 30'
Elk Run Townhomes, Garaman Trail	13	townhomes	<25' to 30'
Jackson Hole Meadows Addition	10	SF homes	<=25'
Southgate Addition	4	SF homes	<=25'
810 West	18	townhomes	14' to 25'
Snow King Apartments	18	apartments	12' to 20'
Pineglades, Spruce Townhomes	7	townhomes	17' to 23'
Sno-King Village Townhomes	3	townhomes	12' to 19'
Alpine Mountain Townhomes	6	townhomes	25'
Indian Summer Townhomes	1	townhomes	25'
Ski Hill Townhouse Addition	4	townhomes	25'
Millward Street Apartments	6	apartments	12'
St Johns Hospital apartments Millward and Kelly	6	apartments	14'
Wort 2nd Addition	13	SF homes	<= 25'
Glenwood Street Townhomes	8	townhomes	<= 25'
Cache Commons Townhomes	10	townhomes	<= 27'
Flat Iron Townhomes	4	townhomes	<= 20'
TVDC Townhomes	4	townhomes	<= 25'
MKGS Townhomes	4	townhomes	<= 25'
The Twelve Pines	16	townhomes	<= 25'
Aspen Stand Townhomes	10	townhomes	<=20'
Five-Two-Five Townhomes	12	townhomes	15' to 22'
James G. and Julia L. Scarlett Addition	28	apartments	12' to 20'
East Kelly Townhomes	4	townhomes	<= 25'
Shadow Tree Townhomes	7	townhomes	<= 25'
Eastridge Addition	17	SF homes & townhomes	<= 25'
Buffalo Head Townhomes	4	townhomes	<= 25'
Daisy Bush Townhome Addition	4	townhomes	15' to 25'
Daisy Bush Additions	13	SF homes	16' to 25'
Taminah Corner Townhomes	2	townhomes	25'
Meadowbrook Village Condominiums	76	condominiums	< 25'
Four Timbers Resi8dence Club	4	townhomes	< 15'
TOTAL	655		


PINE GLADES
OPTION 1
OPTION 2
USA - BTNF
EXISTING TRAIL
PROPOSED TRAIL
On Sight
LAND SURVEYORS, INC.
155 West Gill Ave.
P.O. Box 12290
Jackson, WY 83002
(307) 734-0131



LEGEND

- PROPOSED BUILDING FOOTPRINT
- PROPOSED ROADWAY
- PROPOSED EASEMENT
- PROPOSED RETAINING WALL - FILL
- PROPOSED RETAINING WALL - CUT
- PROPOSED BOULDER RETAINING WALL - CUT LESS THAN 4' HEIGHT
- PROPOSED SPRUCE TREE
- PROPOSED ASPEN TREE
- COVERED ROADWAY/TUNNEL OR COVERED PARKING
- PUBLIC SKI/HIKING TRAIL (SOFT SURFACE)
- SIDEWALK/WALKWAY
- SNOW STORAGE
- SNOW MELT AREA
- PUBLIC/SNOW KING SKI AREA

NOTES THIS SHEET:

1. 50' DIA TURNAROUND
2. FIRE DEPARTMENT PULLOUT, TYP. PROPOSED GATED EMERGENCY ACCESS
3. EASEMENT DEDICATED TO TOWN OF JACKSON FOR TURNAROUND
4. MECHANICAL BUILDING FOR SNOWMELT BOILER, ELECTRICAL CONTROLS ETC.
5. PROPOSED AFFORDABLE HOUSING
6. PROPOSED FOREST SERVICE ACCESS, CONNECT TO SINK OR SWIM
7. PUBLIC/SNOW KING SKIING AREA
8. FUTURE SNOW KING BUILDINGS WITH UNDERGROUND PARKING ACCESS FROM PINE GLADES ACCESS ROAD.
9. EASEMENT TO PINE GLADES, LLC FROM SNOW KING HOLDINGS, LLC FOR TUNNEL AND ACCESS ROAD.
10. EASEMENT TO PINE GLADES, LLC FROM TOWN OF JACKSON FOR TUNNEL AND ACCESS ROAD.
11. EASEMENT TO LOT 68, ASPEN HIGHLANDS SUBDIVISION FOR ACCESS TO LOT
12. EXISTING DUPLEX - DEDICATED AFFORDABLE HOUSING

GENERAL NOTES:

1. SURVEY OF PROPERTY & IMMEDIATELY ADJACENT PROPERTIES PERFORMED BY SURVEYOR SCHERBEL, NOVEMBER 2000.
2. ALL OTHER DATA PROVIDED BY TOWN OF JACKSON & TETON COUNTY GIS.
3. TRAIL EASEMENTS TO BE 10' WIDE ON CL OF TRAIL.CENTER LINE OF TRAIL TO BE SURVEYED AFTER CONSTRUCTION.

0 50 100 150 200
SCALE IN FEET

RENDEZVOUS ENGINEERING, P.C.
P.O. BOX 4858 JACKSON, WYOMING 83001
25 SOUTH GROS VENTRE STREET
PHONE - 307.733.5262 FAX - 307.733.2234

Prepared By: JH
Date: 10/08/01
Rev. Date:

DRAWING TITLE: FINAL SITE CONDITIONS

PROJECT TITLE: PINE GLADES FINAL DEVELOPMENT PLAN

PROJECT NUMBER: 05-019

DRAWING NUMBER: C2.2

P11-025 removed this trail

P14-062 removed this trail

Existing trail (part of Phase II)

P14-062 approved this trail (connects to Shade Monkey)

PINE GLADES DRIVE

PINE DRIVE

JESSICA LANE

WISTER AVENUE

SPRUCE DRIVE

TOWN OF JACKSON

SNOW KING RESORT, INC

MATCHLINE

S1 S2 S3 S4 S5

N1 N2 N3 N4 N5

LEGEND

- PROPOSED BUILDING FOOTPRINT
- PROPOSED ROADWAY
- PROPOSED EASEMENT
- PROPOSED RETAINING WALL - FILL
- PROPOSED RETAINING WALL - CUT
- PROPOSED BOULDER RETAINING WALL - CUT LESS THAN 4' HEIGHT
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0 50 100 150 200
SCALE IN FEET

RENDEZVOUS ENGINEERING, P.C.
P.O. BOX 4358 JACKSON, WYOMING 83001
25 SOUTH GROS VENTRE STREET
PHONE - 307.733.5282 FAX - 307.733.2234

Prepared By: AH
Date: 10/04/11
Rev. Date:

DRAWING TITLE: FINAL SITE CONDITIONS

PROJECT TITLE: PINE GLADES FINAL DEVELOPMENT PLAN

PROJECT NUMBER: 05-019

DRAWING NUMBER: C2.2

Project Plan Review History

PLANNING

Project Number	P19-262		**Applied**	11/14/2019	STOL
Project Name	Dev Plan Amend - 140 & 142 Pine Glades Dr		**Approved**		
Type	DEVPLAN		**Closed**		
Subtype	AMENDMENT		**Expired**		
Status	STAFF REVIEW		**Status**		
Applicant	Collings Planning Associates	**Owner**	PINE CANYON, LLC		

Site Address	City	State	Zip
140 Pine Glades Drive	Jackson	WY	83001

Subdivision	Parcel No	General Plan
	22411633438022	

Type of Review / Contact / Notes	Status	Dates: Sent	Due	Received	Remarks
Building Kelly Sluder	APPROVED	11/14/2019	12/5/2019	11/15/2019	
Fire Kathy Clay Originally, this entire area was to be irrigated. Irrigated fuels - conifers, aspens, and other plants - have a much lower chance of burning in a wildland fire scenario than those fuels which are not irrigated. I am very concerned to read "phase two is exceeding the planting requirements." As long as this is irrigated planting, there are no concerns. Without irrigation, however, these homes positioned within the wildland urban interface are certainly at a higher risk if the environment is filled with low fuel mositure content conifers.	APPROVED W/CONDITI	11/14/2019	12/5/2019	11/18/2019	please see comments
Joint Housing Dept Stacy Stoker (1/10/2020 10:00 AM SAS) The Housing Department's initial concern was who owned the land containing the trails going by the restricted units. Upon review of the plat, it appears that the land is owned as common area by the Homeowner's Association collectively and not by the restricted units' owners. If this is the case, the Housing Department has no concern.	APPROVED	11/14/2019	12/9/2019	1/10/2020	please see comments
Legal Lea Colasuonno (12/6/2019 2:59 PM LC) Initial legal review complete and will continue to monitor compliance with original conditions and appropriateness in light of the LDRs of amendments thereto.	APPROVED W/CONDITI	11/14/2019	12/5/2019	12/6/2019	
Parks and Rec Steve Ashworth (11/15/2019 1:29 PM STOL) Comments: •Would request clarification regarding maintenance responsibility of the proposed "trail system" if approved. •There is a reference to "constructing the trails and recording easements that will allow public access across the property." What type of easement? Andy Erskine, CPSI	APPROVED W/CONDITI	11/14/2019	12/5/2019	11/15/2019	

Type of Review / Contact / Notes	Status	Dates Sent	Due	Received	Remarks
Pathways Brian Schilling (12/12/2019 11:20 AM STOL) P19-262 – 140 and 142 Pine Glades - Amendment to Development Plan Comments from Teton County/TOJ Pathways Department Status: approved w/conditions •The applicant has proposed a trail plan that connects from Pine Dr. to Shade Monkey by going up the hillside at the far west end of the development. Staff has provided conditional approval to this alignment pending input from the FOP/USFS trail construction crew. •Access to the trailheads shall be maintained year-round (i.e. no piling of snow or other obstacles in front of the trail access points to prevent or discourage use). A clear path to the trail access points shall be maintained. •To the maximum extent possible, trail construction shall use the cut and bench method similar to Detail B-B on Sheet C.1 rather than the fill type of construction shown in Detail C-C on Sheet C.2. This will result in a more durable and sustainable trail. •All of the proposed trail connections are located on steep hillsides that will require steps and/or stairs and tight switchbacks. This effectively renders these connections as “hike only” trails which will not be accessible for bicycle travel. Staff has ongoing concerns about the steep grades and stairs/steps and the impact on accessibility, safety, and sustainability. January 31, 2019 comments in response to alternative trail plan •While the revised trail provides essentially the same connectivity (start and end points) and I feel it meets the intent of the trail connection, it’s not as nice a trail route for the users as it will be butt up against a retaining wall for much of the route and a 5’ attached sidewalk for the rest, neither of which is a great trail design. The new route is a little more direct and has fewer stairs (although essentially the same overall vertical drop and gain), but overall the original route was a better design. So, I feel it’s acceptable but a step down from the originally proposed route.	APPROVED W/CONDITI	11/14/2019	12/9/2019	12/12/2019	
Planning Tyler Valentine (1/10/2020 9:42 AM TV) Please see staff report	APPROVED W/CONDITI	11/14/2019	12/9/2019	1/10/2020	
Police Todd Smith (12/9/2019 8:39 AM STOL) Great to see a commitment to get the hiking trails reestablished by the applicant. It is not uncommon for the police to received complaints regarding this issue from the public wanting access. No additional concerns. Todd	APPROVED W/CONDITI	11/14/2019	12/9/2019	12/9/2019	
Public Works Brian Lenz	APPROVED W/CONDITI	11/14/2019	12/9/2019	1/10/2020	

Type of Review	Status	Dates			
Contact		Sent	Due	Received	Remarks

Notes
(1/10/2020 10:44 AM BTL)
Development Plan Review – APPROVED

P19-262
OWNER: Pine Canyon LLC
APPLICANT: Collins Planning Associates; Bill Collins
Pine Glades PUD

DATE: January 10, 2020
Brian Lenz, 733-3079

DATE OF SUBMITTAL: November 11, 2019
DATE OF MATERIALS: Project Status, 10/7/2019; Plans 11/7/2019
REVISION NO.: 00

The engineering division has reviewed your application for an Amendment to the DEVELOPMENT PLAN for the Pine Glades PUD submitted on and with application materials as dated above.

CONDITIONS OF APPROVAL
REQUEST 1: Material Change to Exterior of Duplex S-1 that is still under construction.
1. No Comment

REQUEST 2: Trail Network Approval
1. A grading permit is required prior to construction of the proposed trail network.
2. Proposed rock retaining walls over four feet in height must be engineered. Any walls over 6-feet high shall include calculations and factors of safety for sliding, overturning, and bearing capacity.
3. Developer shall provide a cost estimate for the construction of the trails and a financial assurance of 125% of the cost to complete the improvements will be required for completion of the proposed trail network.
4. Proposed signage guiding the public to the proposed trails access shall be included with future grading or building permit submittals.

Comments that are not conditions of approval:
1. Past discussion with the applicant indicated that a grading permit would not be required but based on the conceptual designs shown with stairs and proposed retaining walls a grading pre-application meeting and grading permit are warranted.
2. The proposed trail network involves extensive use of stairs and retaining structures. Prior to finalizing the easement provide clarification on the party responsible for the ongoing cost to maintain and repair the proposed structues.
3. In past discussions with the applicant, the tunnel easement provides for a private roadway and does not allow for public vehicular traffic. Please clarify if it does allow for non-motorized and/or pedestrian use by the public. If so, signage to that affect should also be installed at the entrances to the tunnel.

CLARIFICATION 1: In road heating element
1. The heating element is not a requirement of public works. There are similar short sections of public road in town, examples include South Cache St., South Millward, 595 Pine Drive, with similar grades (approximately 14%) that are maintained with plowing and sanding. Public Works finds this request reasonable.

START 11/14/2019 12/5/2019
Darren Brugmann

Tyler Valentine

From: Merigliano, Linda -FS <linda.merigliano@usda.gov>
Sent: Saturday, December 14, 2019 10:33 AM
To: Tyler Valentine
Cc: Chris Owen; Farris, Timothy -FS; Moore, Mary C -FS
Subject: RE: Pine Glades
Attachments: DM_PineGlades2011.doc

Tyler --- The decision memo issued August 4, 2011 is still valid. Please let us know if you have any questions about this

From: Chris Owen [mailto:chris@friendsofpathways.org]
Sent: Friday, December 13, 2019 1:52 PM
To: Merigliano, Linda -FS <linda.merigliano@usda.gov>
Cc: Farris, Timothy -FS <timothy.farris@usda.gov>
Subject: Re: Pine Glades

Linda Tyler says that should be good, if you have the signed copy can you email him at. Or he said just an email from you saying the old letter is still valid. - Chris

tvalentine@jacksonwy.gov

On Thu, Dec 12, 2019 at 1:14 PM Merigliano, Linda -FS <linda.merigliano@usda.gov> wrote:

> We did the NEPA and issued a decision for the Shade Monkey trail so this might still suffice. I have a signed copy around somewhere
>
> **From:** Chris Owen [mailto:chris@friendsofpathways.org]
> **Sent:** Thursday, December 12, 2019 11:43 AM
> **To:** Merigliano, Linda -FS <linda.merigliano@usda.gov>; Farris, Timothy -FS <timothy.farris@usda.gov>
> **Subject:** Pine Glades
>
> Hey Linda and Tim Pine Glades is working with the town to fulfill their obligation to restore the neighborhood access trails to the forest. Tyler Valentine had questions about any approval that may be needed on your end and I gave him your contact info. I attached the proposal showing the trail climbing from Wister Dr. past the west end of pine Glades and joining the SHade Monkey trail near the USFS and Pine Glades property boundary. Worst case we could have it connect right at the property line so no new trail would be on the forest. When I chatted with him it looks to be a hike only trail as it has several steps and tight switchbacks which seems appropriate based on what me and EJ looked at on that side.

Chris

--

Chris Owen

Trails Program Manager

Friends of Pathways

307-733-4534

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Chris Owen
Trails Program Manager
Friends of Pathways
307-733-4534

DECISION MEMO
Pine Glades connection trail

USDA Forest Service, Intermountain Region
Bridger-Teton National Forest
Jackson Ranger District
Teton County, Wyoming

I. INTRODUCTION

In January 2008, the Town of Jackson approved the Final Development Plan for the Pine Glades townhouse development located immediately east of Snow King Resort. The Bridger-Teton National Forest is located on the southern boundary of the property. Prior to development, the forested hillside contained a trail that traversed the property and was frequently used by the public as a connection between town and trails located on the National Forest. As part of the "Subdivision Improvement Agreement Contract", the developers agreed to construct a trail between Pine Drive and the Sink-or-Swim trail and make this trail available for general public use. Due to the economic recession, some items, including the trail construction, were deferred with approval from the Town of Jackson. In accordance with the "Improvement Agreement", the trail construction must now be completed by fall 2011. The estimated length of the new trail is 2,890 feet of which 71.3% is located on private land. Approximately 830 feet is located on the National Forest. The trail would be managed for a mix of non-motorized uses with mountain biking and hiking predominant uses. The trail will be designed and built to meet Forest Service standards for sustainable native surface trails. The work on the National Forest will be supervised by Forest Service personnel with labor coming from Friends of Pathways trail employees. Funding for the project is provided by the developer in accordance with the "Subdivision Improvement Agreement".

II. DECISION

A. Description of Decision

My decision is to authorize construction of approximately 830 feet of trail on the National Forest to complete the connection between Pine Drive and the Sink-or-Swim trail. My decision incorporates the project construction methods described in section C.

B. Purpose of Decision

The purpose of the decision is to replace an existing trail and in so doing so, improve the sustainability of the trail and help meet goals outlined in the National Sustainable Recreation Framework, notably connecting citizens to their public lands through outdoor recreation.

C. Project Treatment Methods

To protect natural resources, wildlife, and safety objectives, the following treatments will be implemented:

1. All trail construction and reconstruction will be implemented according to Forest Service Trail Construction and Maintenance Notebook standards.
2. Old trails will be physically closed.
3. Trails managed for mountain bike use will incorporate good line of sight and avoid any blind corners to minimize the potential for a sudden encounters between people and wildlife (particularly moose, bears, or lions).

III. REASONS FOR CATEGORICALLY EXCLUDING THE DECISION

Decisions may be categorically excluded from documentation in an Environmental Assessment (EA) or Environmental Impact Statement (EIS), when they are within one of the categories identified by the U.S. Department of Agriculture in 7 CFR part 1b.3 or one of the categories identified by the Chief of the Forest Service in Forest Service Handbook (FSH) 1909.15 sections 31.1b or 31.2, and there are no extraordinary circumstances related to the decision that may result in a significant individual or cumulative environmental effect.

A. Category of Exclusion

The proposed project can be categorically excluded from documentation in an EA or EIS because it fits category 31.2-1, described in Forest Service Handbook Interim Directive (ID) 1909.15-2004-3, July 6, 2004. This category is for "Construction and reconstruction of trails."

The categorical exclusion is appropriate in this situation because no significant issues were raised regarding the proposal and resource specialists found no extraordinary circumstances with potential adverse effects on the environment.

B. Relationship to Extraordinary Circumstances

1. Threatened and Endangered Species or Their Critical Habitat -

The Endangered Species Act requires that federal activities do not jeopardize the continued existence of any species federally listed or proposed as threatened or endangered, or result in adverse modification to such species' designated critical habitat. This decision will have 'no effect' on listed species or their critical habitats; this trail is primarily located in the Town of Jackson and since it replaces an existing trail, the project is not expected to alter the amount or type of use occurring in the area.

2. Floodplains, Wetlands, or Municipal Watersheds -

Floodplains: Executive Order 11988 is to avoid adverse impacts associated with the occupancy and modification of floodplains. Floodplains are defined by this order as, ". . . the lowland and relatively flat areas, adjoining inland and coastal waters, including flood prone areas of offshore islands, including at a minimum, that area subject to a one percent [100-year recurrence] or greater chance of flooding in any one year." The project is not located in or near floodplains based on site review.

Wetlands: Executive Order 11990 is to avoid adverse impacts associated with destruction or modification of wetlands. Wetlands are defined by this order as, ". . . areas inundated by surface or ground water with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps, marshes, bogs, and similar areas such as sloughs, potholes, wet meadows, river overflows, mud flats, and natural ponds." There are no wetlands in the project area.

Municipal Watersheds: Municipal watersheds are managed under multiple use prescriptions in forest plans. This project is not located within a municipal watershed.

3. Congressionally Designated Areas -

This project is not located in a Congressionally designated Wilderness or Wilderness Study Area nor is it located within a designated Wild and Scenic River corridor. No adverse effects are expected on designated special areas.

4. **Inventoried Roadless Areas (IRAs) -**
This project is not located in an Inventoried Roadless Area.

5. **Research Natural Areas -**
The project is not located within or near Research Natural Areas.

6. **Native American Religious or Cultural Sites, Archaeological Sites, or Historic Properties or Areas -**
Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effect of a project on any district, site, building, structure, or object that is included in, or eligible for inclusion in the National Register. There are no anticipated adverse effects to cultural resources.

IV. PUBLIC INVOLVEMENT

The Town of Jackson held multiple public meetings regarding the Pine Glade development plan. Support for replacing the existing trail emerged during those meetings. No opposition to the project was raised.

V. FINDINGS REQUIRED BY AND/OR RELATED TO OTHER LAWS AND REGULATIONS

My decision will comply with all applicable laws and regulations. I have summarized some pertinent ones below.

Forest Plan Consistency (National Forest Management Act) - This Act requires the development of long-range land and resource management plans (Forest Plans). The Bridger-Teton Forest Plan was approved in 1990, as required by this Act. The plan provides for guidance for all natural resource management activities on the Forest. The Act requires all projects and activities be consistent with the Forest Plan. The project is located in DFC 9B which is managed for special use recreation. The proposed project is consistent with Forest Plan direction.

Endangered Species Act - See Section III, Item B1 of this document.

Sensitive Species (Forest Service Manual 2670) - This Manual direction requires analysis of potential impacts to sensitive species, those species for which the Regional Forester has identified population viability is a concern. The proposed project would not adversely impact any known sensitive species.

Clean Water Act - This Act is to restore and maintain the integrity of waters. The Forest Service complies with this Act through the use of Best Management Practices. This decision incorporates Best Management Practices to ensure protection of soil and water resources.

Wetlands (Executive Order 11990) - See Section III, Item B2 of this document.

Floodplains (Executive Order 11988) - See Section III, Item B2 of this document.

Clean Air Act –
Under this Act areas of the country were designated as Class I, II, or III airsheds for Prevention of Significant Deterioration purposes. Class I areas generally include national parks and wilderness areas. Class I provides the most protection to pristine lands by severely limiting the amount of additional human-caused air pollution that can be added to these areas. This decision will not adversely affect air quality.

Federal Cave Resources Protection Act - This Act is to secure, protect, preserve, and maintain significant caves, to the extent practical. Site features and field review substantiate that no caves are in the decision area. No cave resources will be affected by this decision.

National Historic Preservation Act –
See Section III, Item B6 of this document.

Archaeological Resources Protection Act –
See Section III, Item B6 of this document.

Native American Graves Protection and Repatriation Act –
See Section III, Item B6 of this document.

Wyoming Wilderness Act and Wild and Scenic Rivers Act –
See Section III, Item B3 of this document.

Environmental Justice (Executive Order 12898) - This Order requires consideration of whether projects would disproportionately impact minority or low-income populations. This decision will not adversely impact minority or low-income populations.

VI. ADMINISTRATIVE REVIEW OR APPEAL

This decision is not subject to a higher level of administrative review or appeal pursuant to 36 CFR 215.8.

VII. IMPLEMENTATION DATE

This decision may be implemented immediately. Work on these trails is expected to occur over the next two years.

VIII. CONTACT PERSON

For further information contact:

Linda Merigliano
Jackson Ranger District
PO Box 1689
Jackson, WY 83001
(307) 738-5428

IX. SIGNATURE AND DATE

I have concluded that this decision may be categorically excluded from documentation in an environmental impact statement or environmental assessment as it is within one of the categories identified by the U.S.

Department of Agriculture in 7 CFR part 1b.3 or one of the categories identified by the Chief of the Forest Service in Forest Service Handbook (FSH) 1909.15 sections 31.1b or 31.2, and there are no extraordinary circumstances related to the decision that may result in a significant individual or cumulative environmental effect. My conclusion is based on information presented in this document and the entirety of the Planning Record.

/s/ Dale Deiter
Dale A. Deiter
Jackson District Ranger

8.4.2011
Date

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PLANNING & BUILDING DEPARTMENT

May 28, 2019

Collins Planning Associates
Attn: Bill Collins
PO Box 7441
Jackson, WY 83002

RE: Development Obligations and Compliance of the Pine Glades Planned Unit Development

Dear Mr. Collins:

The Pine Glades Planned Unit Development (PUD), Sketch Plan and Final (Major) Development Plan (FDP) is a residential hillside development consisting of 27 market townhomes units and 9 deed restricted units. The PUD and Sketch Plan were approved on October 8, 2007 and the FDP was approved on April 14, 2008. The project is broken into two phases: Phase I consisting of all improvements and buildings along Pine Glades Drive, and Phase II consisting of all improvements and buildings along Jessica Lane. Several 'Applicants' or 'Developers' have been involved starting with the original Applicant, Dave Taylor, who first proposed the project and stayed with the project until the original FDP was approved. Today, a new property owner, John Tozzi, is being represented by the Applicant, Bill Collins.

As Phase I comes near to completion, the past few years have resulted in compliance issues surrounding pedestrian access through the site's roadways, access to trails, usage of the break-away emergency gate, and many more. Complaints from Pine Drive residents and Pine Glades owners were received and several of these matters have involved the local Police and Fire Department, in addition to Planning. Recently, the Applicant applied for two applications: Item P18-342 Development Agreement to commence infrastructure-related construction on Phase II (Jessica Lane), and Item P19-018 Development Plan Amendment to modify the last two units in Phase I which include minor habitable and garage expansions.

During the application review process for both items P18-342 & P19-018, Town of Jackson (Town) Staff received additional public comment from both Pine Drive residents and Pine Glades owners expressing frustrations on matters related to trails, access through the Pine Glades roadways, etc. As a result the Applicant requested that their applications be continued in order to identify any un-satisfied development obligations prior to the items going before the Town Council. The Town agreed to further research the Pine Glades PUD and FDP approvals and provide the applicant with the Town's position on whether the Pine Glades PUD and FDP is out of compliance with any development obligations.

The following is an itemized list of development obligations for the Pine Glades PUD and the associated compliance status of P05-126 & 127 ("Sketch Plan & PUD for Pine Glades") and P07-126 & 127 ("Pine

Glades Final Development Plan"). Under each heading is a description of a specific development obligation, status of compliance, and a reference to attached exhibits.

ROADWAYS: Non-Compliant with Pine Glades PUD

As part of the Pine Glades PUD the Applicant committed, both verbally and in writing, to provide public non-vehicular/non-motorized access across, over and on the site's roadways. The complete public record memorializing this obligation is provided below (Exhibits A – H).

***EXHIBIT A**: Letter from Jackson Hole Community Pathways to the Town Planning and Building Department related to the approved Variance (P07-076) to develop on a lot with slopes greater than twenty-five percent (25%). The letter commends the original Developer (Dave Taylor) on their willingness to include public access across, over and on Pine Glades PUD for non-motorized users.*

***EXHIBIT B**: Transcription of David Taylor (original developer) on record at the Jackson Town Council meeting on January 7, 2008 committing to the Jackson Town Council that the Pine Glades PUD would be open to the public and that the public would have non-vehicular access through the interior-roads to access trails.*

***EXHIBIT C**: The narrative section (5 pages taken from the project summary) of the Final Development Plan pledging that the updated project plan specifically included public access to the trail heads in the Pine Glades PUD from Pine Drive and Spruce Drive (page 2). In addition, the last two pages under headings Section 2170.J.11 Streetscapes states 'Nevertheless the proposal includes pedestrian pathways, in the form of public trail access easements fronting the lower row of buildings, allowing pedestrians access from the Pine and Wister Drive neighborhoods to the Snow King Ski Areas and Bridger-Teton National Forest'. Furthermore on the last page, it states that 'the development will provide at least four pedestrian access easements across the property providing a link from the neighborhoods west to Snow King slopes and beyond...'*

***EXHIBIT D**: The approved Final Development Plan trail map identifying all trails within the Pine Glades PUD as 'Public Ski/Hiking Trails' which directly connect to the roadways.*

***EXHIBIT E**: The recorded Subdivision Improvement Agreement which, on page three under 'Public Pathways,' describes the developer's obligation to build the trails delineated on the trail map as 'Public Ski/Hike Trails' (see also EXHIBIT D).*

***EXHIBIT F**: The approved Minor Deviation (P11-025) for a requested trail relocation with attached Town of Jackson departmental reviews discussing obligations for trail signage at the Cache Street and Pine Drive access points. The documents states that 'the applicant shall not obstruct public access on the proposed pathway'. Furthermore, this document includes a review comment that states 'the applicant shall not obstruct public access on the Town of Jackson access easement designated as "GCE Roadway" on the Pine Glades Townhomes Phase One Addition plat'.*

***EXHIBIT G**: The recorded plat for the Pine Glades Townhomes Phase One Addition which states that the Town of Jackson is granted an access easement across the entire GCE Roadway (under the Certificate of Owner, first column, 5th from the bottom). The second page is the actual recorded plat showing the GCE Roadway.*

EXHIBIT H: *A second approved Minor Deviation (P14-062) for a second requested trail relocation with attached departmental reviews stating that 'the new trail location will need to be delineated on a Pathways Easement or Amended Plat.*

Based on the fact as evidenced in the public records described above and attached hereto, the Applicant was required to provide public access across, over and on the Pine Glades PUD roadways. This was verbally promised by the Developer (Dave Taylor) before the Town Council, was referenced in the FDP proposal, was clearly identified on the approved trail map, was clearly identified in the SIA, and was further a condition of approval with both Minor Deviations related to trail relocation.

TRAIL CONNECTIVITY: Compliant with Pine Glades PUD and Incomplete

When the Pine Glades PUD was approved there were several trails proposed throughout the site to provide trail access to the Shade Monkey and Sink or Swim trails for residents within the development, for neighboring residents on Pine Drive and Wister Avenue, and for the general public. Exhibits B - H each support the fact that public use of trails within the development was part of the development's approval. Currently, because all public access points connecting Pine Glades Drive to the Snow King trails (specifically the Shade Monkey and Sink or Swim trails) have been installed, Pine Glades PUD is in compliance with its public trail access obligations with regard to Phase I. The final outstanding trail access point to be installed must be addressed with the Development Agreement required for Phase II (Jessica Lane), which will include a trail connection from Wister Avenue to Pine Glades Drive (Exhibit D). The "S1 trail" (specifically defined as the trail access point at the duplex numbered 140 and 142 Pine Glades Drive) has been vacated and replaced with a new trail connection at the north end of the upper opening of the tunnel, as evidenced by Exhibits I and J.

EXHIBIT I: *Correspondence between the Town and the Applicant confirming that the S1 trail was vacated as part of approved Minor Deviation P14-062.*

EXHIBIT J: *April 15, 2019 correspondence between Town Planning and Jackson/Teton County Pathways Department confirming that the S1 trail was vacated and the new trail adjacent to the tunnel was installed and is compliant with Jackson/Teton County Pathways Department trail standards.*

Based on the fact, as evidenced in the public records described above and attached hereto, that Pine Glades PUD established the required connectivity to public trails from the site, it is compliant with Phase I of the Pine Glades PUD. However, one further connection is required based upon the approved trail map (Exhibit D) for Phase II, and must be addressed in the Phase II Development Agreement.

PUBLIC ACCESS – SIGNAGE: Non-Compliant with Pine Glades Final Development Plan

As part of the Final Development Plan, public non-vehicular/non-motorized access was proposed and approved, and the installation of signage to that effect was required at the Cache Street and Pine Drive access points. This signage was approved as part of the FDP and required as part of Minor Deviation P11-025 (Exhibit F). However, "No Trespassing" signage is currently installed at both the Cache Street and Pine Drive access points. Pine Glades PUD is therefore out of compliance.

EXHIBIT K: *Photos of No Trespassing signage (taken in April 2019).*

Based on the fact, as evidenced in the public record described above and attached hereto, that Pine Glades PUD was required to install and maintain signage indicating the right to public non-vehicular/non-

motorized access across, over and on the site and that currently "No Trespassing" signage is erected at two locations on the site, the Applicant's ongoing actions violate a term or condition of the Pine Glades PUD.

PUBLIC ACCESS – BOULDERS: Non-Compliant with Pine Glades Final Development Plan

As described above, public non-vehicular/non-motorized access is approved as part of the Pine Glades PUD and the boulders recently installed adjacent to the break-away gate, while tolerated by the Fire Department, are located to close to the break-away gate restricting pedestrians and bicyclists from accessing the site by forcing them to either climb around the boulders or crawl under the gate.

> ***EXHIBIT K:*** *Photo of the west end of the temporary gate with adjacent boulders to the right (taken in April 2019)*

Based on the fact, as evidenced in the public record described above and attached hereto, that Pine Glades PUD was required to provide the public non-vehicular/non-motorized access across, over and on the site and that boulders adjacent to the break-away gate restrict pedestrians and bicyclists from accessing the site, the Applicant's actions violate a term or condition of the Pine Glades PUD.

BREAK-AWAY GATE: Compliant with Pine Glades PUD and Incomplete

The break-away gate at the west end of Pine Glades Drive was required for the purpose of emergency access in light of the fact that emergency vehicles may not be able to access the site via the tunnel on Cache Street. The break-away gate approval also includes allowing construction-related traffic that cannot fit through the tunnel associated with an approved Building, Grading or Development related permit. The break-away gate is not to be used by residents of Pine Glades Drive as daily or intermittent access at all. The Town was notified that the break-away gate was recently damaged, is being repaired and that a temporary fence is in its place. Upon installation of the new gate, the use of the gate shall only be for emergency vehicle access and construction-related vehicles that cannot access the construction site via the tunnel due to their size and which are associated with a Town Building, Grading or other related Development permits.

> ***EXHIBIT G:*** *The recorded plat for Pine Glades PUD which clearly identifies the west end of Pine Glades Drive adjacent to Pine Drive as "Emergency Access Only."*

> ***EXHIBIT K:*** *A photo showing the temporary gate that needs to remain in place until the new gate is installed (taken on April 1, 2019).*

Based on the fact, as evidenced in the public records described above and attached hereto, that the Pine Glades PUD west entrance is limited to "Emergency Access Only," any use of the break-away gate for any vehicles, residents' vehicles included, other than 1) emergency vehicles and 2) a construction-related vehicle that cannot fit through the tunnel and is associated with a Town Building, Grading or other related Development permit is non-compliant with the Pine Glades PUD.

TOPPING OF TREES: Non-Compliant with Pine Glades Final Development Plan

A Visual Impact Analysis was required as part of the Pine Glades Final Development Plan due to the impacts of the development on a hillside with a grade of twenty-five percent (25%) or more. There

was a specific tree removal plan and re-planting plan that was to be strictly abided by. Ultimately the existing vegetation remaining was to serve the purpose of screening the development from public view (i.e. from adjacent streets, the Town Square, highways, etc.) and the private clearing or "topping" of trees for better views for the Pine Glades residents is prohibited. Recent photos taken show several trees have been topped.

> ***EXHIBIT L:*** *The original Visual Impact Analysis showing which trees shall be removed, which trees can be pruned, and which trees shall remain untouched.*
>
> ***EXHIBIT M:*** *Photos of trees topped adjacent to the S1 duplex and the triplexes further up Pine Glades Drive (taken X date).*

Based on the fact, as evidenced in the public records described above and attached hereto, that the Visual Impact Analysis made a condition of the Pine Glades PUD explicitly prohibited tree topping and trees have been topped, the Applicant's actions violate a term or condition of the Pine Glades PUD.

ROADWAY HEATING ELEMENT: Non-Compliant with Pine Glades Final Development Plan

As part of the Final Development Plan for Pine Glades, roadway heating elements were approved uphill from the tunnel on both Pine Glades Drive and Jessica Lane. The applicant has stated that the heating element is not operating due to high costs and mechanical issues. The heating element is a required condition of the project's design and function.

> ***EXHIBIT D:*** *A depiction of the approved Snow Melt Areas.*

Based on the fact, as evidenced in the public record described above and attached hereto, that the Final Development Plan included the roadway heating element as a condition of the approval, the non-functioning status of the roadway heating element at this time is non-compliant with the Pine Glades PUD.

LANDSCAPE PLAN: Compliance Indeterminate with Pine Glades PUD

The approved landscape plan for Pine Glades PUD includes an expansive tree removal component in addition to several planting areas. It required: approximately one hundred and eighty (180) new Aspen trees, sixty (60) new Serviceberry trees and sixty (60) new Snowberry trees to be equally distributed throughout Pine Glades development (both Phase I & II). All of the trees marked for removal have been removed. However, no record has been kept as to the number of trees that have been planted, as part of Phase I, therefore it is indeterminate whether Pine Glades PUD is in compliance with its landscape plan at this time.

> ***EXHIBIT N:*** *The approved landscape plan for Pine Glades PUD.*

Based on the fact, as evidenced in the public record described above and attached hereto, that the Final Development Plan included a landscape plan as part of the approval and the Applicant has not verified compliance with that Landscape Plan, it is indeterminate at this time whether landscaping is in compliance with the Pine Glades PUD.

SIDEWALKS: Compliant with Pine Glades PUD and Incomplete

The Final Development Plan depicts sidewalks along the southern side of both Pine Glades Drive (Phase I) and Jessica Lane (Phase II). In Phase I, the applicant provided a sidewalk within the tunnel that continues up Pine Glades Drive and ends at the duplex addressed as 140 and 142 Pine Glades Drive. At this time Phase I is nearly complete and sidewalks have not been provided for the remainder of Pine Glades Drive.

***EXHIBIT D:** A depiction of the approved sidewalks within the site.*

Based on the fact, as evidenced in the public record described above and attached hereto, that the Final Development Plan depicts sidewalks and that some sidewalk portions have been constructed and some remain unbuilt at this time, the Applicant is currently compliant with approved construction plans for Phase I.

NEXT STEPS: Compliance Summary, Enforcement Actions and Applicant Obligations

As set forth above in detail, there are reasonable grounds supporting the finding that Pine Glades PUD is out of compliance with a variety of terms and conditions of its approvals. Based on the number of compliance issues, the individualistic nature of each issue, and the varying stages of non-compliance each issue is in, the Town has developed a timeline for compliance as follows:

1: The following compliance issues must be resolved as indicated below. Failure to resolve these issues by the assigned deadline will result in the Town referring the issue to the Town of Jackson Code Enforcement Officer, in accordance with Land Development Regulation Division 8.9.2, and may prevent the issuance of further approvals and/or permits for the Applicant pursuant to Land Development Regulation Division 8.9.3.

- **Public Access - Signage:** The Pine Glades PUD required the installation and maintenance of signage indicating the right to public non-vehicular/non-motorized access across, over and on the site. The currently installed "No Trespassing" signage erected at two locations on the site violates terms and conditions of the Pine Glades PUD. All 'No Trespassing' signs must be removed by **June 1, 2019**. In addition, a new sign plan that is consistent with the approved Final Development Plan must be provided to the Town Planning Department by **July 1, 2019**.

- **Public Access - Boulders**: The Pine Glades PUD required public non-vehicular/non-motorized access across, over and on the site. However boulders have been installed adjacent to the break-away gate, thus restricting pedestrians and bicyclists from accessing the site. This violates the terms and conditions of the Pine Glades PUD. The boulders must be shifted to allow at least four to six (4-6) feet of space for bicyclists and pedestrians to freely access Pine Glades Drive and the area must be inspected by the Town no later than **July 1, 2019**.

2: The following issues are either currently compliant with the Pine Glades PUD but not complete, and thus require further action by the Applicant to achieve full compliance at build-out, or are currently complete but non-compliant with the Pine Glades PUD. To ensure full compliance will be achieved at build-out or, if currently non-compliant, the following items must be completed by **September 1, 2019**. Failure to resolve these issues by this date will prevent the issuance of further approvals and/or permits for the Applicant pursuant to Land Development Regulation Division 8.9.3.

- **Roadways**: Because the Applicant was required to provide public access across, over and on the Pine Glades PUD roadways and because ongoing actions actively prohibit and/or dissuade public access, the terms and conditions of the Pine Glades PUD approval is being violated. The Applicant must come into compliance by September 1, 2019 and, specifically, to do so the Applicant must record a new easement on the GCE Roadway against its property or amend the plat to memorialize in perpetuity that there is a public non-vehicular/non-motorized right of access across, over and on the Pine Glades PUD roadways.

- **Trail Connectivity**: Phase I of the Pine Glades PUD established the required connectivity to public trails from the site for the development that has been completed. However, a further connection is required as a term of Phase II. As part of the revised Development Agreement or By September 1, 2019 the Applicant must 1) provide a map identifying the future location of the lower connector trail from Wister Avenue to Pine Glades Drive and 2) provide a cost estimate for this trail that will be used to calculate the appropriate bond (as part of the Phase II Development Agreement).

- **Break-Away Gate**: The Pine Glades PUD west entrance is limited to "Emergency Access Only," and by September 1, 2019 the Applicant must 1) reinstall the permanent break-away gate and 2) provide draft language for the Phase II Development Agreement that dictates the schedule of dates when the construction vehicles will use the break-away gate and what type of vehicles will use it. After September 1, 2019, with the exception of emergency use or construction-related use associated with a Town Building, Grading or other related Development permits, the gate must remain closed and locked.

- **Landscaping:** Since the Applicant has not verified compliance with that Landscape Plan, it is indeterminate at this time whether landscaping is in compliance with the Pine Glades PUD. Therefore, by September 1, 2019 the Applicant must 1) prove the number and the location of new trees planted per the approved Landscape Plan; 2) provide the number of outstanding trees to be planted; 3) provide a schedule for full compliance with its Landscape Plan obligations; and 4) provide a cost estimate for the remaining planting required to come into full compliance at build-out that will be used to calculate the appropriate bond (as part of the Phase II Development Agreement II).

- **Sidewalks:** The sidewalks depicted in the Final Development Plan are partially built. By September 1. 2019 the Applicant must delineate a pedestrian/bike lane within the GCE roadway with striping (Phase I). As part of Phase II, the Applicant must complete the sidewalks on Jessica Lane.

3: The following issue is currently non-compliant with the Pine Glades PUD and must be compliant by **December 31, 2019**. Failure to resolve the issue by December 31, 2019 will prevent the issuance of further approvals and/or permits for the Applicant pursuant to Land Development Regulation Division 8.9.3.

- **Roadway Heating Element:** The Final Development Plan includes the roadway heating element as part of the approval. Because the roadway heating element does not function at this time it is out of compliance with the Pine Glades PUD. The Applicant must ensure the heating element is fixed and functioning by December 31, 2019.

4: This item is a permanent condition for which **no compliance timeline is appropriate**. This item has been referred to the Town of Jackson Code Enforcement Officer for immediate action:

- **Topping of Trees:** The Visual Impact Analysis, made a condition of the Pine Glades PUD, explicitly prohibited tree topping and trees have been topped. The Applicant's actions violate a term of the Pine Glades PUD. The Town will pursue this matter immediately through the Town of Jackson Code Enforcement Officer, as set forth in Land Development Regulation Division 8.9.2.

5: The resubmission of the Phase II Development Agreement application.
On November 16, 2018 the Applicant submitted an application for Phase II and, at this time, it is unknown when the Development Agreement for Phase II will be heard by the Town Council. As a result, the Town Planning Department requires the Applicant to re-submit the Development Agreement for Phase II to address the issues in this letter no later than **September 1, 2019**. Failure to do so, or abandonment of the current Development Agreement, will result in the Town pursuing any outstanding compliance issues under Land Development Regulation Division 8.9.

Tyler Valentine
Senior Planner

Enclosures:
EXHIBIT A – Dave Taylor (Original Developer) Transcription
EXHIBIT B – Letter from Pathways
EXHIBIT C – FDP Project Description
EXHIBIT D – Approved Trail & Snow Melt Map
EXHIBIT E – Subdivision Improvement Agreement
EXHIBIT F – 2011 Minor Deviation
EXHIBIT G – Recorded Plat
EXHIBIT H – 2014 Minor Deviation
EXHIBIT I – S1 Trail Correspondence
EXHIBIT J – Town Correspondence on S1 Trail Vacation
EXHIBIT K – Signs & Gate
EXHIBIT L – Visual Analysis
EXHIBIT M – Topping of Trees
EXHIBIT N – Approved Landscape Plan

July 17, 2007
Via email as attachment shill@ci.jackson.wy.us

Town of Jackson
Planning and Building Department
Attn: Shawn W. Hill, Associate Planner
P.O. Box 1687
Jackson, WY 83001

Subject: Item P07-076 Pine Glades Development, LLC

Dear Shawn,

I have reviewed the Pine Glades Development application, and would like to offer the following comments of support from Friends of Pathways in regards to the trail and non-motorized access proposed.

Friends of Pathways is a private not-for-profit corporation which is an advocate for bicycling, walking, and trails, and as a partner of government agencies for projects of mutual interest. We work to enhance and connect the communities in and around Jackson Hole by promoting safe and convenient non-motorized transportation and recreation facilities and programs. Friends of Pathways, (FOP) was founded in 1994, and today has grown to over 1,100 members.

This project includes important access for recreational trails and public land access to the Greater Snow King Trails Network. I have reviewed the most recent trail proposal, and wish to commend the applicant for their willingness to include the public access for non-motorized uses, and for their flexibility to provide the most useful trail alignments.

Specifically, it is very helpful to see:

- The public easement on all sidewalks and roads for non-motorized use;
- The trail connection on the west side that will climb up to the "Sink or Swim" trail;
- The west-east trail above the homes that will contour to connect to the Snow King mountain trails, and the improved grades so the trails will not be so steep.

I believe these trails will serve both the future Pine Glades residents and the public at large for enhanced public land access. Please contact me if you or the Planning Commission has any questions on these comments at 733-4534.

Sincerely,

Tim Young, Executive Director

P.O. Box 2062 ~ 335 South Millward Street ~ Jackson, WY 83001
307.733.4534 ~ tim@friendsofpathways.org
www.friendsofpathways.org

TOWN OF JACKSON

TOWN COUNCIL REGULAR MEETING

ITEM TOPIC P05-126:

Pine Glades Sketch Plan & Planned Unit Development for a 39-unit Development at 10, 30 and 40 Spruce Drive

HELD AT:

Town Hall
150 E. Pearl Avenue
Town Hall Council Chambers
Jackson, Wyoming 83001

Monday, January 7, 2008
6:00 p.m.

TRANSCRIPTION OF AUDIO - 55:33- 58:30

Transcribed by:
Denise Nowak
Certified Shorthand Reporter
and Notary Public

P R O C E E D I N G S:

MAYOR BARRON: Further questions?

COUNCILWOMAN TURLEY: Dave, I was curious about -- and maybe this is too detailed at this point I guess, per Shawn's comments earlier, but the applicant submittal talks a lot about pedestrian and bike accessibility, so I was just curious about how the tunnel would work in terms of pedestrians and bikers using the tunnel, and if there are lights and safety and ventilation. I do see a sidewalk here with pedestrians. I don't see room for a bike lane.

MR. TAYLOR: There is a sidewalk for road bikes. There is not currently, at least shown, a bike lane in the tunnel, or on the interior roads. However, the interior roads are open to non-vehicular/non-motorized vehicle access of the general public. And we've built -- in consultation with Pathways, we are designing to build over a mile of mountain bike trails or hiking trails across the property through which you could get to the bottom of the hill. But for a road bike, there's not a bike path in the tunnel right now.

COUNCILWOMAN TURLEY: It is well lit and ventilated for pedestrians?

MR. TAYLOR: Yes. In fact, we're going -- the police chief is concerned about my ability to keep graffiti out of the tunnel. But our intention actually is to have it very well lit and put some form of metal cutout art in the tunnel to make it interesting.

It's about 500 feet long. It takes about 20 seconds to drive through it, but I don't want people to be afraid to drive through the tunnel.

ATTENDEE: Able to keep graffiti away from the walls with it --

MR. TAYLOR: So how do you do this?

ATTENDEE: -- being open around the schools and whatnot.

MR. TAYLOR: Probably why I wanted to put a gate at the entrance, but...

COUNCILWOMAN TURLEY: Well that gets at my other question. I'm glad to hear that you aren't putting a gate at the entrance, but I do wonder, if that's a private drivethrough and you want to discourage people from entering there if they aren't residents or visitors to the development --

MR. TAYLOR: No, it's open to the public.

COUNCILWOMAN TURLEY: Okay.

MR. TAYLOR: It will have a public easement

probably, I guess to Pathways, but for non-motorized vehicles.

COUNCILWOMAN TURLEY: So what will be your signage there to discourage vehicles from using it that aren't attempting to access the development?

MR. TAYLOR: I haven't written it yet, but I suppose it would say Private Drive, non...

ATTENDEE: No Through Traffic.

MR. TAYLOR: No Through Traffic.

REPORTER'S CERTIFICATE

STATE OF IDAHO }
} ss.:
COUNTY OF FREMONT }

I, Denise Nowak, a Shorthand Reporter and Notary Public within and for the State of Idaho, do hereby certify:

That I reported the proceedings in the within entitled matter, and that the within transcript is a true record of such proceedings.

I further certify that I am not related, by blood or marriage, to any of the parties in this matter and that I am in no way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 3rd day of April, 2019.

_____

DENISE NOWAK
Notary Public State of Idaho
My Commission Expires: 3/13/2021

PROJECT SUMMARY:

This application proposes development of a clustered community of 27 market priced townhomes and 12 affordable condominiums to be known as Pine Glades on 17.11 acres located at 10 and 40 Spruce Drive. The proposed access to the property uses innovative road design and extensive pathways to substantially minimize disturbance and visual impact. The property lies within the Suburban Residential (SR) zoning district and is in neither the NRO nor SRO. It is bordered on the east by the Snow King Ski Area, on the north and west by residential development, and on the south by the Bridger-Teton National Forest. The entire parcel slopes steadily from the south to the north and is heavily forested with mature Douglas Fir trees.

Recognizing the difficulties and negative impacts of the previously approved single-family subdivision, we have chosen an alternate approach that seeks to minimize the impacts of development and to respect and accentuate the positive characteristics of the property. To achieve this we undertook an extensive study of the property and solicited, received, and listened to input from the community and Town planners. Based on this process of study and listening we believe we have taken development challenges and turned them into opportunities – opportunities to provide the Town of Jackson with a high quality development project that enhances the neighborhood, maintains the character of the site, and that unit owners and neighbors alike can appreciate and enjoy.

To accomplish these goals given the size and unique characteristics of the property required the flexibility in design afforded a Planned Unit Development ("PUD"). The conceptual design of this project dovetails with all of the PUD standards, most notably provision for the efficient development and use of streets, utilities, and pathways, preservation of unique natural and scenic features, and maximizing open space, all resulting in a development achieving high quality design.

The overall design of the development consists of two roads running parallel with the existing slopes of the site and partially beneath the buildings, thereby minimizing the visual impact of the project and resulting in the least site disturbance possible. The location and layout of the buildings is designed to minimize visual and environmental impacts by incorporating drive aisles and parking areas below the buildings, eliminating the need for individual driveways and minimizing site disturbance and lot coverage by stacking parking and living uses.

The application proposes access to the property via a road originating at the southern terminus of Cache Street and extending up the slopes of Snow King below ground to minimize impacts. Once the "tunnel" reaches the north east corner of the property it

resurfaces and the internal roads then access each row of buildings at a single location, substantially limiting the length of road necessary. With this design, wildlife migration is least impacted and pedestrian pathways from Pine, Spruce and Wister Drives to Snow King and Bridger-Teton National Forest can be achieved.

Numerous public benefits are being proposed with this project, including:

- elimination of traffic disturbance on the surrounding neighborhood;
- a 50 foot diameter turnaround at the southern end of Pine Drive;
- an easement for the Town to construct a turnaround at the eastern end of Wister Drive should future demand require;
- enlargement of the Town's water booster pump(s) at the base of the hill to improve inadequate water pressures in the area;
- one mile of additions to pathways and pedestrian easements;
- a pedestrian easement to access Snow King from the eastern end of Spruce Drive;
- an easement expanding skiable terrain across the southeast corner of the property;
- new pedestrian and bicycle access from the south end of Pine Drive to the Sink-or-Swim trail in the Bridger-Teton National Forest; and
- providing more than twice the minimum affordable housing requirement.

The architectural design eloquently expresses recognition of traditional mountain west building styles, current design techniques, the challenging building site, and a respect for the surroundings. Construction materials will include wood, stone, and roofing and siding shingles in muted colors designed to blend with the hillside and minimize visual impact.

Review Procedures, Standards & Criteria: This application is for a PUD and Conditional Use Permit subject to the development standards within Article IV.

- The PUD application is subject to the review standards outlined in LDR §2170.J, Criteria for Review (of PUDs), §2170.I, Flexible Development Standards (for PUDs), and §52100.E, Development Plan Standards.
- Since LDR §49190, Development in Hillside Areas, requires a development proposal in hillside areas having an average cross slope of 10% or greater to obtain a Conditional Use Permit, we are also applying for a Conditional Use Permit subject to the review standards in §52100.E, Development Plan Standards, §49190.D, and §5140.B and requesting that the Conditional use Permit application be combined with the Development Plan Application as permitted by to LDR §51200.C.2, Multiple Applications.

Project Evolution: Over the course of the past three years we have sought community input for the project, held workshops with the Town Council and Planning Commission, open houses for neighbors and the public, and most recently received Sketch Plan approval from both the Planning Commission and Town Council. The result has been more than two dozen modifications to the original design – virtually every one of which has resulted in an improved project. Following is a list of the more significant revisions:

Significant Revisions since Sketch Plan Approval

- Increased roadway clearance under buildings to in excess of 11 feet, permitting a wider range of delivery vehicles and also increasing overall building height.
- Eliminated the need for an access road from Wister by creating a turnaround for the Fire Department at the end of the lower road.
- Increased guest parking by adding covered parking spaces between buildings
- Proposed improvements to the Pine/Cache intersection

Significant Revisions since Initial Public Workshops

- Reduced number of market units from 44 to 27
- Reduced number of buildings from 13 to 10
- Reduced building scale from 4 units per building to 2 and 3 units per building
- Relocated Buildings and Roadways to Minimize Tree Removal
- Increased Affordable Housing to provide twice the minimum required
- Located Affordable Housing On-Site
- Further clustered buildings into under 5 acres
- Moved several buildings outside of Avalanche Zone
- Developed photo-realistic 3D visual impact model which shows nominal impact on scenic assets
- Eliminated Switchbacks by Acquiring #40 Spruce Drive
- Commitment to LEED certification – may be 1st residential project in the state
- Enhanced for improved Fire Department Access to the Snow King hillside, including added turnouts, expanded street widths, and added emergency access points
- Substantial additions to Pathways, Side Walks and Ski Easements
- Eliminated Gate House at entrance
- Developed Comprehensive Construction Management Plan
- Developed Environmental, Recycling & Waste Management Plan
- Construct a 50 ft. diameter cul-de-sac for Town at the end of Pine Drive

Section 2170.J. 10, Emergency access. Adequate, approved access to all structures by emergency vehicles shall be provided.

The plans have been carefully designed and re-designed to ensure emergency access is provided to all areas of the development. This includes emergency vehicle access at both ends and in the middle of both rows of buildings, appropriately located vehicle turnarounds, and safe, convenient access between rows of buildings. Roadway clearances exceed 13' 6" on the primary access road for fire truck access and 11'3" within the buildings for ambulance access to individual units.

Section 2170.J. 11, Streetscapes. All Planned Unit Developments with frontage on a public street or approved private street shall provide safe, inviting, and attractive streetscapes. Where appropriate, residential units, including outdoor spaces such as porches, decks, and balconies, shall be oriented to the street yard, and where appropriate, streetscapes shall not be dominated by parked vehicles and garage entrances. Trash enclosures and dumpsters shall not be located in street yards or adjacent to any street.

Considering the location of the proposed project within a forest apart from traditional neighborhood development, it is difficult to apply the criteria that front setbacks should create an attractive streetscape. Nevertheless, the proposal includes pedestrian pathways, in the form of public trail access easements fronting the lower row of buildings, allowing pedestrian access from the Pine and Wister Drive neighborhoods to the Snow King Ski Area and the Bridger-Teton National Forest. The design of the buildings follows the contours of the site. This, along with the use of decks, porches and balconies, and the retention, to the greatest extent possible, of the current forested character of the site, will result in a comfortable and pleasing pedestrian environment.

By locating the vehicular access to the site and the parking primarily below grade and placing the buildings above these features, the development dramatically limits the amount of land covered by structures, resulting in extensive open space for a project of this scale. Considering the amount of open space and the proposal to provide trail easements across the site, the front setbacks proposed create abundant functional open space. The relative isolation of the development site from the street, coupled with the proposal to locate the buildings well back from the front lot line, result in a minimal, and perhaps non-existent, impact on access to light and air from the street.

Section 2170.J. 12, Pedestrian system. Walkways shall form a logical, safe, and convenient system for pedestrian access to all dwelling units, project facilities and amenities, and principal off-site pedestrian destinations. Provision shall be made for pedestrian and bicycle travel in accordance with Pathways in Jackson Hole, A Conceptual Plan (March 1992). Linkages to schools, parks, public lands, and pathways existing on adjacent properties shall be provided.

The development will provide at least four pedestrian access easements across the property providing a link from the neighborhoods on the west to Snow King slopes and beyond. Pedestrian access to and from each unit is provided within the design. In addition, each unit within the development will have ski in and ski out access.

Section 52100.E.5, Conditional and Special Uses The proposed Development Plan shall comply with the conditional or special use standards, as applicable, pursuant to **§5140.B, Conditional Use Standards** or **§5140.C, Special Use Standards**, if the proposed use is specified as a Conditional or Special use in **Table 2200, Use Schedule**.

Section 5140.B, Conditional Use Standards. The issuance of a Conditional use permit shall be dependent upon findings that the proposed use, as conditioned, fully complies with these Land Development Regulations. A Conditional use not involving a new or remodeled structure may be issued on a temporary or term basis in order to determine and demonstrate the nature and extent of any adverse effects of the Conditional use. The Town Council may also attach any other conditions deemed appropriate, including conformity to a specific site plan, to ensure compliance with the following standards.

Section 5140.B.1, Consistent with Comprehensive Plan The proposed Conditional use shall be consistent with the goals, objectives and policies of the Comprehensive Plan, including standards for building and structural intensities and densities, and intensities of use;.

Please see above discussion of the projects consistency with the Comprehensive Plan under both the PUD and Development Plan sections of this report.

Section 5140.B.2, Compatibility The proposed Conditional use shall be compatible with the scale and character of the immediate vicinity of the land proposed for development.

The density and design of the development is compatible with both the density or the surrounding SR zoned neighborhood and the character of the neighboring development. Density is below what is currently present in the surrounding neighborhood and allowed in the SR zoning district. Though practically invisible from surrounding homes due to building locations and heavy tree cover, the design of the development, with a clustering of buildings and a separation of modules intended to minimize scale, results in a mass and scale that maintains and enhances the character of the neighboring subdivisions.

PINE GLADES, LLC

TOWN OF JACKSON

PINE GLADES DRIVE

JESSICA LANE

PINE DRIVE

WISTER AVENUE

SPRUCE DRIVE

S1 S2 S3 S4 S5

N1 N2 N3 N4 N5

TOWN OF JACKSON

SNOW KING RESORT, INC

MATCHLINE

LEGEND

- PROPOSED BUILDING FOOTPRINT
- PROPOSED ROADWAY
- PROPOSED EASEMENT
- PROPOSED RETAINING WALL - FILL
- PROPOSED RETAINING WALL - CUT
- PROPOSED BOULDER RETAINING WALL - CUT LESS THAN 4' HEIGHT
- PROPOSED SPRUCE TREE
- PROPOSED ASPEN TREE
- COVERED ROADWAY/TUNNEL OR COVERED PARKING
- PUBLIC SKI/HIKING TRAIL (SOFT SURFACE)
- SIDEWALK/WALKWAY
- SNOW STORAGE
- SNOW MELT AREA
- PUBLIC/SNOW KING SKI AREA

NOTES THIS SHEET:

1. 50' DIA TURNAROUND
2. FIRE DEPARTMENT PULLOUT, TYP. PROPOSED GATED EMERGENCY ACCESS
3. EASEMENT DEDICATED TO TOWN OF JACKSON FOR TURNAROUND
4. MECHANICAL BUILDING FOR SNOWMELT BOILER, ELECTRICAL CONTROLS ETC.
5. PROPOSED AFFORDABLE HOUSING
6. PROPOSED FOREST SERVICE ACCESS, CONNECT TO SINK OR SWIM
7. PUBLIC/SNOW KING SKIING AREA
8. FUTURE SNOW KING BUILDINGS WITH UNDERGROUND PARKING ACCESS FROM PINE GLADES ACCESS ROAD.
9. EASEMENT TO PINE GLADES, LLC FROM SNOW KING HOLDINGS, LLC FOR TUNNEL AND ACCESS ROAD.
10. EASEMENT TO PINE GLADES, LLC FROM TOWN OF JACKSON FOR TUNNEL AND ACCESS ROAD.
11. EASEMENT TO LOT 68, ASPEN HIGHLANDS SUBDIVISION FOR ACCESS TO LOT
12. EXISTING DUPLEX - DEDICATED AFFORDABLE HOUSING

GENERAL NOTES:

1. SURVEY OF PROPERTY & IMMEDIATELY ADJACENT PROPERTIES PERFORMED BY SURVEYOR SCHERBEL, NOVEMBER 2000.
2. ALL OTHER DATA PROVIDED BY TOWN OF JACKSON & TETON COUNTY GIS.
3. TRAIL EASEMENTS TO BE 10' WIDE ON CL OF TRAIL.CENTER LINE OF TRAIL TO BE SURVEYED AFTER CONSTRUCTION.

0 50 100 150 200

SCALE IN FEET

RENDEZVOUS ENGINEERING, P.C.
P.O. BOX 4658 JACKSON, WYOMING 83001
25 SOUTH GROS VENTRE STREET
PHONE - 307.733.5252 FAX - 307.733.2334

Prepared By: JFH
Date: 10-05-07
Rev. Date:

DRAWING TITLE: FINAL SITE CONDITIONS

PROJECT TITLE: PINE GLADES FINAL DEVELOPMENT PLAN

PROJECT NUMBER: 05-019

DRAWING NUMBER: C2.2

SUBDIVISION IMPROVEMENT AGREEMENT

RELEASED
INDEXED
ABSTRACTED
SCANNED

THIS AGREEMENT dated this 31st day of December, 2010, by and between PINE GLADES DEVELOPMENT, LLC, hereinafter referred to as "Subdivider", and the TOWN OF JACKSON, a municipal corporation of the State of Wyoming, hereinafter referred to as the "Town", provides as follows:

GRANTOR: PINE GLADES DEVELOPMENT LLC ET AL
GRANTEE: PINE GLADES DEVELOPMENT LLC ET AL
Doc 0767878 bk 750 pg 263-274 Filed At 16:09 ON 02/09/10
Sherry L. Daigle Teton County Clerk fees: 53.00
By Mary Smith Deputy

WHEREAS, Subdivider is required to construct certain public improvements (the "Improvements") as a condition of the approval of the final plat and associated Final Development Plan; and

WHEREAS, the Town of Jackson Land Development Regulations require that a subdivision agreement for public improvements be executed by the Subdivider and the Town and recorded in the Office of the Teton County Clerk and Recorder; and

WHEREAS, the Town Council approves of the terms and conditions of this agreement for the Final Plat Subdivision designated as the Pine Glades Townhomes. Phase One Addition to the Town of Jackson; and

WHEREAS, this Subdivision Improvement Agreement supersedes the Development Agreement executed by the Town and the Developer on July 9, 2008.

NOW, THEREFORE, IT IS HEREBY AGREED that for and in consideration of the aforesaid premises and the sum of Ten Dollars ($10.00) and other good and valuable consideration, the receipt of which is hereby acknowledged, paid by each of the said parties to the other, Subdivider on its own behalf or any successor in interest or assign, and the Town do mutually covenant and agree as follows:

1. SUBDIVIDER TO COMPLY

Subdivider shall comply with all improvement requirements contained in Section 6140 A. of the Town of Jackson Land Development Regulations, the Development Plan approved by Town Council on January 22, 2008 and subdivision improvement plans and specifications retained on file in the office of the Town Engineer the Planning Director, and the requirements of the Town Planning and Zoning Commission and Town Council for this subdivision and additional improvements as set forth within this document. Improvements shall be engineered, designed, constructed, and installed solely at Subdivider's own cost.

2. DEVELOPMENT PLAN AND FINAL PLAT REQUIREMENTS INCORPORATED

The requirements of the Town Council, as set forth in its approval of any required Final Development Plan, Conditional Use Permit, and Final Plat are hereby incorporated herein by reference as though fully set forth. Development and use of all land within the

subdivision is limited to that conveyed by the Final Plat, Pine Glades Townhome Covenants and the Land Development Regulations of the Town of Jackson, as they may be amended from time to time.

3. APPROVED SUBDIVISION INFRASTRUCTURE IMPROVEMENT PLANS AND SPECIFICATIONS

The subdivision infrastructure improvement plans and specifications filed by Subdivider or its agents, as approved by the Town Engineer and maintained on file in the office of the Town Engineer, and any revision of said improvement plans and specifications approved by said Town Engineer and additional improvements as set forth within this document are hereby incorporated herein by reference as though fully set forth. All public improvement work required by Subdivider under this agreement shall be in accordance with said improvement plans and specifications.

4. ESTIMATED COST OF SUBDIVISION INFRASTRUCTURE IMPROVEMENTS AND SECURITY THEREFORE

The list of improvements and upgrades together with the total cost of improvements and upgrades required by this agreement as estimated by the Town Engineer is attached hereto as **Attachment "A"** and by this reference made a part hereof. Subdivider shall deposit with the Town, prior to filing of the Final Plat, an irrevocable letter of credit, or performance and payment bond, or funds in escrow, or other equivalent security or commitment approved by the Town Council. Such security shall be in the amount of 125% of the estimate approved by the Town Engineer and Planning Director (the "Security") and such security amount shall be released as portions of work are completed and reasonably approved for release by the Town Engineer per Paragraph 12 below.

5. ESTIMATED COST OF OTHER SUBDIVISION IMPROVEMENTS AND SECURITY THEREFORE

Affordable Housing Obligation. Subdivider has made minor modifications to two existing two bedroom units one of which will qualify as a two bedroom Category I unit and one of which will qualify as a two bedroom Category II unit under the Teton County Housing Authority Guidelines (collectively, the "Existing Affordable Units"). Subdivider shall construct the following: (i) six two bedroom units all of which qualify as two bedroom Category Six units under the Teton County Housing Authority Guidelines; (ii) two one bedrooms units one of which will qualify as a one bedroom Category I unit under the Teton County Housing Authority Guidelines and one of which will qualify as a one bedroom Category II unit under the Teton County Housing Authority Guidelines; and (ii) two one bedroom units all of which will qualify as one bedroom Category III units under the Teton County Housing Authority Guidelines (the "New Affordable Units")(the Existing Affordable Units and the New Affordable Units shall be collectively referred to herein as the "Affordable Housing Units"). The construction of the New Affordable Units shall be completed within two (2) years of the recordation of the Final Plat for the

Pine Glades Townhomes Phase One Addition to the Town of Jackson. In the event that said units are not completed on or before such two year anniversary of the recordation of the Final Plat for the Pine Glades Townhomes Phase One Addition to the Town of Jackson, Lot F of the Pine Glades Townhomes Phase One Addition to the Town of Jackson shall be conveyed to the Town of Jackson and all construction plans required to complete said structure shall be delivered to the Town of Jackson.

6. PUBLIC PATHWAYS

The Public Pathways delineated as "public ski/hike trails" on the site plan of the Final Development Plan approved by Council, requires that the developer complete the installation of the Public Pathways as part of the overall improvements described in Attachment "A". At such a time that the Town determines that public access is safe and appropriate, the Developer shall receive a letter from the Town requesting that all required work necessary (survey, design and installation) of an approved Public Pathway or Public Pathway segment shall be completed within six months of the request. The developer may be granted an extension for the completion based on a determination by the Town Engineer that weather conditions has precluded progress.

7. UNDERGROUND ELECTRICAL POWER, TELEPHONE, TELEGRAPH, CABLE TELEVISION, AND GAS FACILITIES

All electrical power, telephone and telegraph communication, cable television, and gas facilities within the subdivision shall be installed underground, except that above-ground facilities necessary to serve underground facilities, other installation of peripheral overhead electrical transmission and distribution feeder lines, or other installation of either temporary or peripheral overhead communications, distance, trunk, or feeder lines may be allowed. Subdivider understands and agrees that any and all said facilities that are to be constructed within or under any street improvements shall be in place prior to the construction of the surface street improvements. Subdivider affirms that the public utility companies, including the cable television company enfranchised by the Town, providing the said services and facilities to and within the subdivision have been directly consulted by Subdivider through its officers, agents, or employees and that Subdivider is informed as to the approximate cost to Subdivider of the provision and installation of said facilities and services underground and that the requirements for said facilities have been considered in the preparation of the subdivision improvement plans.

8. EXACTIONS:

Subdivider shall pay exactions for the following purposes and in the following amounts to the Town prior to the filing of the Final Plat:

Parks Exactions:	$ 29,000.00
School Exaction:	$ 23,000.00

9 TIME FOR COMPLETION:

Subdivider agrees to install all improvements as required including off-site improvements and further agrees that all such work of improvements shall be fully completed on or before July 14, 2010, unless said time upon written request of Subdivider made to the Town Engineer of the Town is extended by the Town, which extension shall not be unreasonably withheld.

No occupancy of shall be granted for any Phase One building until all the improvements, dedications and warranties listed on **Attachment "B"** have been completed and approved by the Town. The Town shall accept no building permit applications for Phase Two until Subdivider and the Town have negotiated and executed a new Development Agreement for outstanding improvements required by the Final Development Plan.

10. WARRANTY:

All work and improvements required pursuant to this agreement and the ordinances of the Town shall be subject to and shall carry a guarantee and warranty for all work and materials for a period of one (1) year from the date of acceptance, which shall be for the benefit of the Town and this obligation shall survive any release of security by the Town The Subdivider shall post maintenance bonds or appropriate letters of credit to secure the warranties equal to 20% of the total estimated cost of construction.

11. LIABILITY:

Subdivider agrees to carry a comprehensive general liability policy with minimum limits of $500,000 for each occurrence and $1,000,000 annual aggregate for bodily injury and $500,000 for each occurrence and $1,000,000 annual aggregate for property damage or a combined single limit policy with minimum limits of $1,000,000 for each occurrence and $2,000,000 annual aggregate which includes coverage for manufacturer and contractors, independent contractors, products, completed operations, maintenance of the utility tunnel (and all associated heating, access, ventilation and structure systems) and personal injury. Subdivider also agrees to name the Town as an additional named insured as respects the contract, and a certificate of insurance covering these items shall be filed with the Town Engineer prior to the filing of the Final Plat.

12. PERFORMANCE TESTING AND INSPECTION:

Subdivider shall be required to obtain a Town approved State of Wyoming licensed engineer to perform and/or monitor all testing required per the Town standards.

Subdivider shall be responsible for obtaining all required Town permitting and abiding by the conditions set forth within same. Subdivider shall be required to complete all construction work and necessary performance tests on installed infrastructure per the Grading Permit application. Subdivider shall be responsible for the preparation of daily inspection reports and tests results. This information shall be submitted to the Town

Engineer. The Town shall have the right, but not the obligation, to be present at any and all such performance tests and to perform periodic observation of any and all phases of construction. Subdivider shall notify the Public Works Department prior to the commencement of any performance test or any placement of asphalt pavement or concrete curb and gutter and shall provide placement for a representative of the Town to be present at the test or placement.

13. RELEASE OF SECURITY: As improvements are completed, the Subdivider may submit a written request to the Town Engineer for a release of part or all of the Security. Upon inspection and approval, the Town Engineer may release the requested amount of the Security or portion thereof. If the Town Engineer determines that any of the improvements are not constructed in substantial compliance with approved plans and specifications and/or requirements, the Town Engineer shall furnish the Subdivider a list of specific deficiencies and shall be entitled to withhold collateral sufficient to ensure compliance. If the Town Engineer determines that the Subdivider has not constructed any or all of the improvements in accordance with the approved plans and specifications and/or requirements, the Town Engineer shall draw and expend from the Security such funds as may be necessary to construct the improvements in accordance with the approved plans and specifications and/or requirements. Release of the Security does not constitute certification of compliance with the standards of the Land Development Regulations or any applicable code or other requirement or a release of the responsibility of the Subdivider. The Town has the right to withhold issuance of certificates of occupancy for improvements in future phases if Subdivider or its agents, successors or assigns, has not repaired public infrastructure that has been damaged by Subdivider, its agents. successors or assigns during future construction related activities.

14. DEVELOPMENT COORDINATION:

Unless specifically provided in this Agreement to the contrary, the contact person representing the Town shall be the Town Engineer who shall have general responsibility for coordinating development of the improvements required herein. Subdivider shall notify the Town Engineer when improvements shall be installed. The Planning Director shall coordinate development exactions related to parks fees, school fees and affordable housing or construction of affordable housing.

15. ACCEPTANCE:

THE TOWN SHALL NOT BE RESPONSIBLE FOR ANY IMPROVEMENTS, MAINTENANCE, OR CARE UNTIL THE SAME SHALL BE ACCEPTED, NOR SHALL THE TOWN EXERCISE ANY CONTROL OVER THE IMPROVEMENTS UNTIL ACCEPTED. NO OCCUPANCY WILL BE GRANTED WITHIN THE DEVELOPMENT UNTIL THE PUBLIC UTILITIES AND OTHER OUTSTANDING PUBLIC SAFETY CONCERNS (AS LISTED IN ATTACHMENT "B") HAVE BEEN ACCEPTED. THE TOWN MAY PERMIT OCCUPANCY AND DELAY THE ACCCEPTANCE OF IMPROVEMENTS PROVIDED PUBLIC SAFETY CONCERNS HAVE BEEN ADDRESSED BY SUBDIVIDER AS DETERMINED BY THE TOWN PURSUANT TO

TOWN REGULATIONS. The following administrative procedure for acceptance of improvements:

(1) Prior to acceptance. The Town shall not have any responsibility with respect to any improvement, notwithstanding the use of the same by the public, unless the improvements have been formally accepted by the Town and the Subdivider has provided all necessary warranty bonds.

(2) Request for Acceptance. Upon completion of the improvements, the Subdivider may request, in writing, their acceptance by the Town. This request shall be accompanied by proof that there are no outstanding judgments or liens against the land upon which the public improvements are located. Upon acceptance of the public improvements located within the utility tunnel, the following provisions shall be included within the granting document or a separate document to be recorded against the property: (i) the Pine Glades Homeowners Association shall indemnify and hold the Town harmless from any and all personal injury or property damage to the public infrastructure located within the utility tunnel resulting from the Pine Glades Homeowners Association negligently maintaining the utility tunnel (including but not limited to its obligation to maintain and operate the heat within the tunnel and its obligation to keep the tunnel water-sealed); (ii) the Pine Glades Homeowners Association shall keep the utility tunnel insured against loss or damage, for its full insurable value by a company authorized to do business in Wyoming and shall furnish the Town with a certificate of such insurance; and (iii) upon notice from Lower Valley Energy, or its successors, of the nonpayment of electricity invoices for the utility tunnel by the Pine Glades Homeowners Association, the Town shall have the right to pay for such electrical services and all invoices, together with costs and reasonable attorneys' fees without waiving the fact that such electrical services, invoices and reasonable attorneys' fees shall be and remain the personal obligation of each lot and residential units within Pine Glades (all phases) and shall be a lien upon each lot and residential unit within Pine Glades (all phases) until paid in full.

(3) Final Inspection. Upon receipt of a written request for acceptance from Subdivider, the Town Engineer and Town Planning Director will conduct a final inspection of the public improvements and will furnish a written list of any deficiencies noted. The Town Engineer and Town Planning Director will base the inspection on compliance with the approved Final Development Plan, construction plans, profiles and specifications, as required by the Land Development Regulations, development permits and Final Development Plan. Upon satisfactory completion of all construction in accordance with the approved plans, profiles and specifications, as certified by a registered engineer in the State of Wyoming, and receipt of reproducible record drawings and satisfactory test results, the Town Engineer will notify the Subdivider in writing of the Town's approval of

the public improvements and schedule the request for approval of the bill of sale by the Town Council.

(4) Record Drawings. Prior to the acceptance of any completed improvements, record drawings and specifications for streets, water, sewer, drainage and other facilities must be submitted to the Town Engineer. The plans shall be submitted in a computerized electronic media format deemed suitable by the Town Engineer and shall be accompanied by two (2) sets of prints. The plans shall show the detailed location of all utilities including service lines to lots. A permanent benchmark shall be described on each sheet.

(5) Certifications. The following certification by the project engineer shall appear on the face of the record drawings:

Record Plans Certificate

These record plans were prepared under my direct supervision and control and are accurate representation of the public improvements shown hereon as they were constructed. The improvements as installed conform to the requirements of the Wyoming Department of the Environmental Quality. the Wyoming Department of Transportation, the Town of Jackson and other applicable agencies. Where the improvements were constructed in a different manner, form, type, alignment, location or material than as originally approved, they have been so noted.

(Engineer's Signature)
(Engineer's Name, Printed) Date
Wyoming P.E. No.

(6) Notification of Acceptance. Upon action of the Town Council to accept the improvements, the Town Engineer shall notify the Subdivider in writing of the Town's acceptance.

(7) Responsibility to Maintain. Upon acceptance by the Town, all responsibility for the public improvements shall be assumed by the Town, except that the Subdivider shall be subject to a one (1) year warranty on the construction of the improvements from the time of acceptance by the Town.

16. NOTICES

Any notice or communication required or permitted herein shall be given in writing and shall be personally delivered or sent by United States mail, postage prepaid, registered or certified mail, return receipt requested, addressed as follows:

Town: Town of Jackson
Attention: Town Engineer
P.O. Box 1687

Jackson, WY 83001

Subdivider: Pine Glades Development, LLC
P.O. Box 642
Jackson, WY 83001

Either party upon written notification sent via United States Mail, return receipt requested, may change mailing addresses and contact information.

17. BINDING EFFECT OF AGREEMENT AND MODIFICATIONS

This agreement shall run with the land included within the subdivision and shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto. No modification of the terms of this agreement shall be valid unless in writing and executed with the same formality as this agreement, and no waiver of the breach of the provisions of any section of this agreement shall be construed as a waiver of any subsequent breach of the same section or any other sections which are contained herein.

18. TITLE AND AUTHORITY

Subdivider warrants to the Town that it is the record owner of the Subject Property upon which the development shall be constructed or is acting in accordance with the authority of the owner. The undersigned further warrants having full power and authority to enter into this Agreement.

19. SEVERABILITY

This agreement is to be governed and construed according to the laws of the State of Wyoming. In the event that any provision of this Agreement is held to be in violation of Town, State or Federal laws and hereby rendered invalid or unenforceable as to any party or circumstance, such finding shall not render that provision invalid or unenforceable as to any other persons or circumstances. If feasible, any such offending provision shall be deemed to be modified to be within the limits of enforceability or validity; however, if the offending provision cannot be so modified, it shall be stricken and all other provisions of this Agreement in all other respects shall remain valid and enforceable.

TOWN OF JACKSON,
a municipal corporation
of the State of Wyoming

Mark Barron, Mayor

APPROVED AS TO FORM:

Town Attorney

ATTEST

Roxanne Devries Robinson, Town Clerk

CONTENTS:

Town Engineer

Planning Director

STATE OF WYOMING)
)ss.
COUNTY OF TETON)

The foregoing instrument was acknowledged before me by Audrey Cohen-Davis as Town Attorney of the Town of Jackson this 9th day of FEBRUARY, 2010.

Witness my hand and official seal.

Notary Public
My commission Expires: 6/29/11

STATE OF WYOMING)
)ss.
COUNTY OF TETON)

The foregoing instrument was acknowledged before me by Shawn P. O'Malley as Town Engineer of the Town of Jackson this 9th day of FEBRUARY, 2010.

Witness my hand and official seal.

Notary Public
My commission Expires: 6/29/11

STATE OF WYOMING)
)ss.
COUNTY OF TETON)

The foregoing instrument was acknowledged before me by Tyler Sinclair as Planning Director of the Town of Jackson this 9th day of FEBRUARY, 2010.

Witness my hand and official seal.

Notary Public
My commission Expires: 6/29/11

Pine Glades Development, LLC,
a Wyoming limited liability company

By Fluid Capital, LLC,
a Washington limited liability company,
its Manager

By
Jeffrey S. Hussey, its Manager

STATE OF Wyoming)
) ss.
COUNTY OF Teton)

The foregoing instrument was acknowledged before me by Jeffrey S. Hussey, as Manager of Fluid Capital, LLC, a Washington limited liability company, as Manager of Pine Glades Development, LLC, a Wyoming limited liability company, this 31st day of December, 2009.

Witness my hand and official seal.

BRENDA WYLIE - NOTARY PUBLIC
COUNTY OF TETON STATE OF WYOMING
MY COMMISSION EXPIRES: 8-1-2012

Brenda Wylie
Notary Public
My commission expires: 8-1-2012

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Attachment "A"

The following costs are being provided as an estimate of the total remaining work for the Pine Glades Development Please note that the total bond amount indicated can be used for the completion of any portion of work not completed and accepted by the Town.

South Cache Streetscape Improvements (Pine Glades Development)

Item	Quantity	Unit Measurement	Price	Cost
Concrete Curb & Gutter	814	LF	$55 00	$44,770 00
Concrete Valley Gutter	180	SF	$20.00	$3,600.00
Concrete Sidewalk	2150	SF	$12.00	$25,800.00
Retaining Wall	160	LF	$70.00	$11,200 00
12-inch PVC Pipe	89	LF	$85.00	$7,565.00
Storm Manhole	2	EA	$3,500.00	$7,000.00
Storm Catch Basin	3	EA	$4,500.00	$13,500.00
Connection to Existing Storm Drain	3	EA	$1,750 00	$5,250.00
Crush Gravel Base	380	TON	$40.00	$15,200.00
Bituminous Concrete Pavement	185	TON	$135.00	$24,975.00
Landscaping & Pavers	1	LS	$20,000.00	$20,000.00
TOTAL				***$178,860.00***

Pine Drive West of Cache (Road Repairs)

Item	Quantity	Unit Measurement	Price	Cost
Crush Gravel Base	285	TON	$40.00	$11,400.00
Bituminous Concrete Pavement	145	TON	$135.00	$19,575.00
TOTAL				***$30,975.00***

Spruce Drive West of Millward (Road Repairs)

Item	Quantity	Unit Measurement	Price	Cost
Crush Gravel Base	325	TON	$40.00	$13,000.00
Bituminous Concrete Pavement	165	TON	$135.00	$22,275.00
TOTAL				***$35,275.00***

Pathway (Pine Glades Development)

Item	Quantity	Unit Measurement	Price	Cost
Pathway	4,200	LF	$4.00	$16,800.00
TOTAL				**$16,800.00**

Site Grading	$30,000.00
Utility Tunnel	$40,000.00
Storm system (Lower Road)	$10,000.00
Fire Hydrants (lower road)	$9,000.00
Bond	$350,910.00
Bond Total x 1.25	**$438,637.50**

Attachment "B"

The following will be completed prior to the Town granting occupancy for Pine Glads Phase One buildings.

Item
Complete Grading, slopes and drainage swales behind buildings
Engineering approval of all retaining walls and slopes above four feet in height will be provided
Gate at the end of Pine Drive will be completed
Dedication and warranty for the purchased fire hydrants, water and sewer system shall be completed or deferral of dedication of water and sewer infrastructure if approved by the Town

PLANNING & BUILDING DEPARTMENT

August 16, 2011

Pine Glades Development, LLC
Attn: Adam Scott
P.O. Box 642
Jackson, WY 83001

Re: Item P11-025 – Minor Deviation
Pine Glades Planned Unit Development
30-266 Pine Glades Drive; 150-270 Jessica Lane

Dear Mr. Scott:

This letter is to confirm that pursuant to Section 51200.J of the Town of Jackson Land Development Regulations, the Planning Director **approved** your request for a Minor Deviation of the Final Development Plan for the Pine Glades Planned Unit Development, subject to the attached Project Reviews. This Minor Deviation allows the relocation of the Sink-or-Swim pathway connection from the Pine Drive turnabout to the west end of the development near Building "S1" as depicted in the proposed site plan.

Please note that any revisions to the Final Development Plan shall be reviewed and approved by the Planning Director. Approval of any changes to the Final Development Plan shall be in accordance with Section 51200.J. Minor Deviations and 51200.K. Amendment to a Development Plan permit of the Town of Jackson Land Development Regulations.

Should you have any questions, please contact Shawn Hill at 733-0440, Ext. 1303.

Respectfully,

Tyler Sinclair, AICP
Director of Planning & Building

TS:ad

Enclosure

pc: Brenda Wylie, Wylie Law Firm

Project Plan Review History

Project Number	P11-025	**Applied**	6/21/2011	AD
Project Name	Re-locate multi-use pathway	**Approved**	8/15/2011	AD
Type	MINOR DEVIATION	**Closed**		
Subtype	FDP	**Expired**		
Status	APPROVED	**Status**	8/15/2011	AD

Applicant Pine Glades Development, LLC **Owner** PINE GLADES DEVELOPMENT, LLC

Site Address	City	State	Zip
30-266 Pine Glades Drive, etal	Jackson	WY	83001

Subdivision **Parcel No** 22411633438006 **General Plan**

Type of Review / Contact / Notes	Status	Dates: Sent	Due	Received	Remarks
Fire <none> Kathy Clay, Fire Inspector Jackson Hole Fire/EMS 733-4732	APPROVED W/COND	6/22/2011	6/22/2011	7/5/2011	
1. 20' fire access lanes shall be maintained through the GCE-roadways through the subdivision.					
Legal A Cohen-Davis	APPROVED	6/22/2011	6/22/2011	6/30/2011	
Parks and Rec <none>	APPROVED	6/22/2011	6/22/2011	7/5/2011	
Pathways Brian Schilling	APPROVED	6/22/2011	6/22/2011	7/5/2011	
Planning Shawn Hill	APPROVED W/COND	6/22/2011	6/22/2011	7/5/2011	
1. The applicant shall not obstruct public access on the proposed pathway. 2. The applicant shall not obstruct public access on the Town of Jackson access easement designated as GCE-Roadway on the Pine Glades Townhomes Phase One Addition plat. 3. The applicant shall place signage at the Cache Avenue and Pine Drive accesses stating that public access is granted to pedestrians and bicyclists. This signage shall be installed prior to building permit issuance for any future building within the Pine Glades PUD or by October 15, 2011, whichever comes first. 4. The applicant shall have a survey prepared that documents the final alignment of the pathway and record said survey prior to October 15, 2011, and provide notification to the Planning Department. This survey shall also include an element ensuring public access on the trail itself as well as each end of the trail alignment.					
Police <none>	APPROVED	6/22/2011	6/22/2011	6/24/2011	No police concerns

Type of Review / Contact / Notes	Status	Dates: Sent	Due	Received	Remarks
Public Works Shawn OMalley	APPROVED	6/22/2011	6/22/2011	6/23/2011	No Engineer concerns

CERTIFICATE OF OWNER

State of Wyoming)
County of Teton) ss.
Town of Jackson)

The undersigned owner hereby certifies that the foregoing subdivision of Lot 9 of Block 7 of the Aspen Hill Lots, a subdivision of record in the Office of the Clerk of Teton County, Wyoming, as Plat No. 124, and that parcel of land located within the NE1/4SE1/4 Section 33, T41N, R116W, 6th P.M., as shown on this plat and more particularly described under the Certificate of Surveyor is with free consent and in accordance with the desire of the undersigned owner and proprietor of the described lands;

that the name of the subdivision shall be PINE GLADES TOWNHOMES PHASE ONE ADDITION TO THE TOWN OF JACKSON;

that this subdivision is subject to a Declaration of Covenants, Conditions, and Restrictions to be recorded in the Office of the Clerk of Teton County, Wyoming, concurrently with this plat;

that this subdivision is subject to any covenants, conditions, restrictions, easements, ditches, roadways, rights-of-way, common areas, reservations and building setback requirements as delineated on the Aspen Hill Lots Plat, recorded as Plat No. 124, on file in the Office of the Clerk of Teton County, Wyoming;

that this subdivision is in accordance with and subject to the terms and conditions of the PINE GLADES PUD Final Development Plan approved by the Town Council of Jackson, Wyoming, on January 22, 2008;

that access to this subdivision is from Pine Glades Drive;

that Pine Glades Drive and Jessica Lane are private roads serving this subdivision;

that emergency access to this subdivision is from Pine Drive through a break-away access system;

that this subdivision is subject to any covenants, conditions, restrictions, easements, ditches, roadways, rights-of-way, common areas, reservations and building setback requirements as delineated on Maps T-56A and T-56C on file in said Clerk's Office;

that this subdivision is subject to that Subdivision Improvement Agreement to be recorded concurrently with this plat;

that as of the date of recording this plat, this plat is subject to that certain Lien Statement executed by Sullivan Construction, LLC, claimant, recorded in the Office of the Teton County Clerk on April 27, 2009 in Book 727 of Photo, Pages 1 to 274 and that certain Amendment To and Partial Release of Lien executed by Sullivan Construction, LLC, claimant, recorded in the Office of the Teton County Clerk on June 30, 2009, in Book 734 of Photo, Pages 286 to 300;

that this subdivision is subject to that right-of-way easement granted to the Town of Jackson on file in Book 85 of Photo, Pages 251-253, records of Teton County, Wyoming;

that this subdivision is subject to that easement granted to Landmark Homes and Development Company, Inc. on file in Book 54 of Photo, Page 528, records of Teton County, Wyoming;

that this subdivision is subject to that easement granted to Jackson Hole Cable Telecommunications, Inc. on file in Book 54 of Photo, Page 529, records of Teton County, Wyoming;

that this subdivision is subject to that easement granted to Lower Valley Power and Light, Inc. on file in Book 54 of Photo, Page 530, records of Teton County, Wyoming;

that this subdivision is subject to that easement deed granted to Jackson Hole Cable TV, Ltd. on file in Book 87 of Photo, Pages 230-245, records of Teton County, Wyoming;

that this subdivision is subject to that easement granted to Lower Valley Power and Light, Inc. on file in Book 88 of Photo, Page 414, records of Teton County, Wyoming;

that this subdivision is subject to that easement deed granted to Jackson Cable Corp. on file in Book 120 of Photo, Pages 316-330, records of Teton County, Wyoming;

that this subdivision is subject to that easement deed granted to McCaw Cablevision Limited Partnership Jackson Hole on file in Book 174 of Photo, Pages 66-85, records of Teton County, Wyoming;

that this subdivision has the use and benefit of that Tunnel and Construction Easement Agreement on file in Book 705 of Photo, Pages 1188-1203, records of Teton County, Wyoming and that certain Amendment to Tunnel and Construction Easement Agreement to be recorded concurrently with this plat;

that this subdivision has the use and benefit of that Access, Utility, Roadway Maintenance and Construction Easement Agreement described in Book 705 of Photo, Pages 491-503, records of Teton County, Wyoming;

that this subdivision is subject to those access and/or utility easements hereby granted to the Town of Jackson as shown hereon and to those easements granted to the Town of Jackson by that certain Right-of-Way, Utility and Snow Storage Easement Agreement to be recorded concurrently with this plat;

that the Town of Jackson is hereby granted a utility easement in, under, over and across the entire GCE-Roadway, as shown hereon, except for those portions of the GCE - Roadway that are within those Lots designated as townhome lots, for purposes of installing water and sewer utility infrastructure and all appurtenances thereto;

that the Town of Jackson is hereby granted an access easement across the entire GCE-Roadway;

that the Town of Jackson is hereby granted an access and maintenance easement across the entire subdivision for purposes of accessing and maintaining all water valves, meters, shut-off boxes, sewer cleanouts, manholes and appurtenances thereto;

that this subdivision is subject to that 15 foot wide access easement and skier access easement set forth in that certain Access and Recreation Easement Agreement described in Book 706 of Photo, Pages 518 to 531, and that certain First Amendment to Access and Recreation Easement to be recorded concurrently with this plat and all amendments thereto;

that, pursuant to a condition required by the Town of Jackson of the approved Final Development Plan, the undersigned hereby reserves unto itself, its heirs, successors and assigns, the right to grant to the public a pedestrian easement to be located within Lot H;

that this subdivision is subject to that Access and Utility Easement Agreement granted to the owner of Lot 68 Aspen Highlands, Plat No. 175, as shown hereon and of record in Book 728 of Photo, Pages 208-215, records of Teton County;

CERTIFICATE OF OWNER (CONTINUED)

that this subdivision is subject to those Distribution Gas & Electric Easements of record in Book 735 of Photo, Pages 14-16, and in Book 735 of Photo, Pages 17-22, records of Teton County, WYoming, as shown hereon;

that all owners of lots or units within the subdivision, and their heirs, successors, and assigns, the Town of Jackson, utility service providers, and emergency vehicles, including ambulances, fire-fighting vehicles, and police vehicles are hereby granted an access easement in and through that certain three dimensional airspace within Lots 1-14 as described and shown hereon, and such access easements are hereby declared to be a part of the GCE-Roadway;

that Lots A-E are subject to the access easements as shown hereon, and the undersigned, pursuant to the Final Development Plan hereby reserves the right to grant to all owners of lots or units within the subdivision, their heirs, successors, and assigns, the Town of Jackson, utility service providers, and emergency vehicles, including ambulances, fire-fighting vehicles, and police vehicles, an access easement in and through those certain three dimensional airspace within Lots A-E to be described in a future plat, and such access easements shall be declared to be a part of the GCE-Roadway;

that the Common Area, Lot H, including the GCE - Roadway, shall be conveyed by recorded deed to the Homeowners Association for common use and enjoyment of the Common Area by all owners of a lot or unit within this subdivision except for those portions of said Common Area being reserved and dedicated as Limited Common Elements and for those uses and areas restricted as noted on this plat and in those Declarations cited above;

that a non-exclusive easement in, over and across that portion of the GCE - Roadway (Pine Glades Drive and Jessica Lane), is hereby granted to each owner of a lot within Pine Glades Townhomes, their heirs, successors, and assigns for purposes of access to and from said lots and for underground utilities serving said lots;

that a non-exclusive easement in and through the Three-Dimensional Access Easement Across Lots 1-14 and A-E is hereby granted to each owner of a lot within Pine Glades Townhomes, their heirs, successors, and assigns for purposes of access to and from said lots;

that those portions of Common Area, Lot H, divided into Limited Common Elements as denoted by LCE followed by the number of the associated lot, are reserved for the exclusive use and enjoyment of the owner of such lot, subject to easements of sight and or of record including those granted hereon and subject to the rights of such owner, his heirs and assigns, and of the Homeowners Association and its authorized representatives to enter upon said Limited Common Elements for the purpose of installing, maintaining, or inspecting utility facilities serving this subdivision;

that non-exclusive easements across the Common Area, Lot H, including all of the Limited Common Elements, are hereby granted to Lower Valley Energy and those other utility companies, their successors and assigns serving this subdivision for installation, maintenance and repair of the utility services for the subdivision as shown hereon;

that the undersigned owner reserves the right to vacate and replat Lot F and Lot G into a total of 12 condominium units and common area pursuant to the Final Development Plan;

that the undersigned owner reserves the right to vacate and replat Lots A, B, C, D and E into a total of 13 townhome lots pursuant to the Final Development Plan;

that the undersigned reserves the right to assign appurtenant Limited Common Elements to condominium units and lots (either individually or collectively) to be created upon the vacation and replat of Lots A-G by recording such replat(s) and/or by recording a supplemental declaration;

that all easements, rights, obligations and burdens created by this plat shall be binding upon and inure to the benefit of the lots and all additional lots and/or condominium units created by the vacation and replat of lots pursuant to the reserved rights of the undersigned;

that access across the Common Area, Lot H, and in and through the Three-Dimensional Access Easement Across Lots 1-14 & A-E is hereby granted to emergency vehicles, including ambulances, fire-fighting vehicles, and police vehicles;

that the undersigned owner reserves unto itself, its heirs, successors, and assigns the right of ingress and egress across the Common Area, Lot H, for construction and other purposes relating to this subdivision and the right to grant unto other parties non-exclusive easements across Common Area, Lot H;

that the seller does not warrant to the purchaser that he or she shall have any rights to the natural flow of any stream within or adjacent to the subdivision;

that Wyoming law does not recognize any riparian rights with regard to the natural flow of a stream or river for persons living on the banks of the stream or river;

that all rights under the Homestead Exemption Laws of the State of Wyoming are hereby waived and released;

that Lot 9 of Block 7 of the Aspen Hill Lots is hereby vacated, hereby now being a portion of PINE GLADES TOWNHOMES PHASE ONE ADDITION TO THE TOWN OF JACKSON;

that in accordance with said Section 34-12-110, Wyoming Statutes, the Teton County Clerk is respectfully requested to write "vacated" across Lot 9 of Block 7 of the Aspen Hill Lots recorded in said Office as Plat No. 124.

PINE GLADES DEVELOPMENT, LLC
a Wyoming limited liability company

BY: Fluid Capital, LLC
a Washington limited liability company
ITS: Manager

BY: Jeffrey S. Hussey
ITS: Manager

SIGNATURE BY SEPARATE AFFIDAVIT

On Sight LAND SURVEYORS, INC.
265 North Glenwood
P.O. Box 12290
Jackson, WY 83002
(307) 734-6131

Project No. 22-41-16-33-2A 22-41-16-33-2A_fp1rev2.dwg 04/22/09 05/15/09 12/31/09 02/08/10

FINAL PLAT

PINE GLADES TOWNHOMES PHASE ONE ADDITION TO THE TOWN OF JACKSON

BEING
LOT 9 BLOCK 7 ASPEN HILL LOTS
TOGETHER WITH UNPLATTED LANDS LOCATED WITHIN
NE1/4SE1/4 SECTION 33
T41N, R116W, 6TH P.M.
TOWN OF JACKSON
TETON COUNTY, WYOMING

1285

SHEET 2 OF 7

LEGEND

- ■ INDICATES A STEEL PIPE WITH A BRASS CAP INSCRIBED "RLS 164" AND APPROPRIATE DETAILS FOUND THIS SURVEY; WYOMING CORNER RECORD ON FILE
- ◩ INDICATES A STEEL PIPE WITH A BRASS CAP INSCRIBED "RLS 376" AND APPROPRIATE DETAILS FOUND THIS SURVEY; WYOMING CORNER RECORD ON FILE
- ◥ INDICATES A STEEL PIPE WITH A BRASS CAP INSCRIBED "PHILIP G. MORTON" AND APPROPRIATE DETAILS FOUND THIS SURVEY; WYOMING CORNER RECORD ON FILE
- □ INDICATES A STEEL PIPE WITH A DOA–USFS TYPE BRASS CAP INSCRIBED WITH APPROPRIATE DETAILS FOUND THIS SURVEY
- ▪ INDICATES A STEEL PIPE WITH A BRASS CAP INSCRIBED "PLS 6447" AND APPROPRIATE DETAILS SET THIS SURVEY
- ◑ INDICATES A T–SHAPED STEEL STAKE WITH A CHROME CAP INSCRIBED "RLS 164" FOUND THIS SURVEY
- ◓ INDICATES A T–SHAPED STEEL STAKE WITH A CHROME CAP INSCRIBED "PE&LS 578" FOUND THIS SURVEY
- ○ INDICATES A T–SHAPED STEEL STAKE FOUND THIS SURVEY
- ● INDICATES A 5/8 INCH DIAMETER STEEL REBAR WITH AN ALUMINUM CAP INSCRIBED "PLS 6447" SET THIS SURVEY

EXTERIOR PROPERTY LINE
TOWNHOME LOT LINE
TOWNHOME LOT LINE COINCIDENT WITH EASEMENT
LOT LINE TO BE VACATED BY THIS SUBDIVISION
ADJACENT PROPERTY LINE
EASEMENT
CENTERLINE OF EASEMENT
LIMITED COMMON ELEMENT
THREE–DIMENSIONAL ACCESS EASEMENT (SEE CROSS–SECTION DETAILS ON SHEETS 4–6)

LCE — LIMITED COMMON ELEMENT AND ASSOCIATED LOT NUMBER
D–( ) DECK–LOT NUMBER
P–( ) PARKING–LOT NUMBER
DR–( ) DRIVEWAY–LOT NUMBER

GRID NORTH

ON SIGHT LAND SURVEYORS

On Sight Land Surveyors, Inc.
Teton County Control Network
2001

GRAPHIC SCALE

60 0 30 60 120 240
(IN FEET)
1 inch = 60 ft.

-- NOTE: LINE & CURVE TABLES ARE SHOWN ON SHEET 7 --

ASPEN DRIVE
PINE DRIVE
SPRUCE DRIVE
PINE GLADES DRIVE
JESSICA LANE
WISTER AVENUE
SOUTH CACHE STREET
GLADES DRIVE
PINE DRIVE

ASPEN HILL LOTS PLAT NO. 124 BLOCK 4
ASPEN HILL LOTS PLAT NO. 124 BLOCK 5
ASPEN HILL LOTS PLAT NO. 124 BLOCK 7
SAGE ADDITION PLAT NO. 156
PINES ADDITION TO THE TOWN OF JACKSON PLAT NO. 423
ASPEN HIGHLANDS PLAT NO. 175
ELLIOTT 351P359
SNO–KING VILLAGE TOWNHOME ADDITION PHASE I PLAT NO. 336
SNO–KING VILLAGE TOWNHOME ADDITION PHASE II PLAT NO. 353
SNO–KING VILLAGE TOWNHOME ADDITION PHASE III PLAT NO. 353
JACKSON HOLE CONSERVATION ALLIANCE 415P971
PINE LODGE ADDITION PLAT NO. 1257
SNOW KING HOLDING LLC 614P866
WENDNAGEL STEEL, INC. 570P356
EWING 456P722
TOWN OF JACKSON

E1/4
NS1/64
SE1/16
S1/16

N 01°41'43" E 526.24' TIE TO E1/4 S.33
N 01°02'04" E 526.08' (REC. MAP T–56C)
S 01°51'19" W 629.80' BASIS OF BEARING (GEODETIC)
S 01°48'00" W 629.92' (REC. MAP T–56C)

N 89°59'59" E 273.86' (REC. MAP T–56C)
S 89°54'09" E 273.62'
S 89°55'06" E 799.18' (REC. MAP T–56C)
S 89°50'26" E 799.11'
N 89°57'29" E 99.75'
100.00' (REC. PLAT 124)
N 89°59'41" E 154.90'
S 89°58'49" E 154.93' (REC. MAP T–56C)
N 00°03'44" E 39.93'
N 00°08'31" E 39.94' (REC. MAP T–56C)
S 01°40'49" W 99.08'
S 01°42'38" W 99.03' (REC. MAP T–56C)
N 00°09'51" E 150.73'
150.00' (REC. PLAT NO. 124)
S 89°52'29" E 99.88'
S 89°55'06" E 99.84' (REC. MAP T–56C)
734.68' (REC. MAP T–56C) 734.83'
579.27' (REC. MAP T–56C) 579.31'
N 89°22'12" W 1314.14'
N 89°26'58" W 1313.95' (REC. MAP T–56C)

20 FOOT–WIDE EASEMENT 549P528, 549P529 & 549P530, 87P230, 120P316, 174P66
CENTERLINE OF 10 FOOT–WIDE EASEMENT 88P414
CENTERLINE OF 15 FOOT–WIDE ACCESS EASEMENT 706P518–531
CENTERLINE OF 30' WIDE UTILITY EASEMENT HEREBY GRANTED TO THE TOWN OF JACKSON
CENTERLINE OF 35 FOOT–WIDE RIGHT–OF–WAY GRANTED TO THE TOWN OF JACKSON 703P1021–1024
CENTERLINE OF 10 FOOT–WIDE UTILITY EASEMENT GRANTED TO QWEST 714P107–110
CENTERLINE OF 40 FOOT–WIDE CONSTRUCTION EASEMENT 705P491–503
CENTERLINE OF 50 FOOT–WIDE TUNNEL AND CONSTRUCTION EASEMENT AGREEMENT 705P1188–1203 AMENDMENT TO TUNNEL AND CONSTRUCTION EASEMENT AGREEMENT TO BE RECORDED CONCURRENTLY WITH THIS PLAT
85'X100' RIGHT–OF–WAY, UTILITY AND SNOW STORAGE EASEMENT GRANTED TO THE TOWN OF JACKSON TO BE RECORDED CONCURRENTLY WITH THIS PLAT
CENTERLINE OF 30 FOOT–WIDE UTILITY EASEMENT HEREBY GRANTED TO THE TOWN OF JACKSON
CENTERLINE OF 20 FOOT–WIDE UTILITY EASEMENT GRANTED TO LOWER VALLEY ENERGY, INC. 735P17–22
CENTERLINE OF 20 FOOT–WIDE UTILITY EASEMENT HEREBY GRANTED TO LOWER VALLEY ENERGY, INC. & 735P14–16
20' WIDE RIGHT–OF–WAY EASEMENT GRANTED TO TOWN OF JACKSON 85P251–253
73'X100' RIGHT–OF–WAY, UTILITY AND SNOW STORAGE EASEMENT GRANTED TO THE TOWN OF JACKSON TO BE RECORDED CONCURRENTLY WITH THIS PLAT
ACCESS & UTILITY EASEMENT GRANTED TO LOT 68 ASPEN HIGHLANDS 728P208–215
WESTERN BOUNDARY OF ACCESS AND RECREATION EASEMENT 706P518–531 AMENDMENT TO ACCESS AND RECREATION EASEMENT TO BE RECORDED CONCURRENTLY WITH THIS PLAT

LOT E RESERVED FOR 3 FUTURE TOWNHOME LOTS — LCE D–E, LCE D–E, LCE D–E
LOT D RESERVED FOR FUTURE 2 TOWNHOME LOTS — LCE D–D, LCE D–D
LOT C RESERVED FOR 3 FUTURE TOWNHOME LOTS — LCE D–C, LCE D–C, LCE D–C
LOT B RESERVED FOR 3 FUTURE TOWNHOME LOTS — LCE D–B, LCE D–B, LCE D–B
LOT A RESERVED FOR FUTURE 2 TOWNHOME LOTS — LCE D–A, LCE D–A
LOT 1 LOT 2 LOT 3 — LCE D–1, LCE D–2, LCE D–3
LOT 4 LOT 5 LOT 6 — LCE D–4, LCE D–5, LCE D–6
LOT 7 LOT 8 LOT 9 — LCE D–7, LCE D–8, LCE D–9
LOT 10 LOT 11 LOT 12 — LCE D–10, LCE D–11, LCE D–12
LOT 13 LOT 14 — LCE D–13, LCE D–14
LOT G 11,398± SQ.FT. — LCE D–G, LCE P–G
LCE P–F
LOT F RESERVED FOR FUTURE CONDOMINIUM SUBDIVISION
LOT G RESERVED FOR FUTURE CONDOMINIUM SUBDIVISION
LOT 9 TO BE VACATED BY THIS PLAT
LCE–DR–13&14
LCE–P–13&14

G.C.E. – ROADWAY
G.C.E. VISITOR PARKING (4 SPACES)
G.C.E. VISITOR PARKING (9 SPACES)
G.C.E. VISITOR PARKING (7 SPACES)
EMERGENCY ACCESS ONLY FROM PINE DRIVE

LOT H COMMON AREA 15.65 AC

SOUTHERN END OF SOUTH CACHE STREET

USFS LINE MARKER

TETON COUNTY PLANE COORDINATES WYOMING WEST ZONE, NAD83 N 1410689.25 E 2443048.34

TETON COUNTY PLANE COORDINATES WYOMING WEST ZONE, NAD83 N 1410663.50 E 2444361.82

U.S.A. DEPARTMENT OF AGRICULTURE U.S. FOREST SERVICE BRIDGER–TETON NATIONAL FOREST

FOR FURTHER DETAIL, REFER TO THE THE FOLLOWING SHEETS:

	SHEET NO.
LOT 1	6
LOT 2	6
LOT 3	6
LOT 4	6
LOT 5	6
LOT 6	6
LOT 7	6
LOT 8	6
LOT 9	6
LOT 10	5
LOT 11	5
LOT 12	5
LOT 13	5
LOT 14	5
LOT A	4, 5
LOT B	4, 5
LOT C	6
LOT D	6
LOT E	6
LOT F	4
LOT G	4
LOT H	4, 5, 6

PUBLIC MAINTENANCE OF ASPEN DRIVE, PINE DRIVE, AND SPRUCE DRIVE

PINE GLADES DRIVE AND JESSICA LANE ARE PRIVATE ROADS

NO PUBLIC MAINTENANCE OF PINE GLADES DRIVE AND JESSICA LANE

THIS SUBDIVISION WILL BE CONNECTED TO THE TOWN OF JACKSON WATER SUPPLY SYSTEM

THIS SUBDIVISION WILL BE CONNECTED TO THE TOWN OF JACKSON SEWER COLLECTION AND TREATMENT SYSTEM

SELLER DOES NOT WARRANT TO THE PURCHASER THAT HE OR SHE SHALL HAVE ANY RIGHTS TO THE NATURAL FLOW OF ANY STREAM WITHIN OR ADJACENT TO THE SUBDIVISION

WYOMING LAW DOES NOT RECOGNIZE ANY RIPARIAN RIGHTS TO THE CONTINUED NATURAL FLOW OF ANY STREAM OR RIVER FOR PERSONS LIVING ON THE BANKS OF THE STREAM OR RIVER

THE SURFACE ESTATE OF THE LAND TO BE SUBDIVIDED IS SUBJECT TO FULL AND EFFECTIVE DEVELOPMENT OF THE MINERAL ESTATE

AREAS OF POTENTIAL AVALANCHE HAZARD WITHIN THIS SUBDIVISION WERE IDENTIFIED BY JMY ENVIRONMENTAL CONTRACTING AND DOCUMENTED IN A REPORT TITLED DATED SEPTEMBER 23, 2007. THIS STUDY IDENTIFIED "BLUE" ZONES, AREAS OF MODERATE HAZARD IN THE AVALANCHE ZONING PLAN. LOT F AND LOT G LIE WITHIN THE "BLUE" ZONE OF THE STUDY. ACCORDING TO THE STUDY, PRIVATE HOMES ARE PERMITTED IN THE BLUE ZONE IF THEY ARE DESIGNED TO RESIST AVALANCHE FORCES OR ARE OTHERWISE PROTECTED BY AVALANCHE DEFENSE.

* Lot 6 Vacated by Plat 1297

FINAL PLAT

PINE GLADES TOWNHOMES PHASE ONE ADDITION TO THE TOWN OF JACKSON

BEING
LOT 9 BLOCK 7 ASPEN HILL LOTS
TOGETHER WITH UNPLATTED LANDS LOCATED WITHIN
NE1/4SE1/4 SECTION 33
T41N, R116W, 6TH P.M.
TOWN OF JACKSON
TETON COUNTY, WYOMING

1285

SHEET 3 OF 7

On Sight LAND SURVEYORS, INC.
265 North Glenwood
P.O. Box 12290
Jackson, WY 83002
(307) 734-6131

Project No. 22–41–16–33–2A 22–41–16–33–2A_fp1rev2.dwg 04/22/09 05/15/09 12/31/09

SCANNED
P14-062

PLANNING & BUILDING DEPARTMENT

October 24, 2014

Brenda Wylie
P.O. Box 4574
Jackson, Wyoming 83001

Re: Item P14-062
30 Pine Glades Drive

Dear Ms. Wylie:

This letter is to confirm that on October 22, 2014, the Town of Jackson Planning Director **approved** your request for a Minor Deviation to relocate the approved pathway connecting Pine Glades Townhomes to the Town of Jackson "Sink or Swim" pathway subject to the departmental reviews attached hereto.

Please note that any revisions to the Final Development Plan shall be reviewed and approved by the Planning Director. Approval of any changes to the Final Development Plan shall be in accordance with Section 51200.J. Minor Deviations and 51200.K. Amendment to a Development Plan permit of the Town of Jackson Land Development Regulations.

Should you have any questions, please feel free to contact me at 733-0440, Ext. 1302.

Respectfully,

Lindsay Kissel

Lindsay Kissel
Senior Planner

Project Plan Review History

Project Number P14-062
Project Name Pine Glades Trail Relocation
Type MINOR DEVIATION
Subtype
Status STAFF REVIEW

Applied	8/11/2014	TV
Approved	8/18/2014	TV
Closed		
Expired	8/18/2014	TV
Status		

Applicant Brenda Wylie
Owner PINE GLADES DEVELOPMENT, LLC

Site Address	City	State	Zip
30 Pine Glades Drive	Jackson	WY	83001

Subdivision
Parcel No 22411633438006
General Plan

Type of Review / Contact / Notes	Status	Dates: Sent	Due	Received	Remarks
Legal Audrey Cohen-Davis The new location wil need to be delineated on a Pathways Easement or amended Plat.	APPROVED W/COND	8/12/2014	9/2/2014	9/2/2014	
Planning Lindsay Kissel	APPROVED	8/12/2014	9/2/2014	10/24/2014	
Public Works Jeremy Parker	APPROVED W/COND	8/12/2014	9/2/2014	8/13/2014	

Lindsay Kissel

From: Brenda Wylie [brenda@wyliefirm.com]
Sent: Wednesday, October 22, 2014 3:38 PM
To: Lindsay Kissel
Cc: koehler.jack@gmail.com
Subject: FW: Pine Glades and Shade Monkey
Attachments: Shade Monkey Map.pdf

Thank you Jack. I have Lindsay at the Town to this e-mail. Regarding the old trail, that was my understanding as well - that the stone and material would be pushed up in a mound at the turn area so that is would deter people from riding over it.

Lindsay, can you let me know if you need anything further from me? See attached and below.

Best regards,
Brenda

Wylie Law Firm LLC | 320 E. Broadway, P.O. Box 4574, Jackson, Wyoming 83001 | work 307-733-6688 | mobile 307.690.4181 | brenda@wyliefirm.com

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-----Original Message-----
From: Jack Koehler [mailto:koehler.jack@gmail.com]
Sent: Friday, October 17, 2014 4:39 PM
To: Brenda Wylie
Cc: Katherine Dowson
Subject: Pine Glades and Shade Monkey

Hi Brenda,
I finally found time to put together the map you requested. We have an accurate GPS track of the finished trail alignment, including where it crosses town land that we could make available to Todd Cederholm if we need a better map to describe an access easement. It is in out GIS system and can be easily shared. Let me know if you need help with this if the attached map is not sufficient.

As I recall it, I was to write the town and let them know that FOP would be responsible for the trail build. I feel fine saying the trail is built. There is restoration work, related to

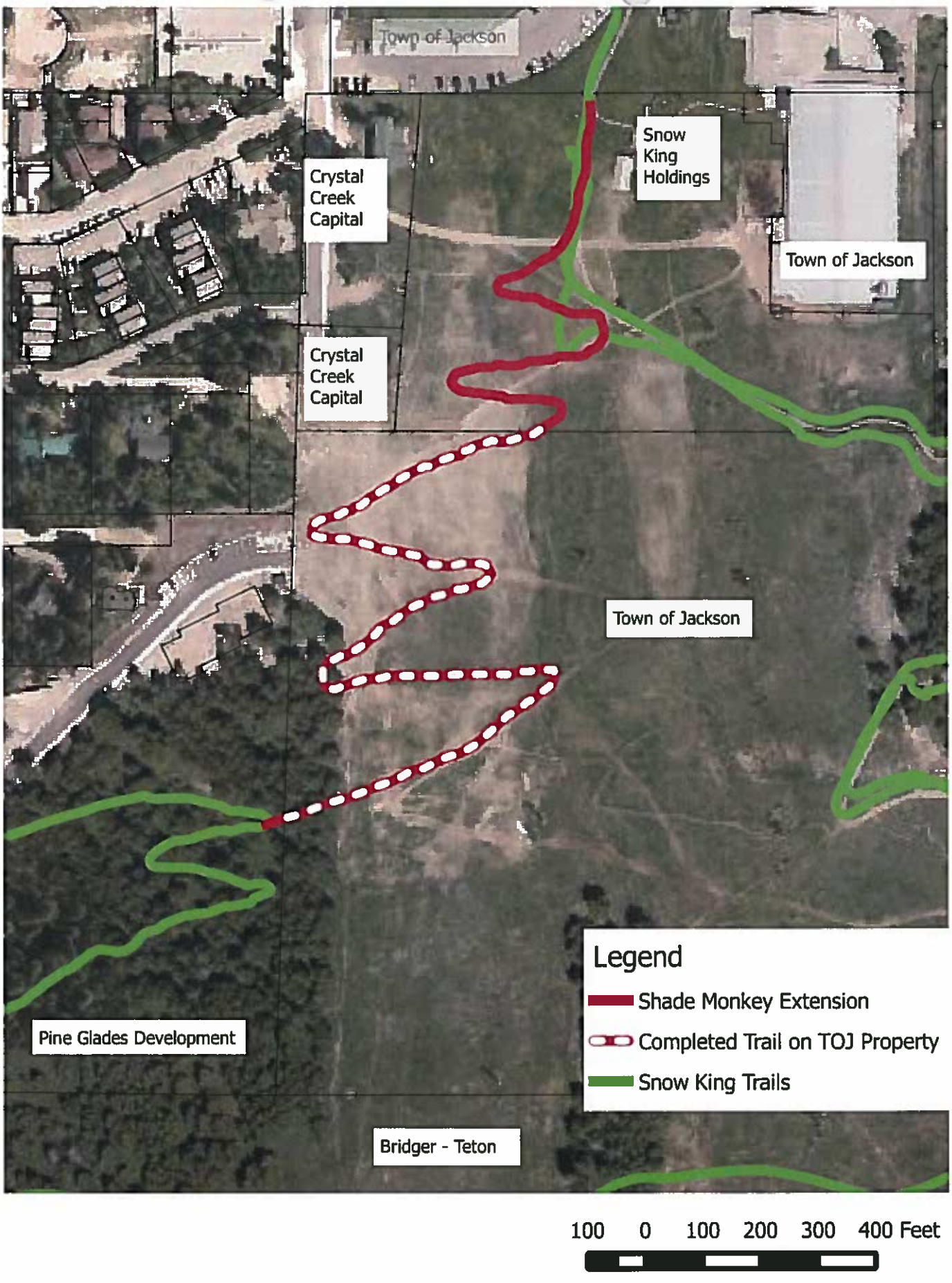
the new trail that should take place, but it is a drop in the bucket compared to the total amount of clean up and restoration that is still to be done from all the snow making and other trail work. It's a bit overwhelming how trashed the place looks right now.

As far as the old trail down to the development, I recall we were to rework the new junction at the top of the new trail to direct bike and hikers out on to Snow King or up the shade Monkey trail. This was to be accomplish by adding some stone steps or other natural material that would be awkward to ride or step over. We were going to leave the old trail in place. Can you please verify my understanding? The kiosk at Pine Glades has been removed.

If there is anything else you would like us to accomplish please let me know.

Thanks,
Jack

--
Jack Koehler
koehler.jack@gmail.com
PO Box 3791 Jackson, Wyoming 83001
307 413 6018


Town of Jackson
Snow King Holdings
Crystal Creek Capital
Town of Jackson
Crystal Creek Capital
Town of Jackson
Pine Glades Development
Bridger - Teton
Legend
Shade Monkey Extension
Completed Trail on TOJ Property
Snow King Trails
100 0 100 200 300 400 Feet

Tyler Valentine

From: Chris Owen <chris@friendsofpathways.org>
Sent: Monday, April 15, 2019 12:24 PM
To: Tyler Valentine; Jack Koehler; Brian Schilling
Subject: Re: Scanned from a Xerox Multifunction Printer
Attachments: Pine Glades Access-03.jpg

Hey Tyler good to meet you this morning, heres a quick recap of the work we have done just for the record. Jack and Brian I included you in case I missed anything. In 2011 FOP worked with town and Pine Glades to build the Shade Monkey Trail from one of the higher lots on Pine Glades Dr. to the USFS boundary. In 2014 FOP worked with Snow King to extend Shade Monkey to the base of the Cougar lift utilizing their old horse trails to provide an in town access point to the national forest. It was either that summer or the next that we closed the spur of the trail that accessed Pine Glades at the higher lot on Pine Glades Dr. As mentioned in the email we built a small retaining wall of rocks to support the main leg of the trail and clearly channel people onto the Snow King ski area and the lower portion of Shade Monkey. We left the old trail bench to pine glades and removed the kiosk at the higher lot. As of last summer 2018 it looked rarely used but there were some track and matted grass along the fence line of construction at that higher lot, seemingly from folks in the neighborhood walking around the construction to access the trail. We can certainly go in and put a hard closure on the trail by dropping trees, reseeding etc. FOP worked again with Pine Glades in 2017 to build the new access point just above the tunnel. The USFS wanted to adopt the user created trail to the 5th switchback on the Shade Monkey Trail so we worked with the contractor to move some of the large rock lining that northeast corner of the property to line a trail that we constructed, lined with gravel, and added one of the new trail wayfinding signs to denote an official trail.

The access point from Wister Ave. to the trail system on the national forest does look doable by traversing below Jessica Lane and tying in at the staircase at the end of the retaining wall to gain access back to the road and the access trail mentioned above on the northeast corner of the property. This would involve roughly $3000 worth of work as compared to the other alternative of trying to build a trail along the western property boundary which is steep and would require a much larger staircase construction out of railroad ties or something similar for approximately 500 vertical feet up the hillside. This would be more costly due to the railroad ties, rebar, more labor etc.

Thanks Tyler,

Chris

On Mon, Apr 15, 2019 at 10:00 AM Tyler Valentine <tvalentine@jacksonwy.gov> wrote:

> Jack,
>
> Good chatting with you earlier. I am trying to verify in writing that the portion of trail in front of the duplex at 140 Pine Glades Drive (which connected to Shade Monkey) was vacated and relocated adjacent to the upper opening of the tunnel. Attached is a correspondence between you and Brenda Wylie and Lynsey Kissel which appears to confirm the trail vacation/re-location.
>
> Also, if there are any obligations of the developer to upgrade the new trail connector, please let me know via site inspection. Also, a cost estimate would be helpful so we can have them bond for those improvements.
>
> Thanks, Tyler V.

733-0440 x1305

Sent from my iPhone

Begin forwarded message:

> **From:** <PlanningXerox@townofjackson.com>
> **Date:** April 15, 2019 at 9:52:46 AM MDT
> **To:** "Valentine, Tyler " <tvalentine@jacksonwy.gov>
> **Subject: Scanned from a Xerox Multifunction Printer**
> **Reply-To:** <PlanningXerox@townofjackson.com>
>
> Please open the attached document. It was scanned and sent to you using a Xerox Multifunction Printer.
>
> Sent by: Guest
> Number of Images: 3
> Attachment File Type: pdf, Multi-Page
>
> Sent from Town of Jackson Planning Department Xerox

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--
Chris Owen
Trails Program Manager
Friends of Pathways
307-733-4534


Snow
King TH
New Access Trail
Access Trail from
Wister Ave.
Old Access Trail
102
Shade Monkey


NO
Trespassing
Private Property
NO
Trespassing
Private Property


CAUTION
SPEED
LIMIT
10
NO
Trespassing
Private Property

Visual Impact Analysis

Pine Glades Development, LLC

The Pine Glades visual impact analysis has three different presentations: a comparative view of similar, neighboring properties; a comparative cross-section of foreground clearing; and a 3-D modeling of the site with proposed buildings and roadways.

Comparative View of Similar, Neighboring Properties:

Snow King Estates and Aspen Highlands, two developments built on similar slopes with similar tree density as the proposed Pine Glades development, have nominal visibility from US Highway 89 as illustrated in a picture taken from the National Wildlife Museum.

Comparative Cross-Section of Foreground Clearing:

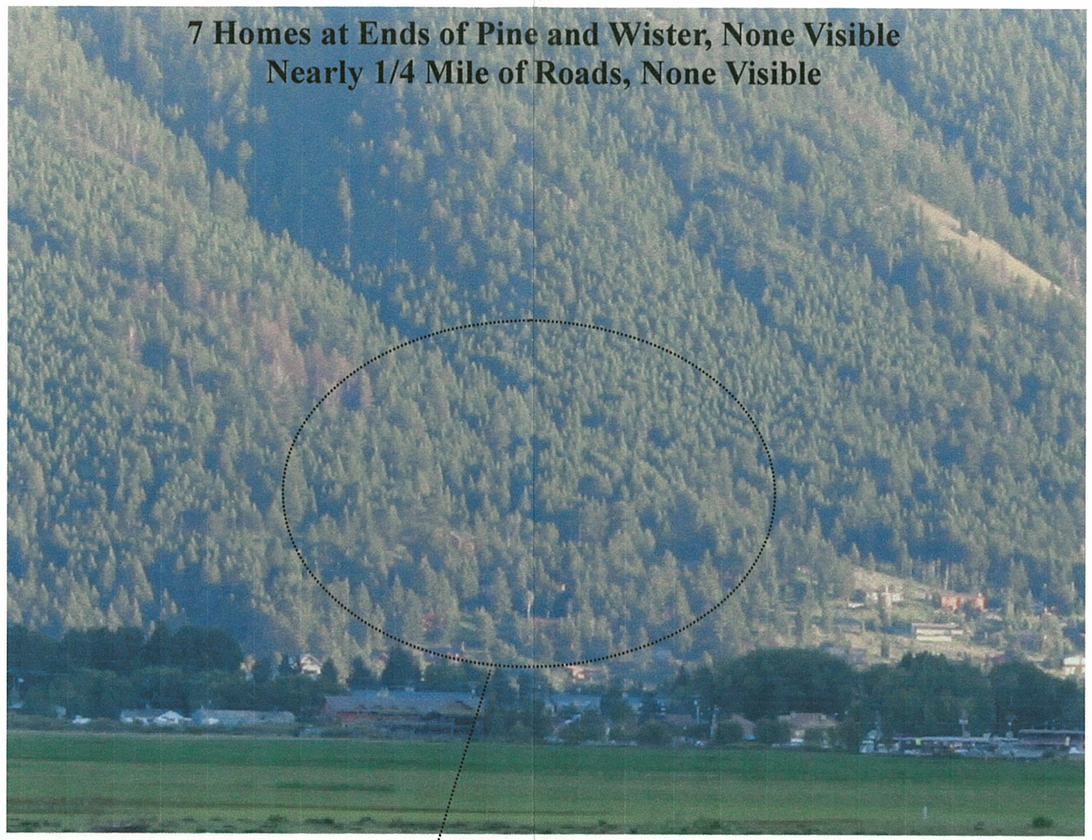
The Pine Glades design seeks to minimize visual impact by incorporating drive aisles and parking areas below the buildings, eliminating the need for individual driveways and minimizing site disturbance and lot coverage by terracing parking and living uses. To illustrate the impact minimized disturbance has on visual impact, see the cross-section of the DeFazio single family residence under construction at 695 Pine Drive vs. a cross-section of the proposed Pine Glades town homes, attached hereto. The 160 feet of foreground clearing between the DeFazio roofline and the Moeller roofline, includes: DeFazio's house, driveway and yard, Pine Drive, and Moeller's driveway, yard and house. To the contrary, the proposed Pine Glades development has a nominal foreground clearing and as a result has nominal visual impact.

3-D Modeling of Site with Proposed Buildings and Roadways:

The revised 3-D analysis provides a life like animation of the proposed Pine Glades community. To ensure accuracy, after buildings and roadways were mapped and all trees with a five inch or greater trunk diameter were surveyed, a fuel management specialist from the Teton Science School determined which trees were to be removed in order to provide appropriate defensible space, as well as locations for trees to be added to further reduce visibility of the Pine Glades development from town.

Visibility of Other Hillside Neighborhoods Surrounding Snow King from North of Town

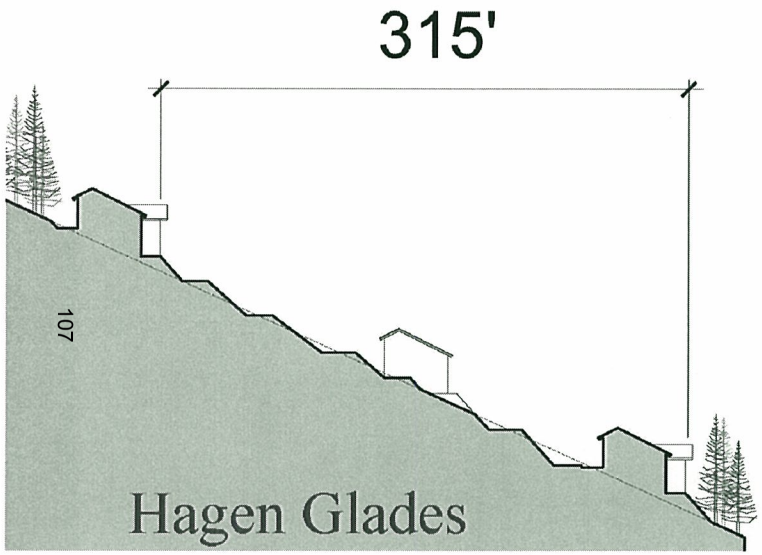


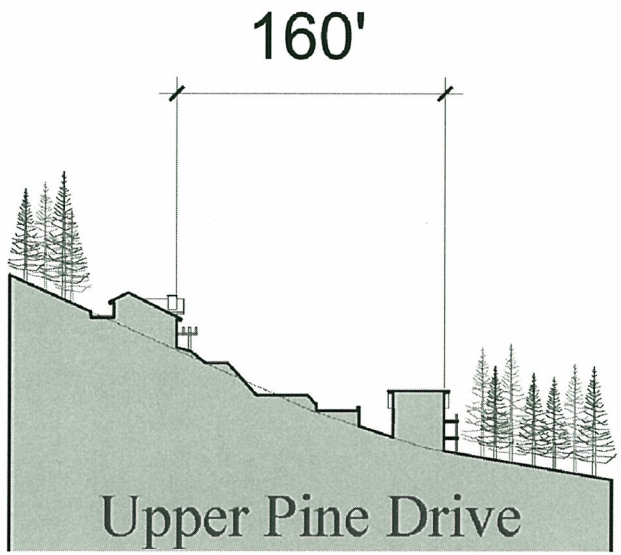


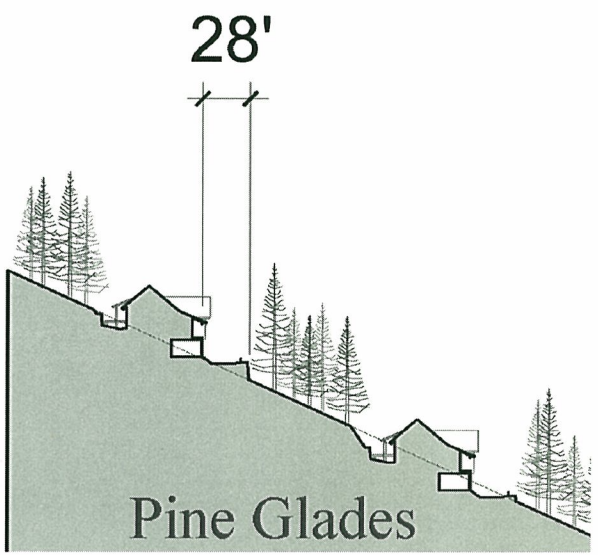


Pine Glades Development, LLC

Comparative Cross-Section of Foreground Clearing





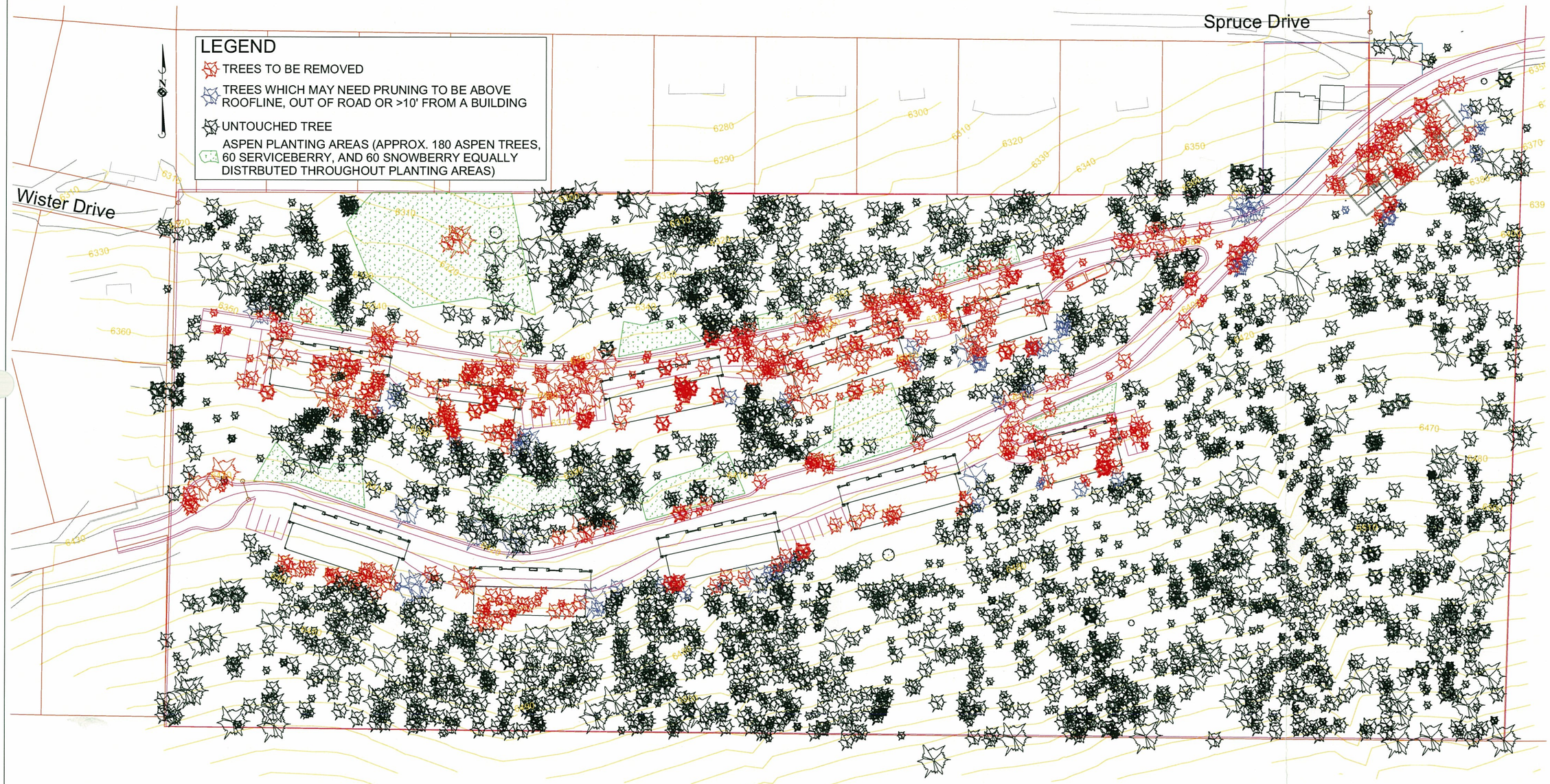


View of DeFazio and Moeller Houses
The distance between the tree lines is approximately 160 Feet.



Same picture as above only take behind the red truck
Notice the distance between the tree lines in approximately 28 feet





DAVE TAYLOR & ASSOCIATES, INC.
70 S. KING STREET, P.O. BOX 11870
JACKSON, WYOMING 83002
(307) 734-5245

PREPARED BY: DWT
DATE: 9-25-07
REV. DATE:

DRAWING TITLE:
TREE SURVEY USED FOR VISIBILITY STUDY

PROJECT TITLE:
PINE GLADES
FINAL DEVELOPMENT PLAN
PUD & CUP

PROJECT NUMBER:
05-019

DRAWING NUMBER:
S8A











Landscape Plan

Pine Glades Development, LLC

Currently the subject property is dominated by a mature Douglas Fir forest with over 3,000 trees in excess of 6" in diameter. Limited numbers of Aspen trees, serviceberry, snowberry and chokecherry occur in the canopy openings of the Fir. The duff layer, which varies in depth from 1" to 6", is covered with moss, lichen or fungi. As such the forest can be characterized as mature, homogeneous with very little sunlight penetration resulting in low plant species diversity.

The project plant unit requirement is calculated to be 42 units. Given the large number of existing trees the applicant requests that the plant unit requirement be satisfied by credit for existing vegetation. This request is supported by the table entitled "Landscape Requirements" which indicates the plant units required, and compares this requirement (utilizing Plant Unit Alternative B) to the existing vegetation, as well as the additional material proposed to address the Fuels and Vegetation Management Plan.

The applicant has completed a Fuels and Vegetation Management Plan for the project area. This plan identifies areas to be cleared of mature Doug Fir trees and replanted with Aspen overstory and Serviceberry/Snowberry understory. These areas (and the requisite plant numbers) are identified on the Landscape Plan and intended to provide fire barriers for the proposed development. Exact placement of the plant material within the designated areas will be accomplished by a representative from Teton Science School Conservation Research Center and the Teton County Fire Marshall during the construction process to insure maximum effectiveness.

As demonstrated by the visual analysis presented during the Sketch Plan hearings the applicant is sensitive to the visual impacts of the development as viewed from points in the Town of Jackson. In order to address these impacts the developer is committed to preserving as many existing trees as possible during construction and planting up to 100 additional trees for screening purposes. In order to maximize their effectiveness, these plantings will be located after building construction. Accordingly, these plantings are not indicated on the Landscape Plan.

Landscaping Requirements

Suburban Residential Zoning District

(LDR §4160)

Plant Units Required:			Plant Units per unit		Plant Units Required
Dwelling units	39 dwelling units	x	1	=	39
Parking	37 outdoor spaces	x	1/12	=	3
					42

Required vs. Proposed Plants:	Plants per Plant Unit*				Total Plants Required		Exising & Proposed Plants**	Surplus Over Req.'d
8' & Larger Evergreen Trees (Douglas Fir)	3	x	42	=	126	vs	>2,800	>2,670
3" & Larger Canopy Trees (Aspen)	2	x	42	=	84 ***	vs	240	156
#5 & Larger Container Shrubs (Service & Snowberries)	2	x	42	=	84	vs	>220	>140

---

*Using Plant Unit Alternative B by way of example to show magnitude of surplus over requirement

*Existing & Proposed Plants:	Exiting Plants Remaining After Construction	New Plantings	Total
8' & Larger Evergreen Trees	> 2,800	t.b.d.	>2,800
3" & Larger Canopy Trees	60	180	240
#5 & Larger Container Shrubs****	> 100 ****	120	>220

*** Although credit not taken here, bike racks at each building (11) reduce the required plantings by 11 canopy trees

**** There are over 100 shrubs 5-6' tall. The property is, in fact, carpeted with small shrubs probably numbering in the thousands

PINE GLADES, LLC

PINE DRIVE

WISTER AVENUE

SPRUCE DRIVE

PINE DRIVE

LOT 31

LOT 28

LOT 29 AND 30

MATCHLINE

LOT 1 LOT 2 LOT 3 LOT 4 LOT 5 LOT 6 LOT 7 LOT 8 LOT 9 LOT 10 LOT 11 LOT 12 LOT 13 LOT 15 LOT 16 LOT 17 LOT 18 LOT 19 LOT 20 LOT 21 LOT 22 LOT 23 LOT 24 LOT 25 LOT 26 LOT 27

LEGEND

- TREES TO BE REMOVED
- TREES WHICH MAY NEED PRUNING TO BE ABOVE ROOFLINE, OUT OF ROAD OR >10' FROM A BUILDING
- TREES WITH TRUNK DIAMETER GREATER THAN 15"
- UNTOUCHED TREE
- ASPEN PLANTING AREAS (APPROX. 180 ASPEN TREES, 60 SERVICEBERRY, AND 60 SNOWBERRY EQUALLY DISTRIBUTED THROUGHOUT PLANTING AREAS)

0 50 100 150 200

SCALE IN FEET

LICENSED LANDSCAPE ARCHITECT
RICHARD VANGYTENBEEK
#LA-0010C
10/9/07
STATE OF WYOMING

RENDEZVOUS ENGINEERING, P.C.
P.O. BOX 4858 JACKSON, WYOMING 83001
25 SOUTH GROS VENTRE STREET
PHONE - 307.733.5252 FAX - 307.733.2334

Prepared By: JFH
Date: 11-03-05
Rev. Date: 09-26-07

DRAWING TITLE: PROPOSED LANDSCAPE PLAN

PROJECT TITLE: PINE GLADES FINAL DEVELOPMENT PLAN

PROJECT NUMBER: 05-019

DRAWING NUMBER: L1

270 WEST PEARL, SUITE 103
P. O. BOX 3070
JACKSON, WY 83001
307.734.1908
307.733.3752 (fax)
WWW.LRW-LAW.COM

LONG REIMER WINEGAR
LONG | REIMER | WINEGAR | BEPPLER LLP

ERIKA M. NASH
PARTNER

ADMITTED IN WY
enash@lrw-law.com

WITH ATTORNEYS ADMITTED IN
WY CO UT CA ID MT NE ND AZ & WA

June 26, 2019

Town of Jackson
Planning & Building Department
Attn: Tyler Sinclair, Director
P.O. Box 1687
Jackson, WY 83001

Via Email: tsinclair@jacksonwy.gov

Town of Jackson
Lea M. Colasuonno,
Interim Town Attorney
P.O. Box 1687
Jackson, WY 83001

Via Email: lcolasuonno@jacksonwy.gov

Re: Compliance with Pine Glades Planned Unit Development; Other

Dear Mr. Sinclair and Ms. Colasuonno,

As you are aware, my office, along with Bill Collins of Collins Planning Associates, Todd Cedarholm of On Sight Land Surveyors Inc., Dave Myers of Mountain Home Building, and Carolyn Burke of Sagebrush Architect Services, are working together with Pine Canyon, LLC, the current owner of portions of Pine Glades Planned Unit Development, to complete this development in a timely manner. Specifically, approximately 1.5 years ago, Pine Canyon, LLC, purchased the remaining development rights of this development comprising of the two unit duplex currently under construction in Phase 1 and the entire Phase 2 of the development (often referred to herein as "Pine Glades").

Pine Glades was originally approved by the Town of Jackson approximately twelve years ago in 2007, when the development was owned then by Dave Taylor, who ultimately never completed the development and apparently failed to make good on many of his promises to homeowners inside Pine Glades and neighboring properties, and to the Town of Jackson itself. Pine Canyon LLC purchased the remaining development rights and has been diligently working to understand the scope of the development and quickly start to address what amounts to over ten years of deferred maintenance issues, including but not limited to completing Phase 1, while working towards starting and completing Phase 2, which requires the final step of the Town of Jackson and Pine Canyon entering into a Development Agreement.

When on behalf of Pine Canyon, its advisors reviewed the title report for the development which included all Covenants, Conditions and Restrictions ("CC&Rs"), plats, recorded easements,

WITH OFFICES IN CHEYENNE, JACKSON, EVANSTON, WY; DENVER, CO; AND PARK CITY, UT

and restrictions of title. The team also reviewed the development file with the Town of Jackson Planning and Building Department and submitted and received responses to a detailed Zoning Compliance Verification prior to purchasing the property. The town's February 17, 2017 ZCV stated that the staff was unaware of any outstanding easement requirements for the entire Pine Glades PUD and further stated that the staff was not aware of any additional outstanding conditions or requirements that would prevent the issuance of building permits on the remaining unbuilt townhomes. The title was clear and the development plan, coupled with the Town's ZCV response, was clear also regarding what was left to be completed and the outstanding obligations and requirements for the Pine Glades developer. These remaining items included the construction of the final two unit duplex in Phase 1, constructing a trails system that accesses the existing adjacent trails on Snow King and in Bridger Teton National Forest, and construction of all of Phase 2, including some of the Phase 2 infrastructure which requires the Town and the new owner enter into a Development Agreement.

As the Pine Glades team worked toward a development agreement and several modifications the new owner initially wished to make to the PUD, we learned that the Town Planning Department required an easement of non-vehicular access for the general public to travel on the two private roads within the Pine Glades PUD. We very much disagree that any such requirement was imposed on the original Pine Glades PUD or can be imposed now. In an attempt to resolve this disagreement, on March 22, 2019, Pine Canyon agent Bill Collins, provided the Town planners and then-attorney Audrey Cohen-Davis, a memo written by Todd Cedarholm that was accompanied with several exhibits that demonstrated that no such public access was ever required or recorded on the private roads in the PUD. Mr. Collins asked that in turn, the Town staff review their files and provide a response memo with supporting evidence that the staff believes supports the assertion that non-vehicular access is required as a PUD condition on the private roads.

Thus, we now are in receipt of your compliance letter dated May 28, 2019, which purports to contain all outstanding items/conditions for this development as well as all evidence you believe supports the Town's assertion that non-vehicular public access is or must be granted over the Pine Glades private roads. Thank you also again for agreeing at our meeting on June 17, 2019 to discuss the compliance letter in general terms, where you agreed to extend the unilaterally imposed initial compliance deadlines in that letter to July 1, 2019 in order to give us adequate time to review and respond to the compliance letter. As set forth in greater detail below, Pine Canyon, its consultants and its legal team, do not believe that a public easement for non-motorized access currently exists over the private roads in the Pine Glades development, nor do they believe that such non-motorized access easement was ever an approved condition of the development. However, Pine Canyon is proposing an improved trail system, attached hereto as **Exhibit 1**, (the "Current Trail Proposal") that will provide public access on the Pine Glades development's private property while maintaining the roads located within the development as private roads. To the extent necessary, this trail system will only necessitate public access onto the cul-de-sac at the western end of Pine Glades Drive for the public to access two trails that traverse uphill and downhill from that point on the road. This would be the only location where the public needs access on private roads located within the development, which we believe, will satisfy the intent of the original developer's promise to the members of the public, which is to allow the public to gain reasonable access to the

trail systems on this private development that cross and hook into trails on Snow King Mountain and in the Bridger Teton National Forest.

Of Phase 1, there are 12 market townhomes (both duplex and triplex), 2 affordable condominium units (duplex), and 7 affordable townhome units (all attached), and as previously mentioned, a duplex that remains to be completed. At this time, Phase 2 includes 13 market townhome units consisting of three triplexes and two duplexes, but none of those units have been constructed, nor has Jessica Lane, the road servicing Phase 2, been constructed. As most of Phase 1 has been developed and is occupied by homeowners, Phase 1 has been turned over to the Pine Glades Homeowner's Association, a nonprofit corporation filed with the Wyoming Secretary of State (the "HOA") comprised of owners of the Phase 1 constructed properties. The HOA controls the management and oversight of various common areas and community improvements in Phase 1, and enforces certain rules and restrictions in Phase 1 as guided by its Bylaws, the CC&Rs, as supplemented and amended, and the various plats. The HOA bears all maintenance rights, obligations and expenses across the roadways and sidewalks, as well as any other common areas. Thus, the HOA and not Pine Canyon, LLC, may be the successor to any right or ability to grant future easements over portions of Phase 1 of Pine Glade development, and Pine Canyon, LLC is still the developer of Phase 2, and has the right to complete the development which may include granting certain easements over Phase 2.

I. CURRENT STATUS: NO PUBLIC EASEMENT EXISTS FOR NON-MOTORIZED VEHICLES OVER PRIVATE ROADS IN PINE GLADES.

a. Legal Requirements to Establish an Easement

Because the creation of an easement is a transfer of an interest in real property, legal formalities are required. Generally, an easement can be created in one of two ways. First, an easement can be created by a written instrument that demonstrates the intent to convey such interest and which is signed and notarized by the party from whom the interest will pass.[1] The easement should also clearly state to whom the easement is granted and the location of the easement.[2] If an easement is created for the public, the written instrument creating the easement and recorded in the public record must have a clear indication of such intent.[3]

Second, an easement by plat can also establish the right of the public to use property, which is often referred to as a statutory dedication.[4] To establish an easement by plat to the public, the acknowledged, recorded subdivision plat must clearly establish the owner's intent to irrevocably dedicate specifically identified property to public use. Such a plat is interpreted by looking at the plain language of the plat.[5] Examples of when an easement by plat dedicates the surface of the property for public use occurs when the plat clearly indicates the public has the right to use the

1 *See* Wyo. Stat. Ann. § 34–1–106; *Whalon v. North Platte Canal & Colonization Co.,* 11 Wyo. 313 (Wyo. 1903).
2 *See* Wyo. Stat. Ann. § 34–1–141.
3 *See, e.g., Yeager v. Forbes*, 2003 WY 134, ¶ 28, 78 P.3d 241, 253 (Wyo. 2003).
4 *See Owsley v. Robinson*, 2003 WY 33, ¶ 9, 65 P.3d 374 (Wyo. 2003).
5 *See* Wyo. Stat. Ann. § 34–12–104; *Owsley*, 2003 WY 33, ¶¶ 10-12.

property for such things as cemeteries, schools, bridges, and parks.[6] If for example, the plat indicates that there is an easement for utility purposes, then that is the only intended use and does not create an easement to the general public for use of the surface.[7] Furthermore, if a plat map shows a trail or road, that alone is insufficient to establish a public easement over the trail or road unless there is a clear indication on the plat or a subsequent document that the trail or road is for the general public to use.[8]

In this instance, there are two main items being discussed, public easements (non-motorized) across (1) paved sidewalks/roadways and (2) dirt trails. Currently, there are no trails established on the plat itself; the trails in current existence and those yet to be established reside on the edges of the Pine Glades subdivision, and have been illustrated on a trail map, but no written and recorded easements yet exist for the trails to the public at this time; those easement must still be granted as well, and Pine Canyon agrees that these trails and easements are a part of the requirements to the approved Pine Glades PUD. As discussed in greater detail below, there are no written and recorded easements to the public for access across the roadways either, but these easements are not a requirement of the Pine Glades PUD.

b. <u>An Easement to the Public Over Private Roadways Does Not Currently Exist.</u>

There is no disagreement that the roads within Pine Glades are private roads (the "private roads") and there is no intent to dedicate them as public roads. In general, these roads are steep, cross through a tight, blind tunnel, and run under living spaces and in front of entry doors and garages for the units; in short they are not conducive to public motor access. Further, there is no outlet at the end of the subdivision roads; everyone has to enter and leave through the same entrance, which includes the tunnel. This leaves the limited issue of whether an easement over the private roads for non-motorized access has been granted to the public. Based on our extensive review of the documents, including the exhibits attached to your May 28, 2019 letter, no easement currently exists to the public over the Pine Glades' private roads.

An access easement and a right-of-way are not one in the same. An access easement is generally granted to a specific entity for a specific purpose such as utility work/maintenance, emergency vehicle access, etc. A right-of-way is granted for travel purposes. An access easement to a municipality does not automatically grant unfettered access to the public for vehicle, pedestrian, bicycle, equestrian across the property. The Pine Glades subdivision plat grants easements to the Town of Jackson in two instances. In one instance in the certificate of owner, the Town of Jackson is granted an access easement across the entire GCE Roadway. In this note the public is never mentioned and the intent was NOT to grant general access to the public but rather to grant access to the Town of Jackson for the limited purpose of performing municipal duties such as inspections, code enforcement, water meter readings, etc. A second access easement is more specific and grants access for certain utility work and emergency access. Both of these easements mirror almost exactly the review comments made by then Town Engineer Shawn O'Malley when he reviewed the subdivision plat prior to its approval and recording. The law is very clear that an

6 *See id.* ¶ 11.
7 *See id.*
8 *See Beach v. Turim*, 287 Va. 223, 229, 754 S.E.2d 295, 298 (2014).

access easement cannot be inferred, it must be expressly granted, particularly an access easement to the public. Neither of these two easements to the Town grant access to the general public.

i. Specific Example of Public Access Easement In the Town of Jackson

In the Town of Jackson, there is a specific example readily available where the Town required a public access easement to be granted on private roads. Specifically, in the Daisy Bush subdivision the plat clearly provides that the roads within this subdivision, Dylan Drive and Wheatleigh Way, are private roads, and that the lot owners within the subdivision bear all costs of maintenance and ownership of the roads. The current and previous plats, also however, expressly grants public access on the private roads as evidenced below:

The Daisy Bush plat 1296, Certificate of Owner – "the access and utility easement connecting Dylan Drive and Wheatleigh Way was dedicated on said Plat No. 1244 as a public right-of-way for uninhabited non-motorized access and for emergency vehicles only, and that dedication is hereby affirmed."

The Daisy Bush plat 1296, map on sheet 2 also contains the following notes attached to Dylan Drive and to Wheatleigh Way: "Town of Jackson Utility and Public Access Easement for Non-motorized and Emergency Vehicles Only."

Further the Daisy Bush plat 1244, Certificate of Owner – "that those roadway and utility easements shown hereon as Dylan Drive and Wheatleigh Way are hereby dedicated as Private roadway and utility easement for the use of the owners of the lots within this subdivision, their heirs successors, and assigns, and shall be the perpetual maintenance responsibility of the owners of lots within this subdivision. Said easements are further dedicated as public right-of-way for uninhibited (sic) non-motorized access."

Daisy Bush plat 1244, map on sheet 2 also contains the following notes attached to Dylan Drive and Wheatleigh Way: "Driveway, Utility and Public Access Easement."

This subdivision located in the Town of Jackson is a good example of where there was obviously a clear requirement and condition of the development permit process to provide to the public non-motorized access across certain roadways and then the clear language in the plat that created such easements in favor of the public. No such easement language currently exists for Pine Glades, nor was it ever a condition or requirement of the development permit that such easement language should exist.

II. SPECIFIC RESPONSES TO EXHIBITS ATTACHED TO MAY 29, 2019 LETTER

According to Mr. Sinclair's representations in our meeting on June 17, 2019, the May 28, 2019 letter contains the complete public record, including specific Exhibits, in support of the Town's position that an access easement is to be granted to the public over private roads for non-motorized uses. From our review of the public record as demonstrated by the Exhibits, these items fall short of fulfilling the necessary requirements to establish a public easement over the private

sidewalks and roadways located in the Pine Glades development. We will address each exhibit in more detail below.

Exhibit A

The July 17, 2007 letter, attached as Exhibit A to the May 28, 2019 letter, is simply a public comment from a non-governmental organization expressing an opinion about a development application that was being reviewed by the Town Council; the letter did not establish a condition or easement on said application. This letter is not acknowledged or signed by the developer and has no binding effect on the developer (or successors to the developer). It simply provides Tim Young's public comment after his review of the proposed trails. The Town's May 28, 2019 letter mischaracterizes Mr. Young's letter and inserts meaning that is not evident in the plain meaning of the words in his July 17, 2007 letter. Mr. Young makes a salient statement in his July 17, 2007 letter that it is very helpful to see a public easement on all sidewalks and roads, but the Town of Jackson never acted on this suggestion as a condition to the PUD, and no such easement existed then and does not exist today.

Exhibit B

Similarly, the transcript of the January 7, 2008 Town Council meeting on the Pine Glades PUD sketch plan, attached as Exhibit B to the May 28, 2019 letter, containing Pine Glades developer Dave Taylor's statements made during such meeting do not meet the legal requirements of creating a condition or an easement. While the developer provided oral responses to questions, those responses again were never acted upon by the Town of Jackson. The oral statements needed to be properly memorialized to create the legal obligation the Town Planning Department now desires. It is also important to note that Dave Taylor's comments were made during a preliminary meeting in which the Pine Glades PUD sketch plan was reviewed by the Town Council and not during a meeting in which final approval was decided. The sketch plan staff report treats Pine Glades first as a sketch plan for a 39 unit PUD, and then at a later time, a Final Development Plan for a 39-unit PUD was submitted, reviewed and approved by the Town Council. There was no separate PUD approval that was granted concurrently with the sketch plan approval that can be characterized as a final decision. While the Town now relies heavily on Dave Taylor's comments in the preliminary sketch plan meeting, during the review and ultimate approval of the subsequently submitted Final Development Plan, there was absolutely no mention of Mr. Taylor's earlier comments, or the reliance on such comments, in the several pages of staff review comments, the staff report for the Final Development Plan, the Town Council's Findings of Approval, the motion of approval, the conditions of approval, or in the minutes of the Council's meeting in which approval was granted to the Pine Glades Final Development Plan PUD. In good faith, Pine Canyon relied on the written development record and did not have knowledge of the transcript that was included in your letter, but even so, such comments are not the same as an easement or a condition to grant an easement to the public. Furthermore, the transcript containing Mr. Taylor's comments was created only two months ago in April, 2019, after town staff located the tape of the 2008 meeting and had a portion of the recording transcribed to include in your May 28, 2019 letter.

Exhibits C, D

Exhibits C and D relate to the **trail system** and pedestrian easements that were proposed as part of the Pine Glades development; however they do not describe any easement or rights of public access on the sidewalks and private roads in the development. Rather these Exhibits detail a public trail system to access Snow King and the USFS lands. The current developer of the Pine Glades Phase 2 will complete the trail system that fulfills all obligations imposed on Pine Glades to build such a system, and these trails will be surveyed and specifically described and easements will be recorded that expressly allow to public to enjoy them in perpetuity. However, granting public access to a surveyed and specifically defined trail does not automatically or also grant public access to the private roads in the Pine Glades development.

The Final Development Plan Trail Map, attached as Exhibit D to your May 28, 2019 letter, actually provides clear evidence that a public easement was not granted over the private roads. Based on the map legend, the public ski/hiking access is delineated on the map and verbally described as being on "soft surface" trails. These trails are not shown on the private roads. The two trails passing near the S – 1 building and the affordable housing units, and appearing to connect to the private Pine Glades Drive were deleted by the Minor Deviation that Mr. Sinclair approved in 2014 (Exhibit H). The planning staff has asserted in the past that public access on the private roads is necessary to access the trails that were required per this Trail Map. However, the Current Trail Proposal will not require public access on the private roads to access the trails, except for a limited access on the western cul-de-sac described above.

The sidewalk shown on the map matches the Project Summary in Exhibit C that says pedestrian access will be provided to and from each unit within the development, however there is no allowance granted to the general public for use of the sidewalk. This sidewalk is in neither the General nor Limited Common Elements of the subdivision, but rather it passes through private townhouse lots and is subjected to a 3-dimensional access easement to other homeowners. This easement expressly prescribes the beneficiaries who enjoy the easement and the general public is not included in this specific list.

Pine Canyon has developed a plan to provide public access easements through trails, but not public easements over the private roads, *see* **Exhibit 1**. The Current Trail Proposal includes a trail system shown on the enclosed map, except for the two trails that were deleted by the Minor Deviation, with the following revisions: 1) reinstate the western trail that traverses uphill from the Pine Glades Drive cul-de-sac that was deleted by a Minor Deviation Mr. Sinclair approved in 2011; 2) construct a newly proposed trail that traverses downhill from the same cul-de-sac and connects to a trail that traverses the lower hillside; and, 3) extend to the existing Snow King trail network the lower trial that will traverse the lower hillside below future phase 2. This extension of the lower trail replaces any trail that was moved from the S – 1 vicinity to the upper end of the tunnel.

Exhibit E

The Subdivision Improvement Agreement dated December 31, 2010 ("SIA"), attached as Exhibit E to the May 28, 2019 letter, also does not support the assertion that an easement exists in

favor of the public over the private roads and in fact it provides clear evidence that contradicts such an assertion. The SIA contains both direct and indirect references to the Trail Map that is discussed above. The Attachment A to the SIA includes a line item for bonding 4,200 lineal feet of trail, a length that approximates the amount of on-site trails in the Current Trail Proposal. The staff's own characterization of this exhibit correctly contains no reference to public access on the private roads.

Exhibit F

The 2011 Minor Deviation, attached as Exhibit F to the May 28, 2019 letter, does not support any assertion that an easement exists over the private roads in Pine Glades. This Minor Deviation that Mr. Sinclair approved (which was later superseded by a subsequent 2014 Minor Deviation) is not relevant to the Town's current assertion. Furthermore, Shawn Hill's staff review comments that are attached to this Exhibit do not contradict the Current Trail Proposal. To the extent that one attempts to advocate that there is a contradiction between Pine Canyon's proposal and Mr. Hill's comments, it is important to note that a staff review of a proposal cannot create new requirements that were not previously established by the conditions of an approval or in adopted regulations

Exhibit G

The recorded Pine Glades Subdivision Plat, attached as Exhibit G to the May 28, 2019 letter, includes the easements that were granted to the Town of Jackson and are discussed above. In a letter dated March 22, 2019, from Todd Cedarholm, PLS, to the Town of Jackson, attached hereto as **Exhibit 2**, Mr. Cedarholm specifically addresses all of the easement language used. None of the language in the Plat provides a clear intent to grant the public non-motorized access over the private roads.

In both the Certificate of Owner and delineated on the map, the private roads are established as "Private Roads" with no exception, caveat or qualification that deviates from the plain and common meaning of this term. Furthermore, the Plat establishes the boundaries of the private townhouse lots that are traversed by the sidewalk mentioned above, and further creates the 3-dimensional access easement also discussed above. Each townhouse lot owner must grant an easement to the general public before the public can travel on the sidewalk that passes through these lots.

The Town in its May 28, 2019 letter asserts that the general public has access to the private roads as a result of an easement granted to the Town of Jackson over the General Common Element roads. This easement was granted to the municipal corporation known as the Town of Jackson to permit town officials to perform their normal and regular municipal duties, such as inspections, enforcement, water meter reading, etc. It does not grant an easement to the general public. Furthermore, the sidewalk on which the public would travel is within the boundaries of private townhouse lots and not in the private roads or common elements.

The Plat was reviewed by the staff in several departments of the Town of Jackson prior to

it being approved and recorded in January of 2010, and detailed review comments were made by all departments. On April 15, 2009, the Town's engineer, Shawn O'Malley reviewed the Plat and made the following comments: (1) "[p]rior to approval, the plat documentation shall be revised to grant the Town an access easement over the entirety of all roadway and parking areas." (2) "[p]rior to approval, the easement documentation on the plat shall be revised such that the Town of Jackson is provided a minimum of a 40-foot wide access and maintenance over all locations of water mains, sewer mains, fire hydrant laterals, and fire hydrants." Following such comments, language similar to Mr. O'Malley's review comments were added to the Subdivision Plat.

Also, at the time of approving the Pine Glades Plat, the Town's legal department made many highly detailed comments about required and necessary easements that should be established on the subdivision Plat. Despite this extensive legal review, there is no mention of public access or public easements over the private roads. The Planning Department also reviewed the proposed Plat and also made no mention of public access on the Pine Glades private roads. While the Town may now wish that such access exists, or a condition to grant such access exists, the numerous review comments make it clear that a public easement over the private roads was not a condition or a matter that the Town required prior to the approval and recordation of the Plat.

Exhibit H

Mr. Sinclair's second approved Minor Deviation, attached as Exhibit H to your May 28, 2019 letter, does not support an assertion that an easement exists over the private roads and in fact it provides clear and significant evidence that contradicts such an assertion. This approved Minor Deviation and the accompanying emails and trail map, clearly demonstrate that the trails shown on the Trail Map that pass near the S – 1 building and the affordable housing units were deleted. Access on the private roads to allow the general public to access these two trailheads, which has been asserted by the planning staff, can no longer be argued. Any trail that was relocated to the vicinity of the upper end of the tunnel will be replaced by the lower trail from Wister Drive as shown in the Current Trail Proposal. Access on the private roads to access the trails will no longer be necessary as the lower trail will provide connection to the Snow King Trail network

III. Other Issues To Consider About Granting to the Public an Easement Over Private Roads

In addition, please consider additional recorded documents that we have reviewed, which also do not grant a public easement over the private roads in the Pine Glades subdivision.

The Town granted Pine Glades a Tunnel Easement across Town of Jackson property for a private roadway, Book 705, Pages 1188 1(a) "The Tunnel Easement is hereby granted for all purposes necessary or incidental to Grantees operation, maintenance, use, modification, repair and replacement of an underground tunnel and related roadway facilities as a PRIVATE ROADWAY…". Also, paragraph 4. "PRIVATE ROADWAY. The tunnel Facilities shall be remain a PRIVATE ROADWAY.

Pine Glades did grant a Right-of-Way, Utility and Snow Storage Easement Agreement, recorded in Book 750, Pages 275 for a "…roadway, turnaround and the right to lay out, install, operate, and maintain public utilities and appurtenances thereto within the easement…" also, "Grantee shall have the right to use that property described as "Easement 1" …for those purposes described above …and shall have NO RIGHT TO USE EASEMENT 1 FOR ANY OTHER USE." The caps are added for emphasis, but these additional documents are also clear that the roads in Pine Glades are private roads with no public non-motorized access easement.

a. No Easement Can Now Be Granted or Required of Developer for Phase 1.

Because no public easement was given by the original developer before the majority of the lots in Phase 1 were sold and the private roads and common areas were conveyed to the HOA, the current developer and any subsequent developers do not own the private road already constructed. Thus, Pine Canyon has no power to act by itself or on behalf of the HOA or owners or to grant a public easement across the common elements of the HOA.

Further, similar to Pine Canyon, the current owners purchased their property subject only to the recorded easements and dedications. To require Pine Canyon to grant a public easement puts the developer in a situation where the developer is unable to fulfill such a condition. The HOA and/or individual owners would have to grant such easements.

Additionally, the way Phase 1 was planned and constructed creates significant safety risks for the public and liabilities for the HOA. As you are aware, because of the drop off on the right side of the road as you drive up to Phase 1, there is no sidewalk on the right side of the road. The other side of the road was built right in front of the garages and front doors and under the cantilevered living spaces. Because it is common for owners to park their vehicles in front of their entry doors and garages, it essentially creates a one-lane road that is similar to driving through a parking garage. To add public access (bikes, skateboards, strollers, etc.) through this area creates a significant public safety concern for everyone involved. If the Town has a legitimate public purpose that would necessitate such access, please promptly provide it. Otherwise, Pine Canyon believes that the new proposed trails will solve access issues to the trails, thereby honoring the intent of the original developer, without placing the public in danger, or raising liability issues for the HOA.

Also, discussed previously, the current sidewalks are located on the private townhouse lots and not on the private roads (adjacent to the roadways) or in the Common Elements. Thus, it is likely that if the Town is going to require a public easement on the sidewalks, negotiation and conveyance by each individual lot owner would be necessary, something that might be impossible given how many owners there are with opposing opinions toward such a request.

In addition to the procedural difficulties of gaining public access easements from numerous owners of individual lots and the HOA, new conditions and requirements cannot now be retroactively imposed on a previously approved development. Vested rights have long ago accrued to the Pine Glades PUD that allow the current developer to proceed with completing the development. The Town Planning Department's February 17, 2017 ZCV clearly supports this

statement.

Finally, the Town of Jackson has also already approved the PUD Final Development Plan for Phase II. All that is left to complete prior to construction is a development and bonding agreement. This agreement is not a new development proposal that is subjected to new and additional conditions or requirements, but rather it simply memorializes the developer's financial obligations from the previous approval. To attempt to change the conditions or rescind the permit would place significant burdens on Pine Canyon, would not be in compliance with land use rules, and which do not appear to further a legitimate public purpose, especially if the Current Trail Proposal system is approved.

IV. SPECIFIC COMPLIANCE ISSUES

Although it came as a surprise to everyone working with Pine Canyon, the May 28, 2019 letter raises several compliance issues, which Pine Canyon responds to as follows:

a. Trail Connectivity

Exhibits I and J

Pine Canyon agrees that Phase 1 is compliant and at the conclusion of the development of Phase 2 that it also will be in compliance. The Current Trail Proposal will fulfill the trail requirements for the entire Pine Glades PUD.

b. Signage

The Town has objected to the current signs that state "No Trespassing," and requires that they be removed by July 1, 2019. As discussed above, there is no public easement over the private roads. Thus, a member of the public using such private roads is trespassing. The sign puts the public on notice that they are on private land and such notice reduces the liability for the HOA.[9]

While the Town now takes issue with the "No Trespassing" signs, there are similar signs in other developments throughout the Town. For example:

The Eastridge Addition plat 730, Certificate of Owners clearly states that Henley Road is private and there are currently two no trespassing signs at the beginning of the subdivision road. *See* **Exhibit 3**.

The Flat Iron subdivision plat 906 contains a private road within common lot 16 and a no trespassing sign currently stands at the beginning of the subdivision road. *See* **Exhibit 4**.

9 *See Concho Const. Co. v. Oklahoma Nat. Gas Co.*, 201 F.2d 673, 674 (10th Cir. 1953) (citing Restatement of Torts § 367 & cmt. a.); *Missouri-Kansas-Texas R. Co. v. Mathis*, 349 F.2d 897, 900 (10th Cir. 1965)(holding that lesser duties owed to a trespasser does not exist when an owner negligently or intentionally leads the public to believe that private land is part of a public right-of-way).

The Love Ridge Lodge Homes plat 1184 contains private roads and there currently are several signs throughout the development that say private property, no parking. *See* **Exhibit 5**.

T – Map 28K depicts a private road that crosses Flat Creek and traverses up Saddle Butte. A prominently located sign stands at the bridge before Saddle Butte Road that says no trespassing, private. *See* **Exhibit 6**.

If in fact there is no public access easement, then no trespassing is fundamentally a correct and permissible statement to make, although maybe not very pleasing to view. Further, the HOA is technically the correct party to change the signs, and some homeowners have said that negative interactions with the public have lessened due to the signs (such as dogs barking at homeowners, or being off leash and charging homeowners, or skateboarders almost impacting cars coming up the tunnel, or sightseers parking in the roadway). However, Pine Canyon and the HOA may be able to work on the language of the signs to make them more palatable but it cannot include notice to public access that does not exist. (New signs will direct the public to the trails.) While the language can be changed to give notice that it is a private road, no thru access, etc., the HOA needs to reduce its liability per its insurance carrier as much as possible by following its duty to informing members of the public that they are on private property. Pine Canyon proposes changing the sign language to state: "private tunnel", "private road" and "no thru access", or similarly worded signs, and if no objection is made from the Town planning staff, will have new signs made and ideally posted by August 15, 2019.

c. Public Access-Boulders

As discussed above, there is no public easement over the Pine Glades private roads. Thus, the boulders are further notice to the public that they are entering private property and accessing private roads. Because there is no public easement, blocking the public from entering is not only allowed but prudent to assert the private nature of the property the public is attempting to access. However, many of the boulders will be removed when the break-away gate is installed.

d. Break-Away Gate

The break-away gate has been ordered and will be installed in the near future. Future use, as was past use, will be in compliance, and the Town has not alleged otherwise.

e. Topping of Trees

Pine Canyon will perform any reasonable mitigation that will be required by the Town code enforcement officer for this item. However, it is position of Pine Canyon that some of the trees reviewed may have been topped by the former developer. Pine Canyon hired a professional landscaper to clean up deadfall and dead trees (thereby reducing fire fuel), and no live trees were removed or intentionally topped; and over thirty (30) 8'-18' spruce and fir trees have been added into the development so far in an effort to improve the feel of the development and add screening, new growth and mitigate dead, unmanaged prior plantings.

f. Roadway Heating Elements

The original developer proposed two heating elements in the private roads. One heating element was installed in the existing Pine Glades Drive as part of Phase 1 and a second element is proposed for the future Jessica Lane in Phase 2. Pine Canyon disclosed to the Town that the existing heating element is no longer working and the HOA is satisfied paying the plowing and sanding contractor who has provided winter maintenance for the past few winters. The road has been safe and well maintained for a fraction of the energy consumption in the early years (Snow King Resort snow making activated the heating element on a frequent and unnecessary schedule). The HOA wishes to avoid repairing the existing heating element and to not install the second heating element in the phase 2 road.

In an early discussions about this development, Town Planner Tyler Valentine concluded that the heating elements were voluntarily proposed by the Pine Glades developer and not required by the Town approval. In a later pre-application conference attended by Town engineering, planning, fire, police, and legal departments, no one was able conclude if the heating elements were required or voluntarily proposed by the developer. Also, everyone in this pre-application conference was supportive of removing the future element from the Phase 2 road and not repairing the existing malfunctioning element. Only after this latest disagreement on public access arose, has the heating element become a compliance issue. Further, Phase 2 has limited grade changes, so no need for heating of the roadway as snowplowing is also effective here.

The Town has an extensive history of reducing energy consumption and promoting energy conservation. Road heating elements are a direct conflict with these recent and on-going efforts. Furthermore, neighboring town streets are plowed and sanded during winter with no significant difficulties, and these roads are at the same elevation and sun exposure at the private roads in Pine Glades. But a few examples of roads with steep elevations which are not heated are Spring Creek Drive, Pine Glades Drive, Snow King Drive to Love Ridge, and of course, Teton Pass itself. We would ask that this compliance issue be removed along with the requirement for having a heating element in Phase 2. The Phase 2 hearing element will be addressed in the Development Agreement; we would like to reach an agreement on the Phase 1 heating element in light of the non-compliance letter, as we do not want to continue to have it as a working element for the reasons set forth herein.

g. Landscape Plan

Pine Canyon will fully comply with, and probably exceed the landscaping requirements.

h. Sidewalks

To date, Pine Canyon has fully complied with the sidewalk requirement and will comply in the future as well. Regarding the issue of granting a non-motorized access easement to the public across sidewalks, the sidewalks, including a three dimensional access easement over them are within Lots 1 through 12 in phase 1, and will be within future town house lots in phase 2

when existing Lots A through E are developed and further subdivided.

CONCLUSION:

The current developer, Pine Canyon, would like to proceed to complete Phase 1, without any additional changes except for the avalanche mitigation, which was erroneously planned by the original developer and could have killed someone, and to get approval of exterior finishes which have been changed for the final two unit duplex in Phase 1. Then, Pine Canyon wants to move forward immediately to complete the Development Agreement which will include the enhanced Current Trail Proposal, to be installed as significant increased costs to Pine Canyon, and all of the trails will have easements granted to the public for its use. If it makes sense to have another conversation with Planning Staff and the Planning Director, we are happy to do so, as it is important to Pine Canyon that it have the support of staff and the Planning Director to complete the project. We look forward to a final determination from Planning Department regarding the public access non-motorized issue and various compliance issues.

Very truly yours,

LONG REIMER WINEGAR BEPPLER LLP

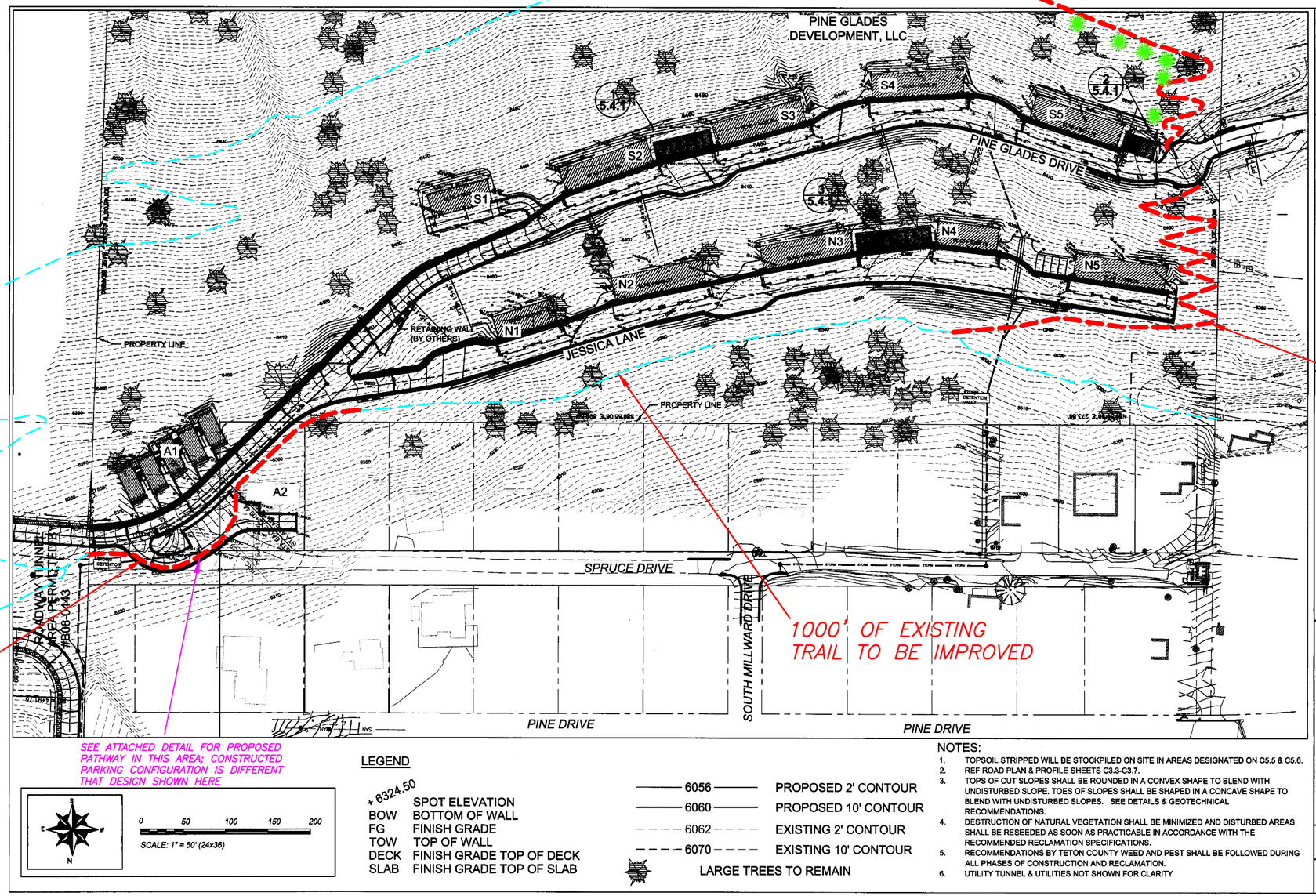
BY: ERIKA M. NASH

Cc: Tyler Valentine, Senior Planner, (via email only: tvalentine@jacksonwy.gov)
Todd Cedarholm, Principal, On Sight Land Surveyors, Inc. (via email only: todd@onsightsurvey.com)
William Collins, Principal, Collins Planning Associates (via email only: collinsplanning@bresnan.net)

1000' OF EXISTING TRAIL

800' OF NEW TRAIL
85' OF VERTICAL RISE

1200' OF EXISTING TRAIL ON SNOW KING PROPERTY



800' OF NEW TRAIL
105' OF VERTICAL RISE

1000' OF EXISTING TRAIL TO BE IMPROVED

400' OF NEW TRAIL

LEGEND

+ 6324.50	SPOT ELEVATION
BOW	BOTTOM OF WALL
FG	FINISH GRADE
TOW	TOP OF WALL
DECK	FINISH GRADE TOP OF DECK
SLAB	FINISH GRADE TOP OF SLAB

6056	PROPOSED 2' CONTOUR
6060	PROPOSED 10' CONTOUR
6062	EXISTING 2' CONTOUR
6070	EXISTING 10' CONTOUR
	LARGE TREES TO REMAIN

NOTES:

1. TOPSOIL STRIPPED WILL BE STOCKPILED ON SITE IN AREAS DESIGNATED ON C5.5 & C5.6.
2. REF ROAD PLAN & PROFILE SHEETS C3.3-C3.7.
3. TOPS OF CUT SLOPES SHALL BE ROUNDED IN A CONVEX SHAPE TO BLEND WITH UNDISTURBED SLOPE. TOES OF SLOPES SHALL BE SHAPED IN A CONCAVE SHAPE TO BLEND WITH UNDISTURBED SLOPES. SEE DETAILS & GEOTECHNICAL RECOMMENDATIONS.
4. DESTRUCTION OF NATURAL VEGETATION SHALL BE MINIMIZED AND DISTURBED AREAS SHALL BE RESEEDED AS SOON AS PRACTICABLE IN ACCORDANCE WITH THE RECOMMENDED RECLAMATION SPECIFICATIONS.
5. RECOMMENDATIONS BY TETON COUNTY WEED AND PEST SHALL BE FOLLOWED DURING ALL PHASES OF CONSTRUCTION AND RECLAMATION.
6. UTILITY TUNNEL & UTILITIES NOT SHOWN FOR CLARITY

Prepared By: TW
Date: 6/12/08, 07/15/08
Rev. Date: 08/19/08

RENDEZVOUS ENGINEERING, P.C.
P.O. BOX 4658 JACKSON, WYOMING 83001
240 S. MILLWARD, SUITE 205
PHONE - 307.733.8250 FAX - 307.733.2254

DRAWING TITLE: OVERALL SITE GRADING PLAN

PROJECT TITLE: PINE GLADES DEVELOPMENT, LLC GRADING & EROSION CONTROL PERMIT

PROJECT NUMBER: 05-019

DRAWING NUMBER: C5.1

TOTAL TRAIL DISTANCES:

2000'+/- OF NEW TRAIL
3200'+/- OF EXISTING TRAIL
5200'+/- TOTAL TRAIL



GRAPHIC SCALE

0 FT 100 FT 200 FT

1 INCH = 100 FEET

DETAIL EXHIBIT
SHOWING
PROPOSED TRAIL
PREPARED FOR
PINE CANYON, LLC

On Sight
LAND SURVEYORS, INC.
155 West Gill Ave.
P.O. Box 12290
Jackson, WY 83002
(307) 734-6131

Project No. 22-1285A 22-1285A_Trail.dwg 04/11/2019

Tyler Valentine, Senior Planner
Town of Jackson Planning and Building Department
150 E Pearl Ave
PO Box 1687
Jackson, WY 83001

March 22, 2019

RE: Pine Glades Easements, Pathways, and Public Access Issues

Tyler,

As a follow up to our conversations regarding pathways and access to the streets and pathways within the Pine Glades development, I believe a more thorough review of the record is necessary for a clearer understanding of the issues. I believe that the original intent of the development was for the roads to remain private and that public access would be limited to the required public pathway elements. Summarized below are the important access issues and references to the pertinent documents.

1. Pine Glades Drive and Jessica Lane are clearly labeled as **PRIVATE ROADS** within the certificate of owner on plat sheet 2 (Appx 1) **AND** within the general notes on plat sheet 3 (Appx 2).
2. The Certificate of Owner on Plat 1285, Sheet 2, paragraph 24 states, **"that the Town of Jackson is hereby granted an access easement across the entire GCE-Roadway"**, (Appx 3) The purpose of the easement is to grant legal access to Town staff, agents, and appointees for the purposes of utility/infrastructure service or maintenance, emergency services, etc. This easement does not create access for the Public.
3. The Certificate of Owner on Plat 1285, Sheet 2, paragraph 27 states,**"that, pursuant to a condition required by the town of Jackson of the approved Final Development Plan, the undersigned hereby reserves unto itself, its heirs, successors and assigns, the right to grant to the public a pedestrian easement to be located within Lot H"** (Appx 3) Clearly it is the intent of the owner to create public access to the property on a trail network and limit public access to that network only. An access easement and a right-of-way are not one in the same. An access easement is generally granted to a specific entity for a specific purpose such as utility work/maintenance, emergency vehicle access, etc. A right-of-way is granted for travel purposes. An access easement granted to a municipality does not grant unfettered access to the public for vehicle, pedestrian, bicycle, equestrian across a property.
4. The Declaration of Covenants, Conditions and Restrictions for Pine Glades Townhome Phase One Addition to the Town Of Jackson, reviewed and approved by Town Staff and recorded concurrently with the plat, speak very clearly to the issue of private roads and public access (Appx 4). **Section 10.2 Easements for Utilities and Infrastructure** describes the easements granted to the Town for utility work, etc. **Section 10.5 Easement for Emergency Vehicles** describes access for Emergency Vehicles. **Section 10.8 "Title to Roadways; Use of Roadways; Roadways are Private,** clearly states that the roads are considered private.

5. The Town granted Pine Glades a Tunnel Easement across TOJ property for a private roadway, 705p1188 pp.(Appx5) 1(a) "**The Tunnel Easement is hereby granted for all purposes necessary or incidental to Grantees operation, maintenance, use, modification, repair and replacement of an underground tunnel and related roadway facilities as a PRIVATE ROADWAY…"**. Also, paragraph 4. "**PRIVATE ROADWAY. The tunnel Facilities shall be remain a PRIVATE ROADWAY.**
6. Pine Glades granted a Right-of-way, Utility and Snow Storage Easement Agreement, 750p275 (Appx 6) for a **…"public roadway, turnaround and the right to lay out, install, operate, and maintain public utilities and appurtenances thereto within the easement…"** also, **" Grantee shall have the right to use that property described as "Easement 1" …for those purposes described above.. and shall have NO RIGHT TO USE EASEMENT 1 FOR ANY OTHER USE."**
7. The **Subdivision Improvement Agreement,** 750p263**,(Appx 7)** as executed, does not include requirements for public access other than via the **Public Pathways** requirement. **"6. PUBLIC PATHWAYS. The Public Pathways delineated as 'public ski/hike trails' on the site plan of the final Development Plan approved by the Council, requires that the developer complete the installation of the Public Pathways as part of the overall improvements described in Attachment "A"…"** The Public Pathway requirement only creates a public right-of-way along the pathways, not the roadways.

I believe that a complete review of the record documents clearly shows that the Public Access considered and approved is limited to the Public Pathway system.

Please feel free to contact me with any questions or additional materials.

Regards,

Todd Cedarholm, PLS

CC: Bill Collins, Dave Meyers, Erika Nash.
Attachments: Appendices 1-7

Appendix 1

Pine Glades Plat 1285, Sheet 2, Certificate of Owner

CERTIFICATE OF OWNER

State of Wyoming)
County of Teton) ss.
Town of Jackson)

The undersigned owner hereby certifies that the foregoing subdivision of Lot 9 of Block 7 of the Aspen Hill Lots, a subdivision of record in the Office of the Clerk of Teton County, Wyoming, as Plat No. 124, and that parcel of land located within the NE1/4SE1/4 Section 33, T41N, R116W, 6th P.M., as shown on this plat and more particularly described under the Certificate of Surveyor is with free consent and in accordance with the desire of the undersigned owner and proprietor of the described lands;

that the name of the subdivision shall be PINE GLADES TOWNHOMES PHASE ONE ADDITION TO THE TOWN OF JACKSON;

that this subdivision is subject to a Declaration of Covenants, Conditions, and Restrictions to be recorded in the Office of the Clerk of Teton County, Wyoming, concurrently with this plat;

that this subdivision is subject to any covenants, conditions, restrictions, easements, ditches, roadways, rights-of-way, common areas, reservations and building setback requirements as delineated on the Aspen Hill Lots Plat, recorded as Plat No. 124, on file in the Office of the Clerk of Teton County, Wyoming;

that this subdivision is in accordance with and subject to the terms and conditions of the PINE GLADES PUD Final Development Plan approved by the Town Council of Jackson, Wyoming, on January 22, 2008;

that access to this subdivision is from Pine Glades Drive;

that Pine Glades Drive and Jessica Lane are private roads serving this subdivision;

that emergency access to this subdivision is from Pine Drive through a break-away access system;

that this subdivision is subject to any covenants, conditions, restrictions, easements, ditches, roadways, rights-of-way, common areas, reservations and building setback requirements as delineated on Maps T-56A and T-56C on file in said Clerk's Office;

that this subdivision is subject to that Subdivision Improvement Agreement to be recorded concurrently with this plat;

that as of the date of recording this plat, this plat is subject to that certain Lien Statement executed by Sullivan Construction, LLC, claimant, recorded in the Office of the Teton County Clerk on

Appendix 2

Pine Glades Plat 1285, Sheet 3, Plat Notes

PUBLIC MAINTENANCE OF ASPEN DRIVE, PINE DRIVE, AND SPRUCE DRIVE

PINE GLADES DRIVE AND JESSICA LANE ARE PRIVATE ROADS

NO PUBLIC MAINTENANCE OF PINE GLADES DRIVE AND JESSICA LANE

THIS SUBDIVISION WILL BE CONNECTED TO THE TOWN OF JACKSON WATER SUPPLY SYSTEM

THIS SUBDIVISION WILL BE CONNECTED TO THE TOWN OF JACKSON SEWER COLLECTION AND TREATMENT SYSTEM

SELLER DOES NOT WARRANT TO THE PURCHASER THAT HE OR SHE SHALL HAVE ANY RIGHTS TO THE NATURAL FLOW OF ANY STREAM WITHIN OR ADJACENT TO THE SUBDIVISION

WYOMING LAW DOES NOT RECOGNIZE ANY RIPARIAN RIGHTS TO THE CONTINUED NATURAL FLOW OF ANY STREAM OR RIVER FOR PERSONS LIVING ON THE BANKS OF THE STREAM OR RIVER

THE SURFACE ESTATE OF THE LAND TO BE SUBDIVIDED IS SUBJECT TO FULL AND EFFECTIVE DEVELOPMENT OF THE MINERAL ESTATE

AREAS OF POTENTIAL AVALANCHE HAZARD WITHIN THIS SUBDIVISION WERE IDENTIFIED BY JMY ENVIRONMENTAL CONTRACTING AND DOCUMENTED IN A REPORT TITLED DATED SEPTEMBER 23, 2007. THIS STUDY IDENTIFIED "BLUE" ZONES, AREAS OF MODERATE HAZARD IN THE AVALANCHE ZONING PLAN. LOT F AND LOT G LIE WITHIN THE "BLUE" ZONE OF THE STUDY. ACCORDING TO THE STUDY, PRIVATE HOMES ARE PERMITTED IN THE BLUE ZONE IF THEY ARE DESIGNED TO RESIST AVALANCHE FORCES OR ARE OTHERWISE PROTECTED BY AVALANCHE DEFENSE.

Appendix 3

Pine Glades Plat 1285, Sheet 2, Certificate of Owner

Construction Easement Agreement described in Book 705 of Photo, Pages 491–503, records of Teton County, Wyoming;

that this subdivision is subject to those access and/or utility easements hereby granted to the Town of Jackson as shown hereon and to those easements granted to the Town of Jackson by that certain Right–of–Way, Utility and Snow Storage Easement Agreement to be recorded concurrently with this plat;

that the Town of Jackson is hereby granted a utility easement in, under, over and across the entire GCE–Roadway, as shown hereon, except for those portions of the GCE – Roadway that are within those Lots designated as townhome lots, for purposes of installing water and sewer utility infrastructure and all appurtenances thereto;

that the Town of Jackson is hereby granted an access easement across the entire GCE–Roadway;

that the Town of Jackson is hereby granted an access and maintenance easement across the entire subdivision for purposes of accessing and maintaining all water valves, meters, shut–off boxes, sewer cleanouts, manholes and appurtenances thereto;

that this subdivision is subject to that 15 foot wide access easement and skier access easement set forth in that certain Access and Recreation Easement Agreement described in Book 706 of Photo, Pages 518 to 531, and that certain First Amendment to Access and Recreation Easement to be recorded concurrently with this plat and all amendments thereto;

that, pursuant to a condition required by the Town of Jackson of the approved Final Development Plan, the undersigned hereby reserves unto itself, its heirs, successors and assigns, the right to grant to the public a pedestrian easement to be located within Lot H;

that this subdivision is subject to that Access and Utility Easement Agreement granted to the owner of Lot 68 Aspen Highlands, Plat No. 175, as shown hereon and of record in Book 728 of Photo, Pages 208–215, records of Teton County;

265 North Glenwood
P.O. Box 12290
Jackson, WY 83002
(307) 734-6131

-33–2A 22–41–16–33–2A_fp1rev2.dwg 04/22/09 05/15/09 12/31/09 02/08/10

the Office of the Clerk of Teton County, Wyoming to annex the additional lots and/or units into this Declaration and to designate the common area lot(s), general common elements and limited common elements. The common area lot(s) shall be conveyed to the Association by warranty deed concurrently upon filing the replat of any lot. Declarant hereby reserves the right to assign portions of Common Elements (including, but not limited to, LCE-Parking) to Residential Properties as appurtenant Limited Common Elements (individually or collectively) either by designation on a future plat or by filing a Supplemental Declaration in the Office of the Clerk of Teton County, Wyoming. The Board reserves the right to reassign parking spaces among Residential Properties by filing Supplemental Declarations if Federal Law or State Law necessitates such reassignment to accommodate an Owner.

9.12 Termination of Rights. The rights contained in this Article shall not terminate until the Declarant, or any individual Declarant, is no longer a record owner of any real property subject to this Declaration unless Declarant elects to terminate such reservations at an earlier date. Declarant may from time to time relinquish and surrender one or more but less than all of the reserved rights, in which event the unrelinquished reserved rights shall remain fully valid and effective for the remainder of the term thereof.

PART FIVE: PROPERTY RIGHTS WITHIN THE COMMUNITY

The nature of living in a community requires the creation of special property rights and provisions to address the needs and responsibilities of the Owners, the Declarant, the Association, and others within or adjacent to the community.

ARTICLE X – EASEMENTS

10.1 Easements in Common Elements.
The Declarant grants to each Owner of a Residential Property a non-exclusive right and easement of use (subject to the rights of other Owners, Members and the Association), access and enjoyment in and to the General Common Elements. The Declarant grants to each Owner (subject to the rules, regulations, and restrictions contained in the Governing Documents) an exclusive right and easement of use, access, and enjoyment in and to the Limited Common Elements that are appurtenant to the Residential Property owned by such Owner, which shall include without limitation the decking and parking areas. Such exclusive right and easement of use, access, and enjoyment in the Limited Common Elements shall not be severable from the Residential Property to which it is appurtenant.

The foregoing grants shall be subject to:

(a) The restrictions, rules and regulations set forth in the Governing Documents and any other applicable covenants;

(b) Any restrictions or limitation contained in any deed and/or easement agreement conveying such property and/or easement over such property to an Owner Association; and

(c) The right of the Board to adopt rules regulating the use and enjoyment of the area of the Common Elements.

(d) The right of the Board to suspend the right of an Owner to use the Common Elements (i) for any period during which any charge or assessment against such Owner's Residential Property remains delinquent, and (ii) for a period not to exceed thirty (30) days for a single violation or for a longer period in the case of any continuing violation of the Governing Documents after notice and a hearing pursuant to the Bylaws.

Any Owner may extend his or her right of use and enjoyment of the Common Elements to the members of his or her family, and social invitees, as applicable, subject to reasonable regulation by the Board. An Owner who leases his or her Residential Property, subject to the terms and conditions of this Declaration, shall be deemed to have assigned all such rights to the lessee of such Residential Property for the period of the lease.

10.2 Easements for Utilities and Infrastructure.

(a) All dedications, limitations, restrictions and reservations of easements, including those for drainage, prepared and recorded by Declarant are incorporated herein by reference and made a part of this Declaration for all purposes as if fully set forth in this Declaration.

(b) The Declarant hereby grants to the Association and each Owner of a Residential Property, and, so long as the Declarant owns any real property subject to this Declaration, reserves for itself, and reserves the right to grant to the Town of Jackson, utility providers, the Association and all Owners perpetual non-exclusive utilities easements in, under, over and across the Roadways and in those areas as described on the Plat for the purpose of:

(i) Installing utilities, including without limitation, water and sewer systems, cable and other systems for sending and receiving data and/or other electronic signals; security and similar systems; roads and walkways; drainage systems and signage; to serve the Properties;

(ii) Inspecting, maintaining, repairing and replacing such utilities and infrastructure to serve the Properties; and

(iii) Access to read utility meters.

(c) All work associated with the exercise of the easements described in subsections (a) and (b) of this Section shall be performed in such a manner as to minimize interference with the use and enjoyment of the property burdened by the easement. Upon completion of the work, the Person exercising the easement shall restore the property, to the extent reasonably possible, to its condition prior to the commencement of the work. The exercise of these easements not unreasonably interfere with the use of any Residential Property and, except in an emergency, entry onto any Residential Property shall be made only after reasonable notice to the Owner or occupant.

10.3 Easements for Maintenance, Emergency and Enforcement. The Declarant grants to the Association easements over Properties as necessary to enable the Association to fulfill its maintenance responsibilities under Section 7.2. The Association shall also have the right, but not the obligation, to enter upon any Residential Property, but not to enter any structure thereon, for maintenance, emergency, security, and safety reasons and to inspect for the purpose of ensuring compliance with the Governing Documents and to enforce the Governing Documents. Such right may be exercised by any member of the Board and its duly authorized agents and assignees, and all emergency personnel in the performance of their duties. Except in an emergency situation, entry shall only be during reasonable hours and after notice to the Owner. The Declarant hereby grants to the Association, perpetual exclusive snow storage easements in, under, over and across each Lot and the snow storage areas set forth on the Plat, if any, for the purpose of orderly removal and storage by the Association of snow from the Roadways and sidewalks located within the Common Elements and Lots.

10.4 Easements for Cross-Drainage; Stormwater Drainage System is Private. The stormwater drainage system installed by the Declarant and maintained, repaired and replaced by the

Association shall be a private system owned by the Association. Every Lot shall be burdened with easements for natural drainage of storm water runoff from other portions of the Properties; provided, no Person shall alter the natural drainage on any Lot to increase materially the drainage of storm water onto adjacent portions of the Properties without the consent of the Owner(s) of the affected Lot and the Board.

10.5 Easement for Emergency Vehicles. The Properties are hereby burdened with an easement allowing all policemen, firemen, ambulance personnel, and similar emergency personnel entry to perform their duties, including the enforcement of traffic regulations.

10.6 Easement for Encroachments. If any part of the Common Elements encroaches or shall hereinafter encroach upon a Residential Property, an easement for such encroachment and for the maintenance of the same shall and does exist. If any part of a Residential Property encroaches or shall hereafter encroach upon the Common Elements, or upon an adjoining Residential Property, an easement for such encroachment and for the maintenance of the same shall and does exist. Such encroachments shall not be considered to be encumbrances either on the Common Elements or the Residential Properties. Encroachments referred to herein are limited to encroachments caused by engineering errors, settling, rising, or shifting of the earth, or by changes in position caused by construction, repair or reconstruction or any part thereof in accordance with the original plans and any encroachment due to building overhang or projection.

10.7 Owner's Right to Ingress and Egress and Support. Each Owner shall have the right to ingress and egress over, upon, and across the Common Elements necessary for access to its Residential Property, and shall have the right to the horizontal and lateral support of its Residential Property, and such rights shall be appurtenant to and pass with the title to each Residential Property.

10.8 Title to Roadways; Use of Roadways; Roadways are Private. Title to those portions of the Roadways within the Common Elements as described on the Plat and in this Declaration, shall be conveyed by Declarant to the Association to be used for private road purposes. Each Owner and occupant and each of their guests or invitees are hereby granted a non-exclusive perpetual easement and right-of-way to use the Roadways, for private road purposes, including vehicular and pedestrian ingress, egress, access to and from their Residential Property; provided, however, that such pedestrian and vehicular easements hereby granted within those portions of the Roadways shown and detailed on the Plat as Three Dimensional Access Easement Across Lots 1-14 & A-E are limited horizontally and vertically to the existing grade and the underside of the Townhome structure as set forth on the Plat. Declarant hereby reserves the right to grant additional easements over and across the Roadways to utility providers and governmental entities. The Association shall have the right to control vehicular circulation through the Properties by such means as establishing speed limits, by installing speed bumps or by any other means reasonably adopted by the Association.

ARTICLE XI – AMENDMENT OF DECLARATION; MISCELLANEOUS

11.1 By Declarant. In addition to specific amendment rights granted elsewhere in this Declaration, until the conveyance of 75% of the Properties to an Owner unaffiliated with Declarant, Declarant may unilaterally amend or repeal this Declaration for any purpose. Thereafter, the Declarant may unilaterally amend this Declaration if such amendment is necessary to (i) bring any provision into compliance with any applicable governmental statute, rule, regulation, or judicial determination; (ii) enable any reputable title insurance company to issue title insurance coverage on the Residential Properties; (iii) enable any institutional or Federal National Mortgage Association or Federal Home Loan Mortgage Corporation, to make, purchase, insure or guaranty mortgage loans on the Residential Properties; or (iv) to satisfy the requirements of any local, state or federal governmental agency; provided, however, that any such amendment shall not adversely affect the title to any Residential Property unless

TUNNEL AND CONSTRUCTION EASEMENT AGREEMENT

RELEASED	
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ABSTRACTED	✓
SCANNED	

GRANTOR: TOWN OF JACKSON ET AL
GRANTEE: TOWN OF JACKSON ET AL
Doc 0736251 bk 705 pg 1188-1203 Filed At 16:29 ON 08/14/08
Sherry L. Daigle Teton County Clerk fees: 53.00
By Mary Smith Deputy

THIS TUNNEL AND CONSTRUCTION EASEMENT AGREEMENT (this "Agreement") is made and entered into this 7th day of July, 2008, by and between the TOWN OF JACKSON, a municipal corporation of the State of Wyoming (hereafter referred to as "Grantor"), and PINE GLADES DEVELOPMENT, LLC, a Wyoming limited liability company (hereafter referred to as the "Grantee").

RECITALS.

WHEREAS, Grantor owns that certain real property in Teton County, Wyoming which is more particularly described on **Exhibit A** attached hereto and incorporated herein by reference (the "Grantor Property");

WHEREAS, Grantee owns that certain real property in Teton County, Wyoming which is more particularly described on **Exhibit B** attached hereto and incorporated herein by reference (the "Grantee Property");

WHEREAS, Grantor desires to grant to Grantee an exclusive tunnel easement and a non-exclusive construction easement on the Grantor Property according to the terms and conditions set forth herein; and

WHEREAS, the Grantor and Grantee agree that the Grantee Property shall be the property benefiting from the easement rights granted herein and the Grantor Property shall be the property burdened by the easement rights granted herein.

AGREEMENTS

NOW, THEREFORE, for and in consideration of the sum of TEN AND NO/100 DOLLARS ($10.00), the foregoing recitals and other good and valuable consideration, in hand paid, receipt and sufficiency of which is hereby acknowledged and confessed, Grantor and Grantee do hereby agree as follows:

1. Grant of Easements. Grantor hereby grants to Grantee, its heirs, successors, assigns, employees, agents, contractors, licensees, tenants and other invitees, the following easements:

(a) an exclusive perpetual permanent subsurface easement under that area described and illustrated on **Exhibit C** attached hereto and incorporated herein (the "Tunnel Easement"). The Tunnel Easement is hereby granted for all purposes necessary or incidental to Grantee's operation, maintenance, use, modification, repair and replacement of an underground tunnel and related roadway facilities as a private roadway for pedestrian, bicycle, and vehicular access to the Grantee Property, including but not limited to the right to construct, operate, maintain, modify, repair, replace, improve, remove and use said tunnel, tunnel supports, roof, floor, roadway, sidewalks, access ways, entrances and exits and all utility lines or wires within said tunnel (the "Tunnel Facilities"), together with the right to operate equipment within said Tunnel Facilities, and for any related uses as Grantee may now or hereafter deem appropriate. The Grantee shall have the sole duty to maintain the Tunnel Facilities and associated access systems and appurtenances;

(b) a non-exclusive perpetual construction easement in, under, over and across that portion of the Grantor Property specifically described and illustrated as "Construction Easement" on **Exhibit E** attached hereto and incorporated herein (the "Construction Easement") for purposes of constructing, operating, placing, maintaining, inspecting, protecting, repairing, altering, substituting and replacing the Tunnel Facilities.

The Tunnel Easement and the Construction Easement are individually referred to herein as an "Easement" and collectively as the "Easements".

2. Tunnel Easement Infrastructure; Repair of Surface. All structures, materials, facilities, mechanical and electrical systems, utilities, equipment, furnishings or improvements of any kind that are acquired, constructed or installed in or upon the Tunnel Easement shall be and shall at all times remain the property of Grantee. After the construction or repair of the Tunnel Facilities, Grantee shall promptly repair any surface damage to Grantor's Property caused by the exercise of Grantee's easement rights. Notwithstanding the foregoing, the parties hereto understand that the Grantee Property is being developed into 37 townhomes and condominiums and that the Tunnel Easement and all infrastructure and maintenance obligations within the Tunnel Easement will be transferred to the Pine Glades Homeowners Association (the "HOA") upon the conveyance of the common area of such development to the HOA. Upon completion of construction of the Tunnel Facilities, Grantee shall have a licensed surveyor certify that the Tunnel Facilities are all located within the Tunnel Easement.

3. Reservation of Grantor; Subordination to Lease Agreement. The Grantor reserves unto itself, its guests, invitees, legal representatives, heirs, successors and assigns, the right to use the surface of the Easements and the right to interrupt the use of the Tunnel Easement, after providing to Grantee 30 days prior written notice, in order to access, perform, complete or effectuate such reserved right to use the surface; provided, however, that Grantor shall use best efforts to reasonably minimize any interruption of the use of the Tunnel Easement by Grantee it being the understanding that during any such period of interruption, the access to and from Grantee's Property shall be from Pine Drive. The Grantor further reserves unto itself, its heirs, successors and assigns, the right to grant additional easements in, under, over and across the Construction Easement and Grantor's Property for any purpose as Grantor deems necessary in Grantor's sole discretion provided such additional easements do not unreasonably impair, interfere with or obstruct the use of the Easements by Grantee. The Grantor further reserves unto itself, its heirs, successors and assigns, the right to use the Easements for purposes of laying out, installing, operating, and maintaining public utilities and appurtenances thereto within the Easements and for emergency purposes. Grantor and Grantee hereby agree that the grant, effect and terms and conditions of this Agreement shall be subject to and subordinate to that certain Lease Agreement (Commercial Ski Shelter, Ski Lift and Mountain Tract) executed between Grantor and Snow King Resort, Inc., dated April 22, 1994, and any and all addenda, modification and amendments thereto, as assigned to Snow King Holdings, LLC in that certain Assignment and Assumption Agreement, dated January 1, 2006 and as further assigned to Snow King Mountain Recreation, LLC.

4. Private Roadway. The Tunnel Facilities shall be and remain a private roadway.

5. Maintenance Costs. The costs of the construction, maintenance, repair and replacement of the Tunnel Facilities shall be at the sole obligation and expense of Grantee or the related homeowners association for the Pine Glades Addition to the Town of Jackson.

6. Survival. This Agreement shall survive the execution of the delivery and recordation of the Easements which are described herein, and shall remain and continue in full force and effect.

6

RIGHT-OF-WAY, UTILITY AND SNOW STORAGE EASEMENT AGREEMENT

KNOW ALL MEN BY THESE PRESENTS, that for Ten Dollars ($10) and other good and valuable consideration, receipt whereof being hereby acknowledged by PINE GLADES DEVELOPMENT, LLC, a Wyoming limited liability company, of P.O. Box 642, Jackson, Wyoming 83001, hereinafter called the "Grantor", hereby grants and conveys to the TOWN OF JACKSON, a municipal corporation of the State of Wyoming, its successors and assigns, of P.O. Box 1687, Jackson, Wyoming, hereinafter called the "Grantee", the following easements (each, and "Easement" and collectively, the "Easements"):

GRANTOR: PINE GLADES DEVELOPMENT LLC
GRANTEE: TOWN OF JACKSON WYOMING
Doc 0767879 bk 750 pg 275-280 Filed At 16:24 ON 02/09/10
Sherry L. Daigle Teton County Clerk fees: 23.00
By Mary Smith Deputy

(i) a non-exclusive right-of-way easement in, under, on, over, across, and through that property described as "Easement 1" on **Exhibit A,** attached hereto and incorporated herein, for the sole right to:

construct, use and maintain a public roadway turnaround and the right to lay out, install, operate, and maintain public utilities and appurtenances thereto within the easement, to include but not be limited to sanitary sewer, water, drainage, gas, electricity, telephone, and cable television.

(ii) a non-exclusive right-of-way easement in, under, on, over, across, and through that property described as "Easement 2" on **Exhibit A**, attached hereto and incorporated herein, for the sole right to:

use and maintain a public roadway turnaround and for the right to plow, cast and store snow that has fallen in adjacent public rights-of-way and the right to lay out, install, operate, and maintain public utilities and appurtenances thereto within the easement, to include but not be limited to sanitary sewer, water, drainage, gas, electricity, telephone, and cable television.

Grantee shall have the right to use that property described as "Easement 1" on **Exhibit A** for those purposes described above in item (i) and shall have no right to use Easement 1 for any other use. Grantor shall have the right to use that property described as "Easement 2" on **Exhibit A** for those purposes described above in item (ii) and shall have no right to use Easement 2 for any other use. Grantee shall maintain the utilities and the asphalt surfaces located within the Easements. Grantee shall be responsible for performing the maintenance and repair of any retaining wall systems and/or infrastructure located within Easement 1 at its sole expense. Grantee shall be responsible for performing the maintenance and repair of the retaining wall system located within Easement 2 and the cost to perform the maintenance and repair of such infrastructure shall be split evenly between Grantor and Grantee. Grantor shall maintain and repair the emergency breakaway barrier to be located at the eastern boundary of Easement 2. All obligations of Grantor and Grantee shall be binding upon their heirs, successors and assigns; however, it is anticipated that the successor of Grantor will be the homeowners association of the Pine Glades Townhome Addition to the Town of Jackson and in such circumstance, all costs associated with the foregoing shall be assessed by such successor entity to the members of such association as a special assessment.

Grantee shall repair or replace any items that it shall move from the Easements and shall repair any damage resulting from Grantee's construction on and use of the Easements as contemplated by this agreement. All work performed within the Easements by Grantee shall be performed in such a manner as to minimize interference with the use and enjoyment of the Easements by Grantor.

RELEASED
INDEXED ✓
ABSTRACTED ✓
SCANNED

5

SUBDIVISION IMPROVEMENT AGREEMENT

RELEASED
INDEXED
ABSTRACTED
SCANNED

THIS AGREEMENT dated this 31st day of December, 2010, by and between PINE GLADES DEVELOPMENT, LLC, hereinafter referred to as "Subdivider", and the TOWN OF JACKSON, a municipal corporation of the State of Wyoming, hereinafter referred to as the "Town", provides as follows:

GRANTOR: PINE GLADES DEVELOPMENT LLC ET AL
GRANTEE: PINE GLADES DEVELOPMENT LLC ET AL
Doc 0767878 bk 750 pg 263-274 Filed At 16:09 ON 02/09/10
Sherry L. Daigle Teton County Clerk fees: 53.00
By Mary Smith Deputy

WHEREAS, Subdivider is required to construct certain public improvements (the "Improvements") as a condition of the approval of the final plat and associated Final Development Plan; and

WHEREAS, the Town of Jackson Land Development Regulations require that a subdivision agreement for public improvements be executed by the Subdivider and the Town and recorded in the Office of the Teton County Clerk and Recorder; and

WHEREAS, the Town Council approves of the terms and conditions of this agreement for the Final Plat Subdivision designated as the Pine Glades Townhomes. Phase One Addition to the Town of Jackson; and

WHEREAS, this Subdivision Improvement Agreement supersedes the Development Agreement executed by the Town and the Developer on July 9, 2008.

NOW, THEREFORE, IT IS HEREBY AGREED that for and in consideration of the aforesaid premises and the sum of Ten Dollars ($10.00) and other good and valuable consideration, the receipt of which is hereby acknowledged, paid by each of the said parties to the other, Subdivider on its own behalf or any successor in interest or assign, and the Town do mutually covenant and agree as follows:

1. SUBDIVIDER TO COMPLY

Subdivider shall comply with all improvement requirements contained in Section 6140 A. of the Town of Jackson Land Development Regulations, the Development Plan approved by Town Council on January 22, 2008 and subdivision improvement plans and specifications retained on file in the office of the Town Engineer the Planning Director, and the requirements of the Town Planning and Zoning Commission and Town Council for this subdivision and additional improvements as set forth within this document. Improvements shall be engineered, designed, constructed, and installed solely at Subdivider's own cost.

2. DEVELOPMENT PLAN AND FINAL PLAT REQUIREMENTS INCORPORATED

The requirements of the Town Council, as set forth in its approval of any required Final Development Plan, Conditional Use Permit, and Final Plat are hereby incorporated herein by reference as though fully set forth. Development and use of all land within the

subdivision is limited to that conveyed by the Final Plat, Pine Glades Townhome Covenants and the Land Development Regulations of the Town of Jackson, as they may be amended from time to time.

3. APPROVED SUBDIVISION INFRASTRUCTURE IMPROVEMENT PLANS AND SPECIFICATIONS

The subdivision infrastructure improvement plans and specifications filed by Subdivider or its agents, as approved by the Town Engineer and maintained on file in the office of the Town Engineer, and any revision of said improvement plans and specifications approved by said Town Engineer and additional improvements as set forth within this document are hereby incorporated herein by reference as though fully set forth. All public improvement work required by Subdivider under this agreement shall be in accordance with said improvement plans and specifications.

4. ESTIMATED COST OF SUBDIVISION INFRASTRUCTURE IMPROVEMENTS AND SECURITY THEREFORE

The list of improvements and upgrades together with the total cost of improvements and upgrades required by this agreement as estimated by the Town Engineer is attached hereto as **Attachment "A"** and by this reference made a part hereof. Subdivider shall deposit with the Town, prior to filing of the Final Plat, an irrevocable letter of credit, or performance and payment bond, or funds in escrow, or other equivalent security or commitment approved by the Town Council. Such security shall be in the amount of 125% of the estimate approved by the Town Engineer and Planning Director (the "Security") and such security amount shall be released as portions of work are completed and reasonably approved for release by the Town Engineer per Paragraph 12 below.

5. ESTIMATED COST OF OTHER SUBDIVISION IMPROVEMENTS AND SECURITY THEREFORE

Affordable Housing Obligation. Subdivider has made minor modifications to two existing two bedroom units one of which will qualify as a two bedroom Category I unit and one of which will qualify as a two bedroom Category II unit under the Teton County Housing Authority Guidelines (collectively, the "Existing Affordable Units"). Subdivider shall construct the following: (i) six two bedroom units all of which qualify as two bedroom Category Six units under the Teton County Housing Authority Guidelines; (ii) two one bedrooms units one of which will qualify as a one bedroom Category I unit under the Teton County Housing Authority Guidelines and one of which will qualify as a one bedroom Category II unit under the Teton County Housing Authority Guidelines; and (ii) two one bedroom units all of which will qualify as one bedroom Category III units under the Teton County Housing Authority Guidelines (the "New Affordable Units")(the Existing Affordable Units and the New Affordable Units shall be collectively referred to herein as the "Affordable Housing Units"). The construction of the New Affordable Units shall be completed within two (2) years of the recordation of the Final Plat for the

Pine Glades Townhomes Phase One Addition to the Town of Jackson. In the event that said units are not completed on or before such two year anniversary of the recordation of the Final Plat for the Pine Glades Townhomes Phase One Addition to the Town of Jackson, Lot F of the Pine Glades Townhomes Phase One Addition to the Town of Jackson shall be conveyed to the Town of Jackson and all construction plans required to complete said structure shall be delivered to the Town of Jackson.

6. PUBLIC PATHWAYS

The Public Pathways delineated as "public ski/hike trails" on the site plan of the Final Development Plan approved by Council, requires that the developer complete the installation of the Public Pathways as part of the overall improvements described in Attachment "A". At such a time that the Town determines that public access is safe and appropriate, the Developer shall receive a letter from the Town requesting that all required work necessary (survey, design and installation) of an approved Public Pathway or Public Pathway segment shall be completed within six months of the request. The developer may be granted an extension for the completion based on a determination by the Town Engineer that weather conditions has precluded progress.

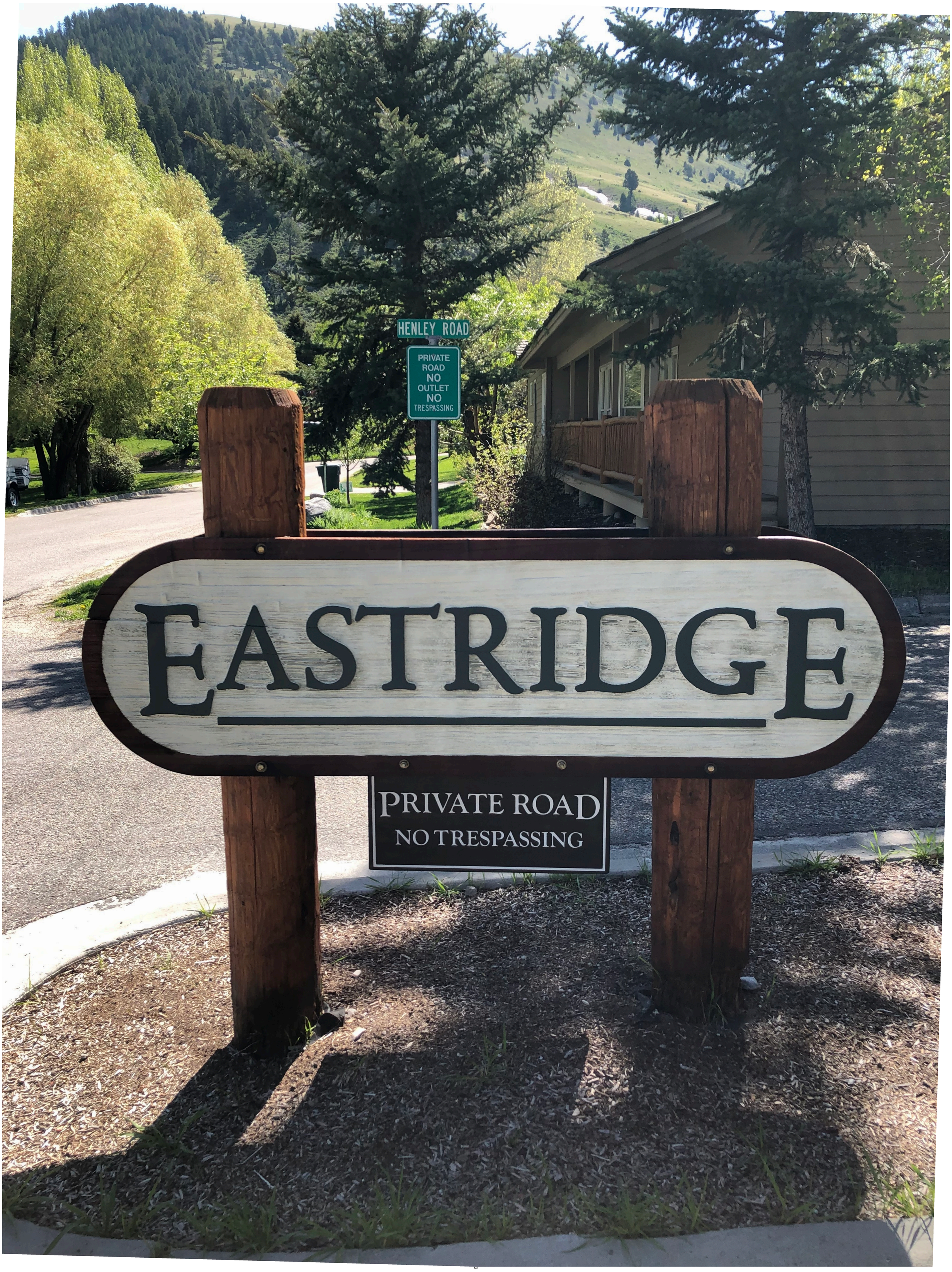
7. UNDERGROUND ELECTRICAL POWER, TELEPHONE, TELEGRAPH, CABLE TELEVISION, AND GAS FACILITIES

All electrical power, telephone and telegraph communication, cable television, and gas facilities within the subdivision shall be installed underground, except that above-ground facilities necessary to serve underground facilities, other installation of peripheral overhead electrical transmission and distribution feeder lines, or other installation of either temporary or peripheral overhead communications, distance, trunk, or feeder lines may be allowed. Subdivider understands and agrees that any and all said facilities that are to be constructed within or under any street improvements shall be in place prior to the construction of the surface street improvements. Subdivider affirms that the public utility companies, including the cable television company enfranchised by the Town, providing the said services and facilities to and within the subdivision have been directly consulted by Subdivider through its officers, agents, or employees and that Subdivider is informed as to the approximate cost to Subdivider of the provision and installation of said facilities and services underground and that the requirements for said facilities have been considered in the preparation of the subdivision improvement plans.

8. EXACTIONS:

Subdivider shall pay exactions for the following purposes and in the following amounts to the Town prior to the filing of the Final Plat:

Parks Exactions:	$ 29,000.00
School Exaction:	$ 23,000.00


HENLEY ROAD
PRIVATE
ROAD
NO
OUTLET
NO
TRESPASSING
EASTRIDGE
PRIVATE ROAD
NO TRESPASSING


HENLEY ROAD
PRIVATE
ROAD
NO
OUTLET
NO
TRESPASSING


FLAT IRON
Townhomes
5 mph
Children & Dogs at Play
FLATIRON TOWNHOMES
PRIVATE PROPERTY
NO TRESPASSING


GRAND VIEW
JACKSON HOLE
PRIVATE PROPERTY
NO PARKING ALONG ROADWAY
LOADING ONLY 30 MIN MAX
VIOLATORS WILL BE TOWED AT OWNERS EXPENSE


NO TRESPASSING
PRIVATE
$750 FINE ENFORCED
STATE OF WYOMING


SADDLEBUTTE
NO
TRESPASSING

PLANNING & BUILDING DEPARTMENT

September 6, 2019

Long Reimer Winegar Beppler LLP
Attn: Erika Nash
PO Box 3070
Jackson, WY 83001

RE: Development Obligations and Compliance of the Pine Glades Planned Unit Development

Dear Ms. Nash,

This letter is in response to your compliance follow-up letter dated June 26, 2019. Although there still remains a difference of opinion on the matter surrounding public non-motorized access on the roads, we believe that both parties (Town and property owner) share the common goal of finding a solution that meets the original intent of the development with regard to public access and trails. With that being said, the Town still finds that the Pine Glades Development is out of compliance with the original approvals as previously stated in the letter sent by the Town to the applicant dated May 28, 2019. Please see below for specific discussion on the procedural options for moving forward and the status of each outstanding compliance item, including guidance on the Development Agreement for Phase II and the Minor Deviation.

In terms of process, below are two procedural options for coming into compliance.

OPTION #1

Come into full compliance with the original approvals as identified in the Town's letter dated May 28, 2019 by no later than December 1, 2019, with the exception of a few items as stated below. The Town will assume you are choosing this option if you have not complied with the submittal deadline for Option #2 below (i.e., application for new Development Plan Amendment by November 15, 2019). Failure to come into full compliance by the December 1st deadline will result in the Town immediately starting the revocation process (Land Development Regulation (LDR) Section 8.9.3) described in the letter sent by the Town dated May 28, 2019. Should you choose this option, this letter establishes new compliance deadlines for the items below. Please refer to the May 28, 2019 letter for more detailed explanations on each item as this section is intended only to provide new deadlines.

- **Public Access – Signage:** 'No Trespassing' signs shall be removed by no later than December 1, 2019.
- **Public Access – Boulders**: Boulders shall be shifted to allow pedestrian access by no later than December 1, 2019.

P.O. Box 1687 • Jackson, Wyoming 83001 • 307-733-0440 or 0520 Fax 307-734-3563 www.townofjackson.com

- **Roadways:** An easement shall be recorded allowing public non-motorized access on and over the roadways by no later than December 1, 2019.
- **Break-Away Gate:** The Break-away emergency gate shall be installed by no later than December 1, 2019.
- **Topping of Trees:** The property owner shall be responsible for replanting all topped trees at a 1:1 ratio with the same species. Staff estimates that between 10-15 trees have been topped, however the property owner will be responsible for counting the exact number for replacement purposes. The replacement trees shall be mature and no less than 15 feet in height. The location of the new trees shall be in close proximity to the trees that were topped. The property owner shall provide an aerial photo with the number of new trees, their location and a bond for 125% of the cost of the trees by no later than December 1, 2019. The trees shall then be installed by no later than June 1, 2020. The Town will hold the bond until an inspection is conducted by the Planning Department to confirm the work has been completed. Failure to meet this requirement will result in code enforcement follow-up and fines.
- **Heating Element:** The heating element in Phase I (Pine Glades Drive) shall be fixed and functioning by no later than January 1, 2020.

OPTION #2

Staff is open to reviewing the alternative trail plan that was presented in your letter dated June 26, 2019. However, staff cannot comment on whether we fully support this plan because 1) the Town has not reviewed a complete plan, 2) The Pathways Department has not weighed in, and 3) residents of Pine Glades and the general public have not provided comments. Ultimately Town Council will make the final decision should you chose to pursue an alternative trail plan. Pursuit of this option requires application for a new Development Plan Amendment by no later than November 15, 2019. Although you have a Development Plan Amendment application (P19-018) submitted, the expected new information will result in substantial changes from the current application, thus requiring a new application submittal. If the Town Council denies your proposed alternative trail plan, the Town will immediately start the revocation process (Land Development Regulation (LDR) Section 8.9.3) described in the original letter sent by the Town dated May 28, 2019. Below are all items to be addressed in the new Development Plan Amendment.

1. **Exterior Materials** – The duplex addressed at 140 & 142 Pine Glades Drive requires a Development Plan amendment approval because the proposed exterior materials do not match what was originally approved. This item is already included in the currently submitted Development Plan amendment application, so please resubmit this information with the updated Development Plan amendment application.
2. **Public Non-Motorized Access** – Your letter proposes a new trail plan that seeks to meet the intent of the original approvals and to satisfy both the residents inside and outside of the Pine Glades development. This plan does not allow public non-motorized access on and over Pines Glades' private roads but it does identify the location of new proposed public trails and a commitment to record trail easements and install associated trail signage (where applicable). At this time the Town cannot comment on whether we support this idea because of several unknowns such as the public's input, the feasibility of the proposed trails on steep slopes and input from Pathways. Ultimately the final decision will be made by the Town Council. Please submit a new narrative with supporting documents/plans, findings, etc. You will also need to clarify when the proposed new trails will be installed.
3. **Signs** – Whether the 'No Trespassing' signs intended to prevent public access to Pine Glades' private roads can remain will depend on the Town's final decision regarding the applicant's

trail proposal and the Development Plan Amendment. If the Town is convinced that the proposed trails provide safe and adequate public access through the site consistent with the intent of the original Development Plan, then the 'No Trespassing' signs may not need to be removed. Furthermore, as part of the Development Plan amendment you will need to work with Pathways to propose a signage plan that adequately directs users to the appropriate trails according to your plan.

4. **Boulders** – Similar to the "No Trespassing' sign comment above, whether the boulders can remain will be directly related to the Council's final decision on your trail proposal as part of the Development Plan amendment process.
5. **Heating Element** – The heating element was proposed and approved as part of the original Development Plan thus the element must remain unless the Town Council approves its removal. As part of the Development Plan amendment you may request the removal of the Phase I and/or Phase II heating element and provide justification and reasoning supporting its removal. Due to the Town's efforts and strides to reduce energy consumption, staff would be supportive of removing the heating element in both phases.
6. **Topping of Trees: Should you choose Option #2,** the property owner shall be responsible for replanting all topped trees at a 1:1 ratio with the same species. Staff estimates that between 10-15 trees have been topped, however the property owner will be responsible for counting the exact number for replacement purposes. The replacement trees shall be mature and no less than 15 feet in height. The location of the new trees shall be in close proximity to the trees that were topped. The property owner shall provide an aerial photo with the number of new trees, their location and a bond for 125% of the cost of the trees by no later than December 1, 2019. The trees shall then be installed by no later than Jun1, 2020. The Town will hold the bond until an inspection is conducted by the Planning Department to confirm the work has been completed. Failure to meet this requirement will result in code enforcement follow-up and fines.

DEVELOPMENT AGREEMENT FOR PHASE II

Upon coming into compliance through one of the two options above, you may then proceed with the Development Agreement related to Phase II. Currently you have a Development Agreement application (P18-342) submitted which can be amended. There is no deadline for when you must act on the Development Agreement for Phase II, thus you may re-submit new materials at any time. If you re-submit for the Development Agreement you must address the following items:

1. **Sidewalks** – As part of Phase II you will be required to install a sidewalk similar to Phase I which is shown in the original Development Plan. The sidewalk shall be clearly explained in the Development Agreement narrative and included in the overall bonding.
2. **Lower Trail** – As part of Phase II you will be required to install the lower trail which runs across the property north (below) of Jessica Lane. The lower trail must be included in the Development Agreement narrative and bonding.
3. **Landscape Plan** – Should you choose Option #2 above, as part of the Development Agreement you will be required to provide a landscaping plan that not only reflects the amount and location of trees/shrubs currently planted but also identifies the amount and location of additional planting required by the original landscape plan approved with the Development Plan. A cost estimate for the remaining landscaping will be required in order to calculate the appropriate bond amount.

MINOR DEVIATION

Avalanche Fence - The applicant has already received approval to install the avalanche fencing above 140 Pine Glades Drive through a Minor Deviation (P19-157). This matter is considered to be resolved.

Thank you for your attention to this important matter and please let us know if you have any questions.

Tyler Valentine
Senior Planner

David DeFazio

Jackson Planning & Building Department
Attention: Tyler Valentine
tvalentine@jacksonwy.gov

Re: Pine Glades Pedestrian Access January 6, 2020

Mr Valentine,

I am writing to express my objections to the recent Pine Glades trails proposal, and to the actions of the developer to create what is essentially a private, gated community. My home is immediately west of the Pine Glades gate and my driveway enters the cul-de-sac at 695 Pine Drive.

I am personally familiar with the evolution of the Pine Glades development because I share a property boundary with the development and worked closely with the original developer when designing my driveway and securing an easement across Pine Glades to lessen its grade. The developer was easy to work with, reasonable, and quite accommodating. As a neighbor, I was invited to all public meetings and expressed my opinions regarding two primary issues that were important to me. My primary request was that I, and all others who had grown accustomed to using the single-track trail through the Pine Glades property, be allowed to continue pedestrian access across what would become the road. This would allow people to walk or bike from the end of Pine Drive, through Pine Glades, and to Snow King. I personally used this access to walk to Snow King and either ascend the boot pack for exercise and then return home, or descend to Town in the evenings. In the winter months, I would ski on the single-track to access the lifts and trails on Snow King. I used this trail often, and at all hours. The developer heard my request, and the same request of others, when agreeing to provide pedestrian access across the roads that would be built. This grant of access was clear and unambiguous, and essential to approval of the development. It also made a clear statement that Pine Glades was intended to weave itself into the existing neighborhood, not become a private island.

The tunnel was built in response to the objections of Pine Drive residents who did not want an increase of vehicular traffic on a road not built to handle it. It was not in the interest of the Pine Glades developer, nor Pine Drive residents, to create a dynamic where vehicles could pass through the access point in either direction. Because of this, the second request made during those meetings, which I echoed, was the need for a “gate” to prohibit vehicular through-traffic. A chain was installed by the original developer to prevent such travel and worked relatively well. And while the current developer failed to maintain the chain, or any gate for that matter for quite some time, a gate has finally been installed, destroyed, and now reinstalled. This point now seems moot. But it is important to remember that the current developer was very slow to meet this requirement.

Not only has a gate been installed, but a barrier to pedestrian access has been constructed in the form of large, stacked boulders and a landscaped dirt mound.[1] Bold no trespassing signs were also placed on wooden posts which are in violation of the clear and unambiguous grant of pedestrian access by the original developer. I cannot stress enough the intent that pedestrian access be granted across the road that was built. As evidence of this intent, one need only look at the trail system that was built into the Pine Glades development. Every single trail leads to the road and clearly suggests travel over the road to create a continuous flow of pedestrian access. To suggest anything to the contrary is laughable. There were even trail signs placed on trailheads that directed pedestrians to the road, and nowhere else. These were obviously placed there with the permission of the original developer. Finally, this access was used by the public during the ownership of Pine Glades by the original developer. I personally walked, ran, and skied across the road countless times after it was completed, without any objection by Pine Drive residents or the original developer. This brought to fruition the intent to continue the neighborhood dynamic and continue access to and from Snow King.

In the wake of the sale of the development to the current owner, access has been denied. In addition to the creation of the pedestrian barrier discussed above, the Shade Monkey trail has been reclaimed by the developer, its trailhead sign removed, and wolf sculptures placed at, and near, the access point. Art? Maybe. A sad attempt to strike fear into pedestrians? More likely. But the current developer's intent to deny access is clear. The proposed new trail design is unreasonably steep; it cannot be biked. It would be squeezed along the western border of Pine Glades and is a ridiculous attempt to adhere to the pedestrian access promised to our neighborhood and community. Sure, selfishly, I don't want this trail constructed immediately next to my house. But from the greater public's perspective, the public that has enjoyed traversing the Pine Drive loop and accessing Snow King during all four seasons, the developer is seeking to effectively end all access. This trail will be unreasonably steep and slick during the winter months and will remain largely unused…which I suspect is the true intent of the developer. During summer months, many walkers and bikers will be deterred from utilizing the proposed trail because it is simply not user-friendly. It is akin to a ladder.

I have heard from a couple Pine Glades residents that the sound from pedestrians using the road is allegedly intolerable, which justifies denying access. Untrue. Pine Glades is not a private community, was never intended to be so, exists within the densely populated Town of Jackson, and the sound that they must suffer is "suffered" by us all. I live next door and have no such complaint.

I have also heard concerns regarding potential liability to pedestrians who walk across the road. This is ingenuine considering the considerably heightened danger presented by the proposed switchback trail system; flat ground seems far safer to me. And, finally, I have heard a couple of those same residents suggest that they were promised a private community by the developer. *If* the developer made such a representation, which seems surprising given the wealth of evidence to the contrary, then the issue must be resolved between those two parties.

[1] While I do not object to the aesthetic of the dirt mound, I do object to the construction of the boulder barrier and question whether the proper permit was obtained for either.

Neither the Town or Jackson, nor the public who worked with the original developer, have a dog in that fight.

I respectfully request that you deny the trail system proposed by the developer of the Pine Glades subdivision and enforce the right of pedestrian access across the existing road as was intended and agreed upon by the original developer, the Town of Jackson, and the public.

David DeFazio

Jim Woodmencey :: P.O. Box 2221 :: 690 Pine Dr. :: Jackson, WY 83001
Tel = 307-739-9282 :: Cell = 307-690-9282 :: email= jim@mountainweather.com

Date: January 6, 2020
To: Tyler Valentine
Jackson Town Planning Commission
cc: Jackson Town Council
From: Jim Woodmencey
RE: Item P19-262 Amendment to Pine Glades Development Plan

Tyler,

Please accept these as my comments on the latest development plan for Pine Glades

I have been a permanent resident on Pine Drive since we bought our home there in 1987. We have always had pedestrian access across what is now the Pine Glades property for as long as I have lived here on Pine Dr.

Originally, access was via a single-track trail from the east end of upper Pine Dr. across to Snow King at a point just below the present-day Shade Monkey trail.

Before the original developer broke ground more than 10 years ago now, residents of Pine Dr. and vicinity were promised at Town Planning meetings that we would always have pedestrian access to Snow King across this property.

That promise was honored by all previous owners of the property. Even to the point of creating a trailhead and building a connector trail to the newer Shade Monkey trail, to gain access to the upper trail system, Sink or Swim.

This made for a nice year-round walking loop for residents of Pine Dr. & Pine Glades, to connect back via the KC or Champa trail at the bend in upper Pine Dr. This was available for residents and their pets to use, outside of winter closure areas and outside of the Snow King Ski Area boundary.

All was great until about two years ago when the present owner, John Tozzi, began harassing people who were walking through Pine Glades. A wall blocking pedestrian access was constructed and *No Trespassing* signs posted at the end of upper Pine Dr. (along with also enclosing and hindering access to a fire-hydrant), where the Pine Glades gate is now.

Within the last two years, the trailhead in Pine Glades was also removed, during construction of the duplex unit on the property. The property owner had requested that the trailhead be re-located "nearby", it never was!

The new trails proposed by Mr. Tozzi this past summer, starting at the west end of Pine Glades (outlined by On-Sight Surveyors on the maps and with flagging on the property) are completely unacceptable.

The proposed trails are ridiculously too steep at their start, going uphill or downhill from the end of Pine Dr. They would not be mountain bike friendly, as the previous trail was. Nor would they be reasonable for walking on in the winter months (steep and slippery). The previous trail on the property, which was accessed via the Pine Glades road, was of reasonable grade to facilitate walking on all year. Humans, dogs, bikes, skiers, etc. all could negotiate that old trail access quite easily.

In summary, I would ask you to not approve the new trails, as proposed. And, I would ask the Town Planners and Town Council to please recommend that the Pine Glades owner allow pedestrian access to continue as it always has historically. Additionally, I would hope the Town Planners & Town Council would require that the Pine Glades owner restore the old access trail at a nearby location to the old access point.

Very Respectfully,



Jim Woodmencey

Date: January 7, 2020

To: Tyler Valentine
Town of Jackson Planning Commission
Cc: Jackson Town Council
From: Laura Bonich, PE, LEED AP
RE: Item P19-262 Amendment to Pine Glades Development Plan
Tyler and Planning Commission

I am writing regarding the proposed trail system for Pine Glades. As noted in the staff report the Project was approved by the Town based on the Developer's commitment at a public meeting to allow access through the project. In addition, Wyoming state law requires that after 10 years of public access across private property to access public lands public access should be maintained and a prescriptive right of access exists. The trail across the property was used for the last 30 years clearly establishing a public right of access.

I met with the current owner's representative, Mr. Collings regarding the proposed trail system. I was very clear that the proposed trail is not acceptable because it does not facilitate year round access. The Town has allowed the project to block access with no trespassing signs in direct contradiction to the commitment made by the Town and Developers when the project was approved. Previously there was direct winter access to Snow King and the Phil Baux for skiing, walking, biking, snowshoes or cross country skiing. The "trail" proposed by the project is way too steep (will likely have essentially stairs) and I do not see any commitment to heat the steep part or provide weekly snow removal or other maintenance to allow winter access.

All of us cross private property every day. Whether it is at an apartment project, a grocery store a restaurant, alley, parking lot, driveway or private road. The notion that Pine Glades somehow has "special" liability that would prohibit public access is non sense. There are literally thousands of miles of private roads with public access in the United States. I have personally design and stamped plans for private roads in my 30+ year career as a civil engineer. It is common to gate roads for limited vehicle access and allow other modes (walking, skiing, biking etc) of access. In addition, prohibiting these modes goes against every planning principle for good land use and is not allowed by the for USGBC LEED projects.

There is a simple solution – just require the developer to allow non-vehicular access through the project on the existing road as was agreed to by the Town and Developer. You have the ability to require the Developer to comply as part of your discretionary approvals and it is the right thing to do. This access was used extensively up until August of 2018 with no negative impact on the project.

Thank you,

Laura Bonich

645 Pine Drive
Jackson, WY 83001
775-340-5346
lauraabonich@gmail.com

Tyler Valentine

From: Will Bradof <will@localjh.com>
Sent: Tuesday, January 07, 2020 12:02 PM
To: Tyler Valentine
Subject: Pine glades access

Dear Town of Jackson/ planning dept . I am writing to express my frustration in the current state of Pine Glades development in regards to accessing the trails on forest service land . As a 10 plus year resident of aspen drive and pine drive I would hope you do the right thing and ensure that the pibe glades development makes the necessary changes to allow people to access the trails via their road system. As I understand this was a condition of the original development and now it has somehow turned into "no trespassing" signs with gates with boulders , and ditches cut across existing trails to make all feel unwelcome . Please help us make some changes so this new development can at least appear to be part of the community that we live in . Sincerely . Will and Jennifer Bradof, 595 Pine Dr.

Will Bradof
Chef/Owner
Trio | Local
Will@localjh.com
c. 307-690-6460

Tyler Valentine

From: Garth Gillespie <garth@jhexperts.com>
Sent: Tuesday, January 07, 2020 12:25 PM
To: Tyler Valentine
Subject: Snow King Trail System

Hi Tyler,

I am ignorant to what is happening with the Pine Glades development and potential trail closings and rerouting but I'd like to support the neighborhood access that is currently available. Reading on Social Media brought me to the attention that the current developer is trying to close this access... I was here when Pine Glades was designed and developed and I specifically remember the subject trails being discussed and the Town Council or Planning department requiring public access.

Please don't allow private developers change the access as it is important for the local community to have access to the forest which has been in use for over 30 years (GIS photos).

Thanks for your time -
--

Garth Gillespie

(307) 413-5243

Tyler Valentine

From: Jennifer Bragg <jennybragg82@gmail.com>
Sent: Monday, January 13, 2020 8:32 PM
To: Tyler Valentine
Subject: Pine glades commentary

Hi Tyler,
My name is Jenny Bragg. Myself, my husband Jonathan, and our two children live at 45 Pine Glades unit A. We have been Town of Jackson residents for 20 years. My husband works at the Wort Hotel and I own a local business. Being chosen for an affordable home was an absolute dream come true for us. We truly love this community and have worked incredibly hard to be apart of it.
The proposed trail will run within two feet of our home. This two feet extends alongside my bedroom window and also my children's. Not only would this be a complete invasion of privacy, but it would also be a safety risk.
Over the 10 years we have owned our home, we have dealt with numerous disturbances. The last just 6 months ago while I was 7 months pregnant with my son at the end of last summer. A man knocked on my front door demanding that I let him in. After calling the police and being told by an officer, "if I own a gun it would be a good idea to have it readily accessible" and then several days later, finding out he had tried to get into several other homes across the street and had been camping in the woods 50ft from my house. This particular evening I was home alone with my 5 yr old daughter while my husband was at work.
Aside from that we've had numerous issues with dogs in our yard and all that entails over the past decade. People having sex in their cars in the parking lot, finding trash, used condoms and other undesirable items walking from my car to my front door.
Our other concerns are about safety. It's no secret that off leash pets are a growing issue in this community. What happens in the event one of my children are attacked by a dog? Dogs do not consider property lines and it would not be a first as our neighbors mother in law was attacked by a Pine Dr. residents unleashed animal and suffered a tremendous injury of a broken hip.
I am not an unreasonable person, but requesting a public access trail to be placed 2 feet from my home that is literally visible from my shower window is an incredibly unreasonable request.
I'm not interested in cutting off access to public lands for fellow Jackson citizens. It's why we all live here, to enjoy all the bounty this beautiful place has to offer. However, I don't believe the placement of this development has cut off any access at all. There is a trail connector at the west end of the development, and another at the end of Spruce dr. I do not understand the Pine Dr. residents or the towns need for a trail when there are already two.
I also do not understand the need for access to a neighborhood I pay dues that equal one third of my mortgage to maintain. If the town would prefer to take over maintenance I'd be happy to comply with our neighborhood roads being publicly accessible. But I do not understand how the town of Jackson can force Pine Glades residents to pay for road maintenance while granting public access.
I highly doubt any Pine Drive residents would be willing to sacrifice their privacy, safety, & security, if the roles were reversed. Who wants a trail head outside their bedroom window?

Sincerely,
Jennifer Bragg
45 Pine Glades, Unit A

--

Jenny Bragg

Jackson Parlour
307.201.6959
Jhparlour.com
Jennybartistry.com

Tyler Valentine

From: David Defazio <David@defaziolaw.com>
Sent: Monday, January 13, 2020 1:58 PM
To: Laura Bonich; Lea Colasuonno; Tyler Valentine; Jim Woodmencey
Subject: RE: Town of Jackson

Hello Lea –
I echo all of Laura's questions and concerns, and add one observation. Although I find it baseless from the start, the residents of Pine Glades who have voiced concern over liability should recognize that constructing a near vertical "path" surely creates more liability risk than allowing access over flat ground.
I'm sure that Mr. Tozzi has threatened legal action against the Town if Jackson does not grant his request. But please know that legal action is also possible if residents are not granted access that was originally promised as a condition of approval.
- David

From: Laura Bonich <lauraabonich@gmail.com>
Sent: Monday, January 13, 2020 12:51 PM
To: Lea Colasuonno <lcolasuonno@jacksonwy.gov>; Tyler Valentine <tvalentine@jacksonwy.gov>; David Defazio <David@defaziolaw.com>; Jim Woodmencey <jim@mountainweather.com>
Subject: Re: Town of Jackson

Lea,
Thank you for taking time to call me the other day and congratulations on your new position. Regarding the Pine
Glades Project, I was wrong and had not read the the staff report at the time I spoke to you. I have reviewed both the application to amend the Development Plan P19-262, and the staff report dated January 10, 2020. I understand that this will be on the Planning Commission agenda on January 15 at 5:30. If you or other Town staff can clarify any of the following that would be greatly appreciated.

Can the Town of Jackson add additional requirements or conditions to the project since the Project is requesting an amendment to the original approvals that requires Council approval?

If the Town can add requirements then I would request that the Town formally require the Project to allow year round public access on the road as a condition of approval for the Development Plan Amendment.

The following are issues that I believe may provide the Town a reasonable reason to do so. The trail proposed by the developer would allow reasonable access for only about 50% of the year.

- The Town required the Developer to allow access as part of the original approval at a public meeting. This is evidenced in the public meeting recordings and has been verified recently by Town planning staff.
- The Town granted a "variance" to the hill side ordinance and allowed the project to construct a private road only because the project could not be developed if the Town required the minimum public road standard. The only reason the road is private is because the Town would not accept dedication of the non standard road for repair and maintenance. That road variance did not grant the developer the right to prohibit access and there was never any intent by the town to prohibit public access on the non standard road section.
- When the project ownership changed the purchaser clearly knew and understood that there was existing public access as evidenced by the existing well used trail connection near the midpoint of the Pine Glades project; as did each of the individual owners. In addition the current developer, Mr. Tozzi, has the majority of votes and still controls the HOA. Is granting access on the road through the project any different than granting access for a trail on the other HOA owned lots?
- The State of Wyoming allows access across private property after 10 years of public use to access public lands. The "trail" offered by the developer will not allow access 50% of the time as there will be significant snow from Nov 1 through May 1 that makes any use of stairs infeasible (not sure who estimated that the average slope is 10% - clearly much steep in many sections).

- There is no public good or benefit that comes from prohibiting access (it does allow the developer to sell units for more money). I do not believe the Town would allow access to be prohibited if the project was being approved today. Does the developer's request to modify the project entitlements give the Town the opportunity to formally require the access that was originally agreed to? If so why is this not an option in the staff report?

Appreciate your time. Laura Bonich

On Wed, Jan 8, 2020 at 11:23 AM Lea Colasuonno <lcolasuonno@jacksonwy.gov> wrote:

Lea Colasuonno

Town of Jackson

Town Attorney

O: 307.734.3497

C: 307.690.9902

F: 307.734.7068

E: lcolasuonno@jacksonwy.gov

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--

Laura Bonich, PE, LEED AP
775-340-5346
lauraabonich@gmail.com

Tyler Valentine

From: Jim Woodmencey <jim@mountainweather.com>
Sent: Tuesday, January 14, 2020 7:02 AM
To: David Defazio
Cc: Laura Bonich; Lea Colasuonno; Tyler Valentine
Subject: Re: Town of Jackson

There are errors in the staff report regarding existing trails that were removed and or moved.
1) There was never a trail at the end of the cul-de-sac (west end of Pine Glades near gate) that went uphill. There are only faint game trails that exist in that vicinity
The original trail from Pine Drive to Snow King went about where the road is now and part of it was just below the wall. Just below where Pine Glades Drive is now.

2) The trailhead and connector trail that was established by the previous owner and Pathways, approved in 2011, just east of where the existing duplex is now, was never "relocated nearby". An approximately 30 foot connector was added just north of the top end of the tunnel (over the curb) to access the switchbacks on the trail that goes up the face of Snow King. That is not "nearby", it is not a trailhead, and it does not serve the same purpose of accessing Shade Monkey to Sink or Swim as a winter hiking route. (Snow King is Closed to hikers & dogs in winter).

3) The trail connector and trailhead mentioned above was not permanently removed until sometime after 2014, closer to 2017.

4) The new proposed trails (Sections 1 & 2) will require elaborate stairways at the start of these two trails, both above and below the cul-de-sac. These would present a hazard when snow-covered or icy, and essentially render them unusable in winter. That does not satisfy the intent of the original development plan.

The new owner should be required to comply with the Original Approved Trail Plan and the town should honor the promise made that pedestrian access (walk & bike) across this property will always be allowed. That "word" should be as good as anything in writing.

Jim Woodmencey
690 Pine Dr.
PO Box 2221
Jackson, WY 83001 USA
307-733-9616 Home
307-690-9282 Cell

www.mountainweather.com

On Mon, Jan 13, 2020 at 3:57 PM David Defazio <David@defaziolaw.com> wrote:

> Hello Lea –

From: ray beplat
To: Tiffany Stolte
Subject: very opposed to pine glades trail plan
Date: Wednesday, January 15, 2020 3:54:49 PM

I am extremely opposed to the proposed trail between pine dr and wister dr/spruce dr. Just to give you an idea how close this trail comes to my house and garage at 700 pine drive ive attached a photo taken from my front door. The design of this trail down from the pine dr culdesac is clearly to have it as close as possible to the neighboring properties and as far as possible from the precious pine glades townhomes. this trail makes no sense and is not needed. it is literally 25 feet from my front door and deck, drastically affecting privacy and enjoyment of my property. Pine glades new ownership have been terrible neighbors and terrible people to deal with. This whole thing is ridiculous. See attached photo of proposed trail location on north side of pine dr.

Please come up with something better than this unusable, unneeded, intrusive trail.

Ray Beplat
700 Pine DR.

Dear Madam and Sirs,

As concerned citizens, as good faith property owners in the Pine Glades subdivision and as residents of the Town of Jackson, we want to go on record with regard to the issues on the Application for Amendment of the Pine Glades Development Plan, item P19-262. We respectfully file these comments and appreciate the efforts by all members of the Town Planning staff and Commission to address these issues.

1. Overview of Support for Application: We want to be very clear that we, the undersigned homeowners of Pine Glades, support all three of the provisions in the application for Amendment. Given the broad acceptance of two of the items regarding a heated street and the stone additions to the new units, we will focus our discussion on the Application relating to the proposed hiking trails.

A. Overall Position of Undersigned Homeowners: To be 100% clear, while the trails are not perfect for homeowners in Pine Glades development, it is a compromise that is supported by all the undersigned homeowners living on Pine Glades Drive. We believe that substantial effort and cost has and will go into the development of the trails as proposed in the application to the benefit of all residents of Jackson who chose to avail themselves of this opportunity.

B. Trail design: The trail design accomplishes many objectives. It provides ways to access Snow King Mountain. The trails come in close proximity to the homes within the development but are mostly reasonable compromises. The western-most trail is steep as Snow King Mountain is steep. It is not unreasonably so, and in many ways, seems to mirror the steepness of other portions of trails on Snow King. Of course, it will have snow during most winter seasons. Most trails have snow in the winter. This will be no exception and should be well known by residents of Jackson. While most residents believe the proposed trails are a reasonable compromise, however, with regard to the proposed north hiking trail, it does come very close to two condominium units. We would support other viable options to the proposed north hiking trail that eliminates these proximity concerns and understand that the applicant may have already come up with an option to address this matter. In short, the trail design is not perfect from the perspective of the development homeowners but it is demonstrably a very reasonable compromise if the proposed north hiking trail can be modified to effectively address these proximity concerns.

C. Broad Public Easement to Pine Glades Drive: We note at the outset that much of the public comments only tangentially discussed the trail compromise being proposed in the application. Rather, the focus of most commenters opposed to the Application simply turned to the issue of unfettered access to the improved parts of Pine Glades Drive and the private land on Pine Glades. The record should be clear that this, while related, is a very different issue than the question of whether the trail meets the developer's written obligations and is a reasonable compromise to provide trail access. There was never any assumption that the ONLY trail design was one which gives unfettered access to the now improved, paved, snow plowed, well lit from dusk to dawn year round and a well maintained Pine Glades Drive (all of which is paid solely by Pine Glades property owners). Nonetheless, we the homeowners feel the need to address this issue even though it is NOT, nor should it be, part of the consideration for P19-262.

2. Public Record: With regard to unfettered access through a new, previously undocumented public easement through the Pine Glades development, the fact is that the only record of making this public was oral comments in 2007 timeframe. These oral comments were made by the original developer which were NEVER to our knowledge repeated, codified, recorded or confirmed in writing, acted upon in negotiation with the developer, or in any other way materialized to be added to the public records for the Town of Jackson or Teton County. This is a simple fact which, however unfortunate, all the parties must accept. At this very late date, it would be a VERY material change some thirteen years after oral conversations to impose an entirely new right easement for access onto the Pine Glades development and over the land of the good faith purchasers of property. We could go into much greater discussion of the absence of any public access easement but the planning and zoning staff understands this issue in great detail.

3. Practical and design considerations: In addition to the absence of public record supporting public access, there are strong reasons why public access is simply not feasible EVEN had it been authorized:

A. Safety. The project design obviously was not built with the idea of full public use given homeowner’s safety. The overhang means that owners are stepping into a canopy road, or active bike, automobile, motorcycle, skateboard path when they step right outside their front door. There is demonstrated "adolescent" (of all ages) uses of the

pillars on our homes as a make-shift bike and skateboard slalom courses that endangers both the participant and the homeowners.

B. Liability: As private land, there is a presumption of culpability if someone is injured or killed on our property. Will the City grant the Pine Glades residents a complete indemnifications of attorney's fees, court costs, and damages as a result of injuries incurred on the development? Of course it will not. Might people use theories of architectural design, attractive nuisance, negligence in maintenance and the panoply of other arguments to find liability of the home owners? Of course they will if someone is injured or killed. It is not reasonable, years after all conditions were duly negotiated and agreed upon, and the design of the homes approved, and the written assurances that it would be PRIVATE, to impose this huge new liability on private property owners. Other private property owners, including those on the large lots on prominent neighborhoods with sizeable buffer zones between their homes and the road, have the unfettered ability to keep trespassers off their property thereby limiting liability. We have had and should continue to have the same right.

C. Quiet enjoyment of private property: A fundamental tenet of private property is the right to enjoy the property with unnecessary noise. The area must be kept private as the approved design of the units is such that people can stand directly underneath our balconies and under our living rooms. If unfettered public access is permitted, this can and will continue to happen at all hours of the day and night. Unlike some neighbors on other neighboring properties, we have no offsets or buffer on our property. The large lots do not have this concern given the distance from the public road. There is no ability to cure this issue for the existing good faith purchasers in the Pine Glades development.

D. Issues of failure to curb pets: There is a known history and well documented pet abuses that occur. Of course, most pet owners are conscientious about managing their pets, but the ones that are not have made an impact on the residents of Pine Glades.

4. Alleged Developer Transgressions: A number of the commenters outside of our community seemed to focus on alleged transgressions (e.g., topping of some trees, unauthorized landscaping, etc.) by the current owner of the development. We are, however, homeowners in the development, and are good faith purchasers of our homes. We are not the developer nor do we share in his potential rewards or financial exposure. If the developer has taken inappropriate actions, the City

has remedies which they can impose upon him WITHOUT unnecessarily penalizing good faith purchasers who wish to live in harmony under the terms and condition in effect when they purchased their homes.

5. Alleged "Elitism": In addition, a number of the external public comments appear to irrationally and inappropriately accuse the residents of the Pine Glades development of elitism. We are of course offended. We can only surmise that such offensive accusations are made based on frustrations largely born from the fundamental weakness of opponents position (total lack of documentation, good faith homeowner purchaser property rights, etc.) to achieve access to our property.

6. Alleged Recriminations of "un-Jackson like" behavior by Pine Glades residents: There is a huge irony in one of the commenters largely chastising the owners in Pine Glades for effectively not giving to others that which we have paid for (i.e., access to our private property). She does this while simultaneously chastising the Pine Glades home owners for not embodying the "spirit of Jackson." We are again offended by such recriminations when we only seek that which other private property owners have in Jackson (i.e., the ability to enjoy their private property). This person demanded that the zoning and planning commission to (paraphrasing) "just use the leverage that the City has and deny everything (without regard to ANY merit on the other two conditions) and make them give us what we want. Don't be a foolish City, just demand it!" So, this is the type of behavior she would have the City of Jackson adopt and be known for? To have no regard for the written, long established public record of negotiations, written reports, permits granted? No regard for good faith purchasers when you have "leverage" and can change the terms of the long standing public record? No regard for the property rights of bona fide good faith purchasers? The great irony of course is that this is NOT what Jackson stands for nor should it ever stand for.

7. Eminent Domain: The City and County of course enjoy the option of appropriating land under eminent domain for appropriate public uses consistent with the Wyoming Constitution and implementing laws and regulations. This of course is an entirely different proceeding than the present one and involves appropriate compensation for such taking of private property. While we see no such need given the developers proposed trail system and access it will provide, we the homeowners in the Pine Glades development will be obligated to have such discussions with the City under the rules and regulations that govern such

matters. We strongly believe however that it should not come to this given the detailed written record and the reasonable trail proposal in the application of the developer.

Thank you for the ongoing efforts and for our ability to respectfully submit our views. We are happy to provide such additional comments as the planning and zoning commission may request.

Respectfully,

Pine Glades Undersigned Homeowners:

Alex Good & Darrylynn Kaun	260 Pine Glades Dr., Jackson, WY
James & Lucy Wong	242 Pine Glades Dr., Jackson, WY
Charles & Tory Nagle	160 Pine Glades Dr., Jackson, WY
Linda Damiano	164 Pine Glades Dr., Jackson, WY
Tony Hartl	262 Pine Glades Dr., Jackson, WY
Susan Oremus	224 Pine Glades Dr., Jackson, WY
Bryan Shannon Mills	220 Pine Glades Dr., Jackson, WY
Doug & Paige Lee Schrier	240 Pine Glades Dr., Jackson, WY
Bill & Stephanie Binch	244 Pine Glades Dr., Jackson, WY
Jeff Hussey	220 Pine Glades Dr., Jackson, WY

From:	Laura Bonich
To:	Hailey Morton Levinson; David DeFazio; Jim Woodmencey
Subject:	Pine glades non vehicular access
Date:	Monday, February 03, 2020 8:35:02 AM

Hailey
If you have 10 minutes in the next few days we would like to meet with you or set up a conference call to discuss requiring pine glades to record an access easement on the road to allow non vehicular access. The council will hear this issue on February 18. The original project application and developers commitment at a public meeting (tape verified by staff) said year round access would be allowed on the road. The city never made sure that the access easement was recorded with the original approvals and so none exists. The developer is asking for changes to the project giving the town the opportunity to require a recorded access. The best example was testimony at the planning commission meeting when another resident essentially said this is not jackson when a 10 year old can not walk to his friends house (in the workforce units) without someone calling the cops. Access had been allowed until recently when the project posted no trespassing signs and constructed a big rock wall to block entry. Appreciate your time and everything you do. Laura

Laura Bonich, PE LEED AP
C: 775.340.5346

February 4, 2020

Town of Jackson Planning and Building Department
Attention: Tyler Valentine
PO Box 1687
Jackson, WY 83001

Tyler Valentine,

I am writing to express my position on the trail, uphill of the cul-de-sac, being proposed at the west end of the Pine Canyon Development. This trail is redundant and unnecessary. There is a trailhead on Pine Drive 440 yards west of the proposed trail that allows for pedestrian and bike access to the Snow King trail network. Most hikers and bikers have to pass right by the Pine Drive access in order to get to the proposed access point. Given the hazards associated with slope development, it makes little sense to disturb this pristine hillside when a well designed access point that accommodates pedestrians and bicycles lies just 440 yards to the west.

The Town of Jackson, Pathways, USFS, and undoubtedly others have cooperated to put together a fantastic and well maintained trail network on Snow King mountain, and all of the residents within the two arcs on the attached map have to walk at most the equivalent of one lap around a school track to get there.

Sincerely,

Mark Oblack
266 Pine Glades Drive

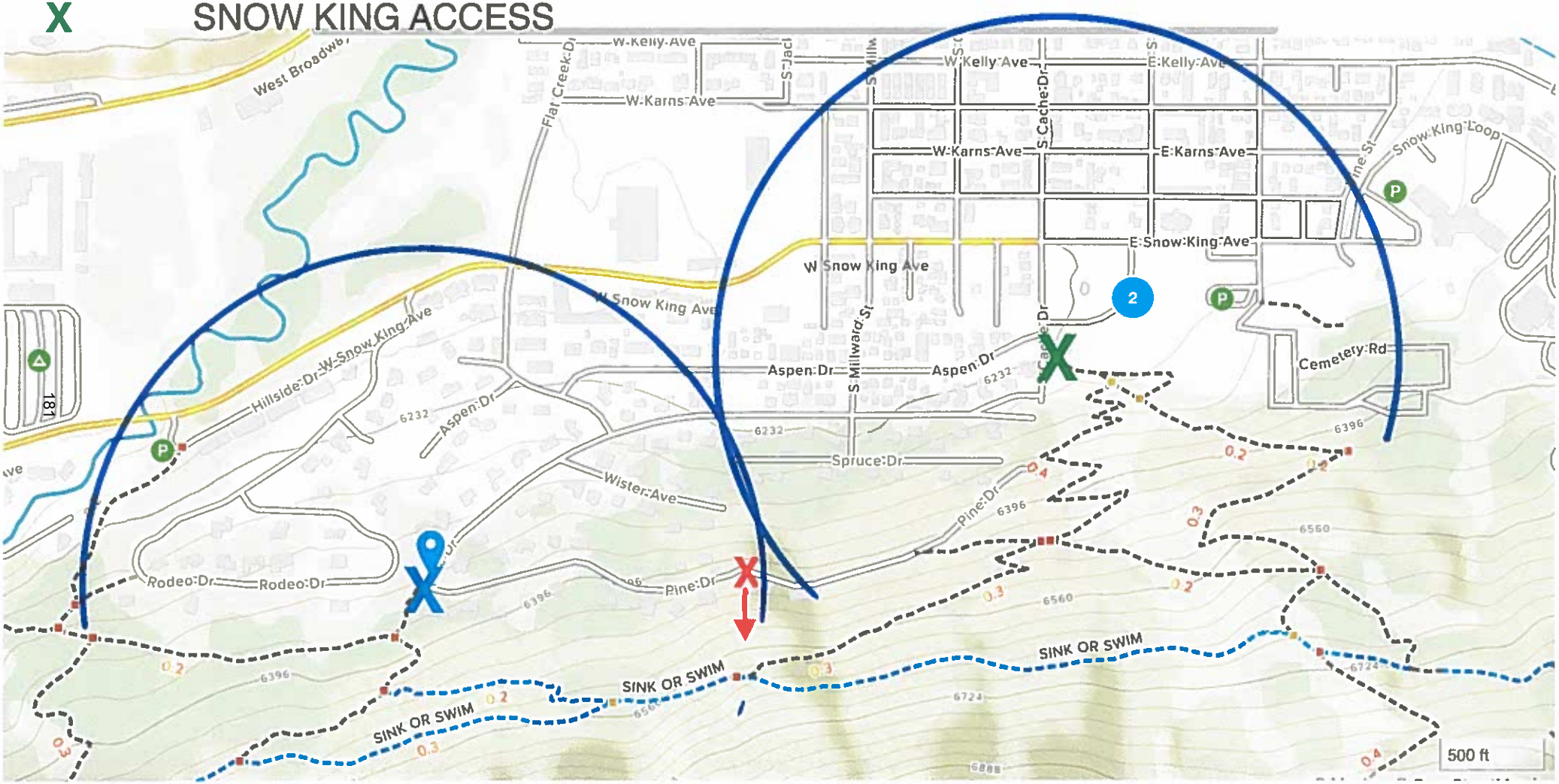
Attachments: 440 Yard Access Map

440 YARD ACCESS ARC

X REDUNDANT PROPOSED UPHILL ACCESS

X PINE DRIVE ACCESS

X SNOW KING ACCESS



From:	Laura Bonich
To:	Tiffany Stolte; Tyler Valentine; David DeFazio; Jim Woodmencey; Town Council
Subject:	Pine Glades compliance requiring non vehicular street access
Date:	Wednesday, February 05, 2020 9:06:32 AM
Attachments:	image.png image.png image.png

Planning Commissioners,
Below is an excerpt from the compliance letter addressed to the Pine Glades project from the Town date 5/28/19 stating that the Project is not in compliance with the street access requirements. The letter can be found starting on pdf page 65 of your staff report. The proposed trail in the current application is in no way equivalent to year round street access and should not satisfy the compliance requirements identified in the letter. The compliance letter states that the Project may not receive additional approvals until the project is in compliance. Please condition the project to provide a non vehicular street access easement prior to the project receiving any additional approvals. Please do not remove the project requirement for operation of the street snow melt system (which will likely save the residents at least $1M over the next 10 years) until the access is granted. It is not fair for the Town to remove this requirement but not enforce the street access requirement.
On Page 2 Town Letter dated 5/28/19

Glades Final Development Plan"). Under each heading is a description of a specific development obligation, status of compliance, and a reference to attached exhibits.

ROADWAYS: Non-Compliant with Pine Glades PUD

As part of the Pine Glades PUD the Applicant committed, both verbally and in writing, to provide public non-vehicular/non-motorized access across, over and on the site's roadways. The complete public record memorializing this obligation is provided below (Exhibits A – H).

EXHIBIT A: *Letter from Jackson Hole Community Pathways to the Town Planning and Building Department related to the approved Variance (P07-076) to develop on a lot with slopes greater than twenty-five percent (25%). The letter commends the original Developer (Dave Taylor) on their willingness to include public access across, over and on Pine Glades PUD for non-motorized users.*

EXHIBIT B: *Transcription of David Taylor (original developer) on record at the Jackson Town Council meeting on January 7, 2008 committing to the Jackson Town Council that the Pine Glades PUD would be open to the public and that the public would have non-vehicular access through the interior roads to access trails.*

EXHIBIT C: *The narrative section (5 pages taken from the project summary) of the Final Development Plan pledging that the updated project plan specifically included public access to the trail heads in the Pine Glades PUD from Pine Drive and Spruce Drive (page 2). In addition, the last two pages under headings Section 2170.J.11 Streetscapes states 'Nevertheless the proposal includes pedestrian pathways, in the form of public trail access easements fronting the lower row of buildings, allowing pedestrians access from the Pine and Wister Drive neighborhoods to the Snow King Ski Areas and Bridger-Teton National Forest'. Furthermore on the last page, it states that 'the development will provide at least four pedestrian access easements across the property providing a link from the neighborhoods west to Snow King slopes and beyond...'*

EXHIBIT D: *The approved Final Development Plan trail map identifying all trails within the Pine Glades PUD as 'Public Ski/Hiking Trails' which directly connect to the roadways.*

EXHIBIT E: *The recorded Subdivision Improvement Agreement which, on page three under 'Public Pathways,' describes the developer's obligation to build the trails delineated on the trail map as 'Public Ski/Hike Trails' (see also EXHIBIT D).*

EXHIBIT F: *The approved Minor Deviation (P11-025) for a requested trail relocation with attached Town of Jackson departmental reviews discussing obligations for trail signage at the Cache Street and Pine Drive access points. The documents states that 'the applicant shall not obstruct public access on the proposed pathway'. Furthermore, this document includes a review comment that states 'the applicant shall not obstruct public access on the Town of Jackson access easement designated as "GCE Roadway" on the Pine Glades Townhomes Phase One Addition plat'.*

EXHIBIT G: *The recorded plat for the Pine Glades Townhomes Phase One Addition which states that the Town of Jackson is granted an access easement across the entire GCE Roadway (under the Certificate of Owner, first column, 5th from the bottom). The second page is the actual recorded plat showing the GCE Roadway.*

And on Page 3

Based on the fact as evidenced in the public records described above and attached hereto, the Applicant was required to provide public access across, over and on the Pine Glades PUD roadways. This was verbally promised by the Developer (Dave Taylor) before the Town Council, was referenced in the FDP proposal, was clearly identified on the approved trail map, was clearly identified in the SIA, and was further a condition of approval with both Minor Deviations related to trail relocation.

And on Page 6

1: The following compliance issues must be resolved as indicated below. Failure to resolve these issues by the assigned deadline will result in the Town referring the issue to the Town of Jackson Code Enforcement Officer, in accordance with Land Development Regulation Division 8.9.2, and may prevent the issuance of further approvals and/or permits for the Applicant pursuant to Land Development Regulation Division 8.9.3.

- Public Access - Signage: The Pine Glades PUD required the installation and maintenance of signage indicating the right to public non-vehicular/non-motorized access across, over and on the site. The currently installed "No Trespassing" signage erected at two locations on the site violates terms and conditions of the Pine Glades PUD. All 'No Trespassing' signs must be removed by **June 1, 2019**. In addition, a new sign plan that is consistent with the approved Final Development Plan must be provided to the Town Planning Department by **July 1, 2019**.
- Public Access - Boulders: The Pine Glades PUD required public non-vehicular/non-motorized access across, over and on the site. However boulders have been installed adjacent to the break-away gate, thus restricting pedestrians and bicyclists from accessing the site. This violates the terms and conditions of the Pine Glades PUD. The boulders must be shifted to allow at least four to six (4-6) feet of space for bicyclists and pedestrians to freely access Pine Glades Drive and the area must be inspected by the Town no later than **July 1, 2019**.

Thank you,

Laura Bonich, PE, LEED AP
645 Pine Drive
775-340-5346
lauraabonich@gmail.com

February 21, 2020

Jackson Planning Commission
Jackson Town Council
Jackson Planning Department sent via email tvalentine@jacksonwy.gov
P.O. Box 1687
Jackson, WY 83001

Re: Pine Glades

Dear Ladies and Gentlemen,

I was a limited partner and the principal investor in the Pine Glades development from inception, ultimately becoming the sole developer a few years later. I remained the Pine Glades developer until I sold the remaining unbuilt part of Pine Glades in 2017. I retain ownership of a townhouse unit in the development have followed the recent efforts to gain approval of a trail across Pine Glades.

During the initial review and approval of the Pine Glades development, the neighbors on Pine Drive were adamant that no additional traffic pass in front of their houses even though Pine Drive is a town street. Their vitriolic opposition to any additional traffic forced me to spend $15,000,000 to construct a tunnel for Pine Glades residents to travel in the opposite direction. There was never any intention for the Pine Drive neighbors to have access to the private Pine Glades Drive and tunnel after it was built, regardless of any verbal statement made by the initial developer.

The proposed trail across the Pine Glades development which does not require access to the private road and tunnel is a suitable effort to accommodate neighbors who live near Pine Glades. It should be approved and the rights of private property owners should be preserved.

Sincerely,

Jeff Hussey
Pine Glades Investor and Developer




From: Jennifer Bragg [mailto:jennybragg82@gmail.com]
Sent: Tuesday, March 03, 2020 11:51 AM
To: Tyler Valentine <tvalentine@jacksonwy.gov>
Subject: Pine glades trail easement

Hi Tyler,

I hope this email finds you well!

Bill Collins, John Tozzi, & Dave Meyer have been around the house working on a new trail proposal. I just wanted to send some pictures to you that we took from our front door so that you could see the impact rather than from a few lines on paper.

This is even closer than the last proposed trail so I'm kind of confused as to why this would be "better" but we'll all hash it tomorrow at the meeting I guess.

Thanks so much!

Jennifer Bragg

45 A Pine Glades

307.690.7851

February 21, 2020

Jackson Planning Commission
Jackson Town Council
Jackson Planning Department sent via email tvalentine@jacksonwy.gov
P.O. Box 1687
Jackson, WY 83001

Re: Pine Glades

Dear Ladies and Gentlemen,

I was a limited partner and the principal investor in the Pine Glades development from inception, ultimately becoming the sole developer a few years later. I remained the Pine Glades developer until I sold the remaining unbuilt part of Pine Glades in 2017. I retain ownership of a townhouse unit in the development have followed the recent efforts to gain approval of a trail across Pine Glades.

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The proposed trail across the Pine Glades development which does not require access to the private road and tunnel is a suitable effort to accommodate neighbors who live near Pine Glades. It should be approved and the rights of private property owners should be preserved.

Sincerely,

Jeff Hussey
Pine Glades Investor and Developer

From:	Jim Woodmencey
To:	Tyler Valentine; Tiffany Stolte
Subject:	Pine Glades
Date:	Wednesday, March 04, 2020 10:44:21 AM

I will attend the meeting tonight, however, in case public comment is not taken on the Pine Glades proposal I would respectfully request that you require wording in the revised development that allows pedestrian access through Pine Glades, from Pine Drive.

If the newest owner (Tozzi) is requesting changes to the development plan, then this is the time for the Town to step up and say: "We'll grant your changes, if you accept the additional request to set the record straight as far as pedestrian access".

This is what was promised originally and what has been honored by all previous owners for more than 10 years. (And for as long as I have lived on Pine Drive, 33 years).

Please put it writing this time!

V/R
Jim

Jim Woodmencey, meteorologist
MountainWeather
PO Box 2221
Jackson, WY 83001 USA
307-739-9282 Office
307-690-9282 Cell

www.mountainweather.com

From: Laura Bonich
To: Pete Muldoon; David DeFazio; Jim Woodmencey
Subject: Pine Glades Public Access
Date: Friday, March 06, 2020 8:20:21 AM

Mayor,
The Pine Glades project amendment (P19-262) will be on the Town Council Agenda for Monday, March 16th. If possible we would like to meet with you next week to discuss our concerns. We are asking the Town to condition the project, as part of the approval of this application, to record a public non motorized access easement on the HOA parcel that is the the Pine Glades road connecting from the tunnel to Pine Drive. This is consistent with the original project approvals (and referenced in 8 project documents identified by staff) and would allow year round access. Jim Woodmencey, David DeFazio and I could meet at the end of Pine Drive where the gate is if you would like to see the project area or at any time or place that is convenient for you. Appreciate your time.
Happy Friday. Laura

--
Laura Bonich, PE, LEED AP
775-340-5346
lauraabonich@gmail.com

TOWN OF JACKSON
TOWN COUNCIL
AGENDA DOCUMENTATION

PREPARATION DATE: MARCH 30, 2020

SUBMITTING DEPARTMENT: COMMUNITY DEVELOPMENT

MEETING DATE: APRIL 6, 2020

DEPARTMENT DIRECTOR: TYLER SINCLAIR

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

REQUESTED ACTION

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

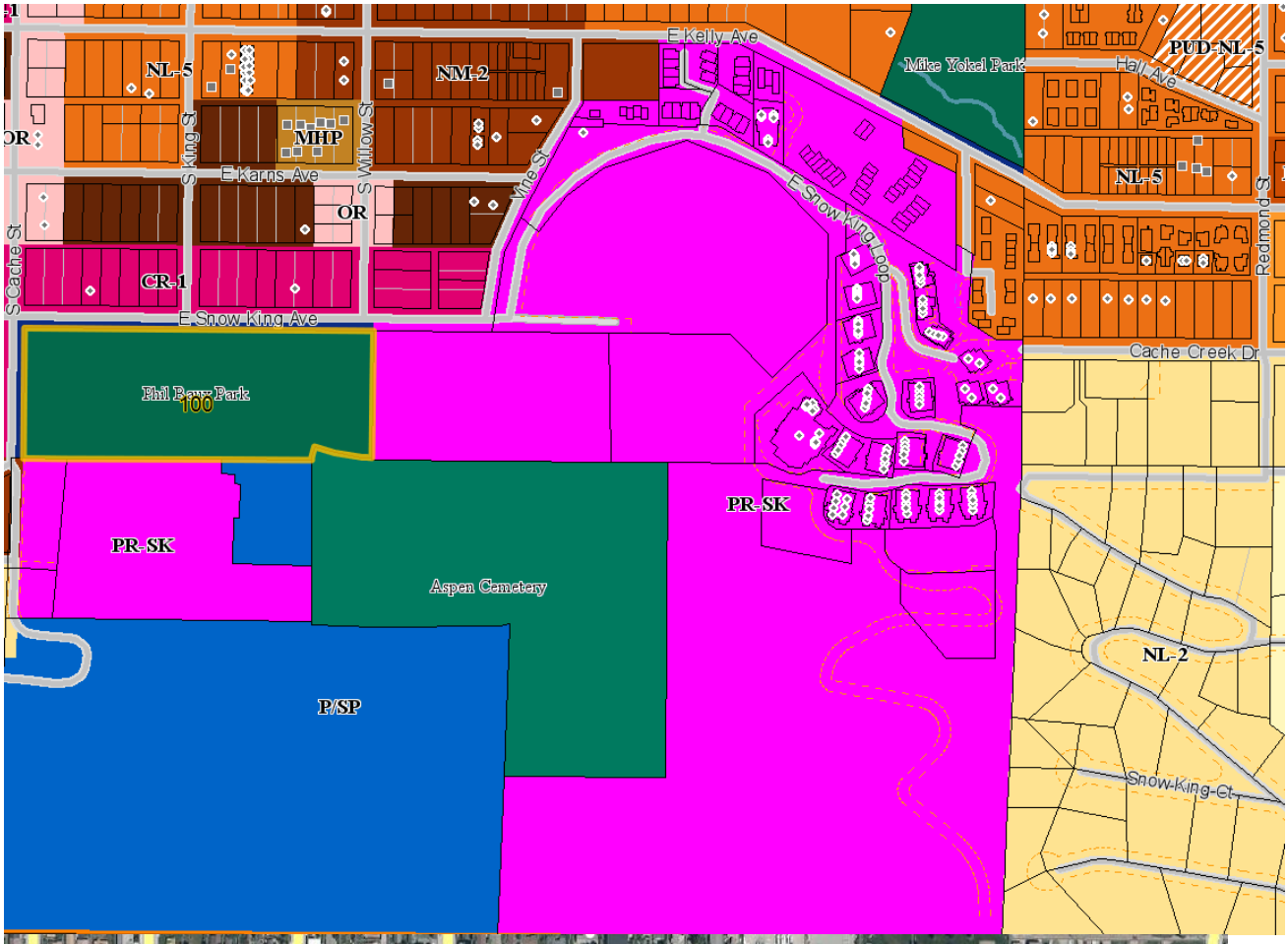
A. Amendment to a Resort Master Plan pursuant to Section 8.7.3 Planned Unit Development
B. Amendment to an associated Sketch Plan pursuant to Section 8.7.3 Planned Unit Development and Section 8.3.1 Sketch Plan.

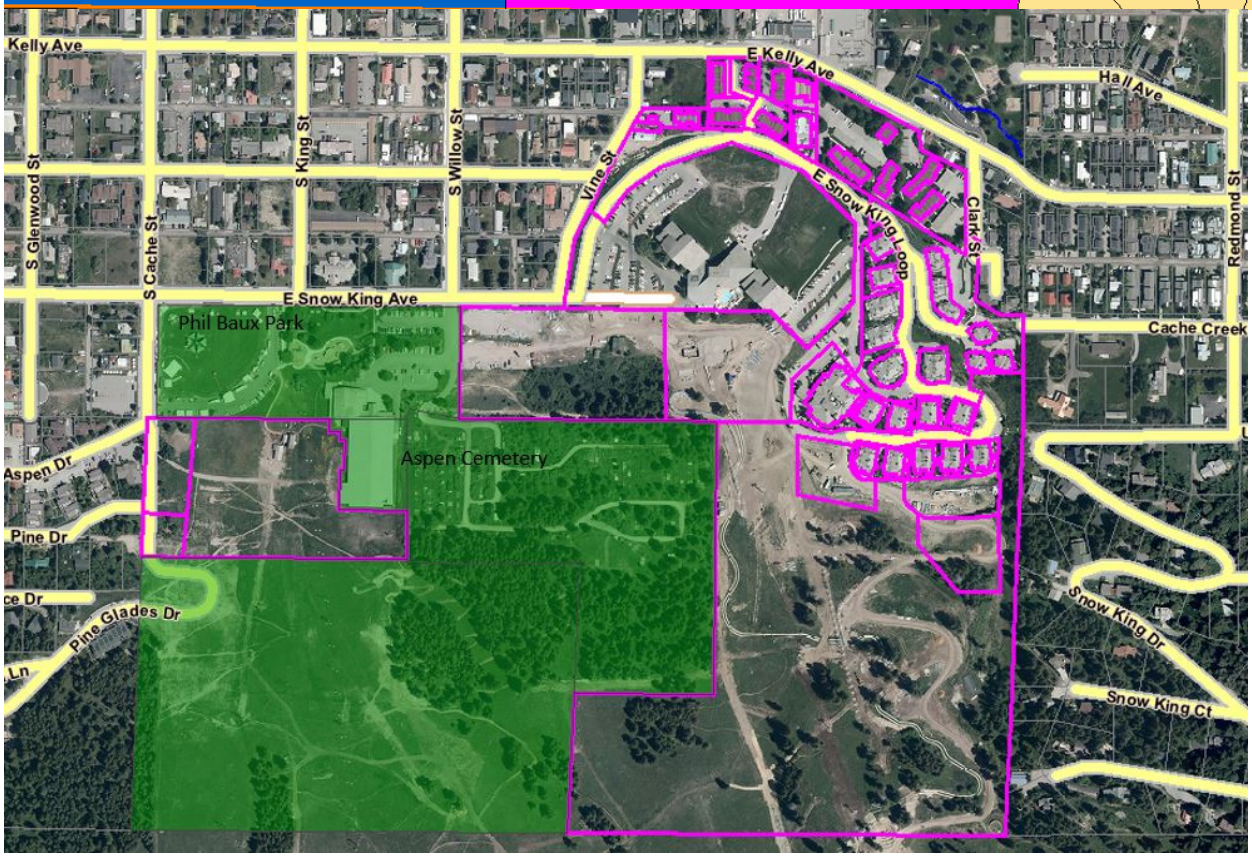
APPLICABLE REGULATIONS

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

LOCATION

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


E Kelly Ave
NL-5
NM-2
Mike Yokel Park
PUD-NL-5
Hall Ave
OR
S King St
MHP
S Willow St
Vine St
E Karns Ave
OR
NL-5
Redmond St
S Cache St
CR-1
E Snow King Loop
E Snow King Ave
Cache Creek Dr
Phil Baux Park
100
PR-SK
PR-SK
Aspen Cemetery
NL-2
P/SP
Snow King Ct


E Kelly Ave
Hall Ave
S Glenwood St
S King St
S Willow St
Vine St
E Snow King Loop
Clark St
Redmond St
S Cache St
E Snow King Ave
Phil Baux Park
Cache Creek
Aspen Cemetery
Aspen Dr
Pine Dr
Pine Glades Dr
Snow King Dr
Snow King Ct

BACKGROUND

Town Council reviewed this application at Regular Town Council meetings on December 2 and 16, 2019 and January 6, 2020. At the January 6, 2020 meeting Council directed staff to:

1. Work with the applicant to amend the Snow King Planned Resort District Master Plan subject to the conditions and department reviews from the December 2, 2019 staff report pursuant to the Town Council direction provided at subsequent meetings,
2. Make any other necessary edits to the satisfaction of the Community Development Director, Planning Director and Town Attorney,
3. Obtain SKRMA's formal position on the revised amended conditions; and
4. Once staff has obtained SKRMA's formal position on the amendments, bring this item back for final consideration by Town Council at the February 3, 2020 Regular Town Council meeting.

In addition, the Council continued an associated Item P19-201, a Sketch Plan for the Snow King Planned Resort District Master Plan, to February 3, 2020. At the February 3, 2020 Regular Town Council meeting both items were continued to the February 18, 2020 meeting. At the February 18, 2020 Regular Town Council meeting both items were continued to the March 2, 2020 meeting. At the March 2, 2020 Regular Town Council meeting both items were continued to the March 16, 2020 meeting. The March 16, 2020 Regular Town Council meeting was cancelled, and all items were moved to the April 6, 2020.

The Snow King Resort Master Association approved the revised Master Plan amendment on April 1, 2020.

Staff and the applicant have worked together to revise the Master Plan based upon Council direction. Council direction was provided through two documents:

1) Snow King Resort District Master Plan Commitments Table – January 6, 2020
2) Town Council Conditions or Approval – January 6, 2020

The following documents have been revised or created for review at this meeting incorporating the previous Council direction as described in the above documents:

1) Revised Snow Resort District Master Plan
The applicant has revised the originally submitted amended Master Plan to reflect all proposed conditions and commitments of Council. A revised clean and redlined version of the revised Master Plan have been included for review.

2) Revised Conditions of Approval
Staff has proposed revised conditions of approval to provide clarity on the key commitments of the Master Plan.

3) Affidavit Affecting Title
Staff is proposing to update the existing affidavit affecting title recorded on all properties within the Master Plan to ensure current and future owners are aware of all commitments and requirements of the Master Plan of which they are located in.

4) Zoning Map Ordinance
Under Section 8.7.3 Planned Unit Development of the Land Development Regulations a Zoning Map amendment is required to rezone all properties within the Master Plan to Planned Resort to Planned Unit Development – Planned Resort (P19-201 (PUD-PR (P19-201)). This places the approved Master Plan

and all commitments and requirements associated therein as the zoning for all properties included in the Master Plan. Staff notes that there is no LDR text amendment included as part of this application but staff does plan at a future date to complete some revisions to Division 4.3 Planned Resort Zones should this amendment by approved for consistency and clarity.

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.

On November 6 and 21, 2019 the Town Planning Commission heard Item P19-201 an amendment to a Resort Master Plan an amendment to an associated Sketch Plan. On November 6, the Commission received a presentation from staff and the applicant regarding the application, engaged in a question and answer session with the applicant and staff, received public comment and began initial discussion. Upon the conclusion of the item on November 6, the Commission continued the item to a Special Planning Commission meeting on November 21, 2019. At the November 21 meeting the Commission recommended approval of the application to Town Council with 23 suggested amendments.

Below staff will review the Town Council January 6, 2020 conditions of approval indicating were each condition has been addressed. When staff refers to a Master Plan page it is from the clean version of the revised Plan attached to this application.

Chapter 1: Statement of Purpose and Existing Conditions

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.**

Although there are many references to the convention center throughout the Plan, the wording on page 10, in the third paragraph has been revised to specifically address this condition as follows:

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.

2. **The applicant shall retain the statement proposed for deletion shown on page 8.**

   The wording on page 8, in the second paragraph has been revised to specifically address this condition as follows:

   As stated in Section 4.3.1.A, the purpose of this Master Plan is to establish the development standards and serve as a guide to all future development within the Planned Resort. The 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 a engineered plans or fully engineered plans or fully detailed architectural drawings are not required.

3. **The applicant shall revise the included zoning map to current zoning.**

   Completed

4. **The applicant shall revise the plan to clarify whether properties in sub-area 6 are required to be part of SKRMA or not. If these properties are included in SKRMA the long term financial responsibilities and obligations for future improvements shall be documented prior to assessment of any SKRMA fees or assessments.**

   This condition is addressed on page 20 of the Master Plan as follows:

   To be clear, Sub-Area #6 is located within and is governed by this Master Plan. Sub-Area #6 is approximately 4.85 acres and can accommodate a maximum of 252 guests. These 252 guests reduce the maximum lodging capacity (i.e. APOs) remaining in Sub-Areas #1- 5 to 2,208 (2,460 APOs – 252 = 2,208 APOs). Owners of property within Sub-Area #6 are permitted to short-term rent their units. The ability to short-term rent comes from this Master Plan. Any owner that chooses to short-term rent their property within Sub-Area #6 shall be required to pay to SKRMA 1% on the gross revenue generated from all short- term rentals. This 1% fee (the SKRMA Fee, as defined and described in Chapter 11) in more detail in Chapter 11. This 1% fee applies to all short-term rentals in the Master Plan.

Chapter 2: Consistent with the Comprehensive Plan

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

   The applicant has addressed this condition in Chapter 2 which begins on page 28.

Chapter 3: Compliance with the Land Development Regulations

There were no conditions of approval related to this chapter.

Chapter 4: Master Site Plans

There were no conditions of approval related to this chapter.

Chapter 5: Land Use Plan

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

   The applicant has addressed this condition in the text of allowed uses on pages 47 and 49 and within the land use table provided on page 52.

7. **Applicant shall revise the Plan to require an annual report be provided to staff of all temporary special events including but not limited to number of patrons, hours, and any associated off-site impacts by January 1 each year. Should staff or Council determine that there have been compatibility issues with said events a Conditional Use or Special Use permit may be required going forward at the Town's discretion.**

   This condition has been addressed in proposed condition of approval #3 which requires as part of the annual report the following:

   l. Information on special events with the Resort District which have more than 200 guests including, but not limited to, the number of events, the location of each event, any complaints received from neighbors outside the Resort District, and the type of event.

Chapter 6: Design Guidelines

There were no conditions of approval related to this chapter.

Chapter 7: Dimensional Limitations Plan

8. **Applicant shall revise the Plan to include the maximum building elevations from the existing master plan for Sub-area #1 for the two proposed buildings. Specifically, this would be 6,400ft of elevation for the top of the eastern building and 6,370 ft for the top of the western building.**

   The applicant has addressed this condition in the text on page 70.

9. **Applicant shall revise Sub-Area #1 to include a 10-20-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.**

   The applicant has addressed this condition in the text on page 69.

10. **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 has addressed this condition in the text on page 69.

11. **The applicant shall remove the proposed vehicle access drive located near the Snow King and Vine Street intersection.**

    The applicant has made this change on all associated site plans throughout the Master Plan.

12. **Applicant shall include language in Sub-area #3 for Lot 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.**

    The applicant has addressed this condition in the text on page 70.

13. **Applicant shall revise Sub-area #4 to state the applicant will be required to submit a separate application for a Conditional Use Permit for the proposed zip line. The CUP application shall include an operational plan and associated impacts for all outdoor recreational uses in this area including but not limited to the Mountain Coaster, Alpine Slide, Mini-golf and Maze 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.**

    The applicant has addressed this condition in the text on page 70.

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.**

    The applicant has addressed this condition in the text on page 71.

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.**

    The applicant has addressed this condition in the text on pages 50 and 70.

16. **The applicant shall revise the Master Plan to require all light industrial uses be reviewed and approved through Conditional Use Permit process.**

    The applicant has addressed this condition in the text on page 50 and in the table on page 52.

17. **Applicant shall revise all building elevations to include the appropriate sub-areas and buildings.**

    The applicant has revised the Master Plan throughout to address this condition.

Chapter 8: Housing Element

18. **Applicant shall revise the Master Plan throughout to refer to Affordable Workforce Housing Requirements and not Employee Housing Requirements. In addition, the applicant shall include that the minimum housing requirements regardless of any changes at the State or local level shall be the housing requirements of the 2000 Master Plan.**

The applicant has addressed this condition specifically in the text on page 102 and generally throughout the Plan.

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 and may be occupied by non-qualified employees.**

    The applicant has addressed this condition in the text on page 102.

Chapter 9: Transportation Element

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

    The applicant has addressed this condition by revising the chapter beginning on page 105.

21. **Applicant shall be required to maintain the availability of the surface parking lots in Sub-area #2 for use by all patrons to the area and the downtown. The applicant shall be required to pave and address stormwater infrastructure (temporary and/or permanent) on these lots when deemed necessary by the Town. Both parking capacity and stormwater requirements shall be reviewed as part of the required TDM reporting every 3 years and/or as part of other permit review including but not limited to Conditional Use Permits. Parking capacity will be triggered for consideration when peak parking occupancy reaches 80% for the lots located in subarea #2 and in those lots adjacent to the recreational amenities in subarea #1. Stormwater consideration will be determined by the Town Engineer based upon increased impact to the Town right of way and infrastructure and other associated factors.**

    The applicant has addressed this condition in the text on page 119.

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

    The applicant has addressed this condition in the text on page 119.

23. **Applicant shall revise the Master Plan to include a requirement to fund START if businesses town wide are required to do so in the future by Town of Jackson ordinance or rule.**

    This condition of approval is addressed in the proposed condition of approval #4 which states:

    SKRMA shall ensure that private shuttle service continues to be offered from the Resort District to downtown Jackson, the Jackson Hole Airport and to Teton Village. If SKRMA is unable or elects not to provide private shuttle service as provided herein, SKRMA must provide a reasonable and equitable contribution to START as determined by the START Board, Town Council and SKRMA and based upon a defined metric of ridership by Resort District guests.

Chapter 10: Capital Improvement Plan

24. **Applicant shall address all conditions of the Town Engineer.**

    This condition of approval is addressed in the proposed condition of approval #12 which states:

SKRMA shall provide updated information for Chapter 10 of the Master Plan, by December 31, 2020, specifically with respect to the current conditions within the resort district, including updated maps, and discuss the current capacity utilization compared to the potential buildout capacity. This information shall be kept on file at the Town and may incorporated into the Master Plan at a later date.

Chapter 11: Phasing and the Snow King Resort Master Association
Chapter 12: Community Services Element

25. Applicant shall revise Chapters 11 and 12 to reflect the commitments described in the Snow King Resort District Master Plan Commitments table as amended at this meeting. Prior to final approval by Town Council the applicant shall work with the Town to draft specific legal documents/language/mechanisms assuring all obligations including enforcement of SKRMA under the Master Plan are required of all obligated property owners in perpetuity. Documents may include but are not limited to SKRMA Bylaws, the Master Plan, Affidavits Affecting Title, etc.

Staff has included below a revised Commitment Table that was used by Town Council to provide direction on Chapters 11 and 12. Staff has included in the first column the commitment that Council discussed and in column two how the commitment has been addressed. In addition, Council should review these chapters for further clarification on how these issues have been addressed. Furthermore, staff has prepared an Affidavit Affecting Title (see attached) summarizing the conditions of approval and the overall effect of the Master Plan on all properties included within it to ensure all current and future property owners are aware of the Master Plan and its requirements.

Condition #1 addresses overall enforcement of the commitments in the Master Plan as follows:

1. *If Snow King Resort Master Association (SKRMA) fails to comply with any of the conditions listed in these conditions of approval, in addition to any other enforcement powers granted to the Town of Jackson through the Land Development Regulations ("LDRs") and Jackson Municipal Code, the Town of Jackson may withhold pending building permits (including permits for remodels and maintenance) for any development within the Master Plan area.*

There are also specific enforcement requirements in many of the specific conditions related to commitments described in the conditions of approval below.

One specific condition of note is #9 related to the timing of the construction of the zip line, gondola and sub-area #2 which reads as follows:

9. Building permits within Sub-Area #2 shall not be issued until construction has commenced on an aerial tramway (i.e. gondola). Nor shall the proposed zip line in sub-area #4 be allowed to open until construction of the gondola has commenced. Notwithstanding the foregoing, if SKRMA proceeds with its application and construction of a gondola in good faith, this condition shall not take effect if a regulatory or judicial circumstance prevents SKRMA from building the gondola. Further, this condition shall be void if the Town and SKRMA fail to come to agreement on a lease for the landing of the gondola by August 1, 2020.

The applicant has requested this language related to the timing of construction be added to address situations that are in their opinion out of their control regarding proceeding with construction. Staff points

this out as it was not part of the Council previous direction. Staff will raise this issue for discussion and clarification at the meeting for further discussion.

Commitment	How Addressed
The applicant shall assess a SKRMA fee of a minimum of 1% on overnight lodging, retail/commercial sales including food and beverage and activity ticket sales within the resort district or that are both in the resort district and on United States Forest Service permit property as a funding mechanism to maintain the minimum resources required for the maintenance of the resort district. This funding mechanism will establish a reserve fund used at the discretion of the board for communal improvements, repairs and maintenance, marketing, events or for other resort district obligations. It is to be noted that these funds are not to be construed solely as a funding mechanism for the ski area only but rather as a reserve to ensure that the district can maintain compliance with all obligations of the master plan.	**Proposed Condition #2** Upon the Jackson Town Council's approval of this Master Plan area Amendment, SKRMA shall assess a minimum of a 1% fee ("**SKRMA Fee**") on the following uses identified in the Master Plan area (collectively, "Uses"): a. Non-residential uses as defined in the Master Plan except for Institutional Uses in LDR, Section 6.1.8; b. Commercial Amusement; c. Indoor Recreation; d. Home and Temporary uses; e. Outdoor Amusement/Recreation; f. Agricultural Uses; g. Tour Operators/Outfitters; h. Temporary Uses; and i. Special Events. Uses that occur exclusively within the Master Plan area or Uses that occur both within the Master Plan area and on adjacent United States Forest Service property must be assessed the SKRMA Fee. The SKRMA Fee is not required to be assessed on Uses that solely take place on United States Forest Service property irrespective of where a ticket for that Use is purchased (by way of example only, if someone takes the Rafferty lift to access the ropes course, the Rafferty lift ticket is subject to the SKRMA Fee, but the ropes course ticket is not). The SKRMA Fee shall be used at the discretion of the SKRMA Board as a funding mechanism to maintain the Resort District and satisfy SKRMA's obligations under the Master Plan.

Commitment	How Addressed
SKRMA will maintain a $500,000 reserved fund (Reserved SKRMA Fund) generated by the 1% district wide SKRMA fee for the sole use of funding the ski area in event of non-compliance. The $500,000 shall be adjusted for inflation every three years through the Denver based or other more specific CPI. The first adjustment shall take place in year 3 once the $500,000 minimum balance is required. • This reserved SKRMA Fund will be in place no later than 3 years after the beginning of collection to give the Association time to generate the necessary funds to build the reserve while funding improvements at the same time. This fund information will be shared with the Town of Jackson on an annual basis and will be the only financial information provided to the TOJ annually from SKRMA. • This reserved $500,000 will be available to fund the ski area in the event of non-compliance of the commitment to operate the lifts during the winter months. SKRMA will be legally bound to provide this funding in the event it is required for ski area operations. This commitment will be defined to give SKRMA leeway in the event of weather, acts of god, or other events out of SKRMA's control that prevent operation for an exact number of hours during the months of December – March. • Should the ski area require the use of funds from the $500,000 account, the 1% general SKRMA fee will immediately be used to replenish this reserved account and be available for ski area operations as required. • If during a period of non-compliance, general SKRMA fees are unable to generate sufficient income to replenish the reserved fund and continue spinning lifts, SKRMA can designate a line of credit to guarantee the $500,000 or add funds from any source to maintain compliance, in the event funds are used to operate the lifts.	**Proposed Condition #7** To ensure the ski lifts operate as provided herein, SKRMA shall maintain a $500,000 reserved fund generated by the SKRMA Fee ("Reserved Fund"). The Reserved Fund shall only be used by SKRMA to ensure the ski lifts operate as provided herein. The Reserved Fund shall be adjusted for inflation every 3 years in accordance with a Denver-based, or other more specific, Consumer-Price Index as approved by the Town. The Reserved Fund shall be established within 3 years of the date the SKRMA Fee is first collected and the SKRMA Fee shall exclusively be used to achieve the $500,000 balance until the Reserved Fund is fully funded. At all times when the Reserved Fund is fully funded, the SKRMA Fee is unrestricted for SKRMA use. If the SKRMA Fee is unable to generate sufficient income to replenish the Reserved Fund by the next required annual report, SKRMA must designate a line of credit to guarantee the $500,000 in the Reserved Fund or add funds from any other source within 3 months.
The applicant shall add language to the Master Plan ensuring outdoor recreational uses both within the Master Plan and on United States Forest Service permit land are not allowed to be broken apart.	**Proposed Condition #8** Snow King Mountain Resort, LLC ("Snow King Mountain") is the current owner of all recreational improvements. Snow King Mountain shall not sell off individual recreational improvements to different owners. This condition shall not prevent Snow King Mountain from selling all of Snow King Mountain's recreational improvements to a different owner.

Commitment	How Addressed
An Annual Report to be reviewed by Town Council based upon the SKRMA fiscal year to include: 1) phasing plan compliance, 2) Confirmation that the 1% SKRMA fee has been collected, the balance of the general and reserved funds and a list of the projects/categories that the fee has been used for not including specific dollar amounts; 3) SKRMA board composition, 4) status of organization, 5) current membership and contact information 6) etc.	**Proposed Condition #3** SKRMA shall provide an annual report to the Town of Jackson by June 15 of each year, for the prior April 15 to April 15 year period, which shall include the following information: a. Phasing plan compliance; b. Confirmation that the SKRMA Fee (as defined herein) has been collected; c. The current balance of the SKRMA Fee fund, d. The current balance of the Reserved SKRMA Fund (as defined herein); e. A list of the categories of expenditures that over the previous April 15 to April 15 year period the SKRMA Fee has been spent on within the Resort District (not including specific dollar amounts); f. SKRMA Board composition and contact information; g. Status of the SKRMA organization with the Secretary of State; h. The current SKRMA membership and contact information; i. Any irregular avalanche control the previous ski season; j. Confirmation of whether the ski lifts operated an average of 49/hours a week for the previous ski season; k. Information regarding the private shuttle service, if provided, and if not, the financial contribution SKRMA made to START the previous year; and l. Information on special events with the Resort District which have more than 200 guests including, but not limited to, the number of events, the location of each event, any complaints received from neighbors outside the Resort District, and the type of event.
TDM Plan	**Proposed Condition #5** SKRMA shall provide a Transportation Demand Management (TDM) report to the Town of Jackson every 3 years, starting 3 years from the date the Master Plan Amendment is approved by Jackson Town Council.
Parking Plan	**Proposed Condition #10** SKRMA shall continue to engage in discussions with the Town and property owners in Sub-Area #2 on a shared parking arrangement between Sub-Area #2 and the Town's Phil Baux park property. SKRMA must enter into a shared parking agreement with the Town of Jackson by December 31, 2020 so long as both parties are continuing to negotiate in good faith. The shared parking agreement shall include, at least but not limited to, provisions regarding construction and maintenance of the shared parking areas, snow removal from said areas and storm water system installation and maintenance.
Define in the Master Plan responsibility for installation, maintenance, and operation of all private infrastructure including water, sewer, stormwater, and roads	Please see Page 172 of the Master Plan

Commitment	How Addressed
Insert a table of commitments required to comply with Master Plan into Chapter 11, which shall include for each commitment the responsible party, the phasing of the commitment prior to entitlements in the Master Plan, and the recourse for violation of the commitment after the entitlements are developed	Please see revised Chapter 11.
The applicant shall maintain winter operations at 49 hours a week barring unforeseen weather conditions, mechanical failures, or operational challenges that may necessitate deviation. The applicant shall maintain a minimum of 49 hours a week of winter operations on average over the season defined as between the beginning of December and the end of March . The hours of operation shall include accommodation of key user groups including but not limited to the Doug Coumbs Foundation and the Jackson Hole Ski and Snow Board Club. Compliance with this requirement shall be included in the annual report.	**Proposed Condition #6** SKRMA shall ensure the ski lifts operate an average of 49 hours per week between December and March, barring unforeseen weather conditions; mechanical failures; acts of God; operational challenges outside the control of SKRMA or the ski mountain operator that necessitate deviation. The hours of operation shall include accommodation of key user groups including, but not limited to, the Doug Coombs Foundation and the Jackson Hole Ski and Snow Board Club.
Private shuttle service to downtown, airport and to Teton Village to be reviewed annually as part of the annual report **or** the applicant shall be required to provide a reasonable and measured contribution to START as determined by the START Board, Town Council and SKRMA based upon a defined metric of ridership by resort guests.	**Proposed Condition #4** SKRMA shall ensure that private shuttle service continues to be offered from the Resort District to downtown Jackson, the Jackson Hole Airport and to Teton Village. If SKRMA is unable or elects not to provide private shuttle service as provided herein, SKRMA must provide a reasonable and equitable contribution to START as determined by the START Board, Town Council and SKRMA and based upon a defined metric of ridership by Resort District guests.
Applicant shall notify the Town prior to significant and irregular avalanche control and include in the required annual report.	**Proposed Condition #3, above**
Applicant shall commit to work with the Town and other partners to provide the land for and construct a second sheet of ice west of the current ice arena, should this location be determined the best location.	**Proposed Condition #11** SKRMA shall continue to engage in discussions with the Town regarding a Mountain Sports Center and second sheet of ice within the Master Plan area but shall not be obligated to construct or provide land for a Mountain Sports Center or second sheet of ice. The conceptual maps included in the Master Plan currently show a proposed location for the Mountain Sports Center in Sub-Area #5, though this location may change. A Mountain Sports Center, ice rink, affordable or workforce housing, and a maintenance facility shall be permitted by right within Sub-Area #5. All other uses within Sub-Area #5 shall require a conditional use permit.

Commitment	How Addressed
Applicant shall commit to work with the Town and other partners to provide the land for and construct a Mountain Sports Center. Applicant shall show the Mountain Sports Center including a second sheet of ice, as the only use and building envelope in Sub-area #5 other than the mountain operations facility.	**Proposed Condition #11** SKRMA shall continue to engage in discussions with the Town regarding a Mountain Sports Center and second sheet of ice within the Master Plan area but shall not be obligated to construct or provide land for a Mountain Sports Center or second sheet of ice. The conceptual maps included in the Master Plan currently show a proposed location for the Mountain Sports Center in Sub-Area #5, though this location may change. A Mountain Sports Center, ice rink, affordable or workforce housing, and a maintenance facility shall be permitted by right within Sub-Area #5. All other uses within Sub-Area #5 shall require a conditional use permit.
Building the gondola	**Proposed Condition #9** Building permits within Sub-Area #2 shall not be issued until construction has commenced on an aerial tramway (i.e. gondola). Nor shall the proposed zip line in sub-area #4 be allowed to open until construction of the gondola has commenced. Notwithstanding the foregoing, if SKRMA proceeds with its application and construction of a gondola in good faith, this condition shall not take effect if a regulatory or judicial circumstance prevents SKRMA from building the gondola. Further, this condition shall be void if the Town and SKRMA fail to come to agreement on a lease for the landing of the gondola by August 1, 2020.
Enter a shared parking agreement or revise the Master Plan for parking located on Sub-area 2 and adjacent Town properties to require shared parking for public and private use on both properties. includes responsibility and timing for construction, maintenance and snow removal	**Proposed Condition #10** SKRMA shall continue to engage in discussions with the Town and property owners in Sub-Area #2 on a shared parking arrangement between Sub-Area #2 and the Town's Phil Baux park property. SKRMA must enter into a shared parking agreement with the Town of Jackson by December 31, 2020 so long as both parties are continuing to negotiate in good faith. The shared parking agreement shall include, at least but not limited to, provisions regarding construction and maintenance of the shared parking areas, snow removal from said areas and storm water system installation and maintenance.
Revise lease agreements and/or land transfers consistent with the Master Plan.	To be completed concurrent with the Conditional Use Permit for the zip line.

Public Comment

There has been extensive public comment related to the future of Snow King over the past many years. Staff has attached public comment received since the last submission of this report.

Teton County Review

The Teton County Planning Commission and Board of County Commissioners have discussed this item as required a summary of their review can be found in the December 2, 2019 and previous staff reports.

LEGAL REVIEW

Complete.

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

Affidavit Affecting Title
Public Comment
Revised Master Plan – clean version - *See additional document*
Revised Master Plan – redlined - *See additional document*
Applicant Submittal letter dated April 2, 2020

RECOMMENDATIONS/ CONDITIONS OF APPROVAL

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

Item A: The Planning Director and Planning Commission recommend **approval** of a Planned Unit Development to allow amendments to the Snow King Planned Resort District Master Plan subject to the department reviews and the 12 conditions of approval described below.

Item B: The Planning Director and Planning Commission recommend **approval** of a Sketch Plan for the Snow King Planned Resort District Master Plan subject to the department reviews and conditions described herein.

SUGGESTED MOTIONS

Item A: Based upon the findings for a Planned Unit Development as presented in the staff report and by the applicant for Item P19-201 I move to make findings 1-5 set forth in Section 8.7.3 related to 1) Enhances future desire character; 2) PUD Option findings in Article 4; 3) Amendment to PUD findings in Section 8.2.12.D; 4) LDR Text Amendment finding in Section 8.7.1.C; 5) Zoning Map Amendment findings in Section 8.7.2.C to **approve** a Planned Unit Development to allow amendments to the Snow King Planned Resort District Master Plan subject to the department reviews and following conditions of approval:

1. If Snow King Resort Master Association (SKRMA) fails to comply with any of the conditions listed in these conditions of approval, in addition to any other enforcement powers granted to the Town of Jackson through the Land Development Regulations ("LDRs") and Jackson Municipal Code, the Town of Jackson may withhold pending building permits (including permits for remodels and maintenance) for any development within the Master Plan area.

2. Upon the Jackson Town Council's approval of this Master Plan area Amendment, SKRMA shall assess a minimum of a 1% fee ("**SKRMA Fee**") on the following uses identified in the Master Plan area (collectively, "Uses"):

    a. Non-residential uses as defined in the Master Plan except for Institutional Uses in LDR, Section 6.1.8;
    b. Commercial Amusement;
    c. Indoor Recreation;
    d. Home and Temporary uses;
    e. Outdoor Amusement/Recreation;
    f. Agricultural Uses;

g. Tour Operators/Outfitters;
h. Temporary Uses; and
i. Special Events.

Uses that occur exclusively within the Master Plan area or Uses that occur both within the Master Plan area and on adjacent United States Forest Service property must be assessed the SKRMA Fee.
The SKRMA Fee is not required to be assessed on Uses that solely take place on United States Forest Service property irrespective of where a ticket for that Use is purchased (by way of example only, if someone takes the Rafferty lift to access the ropes course, the Rafferty lift ticket is subject to the SKRMA Fee, but the ropes course ticket is not). The SKRMA Fee shall be used at the discretion of the SKRMA Board as a funding mechanism to maintain the Resort District and satisfy SKRMA's obligations under the Master Plan.

3. SKRMA shall provide an annual report to the Town of Jackson by June 15 of each year, for the prior April 15 to April 15 year period, which shall include the following information:
a. Phasing plan compliance;
b. Confirmation that the SKRMA Fee (as defined herein) has been collected;
c. The current balance of the SKRMA Fee fund,
d. The current balance of the Reserved SKRMA Fund (as defined herein);
e. A list of the categories of expenditures that over the previous April 15 to April 15 year period the SKRMA Fee has been spent on within the Resort District (not including specific dollar amounts);
f. SKRMA Board composition and contact information;
g. Status of the SKRMA organization with the Secretary of State;
h. The current SKRMA membership and contact information;
i. Any irregular avalanche control the previous ski season;
j. Confirmation of whether the ski lifts operated an average of 49/hours a week for the previous ski season;
k. Information regarding the private shuttle service, if provided, and if not, the financial contribution SKRMA made to START the previous year; and
l. Information on special events with the Resort District which have more than 200 guests including, but not limited to, the number of events, the location of each event, any complaints received from neighbors outside the Resort District, and the type of event.

4. SKRMA shall ensure that private shuttle service continues to be offered from the Resort District to downtown Jackson, the Jackson Hole Airport and to Teton Village. If SKRMA is unable or elects not to provide private shuttle service as provided herein, SKRMA must provide a reasonable and equitable contribution to START as determined by the START Board, Town Council and SKRMA and based upon a defined metric of ridership by Resort District guests.

5. SKRMA shall provide a Transportation Demand Management (TDM) report to the Town of Jackson every 3 years, starting 3 years from the date the Master Plan Amendment is approved by Jackson Town Council.

6. SKRMA shall ensure the ski lifts operate an average of 49 hours per week between December and March, barring unforeseen weather conditions; mechanical failures; acts of God; operational challenges outside the control of SKRMA or the ski mountain operator that necessitate deviation. The hours of operation shall include accommodation of key user groups including, but not limited to, the Doug Coombs Foundation and the Jackson Hole Ski and Snow Board Club.

7. To ensure the ski lifts operate as provided herein, SKRMA shall maintain a $500,000 reserved fund generated by the SKRMA Fee ("**Reserved Fund**"). The Reserved Fund shall only be used by SKRMA to ensure the ski lifts operate as provided herein. The Reserved Fund shall be adjusted for inflation every 3

years in accordance with a Denver-based, or other more specific, Consumer-Price Index as approved by the Town. The Reserved Fund shall be established within 3 years of the date the SKRMA Fee is first collected and the SKRMA Fee shall exclusively be used to achieve the $500,000 balance until the Reserved Fund is fully funded. At all times when the Reserved Fund is fully funded, the SKRMA Fee is unrestricted for SKRMA use. If the SKRMA Fee is unable to generate sufficient income to replenish the Reserved Fund by the next required annual report, SKRMA must designate a line of credit to guarantee the $500,000 in the Reserved Fund or add funds from any other source within 3 months.

8. Snow King Mountain Resort, LLC ("Snow King Mountain") is the current owner of all recreational improvements. Snow King Mountain shall not sell off individual recreational improvements to different owners. This condition shall not prevent Snow King Mountain from selling all of Snow King Mountain's recreational improvements to a different owner.

9. Building permits within Sub-Area #2 shall not be issued until construction has commenced on an aerial tramway (i.e. gondola). Nor shall the proposed zip line in sub-area #4 be allowed to open until construction of the gondola has commenced. Notwithstanding the foregoing, if SKRMA proceeds with its application and construction of a gondola in good faith, this condition shall not take effect if a regulatory or judicial circumstance prevents SKRMA from building the gondola. Further, this condition shall be void if the Town and SKRMA fail to come to agreement on a lease for the landing of the gondola by August 1, 2020.

10. SKRMA shall continue to engage in discussions with the Town and property owners in Sub-Area #2 on a shared parking arrangement between Sub-Area #2 and the Town's Phil Baux park property. SKRMA must enter into a shared parking agreement with the Town of Jackson by December 31, 2020 so long as both parties are continuing to negotiate in good faith. The shared parking agreement shall include, at least but not limited to, provisions regarding construction and maintenance of the shared parking areas, snow removal from said areas and storm water system installation and maintenance.

11. SKRMA shall continue to engage in discussions with the Town regarding a Mountain Sports Center and second sheet of ice within the Master Plan area but shall not be obligated to construct or provide land for a Mountain Sports Center or second sheet of ice. The conceptual maps included in the Master Plan currently show a proposed location for the Mountain Sports Center in Sub-Area #5, though this location may change. A Mountain Sports Center, ice rink, affordable or workforce housing, and a maintenance facility shall be permitted by right within Sub-Area #5. All other uses within Sub-Area #5 shall require a conditional use permit.

12. SKRMA shall provide updated information for Chapter 10 of the Master Plan, by December 31, 2020, specifically with respect to the current conditions within the resort district, including updated maps, and discuss the current capacity utilization compared to the potential buildout capacity. This information shall be kept on file at the Town and may incorporated into the Master Plan at a later date.

Item B: Based upon the findings as presented in the staff report and by the applicant related to Item P19-201, I move to make findings in Section 8.3.1 Sketch Plan related to 1) Consistency with the Comprehensive Plan; 2) Achieves purpose of NRO & SRO overlays; 3) Impact of public facilities & services; 4) Compliance with LDRs & Town Ordinances; 5) Conformance with past permits & approvals of a Sketch Plan for the Snow King Planned Resort District Master Plan subject to the department reviews and the 12 conditions of approval described herein.

Affidavit Affecting Title
(Notice of Amendment to Snow King Planned Resort District Master Plan)

STATE OF WYOMING)
) ss
COUNTY OF TETON)

COMES NOW, Paul Anthony, Planning Director for the Town of Jackson, Wyoming, and being upon oath first duly sworn states and alleges as follows:

1. Affiant is the current Planning Director for the Town of Jackson, Wyoming.
2. The real property that is subject to this Affidavit Affecting Title is set forth on Exhibit "A," attached hereto and made part hereof.
3. The Snow King Planned Resort District Master Plan was originally approved by the Town of Jackson, Wyoming on December 18, 2000 and was recorded in the Office of the Teton County Clerk on July 19, 2001 as Document No. 547519, and has been amended from time to time ("**Original Snow King Master Plan**"). The Original Snow King Master Plan contained, among other things, specific controls on land use, development, and operations within the Snow King Planned Resort District ("**Resort District**").
4. The purpose of this Affidavit Affecting Title is to provide notice to the public that an Amendment to the Original Snow King Master Plan was approved by the Jackson Town Council on _____, 2020 (P19-201; Ordinance Number _____) ("**Amended Snow King Master Plan**"). The Amended Snow King Master Plan supplants, amends, supersedes, and replaces in its entirety the Original Snow King Master Plan. Among other things, the Amended Snow King Master Plan creates certain rights and obligations and imposes specific controls on land use, development, and operations within the Resort District. The Amended Snow King Master Plan also contains a list of specific conditions of approval, which conditions are attached to this Affidavit at **Exhibit B** ("Conditions of Approval"), and are being attached to this Affidavit Affecting Title for the sole purpose of providing notice to the public that these Conditions of Approval exist within the Amended Snow King Master Plan. To be clear, the Conditions of Approval are a *part* of the Amended Snow King Master Plan, but do not constitute the entirety of the Amended Snow King Master Plan. The entirety of the Amended Snow King Master Plan is on file and available for public inspection with the Town of Jackson Planning Department.
5. **This notice is being executed and recorded for the sole purpose of providing notice to the public that the Amended Snow King Master Plan was approved by the Jackson Town Council _____, 2020. The public is hereby instructed to contact the Town of Jackson Planning Department to obtain a copy of the Amended Snow King Master Plan**.

Further this Affiant sayeth naught.

Dated this ___ day of _____, 2020.

[Signature on the Following Page]

Commented [JA1]: This will be the date the ordinance is read.

Commented [LC2R1]: I would just note it will be the third reading – that's the actual passage (technically an ordinance is not law until published – which is usually the Wednesday after third reading.

Commented [LC3]: FYI - This is designated on third and final reading.

Commented [LC4]: FYI – no page reserved below for this at the moment.
Just a reminder.

_____
Paul Anthony
Planning Director, Town of Jackson, Wyoming

STATE OF WYOMING)
) ss
COUNT OF TETON)

Subscribed and sworn to before me by Paul Anthony, as Planning Director for the Town of Jackson, Wyoming this _____ day of _____, 2020.

Witness my hand and official seal.

_____
Notary Public

Exhibit A

[Legal Description for Real Property Included within the Amended Snow King Master Plan]

From:	Scott Anderson
To:	Pete Muldoon
Cc:	Tyler Sinclair
Subject:	Snow King Master Plan
Date:	Friday, January 03, 2020 1:04:11 AM

Hi Pete,

Please support the Snow King Master plan.

The work that the council has done with Snow King Mountain has been long and, I think, successful.

Let’s move forward.

Best,
Scott

Scott Anderson
Jackson, WY

From:	Tyler Sinclair
To:	Tiffany Stolte
Subject:	FW: Please move Snow King forward
Date:	Monday, January 06, 2020 8:09:46 AM

From: Melissa Turley <melissaturley@me.com>
Sent: Sunday, January 5, 2020 12:11 PM
To: Pete Muldoon <pmuldoon@jacksonwy.gov>; Jim Stanford <jstanford@jacksonwy.gov>; Hailey Morton Levinson <hmortonlevinson@jacksonwy.gov>; Jonathan Schechter <JSchechter@jacksonwy.gov>; Arne Jorgensen <AJorgensen@jacksonwy.gov>; Tyler Sinclair <tsinclair@jacksonwy.gov>
Subject: Please move Snow King forward

Dear Mayor Muldoon & Town Councilors,

I've lived in the shadow of Snow King for more than a dozen years, and it is one of my most favorite places in all the world. As I said in my wedding vows, I chose to marry my husband on top of Snow King because that mountain knows me in solitude and friendship, it's a place I have laughed and cried and sweat. Whether looking up Snow King's ski slopes or enjoying the view of the Town of Jackson from the top, Snow King inspires me and grounds me.

Snow King is also wonderfully accessible - without the summit lift, we couldn't have held our wedding on the summit. But every time I ride that lift, I'm grateful my wedding guests were brave enough to take it. I would love to see a gondola that carries skiers, sightseers and yes, brides and grooms, safely to top in half the time. Small ski resorts like Snow King as disappearing throughout the country or operating in a very minimal capacity. We are lucky the owners of Snow King Mountain are willing to invest in the kind of improvements needed for our Town Hill to thrive. The programs that operate on this hill are too important for our community to lose.

It is time to move forward. With a 1% SKRMA fee in place, additional housing requirements, and dozens of other agreed to conditions – Snow King and the community have worked hard to get to this place and it is time to support the Master Plan. I am asking you to support Snow King's Master Plan, the community ski hill where so many local kids and their parents recreate. Let's start 2020 with a plan for a thriving town hill at Snow King Mountain Resort.

Thank you,
Melissa

Melissa Turley
307.690.7690
melissaturley@me.com

From:	Acljh
To:	jessica@threeelephantpr.com; Pete Muldoon; Jim Stanford; Hailey Morton Levinson; Jonathan Schechter; Arne Jorgensen; Tyler Sinclair
Subject:	Snow King
Date:	Friday, January 03, 2020 11:14:58 AM

I have never been successful at walking backwards! I have loved having business' at the food of Our Mountain. I loved having the "Town Babysitter" out there for my kids to ski. Even liked to time keep and gate keep on the mountain.. Those days and the Mountain are dear to me. I want others to enjoy the same wonderful experiences. Yes, It is time to walk forward. Please support Snow King's Master Plan and walk forward together as a community.

Clarene Law

From: Patty Ewing
To: Pete Muldoon
Subject: DEIs comment period
Date: Sunday, March 01, 2020 8:41:21 PM

Dear Pete:

We request that the Town Council officially request an extension of the Snow King On Mountain Improvements comment period for 30 days until April 16, 2020 for the following reasons:

The extensive size and scope of the Snow King DEIS requires extra time for our Teton County community, (and, in fact, everyone interested in FS public lands) to have sufficient time to read, understand and weigh the significance of Alternatives 2, 3 and 4 which basically provide no real alternatives except for the no action Alternative 1 which is not really an option.

The public needs to understand why the letters of the Cooperating Agencies, the Town Council letter of October 18, 2018 and the Board of County Commissioners letter of September 24, 2018 were ignored. The public comment by citizens has also been ignored. The public needs to have more time to engage to assure our input is as important as that of the applicant.

In addition to the SK DEIS, residents of the Town of Jackson are reading, trying to understand and digest the massive Snow King Master Plan submitted to Town Council which directly affects TOJ public parks, and a myriad of impacts to the community and is a critical part of the expansion now scheduled for March 16. An arduous task even for members of the public who have been closely following the process since the first SK map was released in 2014.

Decisions about Snow King expansion are by far the most consequential determinations that BTNF, Town of Jackson and Teton County must make for the future. Please, as a Cooperating Agency, a request from the Council to extend the comment period would be important for residents of TC. Thank you.

From:	Mike May
To:	Town Council
Subject:	Snow King - public comment period
Date:	Monday, March 02, 2020 2:20:29 PM

Good day Mr. Mayor and Town Councilors.

I'm writing today (again) regarding Snow King as I cannot attend tonight's meeting. I urge you to press the Forest Service for an extension on the public comment period around their DEIS on Snow King. Given the magnitude of the decision, and the current legislative session in Cheyenne that is occupying a number of constituents time, I think an extension is warranted and prudent and as a cooperating partner in this exercise, I hope you will ask for one.

I've read the letter to the Forest Service that you'll be discussing (among other things) tonight and would also ask that you stop short of calling out any preferred alternatives in the plan. Quite simply, there is no real range of alternatives presented in the DEIS so to pick one, even the least onerous, lends too much credence to a flawed process.

Like you, I want to see Snow King succeed however the public must be heard out and the proper way to ensure that is to make sure there is ample time for the public to digest the proposed plan and make educated comments.

Thanks as always for your service to this community!

Best regards.

Mike S. May

Jackson, Wyo.

From:	Brandon Wood
To:	Pete Muldoon; Jim Stanford; Hailey Morton Levinson; Jonathan Schechter; Arne Jorgensen
Subject:	Snow king mountain
Date:	Monday, March 02, 2020 9:12:30 AM

First off I would Thank you for all the work you all put in for the community.

Snow king has been working hard to build a more sustainable ski area ,but still has infrastructure that is out dated,
snow king is a key business and resource to every one in the community ! And I for one would hate to see it close down, like so many other small ski areas in the country , I support snow king and I would hope that you all will continue to support snow king in there base area plan to have a sustainable snow king that will live long into the future.

Thank You

Brandon .W

From: noreply@civicplus.com
To: Sandy Birdyshaw
Subject: Online Form Submittal: Email Town Clerk"s Office
Date: Wednesday, March 04, 2020 12:17:03 PM

If you are having problems viewing this HTML email, click to view a Text version.

Email Town Clerk's Office

Email Content:*

Your Name:*

Your Company Name:

Your Phone Number:

Your Email Address:*

Your City:

Your State:

Your Zip Code:

Attach a Document or File (optional): Snow King DEIS Extension Request_03.04.20.pdf

* indicates required fields.

View any uploaded files by signing in and then proceeding to the link below:
http://www.jacksonwy.gov/Admin/FormHistory.aspx?SID=1219

The following form was submitted via your website: Email Town Clerk's Office

Email Content:: Dear Town Council members,

Please find attached a copy of a request to the Bridger-Teton National Forest for extension of the comment period for the Snow King Mountain Resort On-mountain Improvements Projects.

Feel free to contact me with any questions you may have.

Thank you,
Connie Wilbert

--
Connie Wilbert
Director
Sierra Club Wyoming Chapter
connie.wilbert@sierraclub.org
307-460-8046
(she, ella)

Your Name:: Connie Wilbert

Your Company Name:: Sierra Club Wyoming Chapter

Your Phone Number:: 307-460-8046

Your Email Address:: connie.wilbert@sierraclub.org

Your City:: Laramie

Your State:: WY

Your Zip Code:: 82070

Attach a Document or File (optional):: Snow King DEIS Extension Request_03.04.20.pdf

Additional Information:
Form submitted on: 3/4/2020 12:17:50 PM
Submitted from IP Address: 174.45.221.31
Referrer Page: https://www.jacksonwy.gov/256/Mayor-Town-Council
Form Address: http://www.jacksonwy.gov/Forms.aspx?FID=82

From:	Sue Muncaster
To:	Pete Muldoon; Jim Stanford; Hailey Morton Levinson; Jonathan Schechter; Arne Jorgensen
Subject:	USFS Snow King Mountain Comments
Date:	Thursday, March 12, 2020 7:29:09 AM

Thank you for the opportunity to comment on this project. I am a senior manager (Director of Sales) at Snow King Mountain, however all comments here are on behalf of myself, not as a representative of the organization. That being said, my experience and opinions come from 5 years working at Snow King Mountain and an intimate knowledge of issues facing the Resort, I am also the co-founder of the Treetop Adventure Park.

I appreciate the variety of the 4 different scenarios presented, and am deeply disappointed in the direction opponents to Snow King growth are taking by implying that the "public process" was insufficient. To me, this appears to be the shenanigans that are so common in our democratic society today where the individuals that don't get their way in the arduous public process leading up to these alternatives, if well organized and well funded enough, can call foul , threaten to sue, and hassle elected and public representatives because their ideas were not accepted and incorporated in the project.

The economic threats to Snow King Mountain remaining open for winter operations are absolutely certain, and I do believe that growth to remain viable is 1) essential; 2) appropriate in this area close to the center of town; 3) can be managed in a way that protects the character, history, and wildlife so important to our community.

During the scoping for the Treetop Adventure much fear and misinformation was spread by opponents and adjacent landowners. Thankfully our USFS representatives were able to cull the best ideas and in the end it was a better project due to input. During that process, one of our elected town officials protested what he called "gimmicks" to enjoy nature. But that's exactly what a ski lift, a mountain bike, a raft are … different ways to get people out. Much controversy over these newer improvements to the ski areas are not based on science, policy, or mission of the USFS but rather on people's extrapolation that how they personally experience the mountain is how everyone should experience it.

Visitors from all over the world come to Teton County, and for many, this is their first experience on our national forests. Zip lines, a gondola ride, mountain biking and other activities can introduce first-timers to public lands. Some will take the next steps and hike or get into mountaineering, possibly seek out a better understanding of the ecosystem and environment – a love of our national forests starts with an experience and these activities can be the beginning.

I support the following ideas:

- Providing more terrain suitable for lower-level skiers, providing more summer

recreational opportunities, and updating guest service facilities are essential to the resort's survival.

- A modern, high-quality mountain bike park would be a great addition to our community, particularly the youth. It will provide in town summer recreation for kids in a controlled environment in a similar way the ski school and ski club serve the youth in winter. The backside of Snow King would be the ideal location that does not disrupt other activities.

- Snow King's aging infrastructure is in critical shape, as is the road to the Summit. I can personally attest that the existing Summit access road is extremely dangerous, as evidenced by its poor condition and the number of alternatives, user created routes cluttering the front side of Snow King. Eliminating all or most of these and replacing them with a single, properly graded and constructed access road would be a win, especially when the new road would blend in, as indicated in the EIS's scenic analysis. The impact to ski runs would be a net-zero affect if not positive improvement to the long runs, as well as the important scenic look of the mountain. I absolutely do not support a road up the backside for construction and access.

-

- Having an easy way down from the summit via the novice skiway makes sense for so many reasons, including provision of an alternative route down if the gondola can't operate; easy emergency egress from the summit for guests, staff, and emergency personal; and skier access to the discrete areas of less difficult front side terrain without having to negotiate expert terrain.

-

- There are creative ways to protect history without throttling the success of Snow King. For example, the Panorama House should be kept as a historic resource, perhaps as a gift shop or Nordic, Bike Rental Center.

Supporting infrastructure improvements at Snow King is critical to the success of Wyoming's oldest ski hill. I support these on-mountain improvements and look forward to a sustainable, thriving Snow King Mountain.

Thank you for your consideration and support.

Sue Muncaster

--



Sue Muncaster
c 307.690.3509

From:	Diane Abendroth
To:	Town Council
Subject:	Snow King Zip Line a horrible noisy idea
Date:	Saturday, March 14, 2020 5:31:57 PM

Hello town council members,

I understand that the Town of Jackson regulates noise for the benefit of its residents and wildlife. I live in a place where I can hear the very distracting and unsettling sounds of screaming roller coaster patrons near Snow King. It is clear to me that no noise impact analysis for screaming people was done when the resort was allowed to build the coaster. The hours of operation are also much too late in the evening, past childrens' bedtimes, etc.

Now the Snow King resort wants to add even more noise pollution to the community with this zip line. Not only will there be screaming people, but zip lines themselves are very loud with a horrible grating sound of metal on metal. This would be so very unpleasant to hear day after day, hour after hour. Please do not allow this kind of thing in our neighborhoods. Please consider the noise impacts and reject the proposal. It threatens to be almost as impactful as helicopters flying overhead.

Thank you very much neighbors.

Diane Abendroth

From:	Skye Schell
To:	Tricia O"Connor; dibarguen@fs.fed.us; Rob.Hoelscher@usda.gov; Moore, Mary C -FS
Cc:	Brooke Sausser; Town Council; County Commissioners; Chris Colligan; Siva Sundaresan; Lisa McGee; Amy McCarthy; Kevin Krasnow
Subject:	Re: Please extend the SKMR DEIS comment period
Date:	Monday, March 09, 2020 2:16:21 PM

Dear Forest Service leadership,
On behalf of all of us who asked for an extension: we just saw the notice, and want to share our sincere appreciation for your granting our request. We appreciate your flexibility and willingness to extend the comment period so more of our community, and especially our partners who have been in Cheyenne the past month, will be able to engage thoughtfully with this document. Thank you for your understanding. We look forward to the additional time to engage in this important process.

With gratitude,
Skye & the below co-signers

On Fri, Mar 6, 2020 at 9:10 AM Skye Schell <skye@jhalliance.org> wrote:

> Dear Forest Supervisor O'Connor, Deputy Forest Supervisor Ibarguen, District Ranger Moore, and Acting District Ranger Hoelscher,
>
> Thank you for the opportunity to comment on the proposed Snow King Mountain Resort On-mountain Improvements Project. Our community has been following the planning process around future development of our Town Hill and appreciates the opportunity to provide insight as to how this proposal may impact our town's community character, wildlife, public lands, and quality of life.
>
> However, many local groups are unable to participate fully in reviewing the Draft Environmental Impact Statement (DEIS) within the current timeline. This is largely due to the state legislative session running from February 10 through at least March 12, which overlaps significantly with the DEIS comment period of January 31 through March 16. Due to the large number of bills specifically targeting Teton County or impacting our interests statewide – for example, HB 22 Town and County Development Regulations, HB 162 State Trust Lands Proposals and Study, and HB 29 Migration Corridors, to name a few – we have had to expend significant resources, staff time, and travel to the state session in Cheyenne. Under current constraints, we are unable to thoroughly review the DEIS, consult with subject matter experts, review relevant research, or communicate with our respective constituents to provide thoughtful, substantive comments.
>
> We respectfully request an extension of the official comment period to 60 days so that we may participate fully in reviewing the DEIS. Given the permanency of changes that will be decided through this process, we believe it is imperative that all groups be given the opportunity to meaningfully participate and improve the project.
>
> Sincerely,
>
> Skye Schell
> Executive Director

Jackson Hole Conservation Alliance

Chris Colligan
Wildlife Coordinator
Greater Yellowstone Coalition

Lisa McGee
Executive Director
Wyoming Outdoor Council

Amy Brennan McCarthy
Executive Director
Teton Raptor Center

Kevin Krasnow

CC: Town of Jackson Mayor & Town Council
Teton County Commission

--
Skye Schell
Executive Director
Jackson Hole Conservation Alliance
He/him/his



Watch a beautiful new film about the Alliance!

office (307) 733-9417 x1
www.jhalliance.org
Follow us on Facebook

From:	Kim Young
To:	forestservice@public.govdelivery.com
Cc:	planningcom@tetoncountywy.gov; commissioners@tetoncountywy.gov; Tiffany Stolte
Subject:	Snow King Comments
Date:	Friday, March 20, 2020 11:27:04 AM

To whom it may concern,

In considering the expansion options, I think "no Expansion" is the best option. I have watched over the years as Snow King mountain resort continues to figure out ways to make more money in order to survive. It seems that even though they continue to add activities to entice winter and summer use, it is still difficult to create enough revenue to be profitable. I know it is not part of the EIS, but is the expansion cost, environmental destruction, and the aesthetic resource destruction worth the return on investment? I have wondered for years why the town, county, and community haven't purchased the Snow King ski area to use as the community resource that it is. If we are going through with any expansion, I think there needs to be some less destructive options to review. There cannot be East/West expansion, as increasing the size of the ski area is not going to increase skier business but it will decrease animal winter and summer range. Adding skiing on the backside is not going to bring in enough beginner skiers or any skiers for that matter to warrant the cost and it will disrupt winter and summer wildlife range. Putting a new road up the front will destroy the classic amazing ski runs and also destroy the aesthetic beauty of the mountain. The past development has already taken away from the natural beauty and decreased the diversity of the plant life in the summer. The area does not need more destruction.

I think it is time that we all take a serious look at what Snow King is and the great resource it could be. Snow King is a community mountain. It offers an amazing venue for our ski club, the Doug Coombs foundation, and the community race series (the Margarita cup). Snow King mountain is also a community hiking resource year-round. I have no idea how many people hike Snow King each day, but I am sure it is in the 100's at least. Uphill skiing is a growing sport. Ski areas that allow uphill travel are finding that uphill use is growing exponentially. Ski Mountaineering is soon to be an Olympic sport and our local young athletes will need a place to train. Hopefully ski mountaineering will become an option for kids in the JH Ski Club and any kid living in Jackson with that dream.

I am sure that locals would join with the town of Jackson and Teton County to back Snow King as a community resource. I have no idea about the financial details of the land lease and the current ownership's options. We all know that when it comes to Snow King Ski area this current expansion is far from the answer. Let's start from the beginning with a new vision for this historical gem that belongs to this community.

Thank you for considering my comments,
Sincerely,
Kim Young

Kim Young
Mountain Lotus Massage Therapy
PO Box 4712
Jackson, WY 83001
307.413.0217
www.mountainlotusmassage.com

Believe that world change starts inside each of us....

From: Cliff
To: Town Council
Subject: Snow King
Date: Thursday, March 26, 2020 12:59:07 PM

I support the Snow King recreation plan.

Sent from Cliff Barnes

From: A Lone Rancher
To: Town Council
Subject: Snow King & FS Deadline
Date: Thursday, March 26, 2020 10:23:43 AM

Hello,

I may be mistaken here, but I think the extended deadline with Snow King and the Forest Service is coming up next week. With all that has been going on with the Corona Virus, I hope that deadline hasn't been forgotten. I hope those involved with this will agree to extend that deadline much farther (if it hasn't already been done). As someone said to be a few days ago, it is doubtful that Snow King will have the money to doing anything for quite a long time.

I know that all of you have spent a lot of extra time with all the meetings about the Corona Virus. Thank you for all of your time and service with that for our community.

Michael "Mick" Dettmer

From: cmoody6@gmail.com
To: Town Council
Subject: Snow King Improvements Plan
Date: Thursday, March 26, 2020 5:22:09 PM

I would just like to say that I support Snow King's Base Area and On-Mountain Improvements Plans. As a member of the community I would really like to see Snow King improve it's infrastructure. A new gondola would be great, and more trails. It's already a fixture in our downtown and we should cooperate with them to make it as nice as possible. Thanks for reading!

Best,

Chris Moody
Wilson, WY

From: noreply@civicplus.com
To: Jim Stanford
Subject: Online Form Submittal: Email Jim Stanford
Date: Friday, March 27, 2020 9:44:52 AM

If you are having problems viewing this HTML email, click to view a Text version.

Email Jim Stanford

Subject:

Email Content:*

Your Name:*

Your Company Name:

Your Phone Number:

Your Email Address:*

Your City:

Your State:

Your Zip Code:

* indicates required fields.

View any uploaded files by signing in and then proceeding to the link below:
http://www.jacksonwy.gov/Admin/FormHistory.aspx?SID=1411

The following form was submitted via your website: Email Jim Stanford

Subject:: Snow King

Email Content:: Has there been any thought in turning Snow King into an uphill resort? There would be many benefits for this very active community. I would like to discuss.

Your Name:: Bob Weber

Your Company Name::

Your Phone Number:: 610-585-7185

Your Email Address:: bmeweber@gmail.com

Your City:: JACKSON

Your State:: Wyoming

Your Zip Code:: 83001

Additional Information:

Form submitted on: 3/27/2020 9:46:12 AM
Submitted from IP Address: 184.167.14.85
Referrer Page: https://www.jacksonwy.gov/256/Mayor-Town-Council
Form Address: http://www.jacksonwy.gov/Forms.aspx?FID=171

From:	Amy Edmonds
To:	Town Council
Subject:	We support Snow King's Base Area and On-Mountain Improvements Plans
Date:	Monday, March 30, 2020 8:29:59 AM
Attachments:	logo.gif.png AMPL comments to town council on Snow King Expansion.pdf

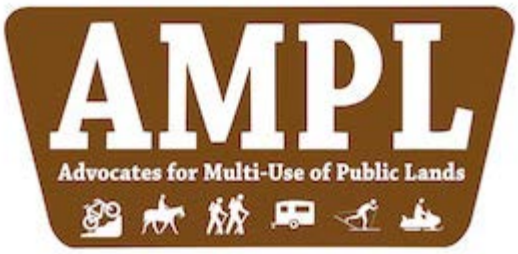
Dear Decision Makers,

Please find enclosed our letter of support for the Snow King mountain improvements.

Please don't hesitate to contact me with any questions.

Thank you for your thoughtful consideration.

Amy Edmonds
Executive Director, AMPL
307.214.8126
teamampl.org



PO Box 11478
Jackson, WY 83002
amye@teamampl.org
307.214.8126

Monday, March 30, 2020

Town of Jackson, Town Council Members
(sent via email)

RE: **Snow King Mountain Base Area and On-mountain Improvement Plan**

Dear Council Members,

On behalf of AMPL's recreation community, I write to voice our support for the Snow King Mountain Base Area and On-Mountain Improvement Plan.

As a non-profit **representing recreational users of all types**, we believe it is important to support thoughtful recreational expansion in our community. This project falls under that category. We believe it has been well-vetted by people who care for both the recreational opportunities brought by the expansion as well as the care and conservation of our public lands.

We hope you will support this project, particularly in these trying times when the future of recreation will be an important factor in re-energizing our tourism base.

Thank you for this opportunity to comment and please don't hesitate to contact me with any questions you may have.

Sincerely,

Amy Edmonds

Amy Edmonds
Executive Director, AMPL
amye@teamampl.org
307.214.8126

From:	Peg & Gerry Kuechle
To:	Pete Muldoon; Jim Stanford; Hailey Morton Levinson; Jonathan Schechter; Arne Jorgensen
Subject:	Snow King Mountain Improvements Project
Date:	Monday, March 30, 2020 2:05:18 PM

Thank you for the time and effort you have put into the Snow King Mountain Resort and Base Area Master Plan. Our community needs these improvements and depends on Snow King for winter recreation. PLEASE CONTINUE TO SUPPORT THESE CHANGES AND IMPROVEMENTS TO THE BASE AREA.

We are writing in strong support for the improvements under the master plan that Snow King Mountain Resort has proposed. My wife and I have lived in Jackson for 14 years and think that the proposed improvements will significantly increase the opportunity for outdoor recreation and education for the residents of the Town of Jackson and visitors. Almost all of our neighbors and residents of Jackson feel the same way we do and support the Snow King improvement project.

The improvements include a number of improvements that will significantly expand the number of people who will be able to enjoy outdoor activities in town and on USFS land.

The proposal would permit residents of Jackson to enjoy outdoor activities near where we live thereby causing less congestion and pollution than driving to more distant areas like Teton Village. The Snow King proposal is also appealing because it includes facilities that would promote many summer/year around outdoor activities for people of all ages.

Currently Snow King Mountain has limited recreational opportunities and as a result it is not financially viable. Small ski areas like Snow King face many financial pressures and are closing all over the country. The proposal would make Snow King financially viable and sustainable in the future for the community's use and enjoyment and would preserve the the cultural and historic nature of the ski area. It would also generate additional sales tax and real estate tax revenue for the town and county. Having a viable 'Town Hill' is very important for the residents of the Town of Jackson and Teton County. Loosing it would be a disaster!

A few people oppose the improvements and want to restrict access to Snow King. We think this is short sighted, restrictive and under utilizes the Town Hill. The improvements will help residents and visitors enjoy outdoor activities and and learn about nature. Snow King has been very careful in developing its proposal to protect wildlife habitat.

The Snow King Mountain Resort proposal will significantly expand the opportunities for year around outdoor activities and education and permit local residents to use the Town Hill for human-powered recreation. Thank you for your ongoing support of Snow King Mountain Resort's efforts to create a wonderful community asset.

Gerrit and Peg Kuechle

526 Lower Snow King Loop Drive
Jackson, WY
PO Box 11362 Jackson, WY 83002

Sent from my iPad

From:	Gina Kyle
To:	Arne Jorgensen; Pete Muldoon; Jim Stanford; Hailey Morton Levinson; Jonathan Schechter
Subject:	Snow King Amended Master Plan
Date:	Monday, March 30, 2020 11:35:48 PM

Dear USFS and Elected Officials,
I'm writing this letter to lend my strong support for the Snow King amended development plan. As a 20+ year resident of Jackson,WY and frequent user of the Snow King recreation area year round, I feel lucky that Snow King Mountain is committed to updating and preserving our Town Hill. Although Snow King is a tremendous town asset as it is, it is imperative that updates and additions are made to the mountain to sustain it's operations. Running a small ski hill is an expensive venture with small financial gain. Diversifying the year round activity base will allow for a financially stable business. This is a win for the employees of Snow King, the town which will enjoy increased tax revenue, and the locals who will benefit from updated amenities and attractions. I believe that the proposed amendments to the Snow King master plan are sensitive to the surrounding neighbors and wildlife. In reality, this is already a highly used area for recreation. Investing in updates to the recreation area does not have to be at the expense of surrounding wildlife which already coexists with the public. Snow King is not looking to attract more tourists to Jackson but to benefit from those who already visit our town and generate tax and revenue dollars which will support our local economy and the Town Hill that we all enjoy.

Thank you for your time and consideration,
Gina Kyle

PS. Thank you for your hard work and thoughtful action in response to the COVID-19 situation to promote the safety of our town and it's residents.

From:	Patrice Kangas
To:	Hailey Morton Levinson
Cc:	J David Navratil; Jim LaRoe
Subject:	Fwd: Notice
Date:	Tuesday, March 31, 2020 8:05:44 PM
Attachments:	pklogo.pdf image005.png NOTICE 1% FEE.pdf

Hailey,

First off, thank you so much for all you are doing in efforts to keep us all safe; I know you've been incredibly busy.

Per the below letter from Snow King, I didn't think that the ins and outs of SKRMA had been finalized. As you know, I've been advocating for the legacy properties to remain out of it. Can you take a peek at the letter below and confirm whether or not this has been decided.

Thanks for your help.

Stay healthy, Patrice

Patrice Kangas
patricekangas@gmail.com
307-690-2437

Begin forwarded message:

From: "Bolden, April" <abolden@snowking.com>
Subject: Notice
Date: March 31, 2020 at 7:38:05 PM MDT
To: "Bolden, April" <abolden@snowking.com>

Dear Property Management Companies & Condo Owners located in the Snow King Resort District,

As you are aware, The Town of Jackson is requiring a 1% assessment on short term rentals in the Snow King Resort District. They have tasked Snow King Resort Master Association (SKRMA) with the collection of this fee. SKRMA delayed the start of the collection of the 1% assessment on condo short term rentals until 4/1/20. Tomorrow is the start date for this to begin. This is a gentle reminder. Attached is a document which summarizes the requirements of the collection & the remittance of the fee.

This fee does not apply to condo owners that do not have short term rentals.

For those condo owners that have their short term rentals managed by Snow King: We are closed for the month of April, but we are set up for collecting this fee from the short term renters when we reopen.

Start Date: 4/1/20
Remittance: Quarterly

Sincerley,

April Bolden
HOA Director

W: 307.734.3218 · C: 307.690.9232 · abolden@snowking.com
400 East Snow King Avenue | PO Box 3520
Jackson, Wyoming 83001

View E-Brochure for Snow King Resort



April 2, 2020

Ryan Stanley
Vice President
Snow King Mountain Resort
Jackson, WY 83001

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

RE: 2020 Master Plan Amendment Final Submission

Dear Tyler,

Please find attached a final revised version of the 2020 Snow King Resort District Master Plan Amendment. We believe this amendment incorporates all of the conditions of approval required and suggested by the Town Council, planning staff, and legal counsel.

The Snow King Resort Master Association Board approved the submittal of this final version of the amendment on April 2, 2020.

Thank you for all your help with this process.

Sincerely,



Ryan Stanley

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.

[Seal] CYNTHIA A. NICHOLSON - NOTARY PUBLIC County of Teton State of Wyoming My Commission Expires Feb. 23, 2002

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 0
Sherry L Daigle, Teton County Clerk fees: 444.5(
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 ("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 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 ("Original Master Plan"). Since the approval of the Original Master Plan, the Town of Jackson and Teton County LDRs have been updated.

The review process of this 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.

This Master Plan applies to all properties located within the Snow King Planned Resort District. Previously, there was language in the Original Master Plan that stated that Sub-Area #7 (now Sub-Area #6 in this Master Plan) played a limited role in this Master Plan. To be clear, Sub-Area #6 is part of this Master Plan and shall be subject to all benefits and obligations contained in this Master Plan.

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 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 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 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 Master 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 District development.

Chapter 2: Consistent with the Comprehensive Plan

The purpose of this chapter is to ensure that the 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 Master 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 are conceptual and 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 conceptual 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 the Master Plan. 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 Guidelines 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". The Example Development Chart is only to be used as an example of what may be developed on site, not as a mandate for what must be built. The Example Development Chart is necessary in order to determine the possible impacts and required facilities and services as a result of the proposal. The Example Development Chart 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 Master Plan 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.F.7 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, is addressed in the Master Plan.

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 the LDRs, 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 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 Master Plan shall follow the design theme identified in the 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 provide 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.. 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 workforce 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 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, promotes design and management which encourages shifts from single - occupancy vehicle trips to multi-occupancy trips, or other transportation modes, and provides 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 Transportation Demand Management 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 district demands. The capital improvements element identifies service providers, analyzes impacts and proposes a capital improvements plan for facilities and services needed by the district.

This Master Plan accurately identified and acknowledged the necessary service providers required for the development of the 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 district 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.

Among other things, the Snow King Resort Master Association (SKRMA) shall be responsible for ensuring that the phasing plan and phasing conditions are satisfied. SKRMA has specific duties and commitments with regard to this Master Plan and its implementation, all of which are outlined and 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

Conditions of approval included in the original approval and subsequent amendments of the Master Plan have been largely incorporated in the Master Plan or are on file in the Town Planning Office.

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 this Master Plan is to *establish the development standards and serve as a guide to all future development within the Planned Resort. The 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 engineered plans or fully engineered plans or fully detailed architectural drawings are not required.* The Master Plan 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 Master Plan 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 Planned 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 Master Plan establishes the development standards and serves as a guide to all future development within the Snow King Planned Resort District. This Master Plan 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 Master 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 subdivision 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. The Grand View Lodge Conference facility has expanded the conference space at Snow King and allowed the resort to remain competitive in attracting small to medium sized conferences. As the resort expands in the future there is the potential to increase conference space further with a new facility in the heart of the Resort District. Depending on conference demand and the desire for more diverse uses at the resort, this space may also be designated for indoor recreational activities to complement the array of outdoor activities on the mountain.

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 exist and are planned to connect the 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 ax is 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 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 Master Plan defines the existing conditions within the Snow King Planned 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. These 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 Master Plan includes all areas within the Planned Resort District. The Master Plan has been divided into 6 sub-areas, Subareas #1-6.

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.

Extent of this Master Plan



Proposed Mountain Maintenance

The Ice Rink

Proposed Mountain Sports Training Center

Proposed Gondola

Lift Clearance Zone

Ski Club Expansion

Circulation & Milling Area

Tubing Carpet

Town Hill Lofts

Event Lawn / Open Space

Proposed Collector Trail, All Uses

Proposed Resort Map/Trailhead Kiosk

Proposed Entry/Gateway Feature

Potential Art Installation

Proposed Ticketing

Existing Parking and Drop Off

Existing Parking

Bus / Shuttle Stop

Climbing/Bouldering Park

Playground

Cache Street

Contour Interval = 2 Feet

North

0 40 80 160 Feet

Prepared by:

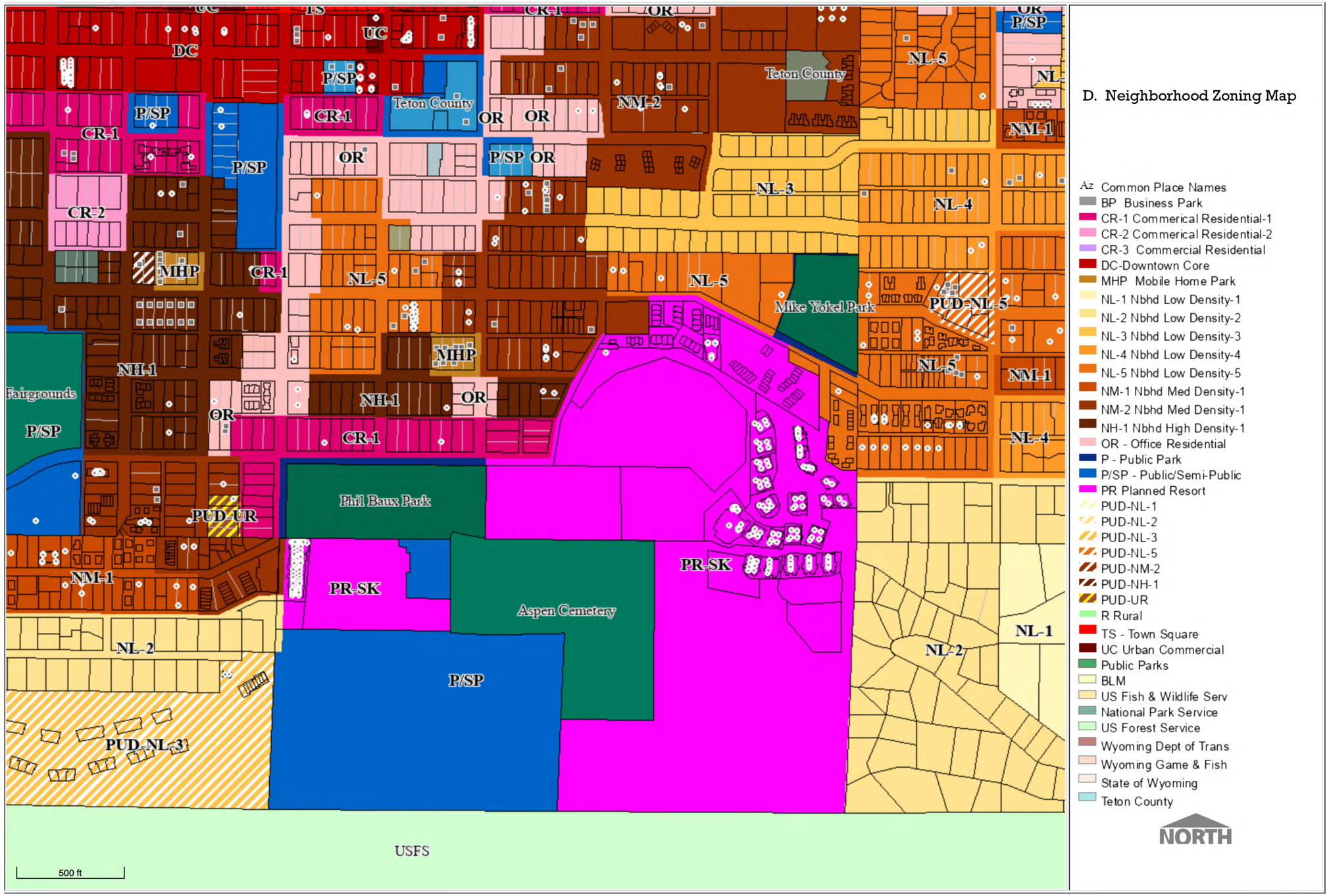
SE GROUP

Existing Hiking Trail

Existing Mountain Bike Trail

West Portal and Phil Baux Park Concept Plan

JULY 2019


DC
UC
TS
P/SP
Teton County
CR-1
OR
NM-2
NL-5
NL
NM-1
CR-2
NL-3
NL-4
MHP
Mike Yokel Park
PUD-NL-5
NH-1
Fairgrounds
PUD-UR
Phil Baux Park
PR-SK
Aspen Cemetery
NL-2
NL-1
PUD-NL-3
USFS
500 ft
D. Neighborhood Zoning Map
Common Place Names
BP Business Park
CR-1 Commerical Residential-1
CR-2 Commerical Residential-2
CR-3 Commercial Residential
DC-Downtown Core
MHP Mobile Home Park
NL-1 Nbhd Low Density-1
NL-2 Nbhd Low Density-2
NL-3 Nbhd Low Density-3
NL-4 Nbhd Low Density-4
NL-5 Nbhd Low Density-5
NM-1 Nbhd Med Density-1
NM-2 Nbhd Med Density-1
NH-1 Nbhd High Density-1
OR - Office Residential
P - Public Park
P/SP - Public/Semi-Public
PR Planned Resort
PUD-NL-1
PUD-NL-2
PUD-NL-3
PUD-NL-5
PUD-NM-2
PUD-NH-1
PUD-UR
R Rural
TS - Town Square
UC Urban Commercial
Public Parks
BLM
US Fish & Wildlife Serv
National Park Service
US Forest Service
Wyoming Dept of Trans
Wyoming Game & Fish
State of Wyoming
Teton County
NORTH



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 condominimums.

- Storage facility behind ice rink.

- Mid-mountain lodge, accesory buildings, and pavillion.

- Condominimum building 27 located on lot 58 above Grand View Condominimums.

- Mountain maintenance facility located on Vine Street.

- Cabins located on lots 53 and 57 above Grand View condominimums.

I. H. 2. Statement Regarding Sub-Area #6

The following projects, all located in Sub-Area 6, had a limited part in the Original Master Plan:

- Pitchfork Townhomes
- Vine St. Townhomes
- Clark's Knoll Townhouses
- Grand Vista Townhouses
- King Ridge

To be clear, Sub-Area #6 is located within and is governed by this Master Plan. Sub-Area #6 is approximately 4.85 acres and can accommodate a maximum of 252 guests. These 252 guests reduce the maximum lodging capacity (i.e. APOs) remaining in Sub-Areas #1-5 to 2,208 (2,460 APOs – 252 = 2,208 APOs). Owners of property within Sub-Area #6 are permitted to short-term rent their units. The ability to short-term rent comes from this Master Plan. Any owner that chooses to short-term rent their property within Sub-Area #6 shall be required to pay to SKRMA 1% on the gross revenue generated from all short-term rentals. This 1% fee (the SKRMA Fee, as defined and described in Chapter 11) is explained in more detail in Chapter 11. This 1% fee applies to all short-term rentals in the Master Plan.

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.

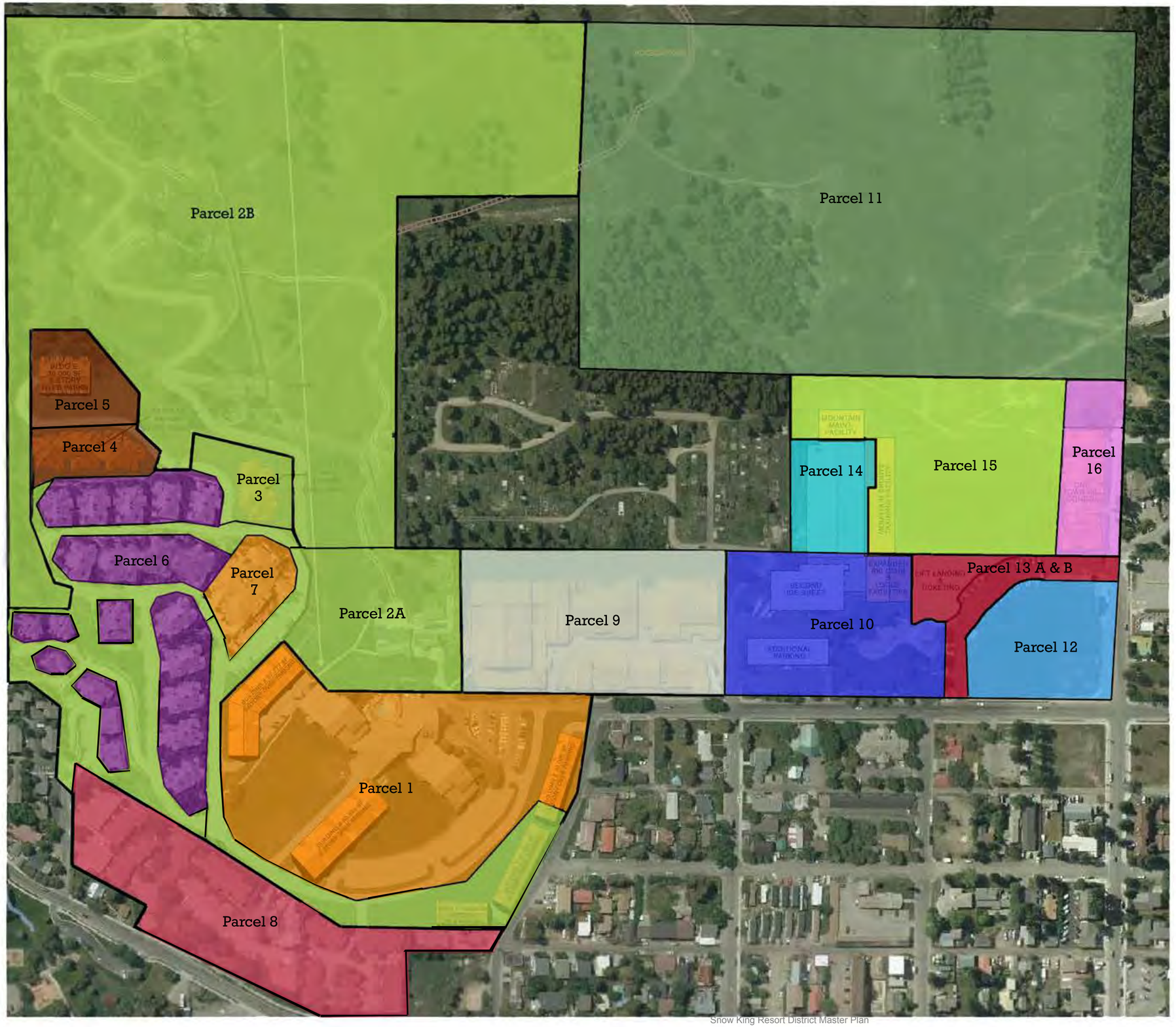
The King Ridge and Vine St. properties have been assigned 20 and 24 guests respectively.

-
- The Vine St. project is allowed a maximum 20 guests (APOs) and therefore is allowed to build an additional unit sized similarly to the 4 existing units.
- The King Ridge lot is allowed a maximum of 24 guests (APOs) and 9600 SF of livable space.
- The Vine St. lot has been built with one employee unit and will remain so.
- The King Ridge 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	-King Ridge	9,600 SF
-Vine St.	9,400 SF		

and cannot exceed the # of guests assigned in the table *below*.

	Pitchfork	Clark's Knoll	Grand Vista	King Ridge	Vine St. Townhomes	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	I (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 condominimums 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.

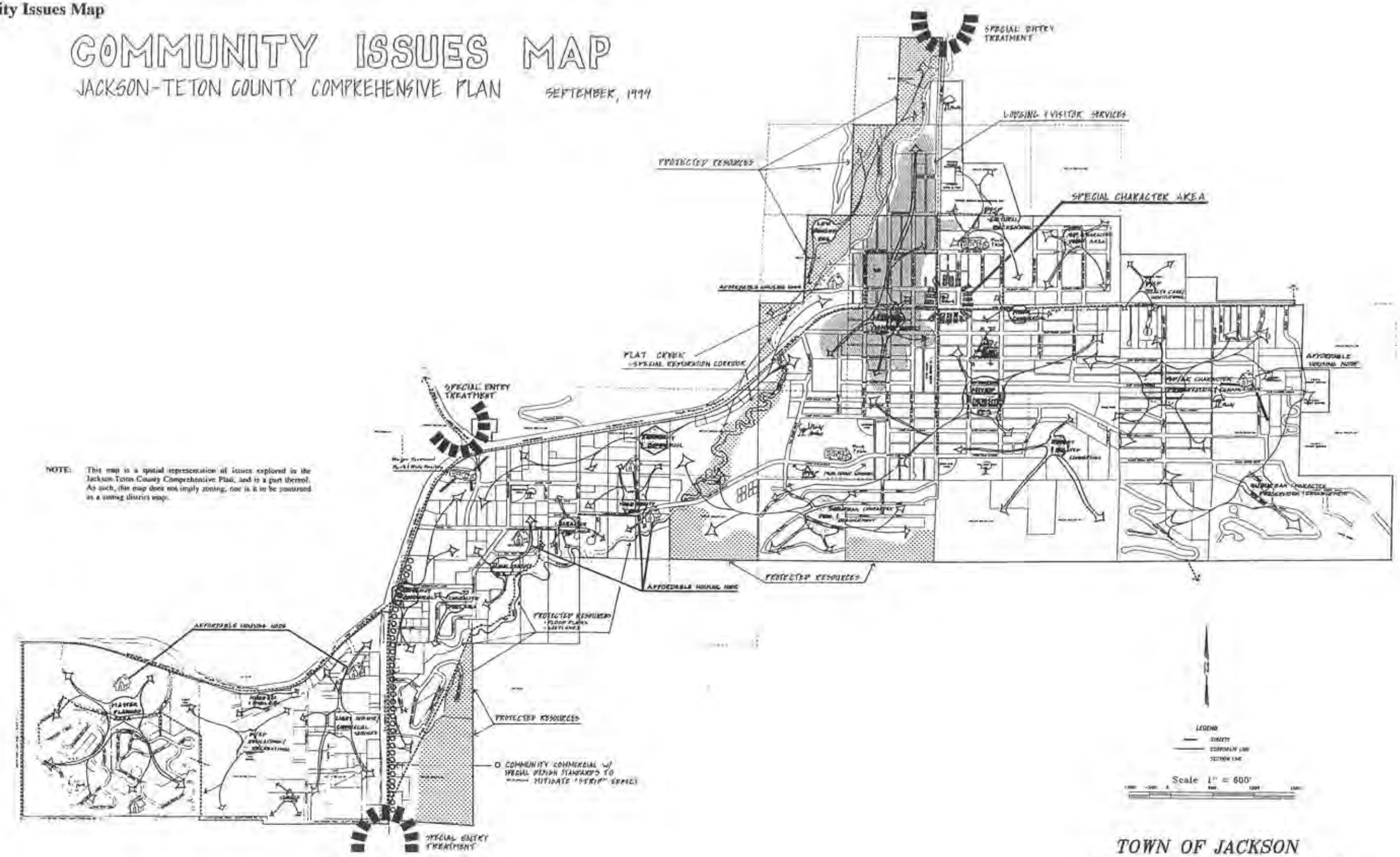
Other Parcels within the PRD:
Existing Condominium Areas:
- Parcel 8 4.85 Acres

See: Statement Regarding Exsiting 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 Parmit
Issued to Snow King Mountain Resort LLC - 369.51 Acres


COMMUNITY ISSUES MAP
JACKSON-TETON COUNTY COMPREHENSIVE PLAN
SEPTEMBER, 1999
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.
SPECIAL ENTRY TREATMENT
LODGING & VISITOR SERVICES
PROTECTED RESOURCES
SPECIAL CHARACTER AREA
FLAT CREEK
AFFORDABLE HOUSING NODE
PROTECTED RESOURCES
COMMUNITY COMMERCIAL W/
SPECIAL DESIGN STANDARDS TO
SPECIAL ENTRY TREATMENT
LEGEND
Scale 1" = 600'
TOWN OF JACKSON
TETON COUNTY, WYOMING
COMMUNITY ISSUES MAP

Trail Improvement Program
Snowking/ Cache Creek
(see Scoping Document of May 12, 1999 by Jackson Ranger District, Bridger-Teton NF)

98 Designation Boundary

1623 ac.
Study Boundary to 6400' Alt.

W-Fk Game Creek

Current Special Use Boundary

Leeks Canyon

369.5 ac.
Permit to 7100' Alt.

Tr.2
Hiking Trail

Josie's Ridge

Panorama House

Tiny Hagen Trail

Tr.1

Old Man's Flat Trail

6950

3

2

1

500'

1320'

104

Alpine Slide

6830

10

Ski School

6850

See Base Site Plan

1"=1200'

ORTHOPHOTO
USGS-1976

TOPOGRAPHY
NELSON
ENGINEERING
HORIZONS FILE
4-1853

Prepared:
August 18, 1998

ALPEN TECH

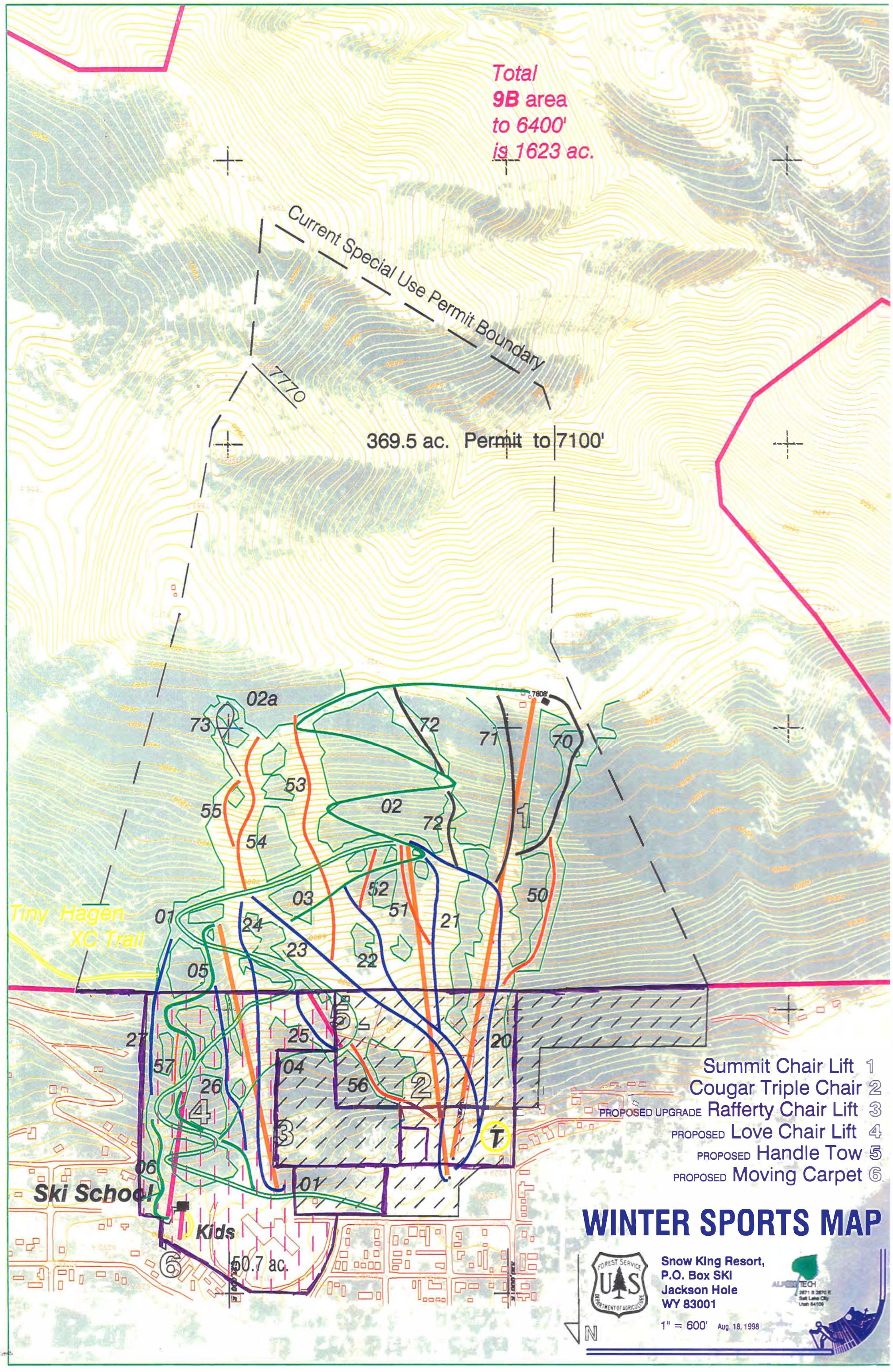
Salt Lake City, Utah

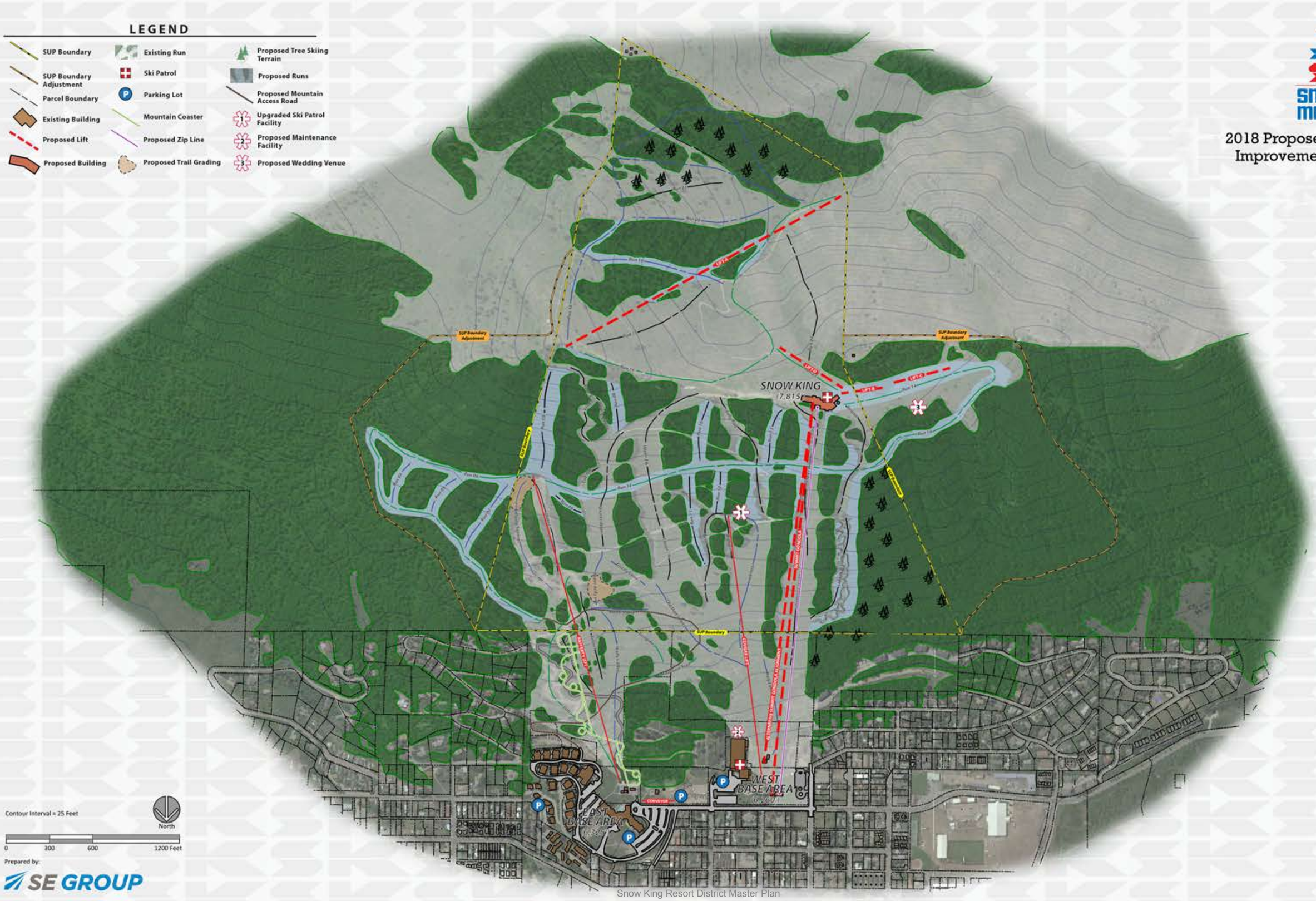
SUMMER USE, MOUNTAIN

Snow King Resort

Box SKI
Jackson Hole
WY. 83001

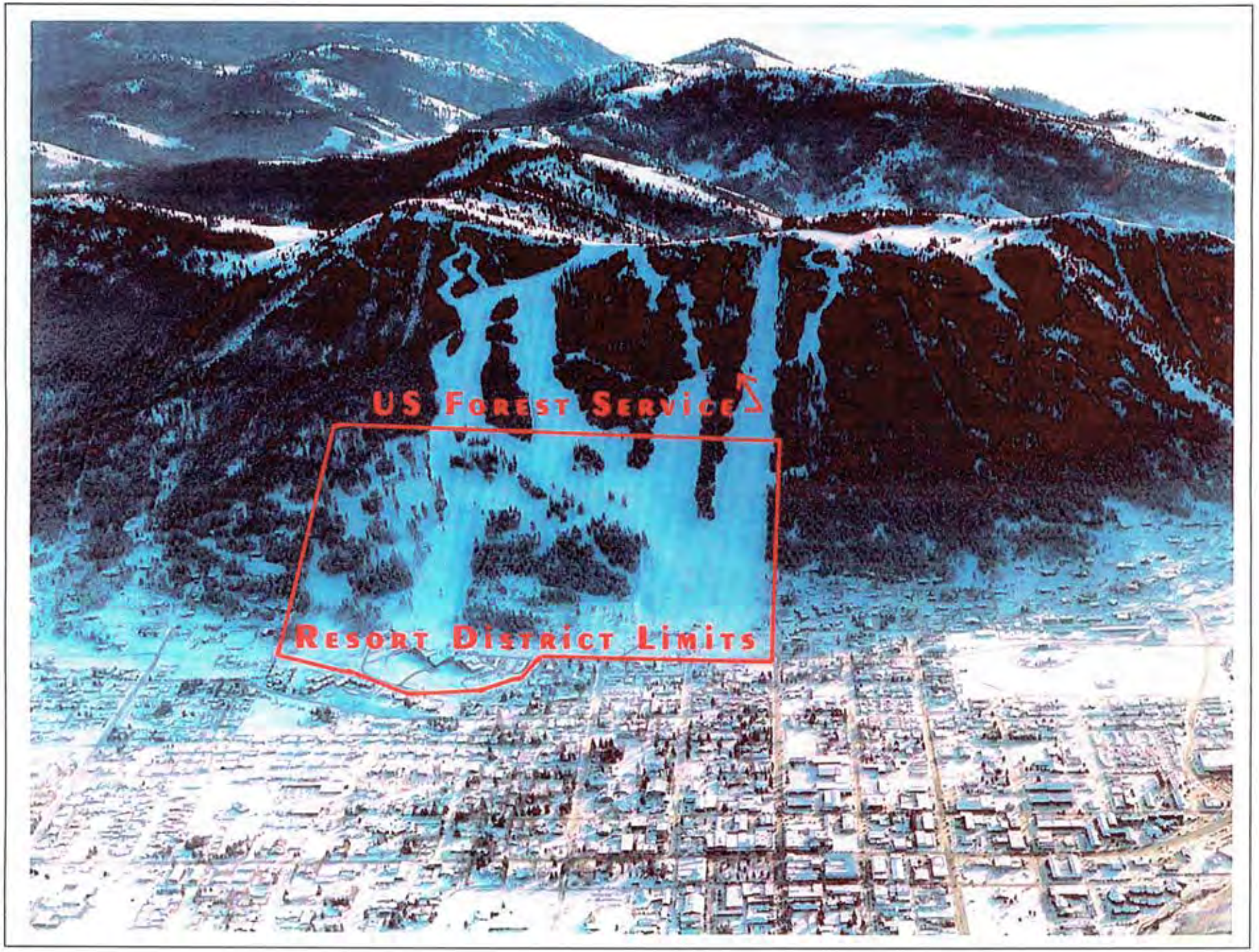
USFS Special Use Permit Area
Ortho Photo


Total
9B area
to 6400'
is 1623 ac.
Current Special Use Permit Boundary
7770
369.5 ac. Permit to 7100'
7808'
02a
73
72
71
70
53
55
02
72
54
52
03
51
50
01
21
24
23
22
Tiny Hagen
XC Trail
05
27
25
20
57
04
56
26
2
4
3
T
06
01
Ski School
Kids
50.7 ac.
Summit Chair Lift 1
Cougar Triple Chair 2
PROPOSED UPGRADE Rafferty Chair Lift 3
PROPOSED Love Chair Lift 4
PROPOSED Handle Tow 5
PROPOSED Moving Carpet 6
WINTER SPORTS MAP
FOREST SERVICE
US
DEPARTMENT OF AGRICULTURE
Snow King Resort,
P.O. Box SKI
Jackson Hole
WY 83001
1" = 600'
Aug. 18, 1998
N



SNOW KING MOUNTAIN

2018 Proposed Mountain Improvement Projects


US Forest Service
Resort District Limits

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 Plans as a whole and specifically addresses goals and objectives in every Chapter of the Plan. These two Comprehensive Plans are interrelated and language within both of these plans support the Master Plan. In addition to the statements in this Chapter, other submittal components further articulate the relationships between the 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 Master 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. SKRMA 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 Mater 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 workforce 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 which was built upon the foundation of the 1994 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 Plan utilizes and complies with the intensity of use and performance- b a s e d 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, 3 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, 3, 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 ensure 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 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 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 the 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 workforce-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 4.3.1.E PROCEDURE

This Master Plan is in compliance with the procedures outlined in Section 4.3.1.E.

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.

SECTJON 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, loam y soils and snow slides possibilities. In addition, visual inspections have been conducted with Dr. Love and results of soi1 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 Master Plan is consistent with the goals and objectives of the Jackson/Teton county Comprehensive Plan.

B. Consistency with purpose and intent. The 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 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 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 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 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 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 Master Plan contains a phasing plan.*

I. *Character element. The 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 o f 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 sub areas 1-5 is 2,208 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.

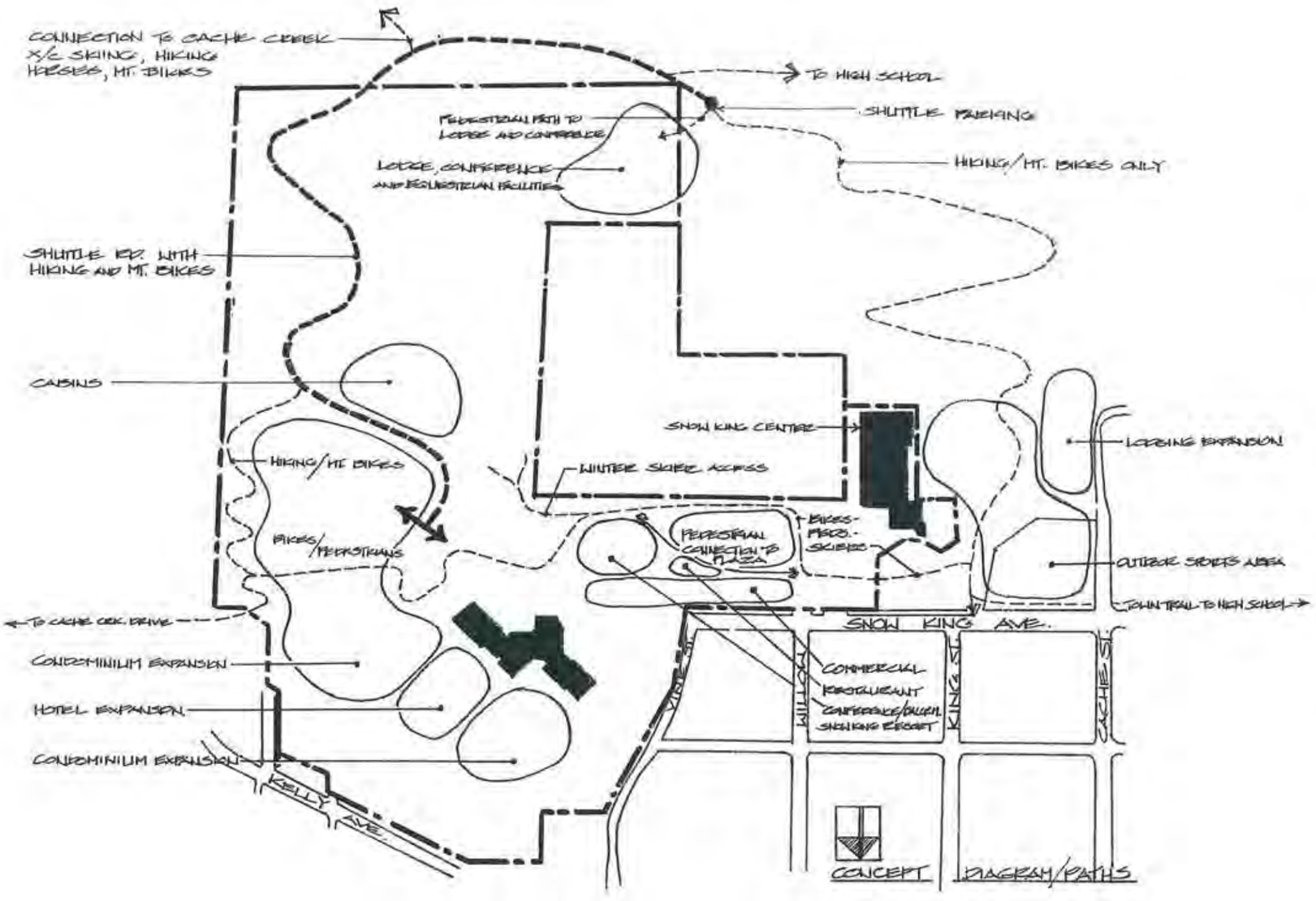
Additionally, Snow King hosts many conferences that use other lodging facilities in town. As their enrollment and programming needs expand, more conference and exhibit space are required to accommodate these town-wide meetings. These meetings provide a stable, low-impact base for the visitor services 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 Master 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.

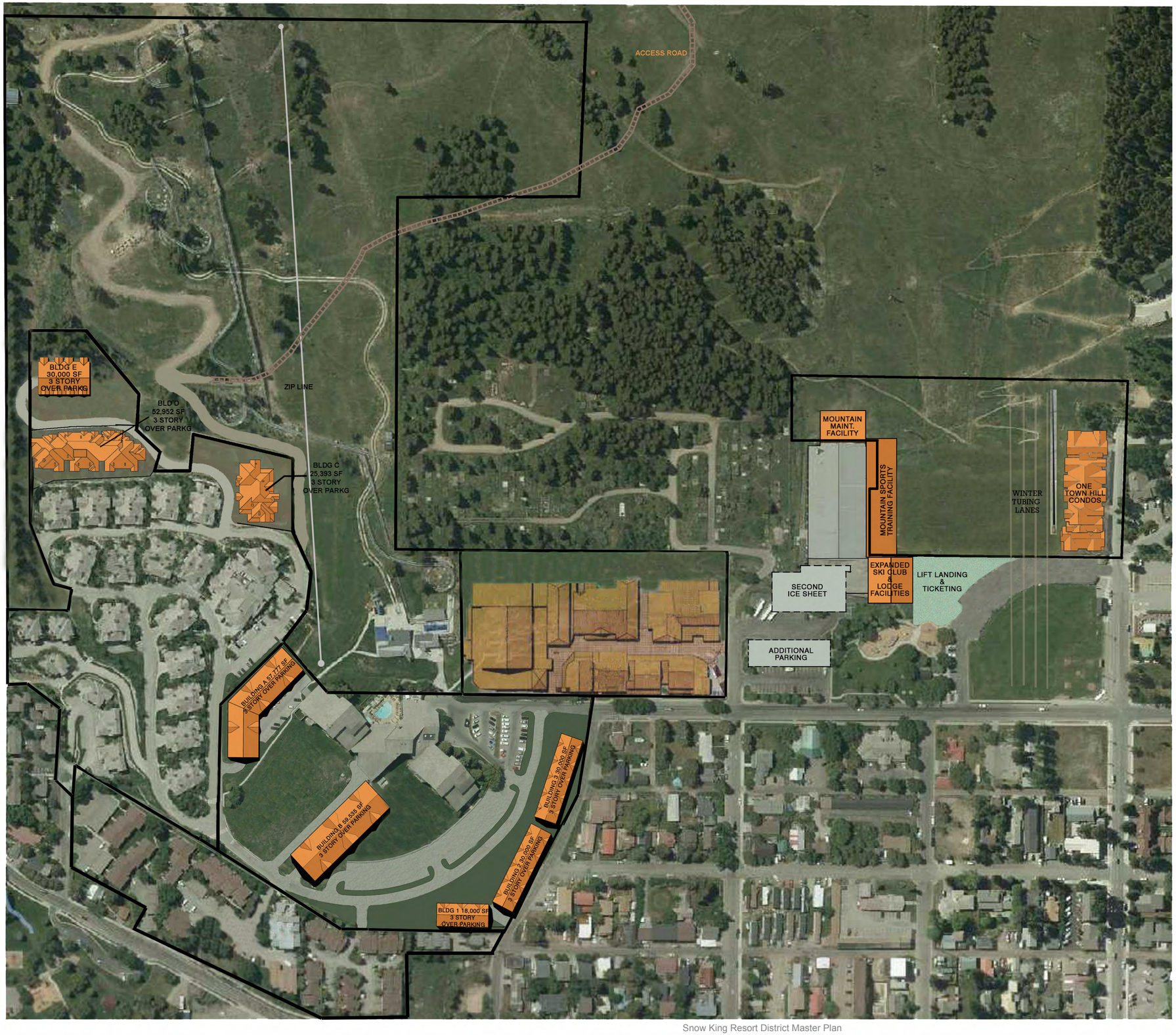
The large contiguous undeveloped land holdings being considered in this Master Plan afford a great opportunity in designing a successful project. Careful consideration has been given to its topography, vegetation, and location. Hiking trails, wind, soils, vehicular, pedestrian and services access, orientation, 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

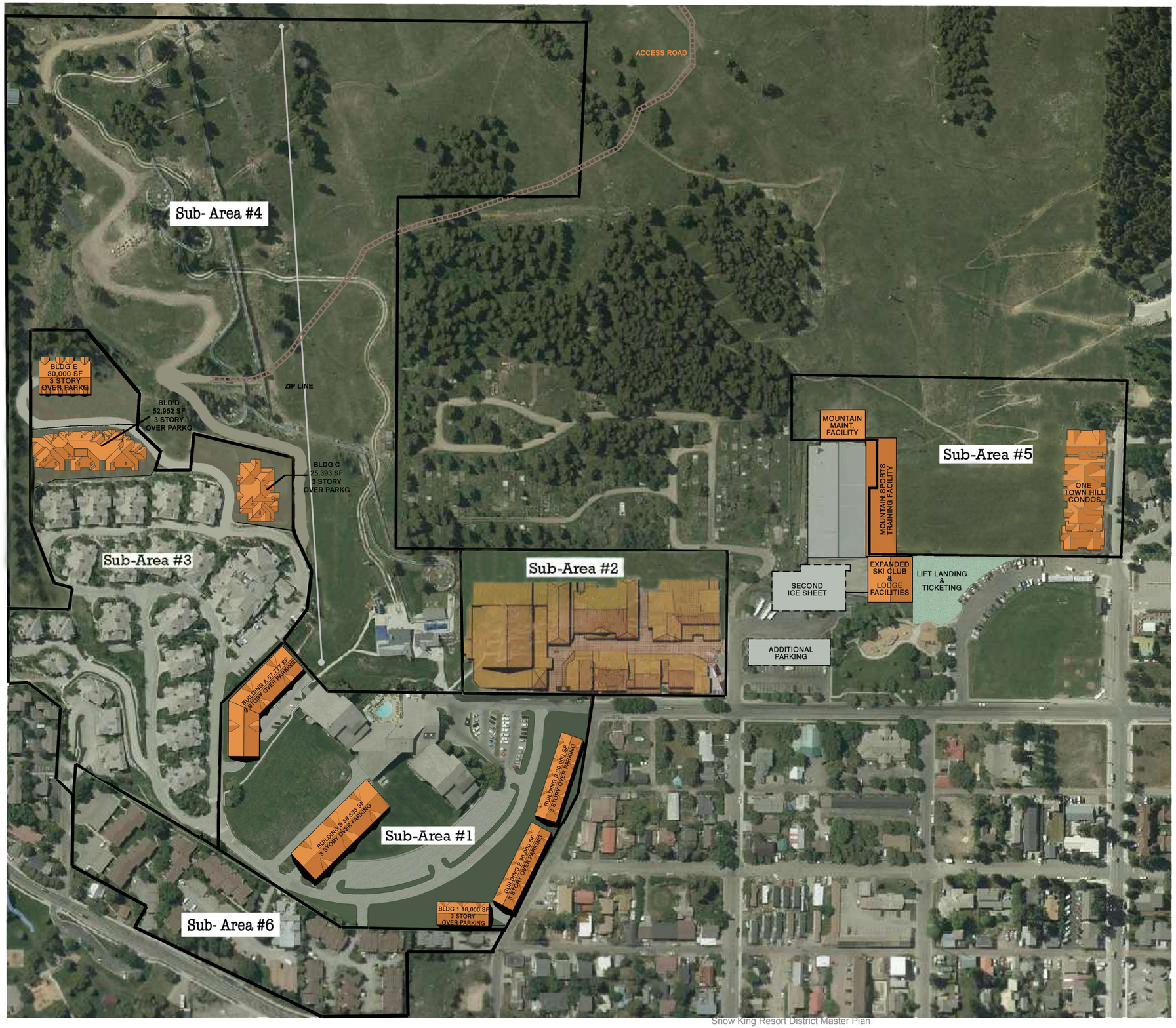
- Rafferty Center & Mountain Coaster
- Alpine Slide & Rafferty Lift
- Zip-line

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



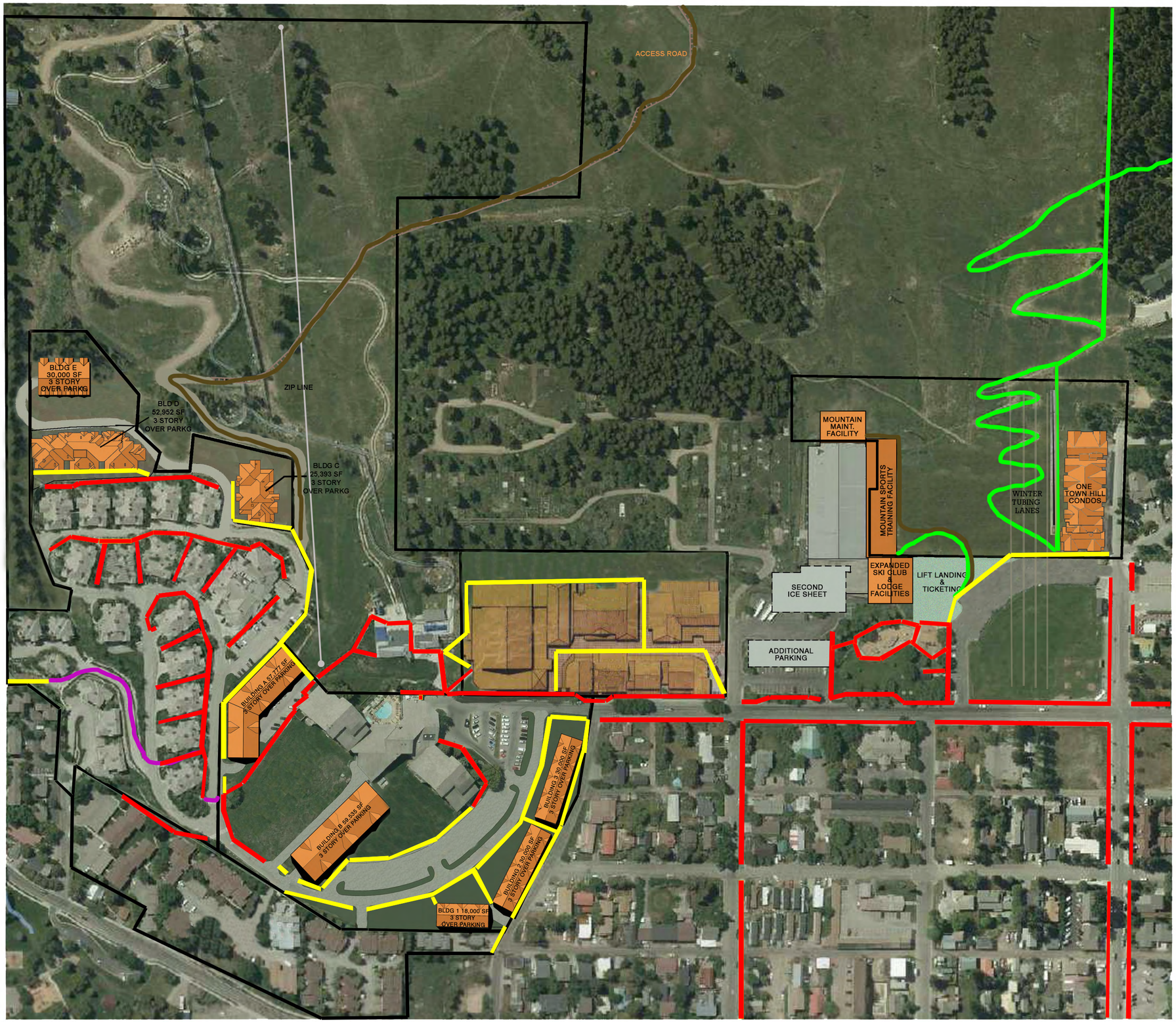
B./D. Sub-Area Plan

For planning purposes the land in the Snow King Planned Resort District has been reconfigured as follows:

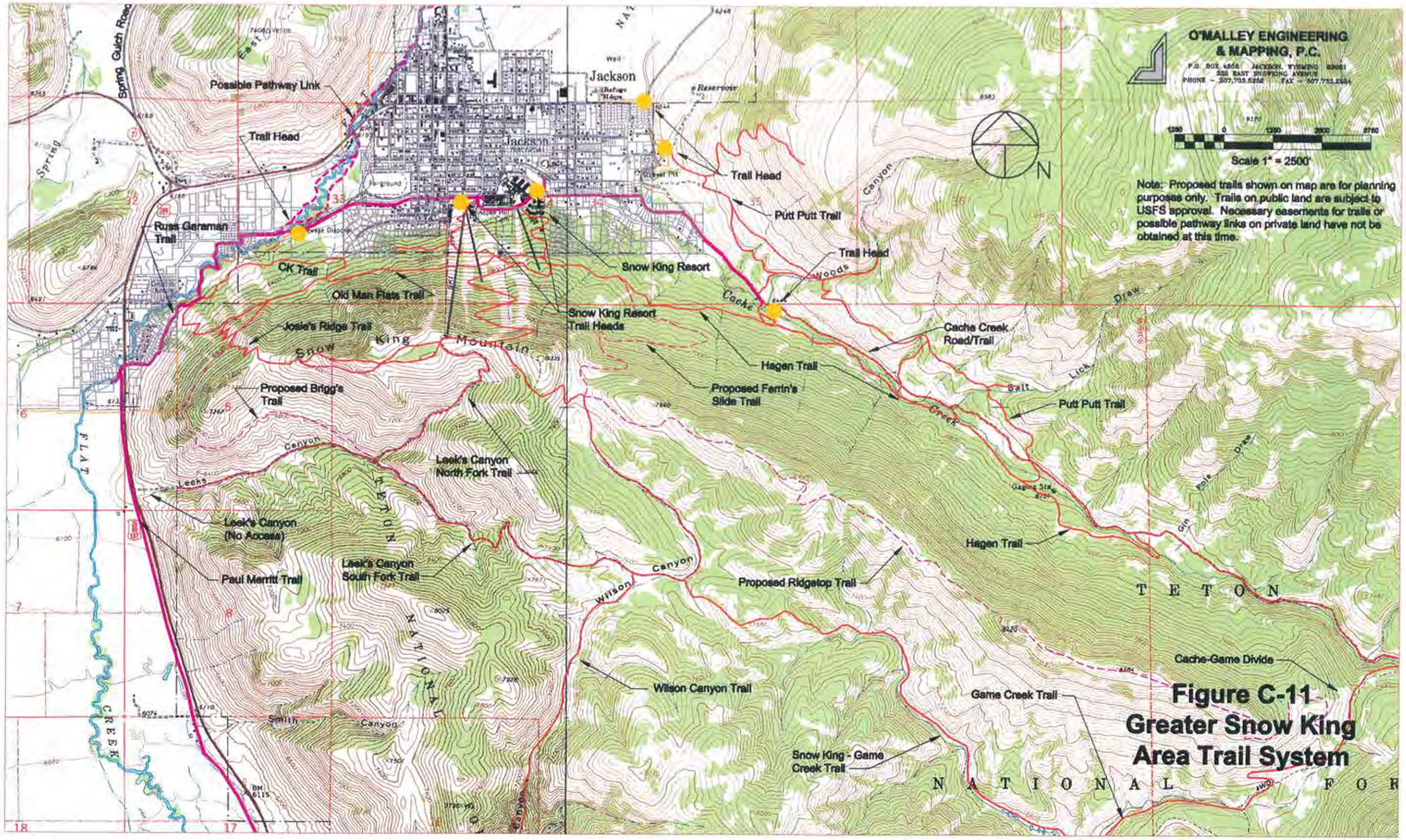
Sub-Area #1: Existing Hotels, Hotel Additions and employee housing.
Sub-Area #2: KM6 Area between Hotel and Snow King Center
Sub-Area #3: Existing and proposed condominiums
Sub-Area #4: Snow King Mountain Recreation area
Sub-Area #5: Snow King Mountain West Base area and One Town Hill
Sub-Area #6: Existing Condominium Area *

*Sub-Area #6 - See statement regarding existing condominiums

Snow King Resort Circulation Trails, Pathways & Sidewalks



- Existing Sidewalk
- Circulation Connection
- Access Road/Summer Trail
- Hiking/Biking Trails/Paths
- Future Sidewalk


O'MALLEY ENGINEERING
& MAPPING, P.C.
P.O. BOX 4656 JACKSON, WYOMING 83001
520 EAST SNOWKING AVENUE
PHONE - 307.733.5252 FAX - 307.733.2584
1250 0 1250 2500 3750
Scale 1" = 2500'
N
Note: Proposed trails shown on map are for planning purposes only. Trails on public land are subject to USFS approval. Necessary easements for trails or possible pathway links on private land have not be obtained at this time.
Possible Pathway Link
Trail Head
Russ Garaman Trail
CK Trail
Old Man Flats Trail
Josie's Ridge Trail
Proposed Brigg's Trail
Leek's Canyon (No Access)
Paul Merritt Trail
Leek's Canyon North Fork Trail
Leek's Canyon South Fork Trail
Snow King Resort
Snow King Resort Trail Heads
Proposed Ferrin's Slide Trail
Trail Head
Putt Putt Trail
Trail Head
Cache Creek Road/Trail
Hagen Trail
Putt Putt Trail
Hagen Trail
Proposed Ridgetop Trail
Wilson Canyon Trail
Game Creek Trail
Snow King - Game Creek Trail
Cache-Game Divide
Figure C-11
Greater Snow King Area Trail System

V. THE LAND USE PLAN

Introduction to Land Use Plan

Section 4.3.1.F.10 of the PRD 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 listed 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: (I) 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, listed 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 (but not limited to) 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 LDR's. See section 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 listed in Section 2220 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 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 Article 6 of the LDRs.

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.

This Master Plan indicates four hotel areas within the resort that are intended for lodging: the existing hotel and additions, Sub-Areas 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 Chart 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 listed 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 non-residential institutional uses are permitted. 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.
- A Conditional Use Permit shall be required for all permanent Outdoor Amusement/recreation and Commercial Amusement uses
- Other uses shall require a Conditional Use Permit unless determined to be unnecessary by the Town Community Development Director.

A zip-line in sub-area 4 as indicated in the included Master Plan maps and requires a conditional use permit. The CUP application shall include an operational plan and associated impacts for all outdoor recreational uses in this area including but not limited to the Mountain Coaster, Alpine Slide, Mini-golf and Maze 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. This zip-line will not be permitted to open until construction on a gondola has commenced. Notwithstanding the foregoing, if SKRMA proceeds with its application and construction of a gondola in good faith, this condition shall not take effect if a regulatory or judicial circumstance prevents SKRMA from building the gondola. Further, this condition shall be void if the Town and SKRMA fail to come to agreement on a lease for the landing of the gondola by August 1, 2020.

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.

All permanent outdoor amusement/recreation within the Recreation land Use Zone requires a conditional use permit from the Town of Jackson.

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 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 for informational purposes only in 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. Snow King Mountain has agreed to notify the Town of Jackson prior to any irregular avalanche control and discuss this irregular control work in the SKRMA annual report should it occur.

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.

Snow King Mountain Resort, LLC ("Snow King Mountain") is the current owner of all recreational improvements. Snow King Mountain shall not sell off individual recreational improvements to different owners. This condition shall not prevent Snow King Mountain from selling all of Snow King Mountain's recreational improvements to a different owner.

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 listed 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 6.1.12 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. As part of the SKRMA annual report, SKRMA shall provide to the Town a list of all temporary special events over 200 attendees including but not limited to number of patrons, hours, and any associated off-site impacts. Should staff or Council determine in their reasonable discretion that there have been compatibility issues with said events a Conditional Use or Special Use permit may be required going forward at the Town's discretion.

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 Chart 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 Chart only represents Snow King's best estimate of uses within Building Envelopes at this point in time.

Light Industrial Uses. All light industrial uses must be reviewed and approved through the Conditional Use Permit Process. In general, these uses pertain to ski area operations and maintenance facilities which are designated in sub-areas 4 and 5. Sufficient space exists within these sub-areas for all required light industrial uses associated with mountain operations.

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 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
Gravel Processing Extraction		
Disposal		
Temporary Uses		
Christmas Tree Sales		
Contractor's Office	Y	Y
Special Event	Y	Y
Real Estate Sales Office Shelter	Y	Y
Farm Stand	Y	Y
Gravel Extraction & Processing	Y	Y
Amusement/Resort		
Commercial Amusement	C	C
Campgrounds		
Outdoor Recreational	L	C
Indoor Recreational	Y	Y
Tour Operators/Outfitters	Y	Y
Ski Slopes	Y	Y
Home Uses	Y	
Home Occupation Home Businesses		
Day Care Home, Family Day Care	Y	
Home, Group	Y	Y
Cottage Industry		
Aeronautical		
Airports Landing		
Strips		
Heliports		
Balloon Operations		
Industrial		
Institutional		
Light Industry	C	C
Heavy Industry		
Institutional		
Institutional	C	C
Utilities	C	C
Day Care Center Group	Y	

	Building Envelope Zone	Recreation Land Use Zone
Commercial		
Office	Y	
Planned Commercial	Y	
Commercial Retail	L	
Heavy Retail/Service		
Services	Y	Y
Restaurant/Bar	Y	L
Drive-in Facility Commercial Lodging	Y	
Bed and Breakfast	C	
Dude/Guest Ranch		
Residential short-term Rental	Y	
Agricultural Support/Service	L	L
Institutional Residential-Other	C	
Residential		
Agricultural Employee Housing Conventional	Y	
Single-Family Unit		
Conventional Single-Family Subdivision Planned Residential	Y	
Planned Unit Development	Y	
	Y	
Mobile Home Mobile Home Park		
Working Ranch Subdivision		
Guest House/Guest Unit Accessory	L	
Residential Units	Y	
Institutional Residential/Employee Housing	Y	
Nonresidential		
Agricultural		
Agriculture	L	L
Nurseries	L	L

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 PRD. 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:*
    - *(I) 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 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

I. 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 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 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 Campus 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 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:

        (I) 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 the LDRs 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 the LDRs.*

6. ***Site planning.***

   A. ***Orientation and aspect.*** *Structures and public spaces within the Planned Resort, general1y 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 sen1ices, 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 section 4.3.1(F)(7).

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 Grand 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.
- 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 the Land Development Regulations, except for areas designated as Ski Trails and Outdoor Recreation.

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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 trans it 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 built 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.

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 building 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.

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 unplanned 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 conceptual and 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 Final Development Plan.

As previously mentioned, development within Sub-Area 6 will be controlled in accordance with Section I.H.2 Statement Regarding Sub-Area #6” "".

Building Envelopes.

The conceptual 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 at Grand View and Love Ridge.

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.

The Example Development Chart 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 Chart 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 Chart has generally been weighted towards land uses producing larger impacts than others. However, as part of the 2020 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 reduces impacts of resort development on the community.

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. The maximum elevation for the eastern building is 6,400 feet and the maximum elevation of the western building is 6,370 feet. 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, Sub Area 1 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 10-20 foot setback to allow for a sidewalk and Complete Street cross section connecting the facilities to the resort with a maximum building height of 39 feet. The setback along Vine Street will 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. The elevation of Vine St. is approximately 6,260 feet and the elevation of the Snow King Loop Road in the area of the existing maintenance facility is 6,283 feet. Therefore, the building at this location would be approximately 8 feet higher than the Snow King Loop Rd at this point. 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 feet and 6290 feet) to a maximum height of 6330 feet. The remaining 75% of these envelopes are restricted to the 6310 feet and 6290 foot limits. The Building Envelope designated as T-2 is excluded from the "Pedestrian Mall Overlay Zone" height guidelines, but restricted to the 6350 foot-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. 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. Unless otherwise agreed, building permits within Sub-Area #2 shall not be issued until construction has commenced on an aerial tramway (i.e. gondola). This condition shall not take effect until the USFS and Town of Jackson have issued final non-appealable approvals for the proposed improvements.

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. Plans for lot 58 must ensure compatibility with the neighborhood to the east at the time of development plan including but not limited to additional landscape screening and architectural design that best incorporates the building into the hillside.

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 and will require a conditional use permit. The conditional use permit (CUP) for the zip-line will include an operational plan and associated impacts for all outdoor recreational uses in this area including but not limited to the Mountain Coaster, Alpine Slide, Mini-golf and Maze 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. Elevations of the zip-landing platform are included in this document for review as part of the CUP. 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 could 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 may be located within this Sub-Area. 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 par.

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 is defined as 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.

Hillside Development.
All development within the Master Plan shall meet the LDR hillside development requirements in place at the time a development plan is submitted.

Landscape Surface Area and Landscape Surface Ratio (LSR)

Landscape surface area means a land surface not covered by buildings, structure s 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:

(I) 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 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 access01y 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 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, 3 and 4 shall not exceed .60

Lodging Capacity.
Lodging Capacity within Sub-Areas 1, 2, 3, 4, 5 shall not exceed 2,208 guests (APO) as listed 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:

(I) 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).

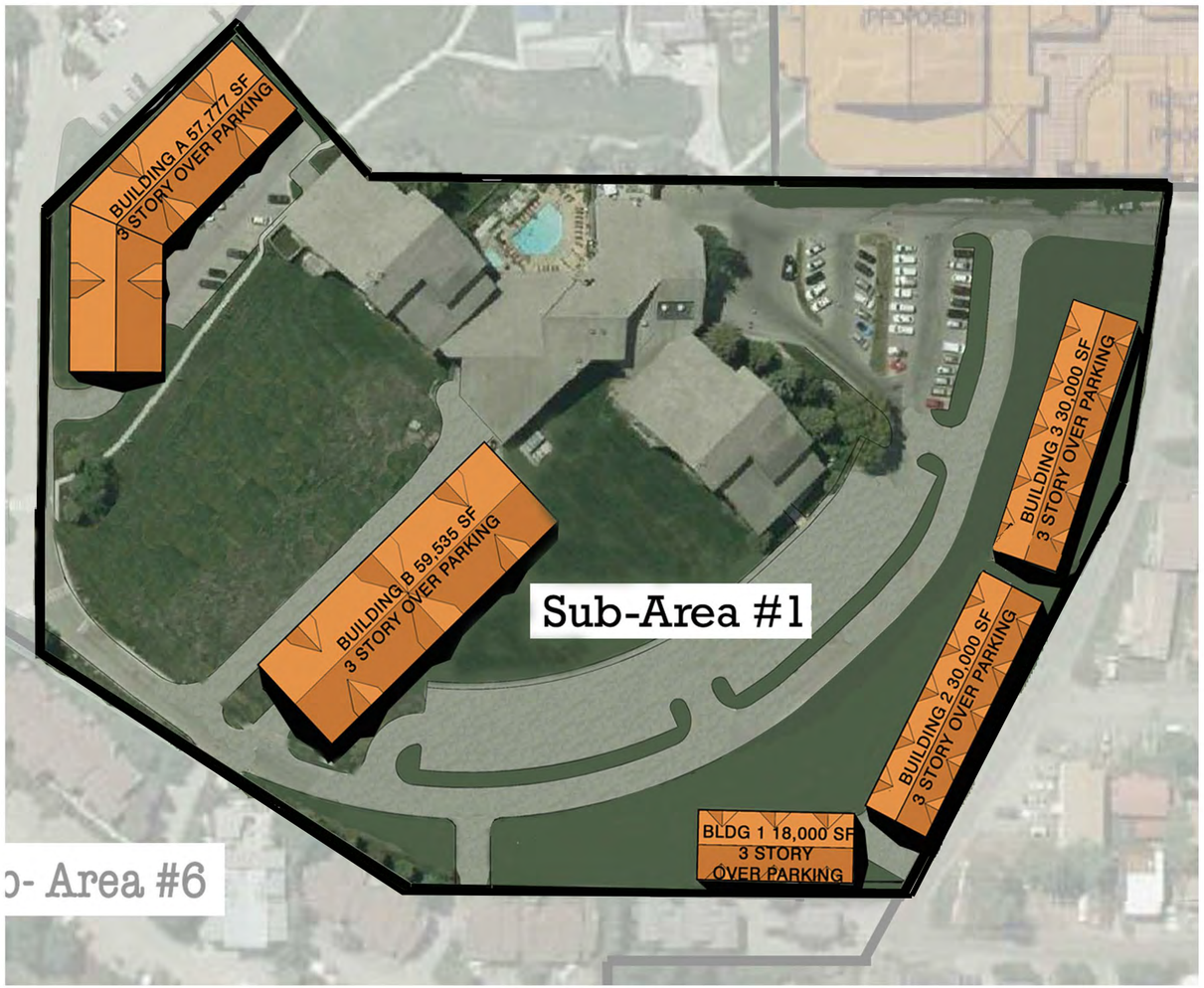
B./D. Sub-Area Plan

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

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 condominimim buildings (Building A & Building B) associated with the Snow King Hotel. In addition, this sub area includes proposed appartments for employee housing located on Vine St (Buildings 1, 2, & 3).



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 condominimum developments and the Grand View Lodge. Lots 53, 57, and 58 are the remaining lots platted for condominimum development within this sub-area. The Jackson Town Council approved building plans for a condominimum building on lot 53 and the planning/building departments issued a building parmit 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 architechtural plans for this building are included in the sketch drawing section of this master plan. Condominimums 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.

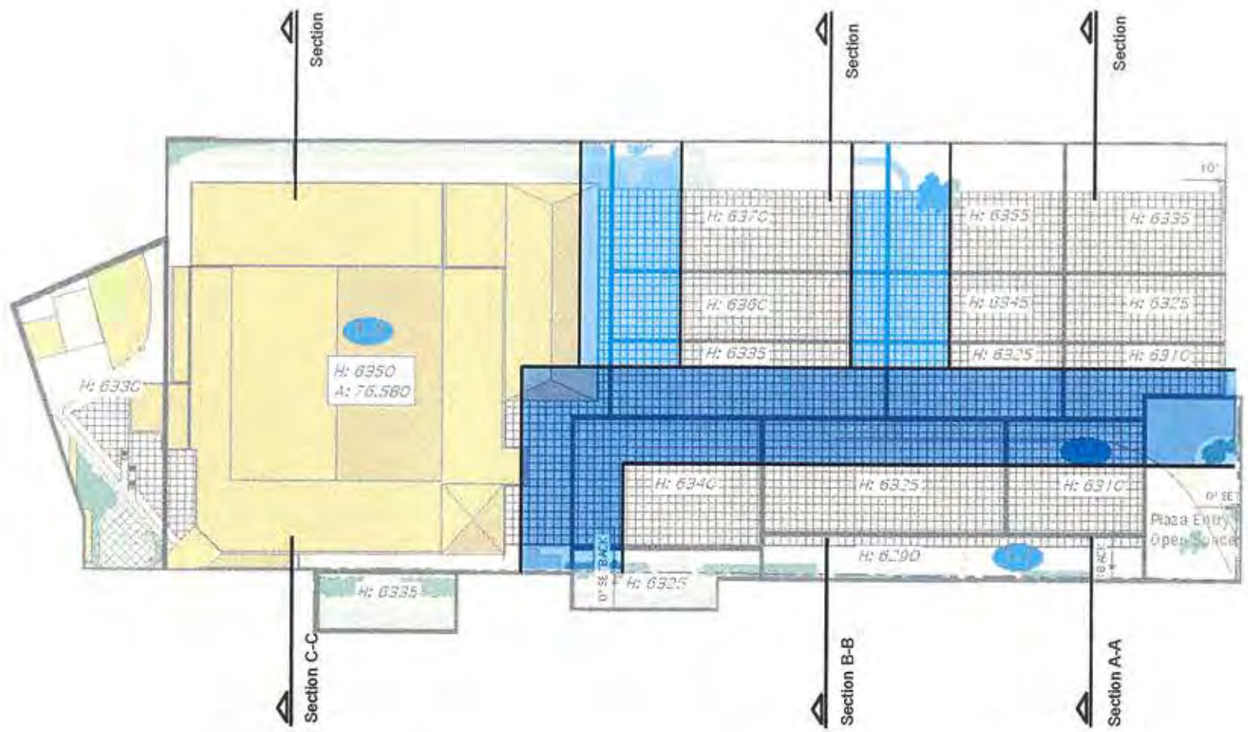


Sub-Area #5 - Snow King Mountain
West Base Area & One Town Hill

Sub-area 5 contains the West base area for Snow King Mountain ski area operations and the One Town Hill condominimum 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.



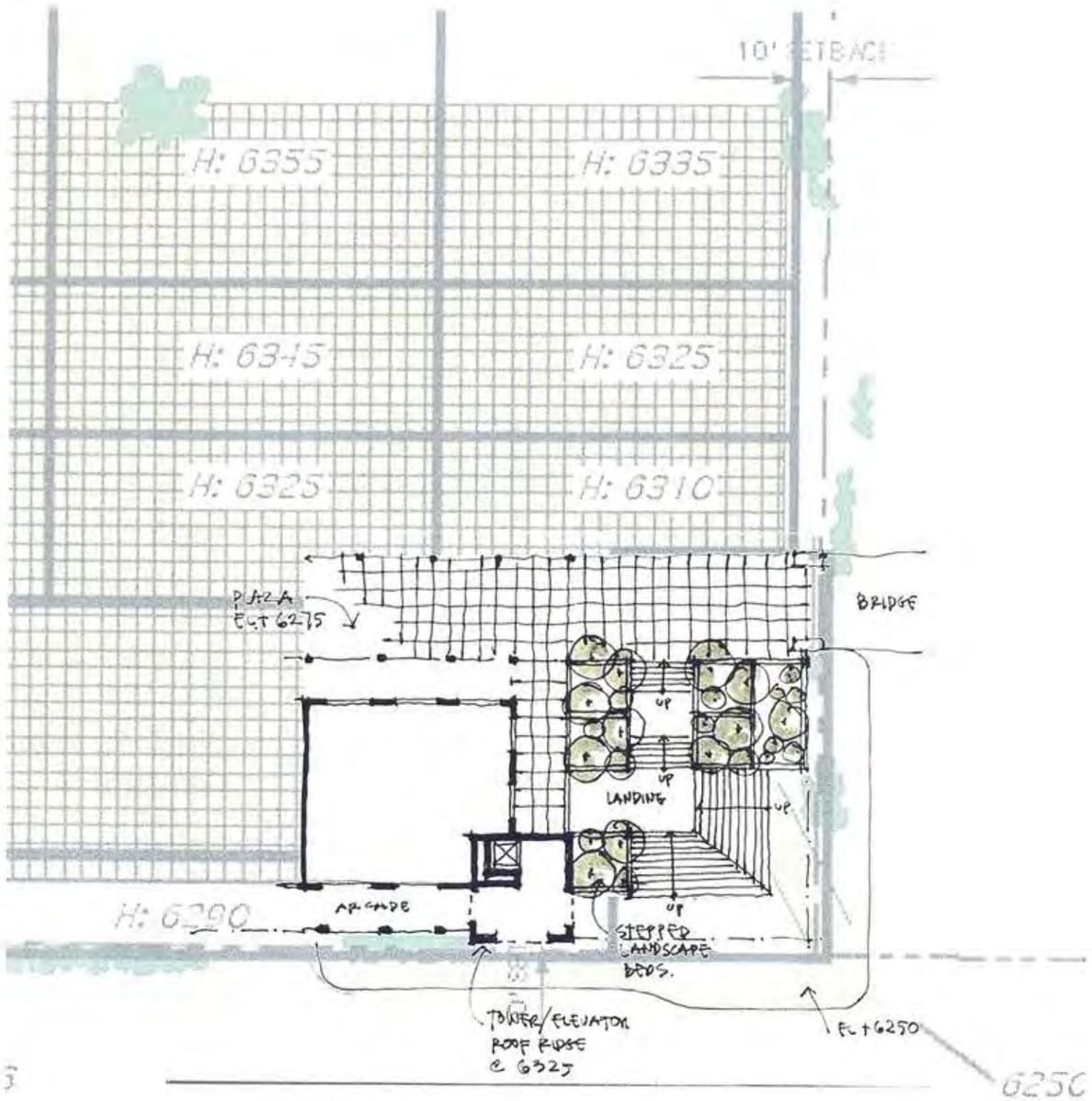
SNOW KING MASTERPLAN - ELEVATION ALONG SNOW KING AVE.
27 FEB 01



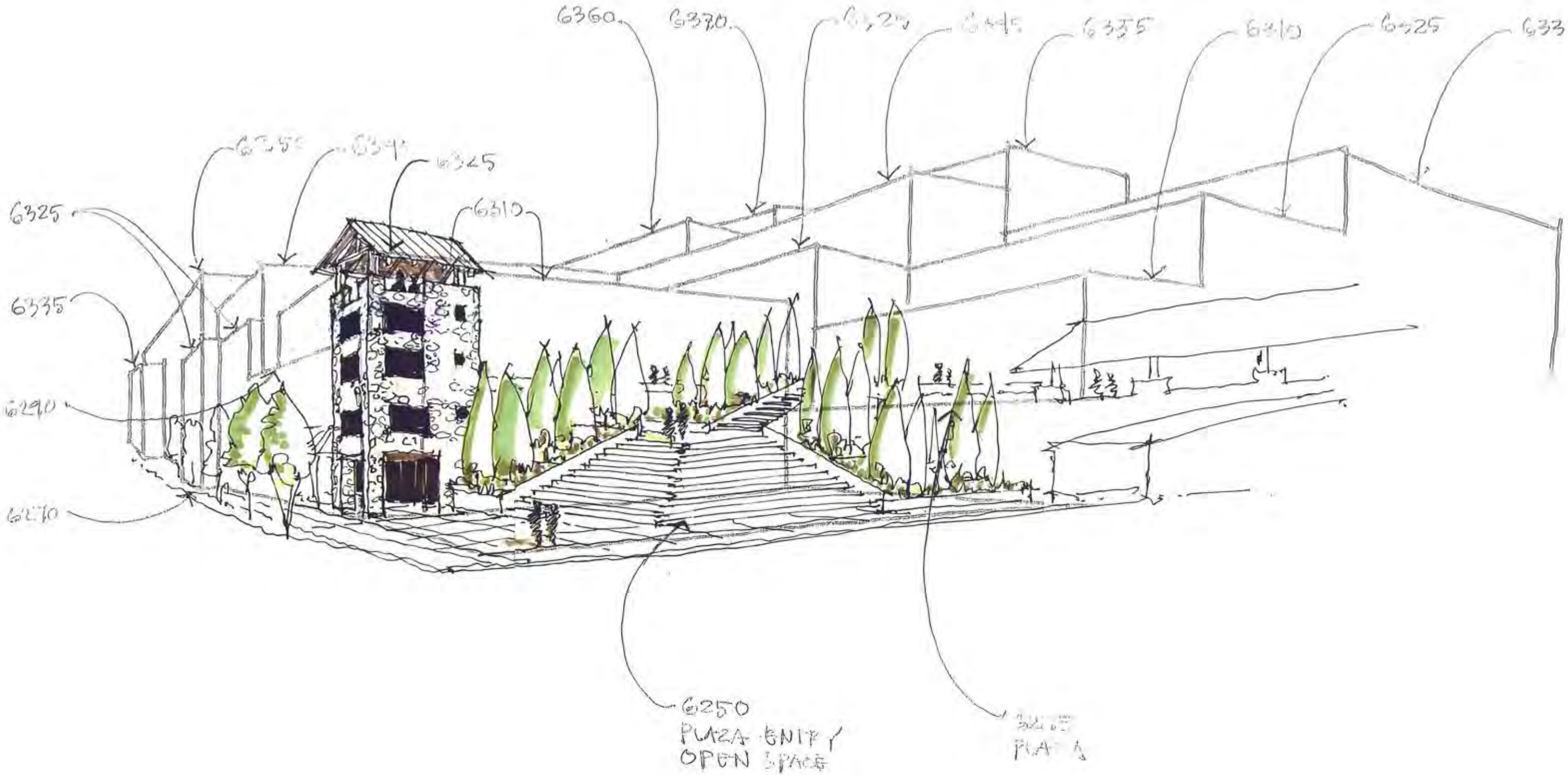
Primary Circulation

Secondary Circulation

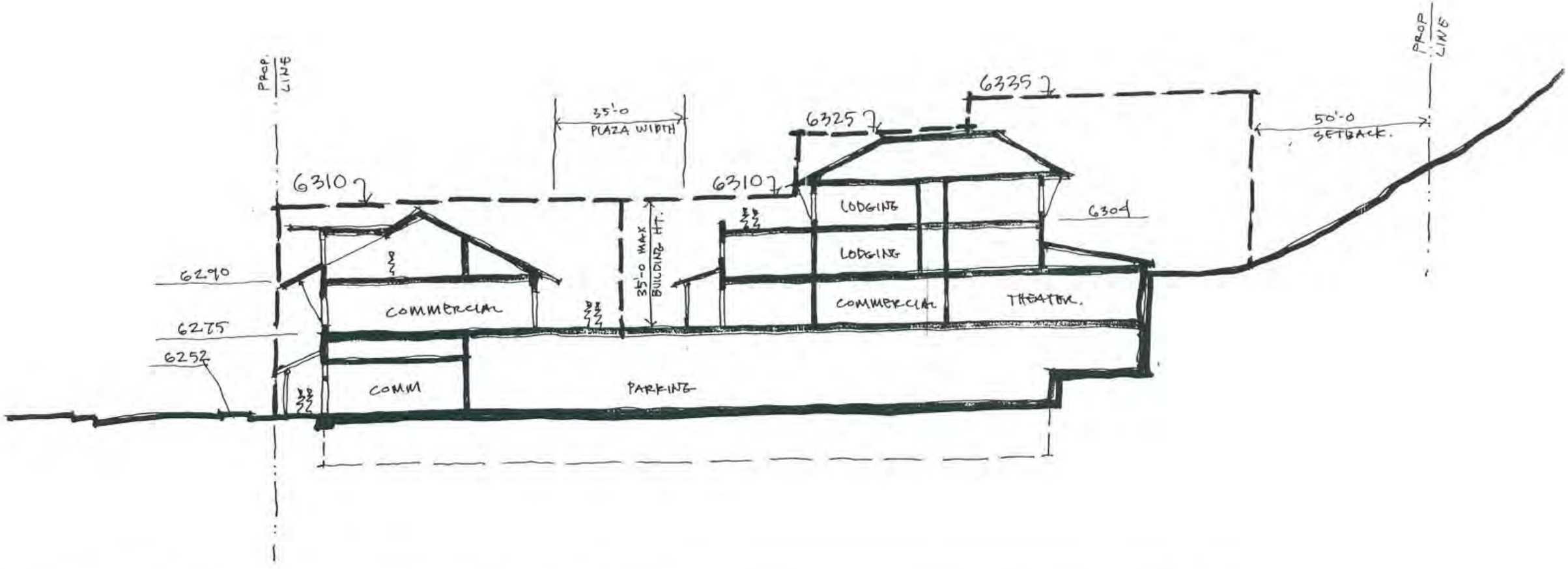
CIRCULATION OVERLAY ZONE



PLAZA/ENTRY SKETCH

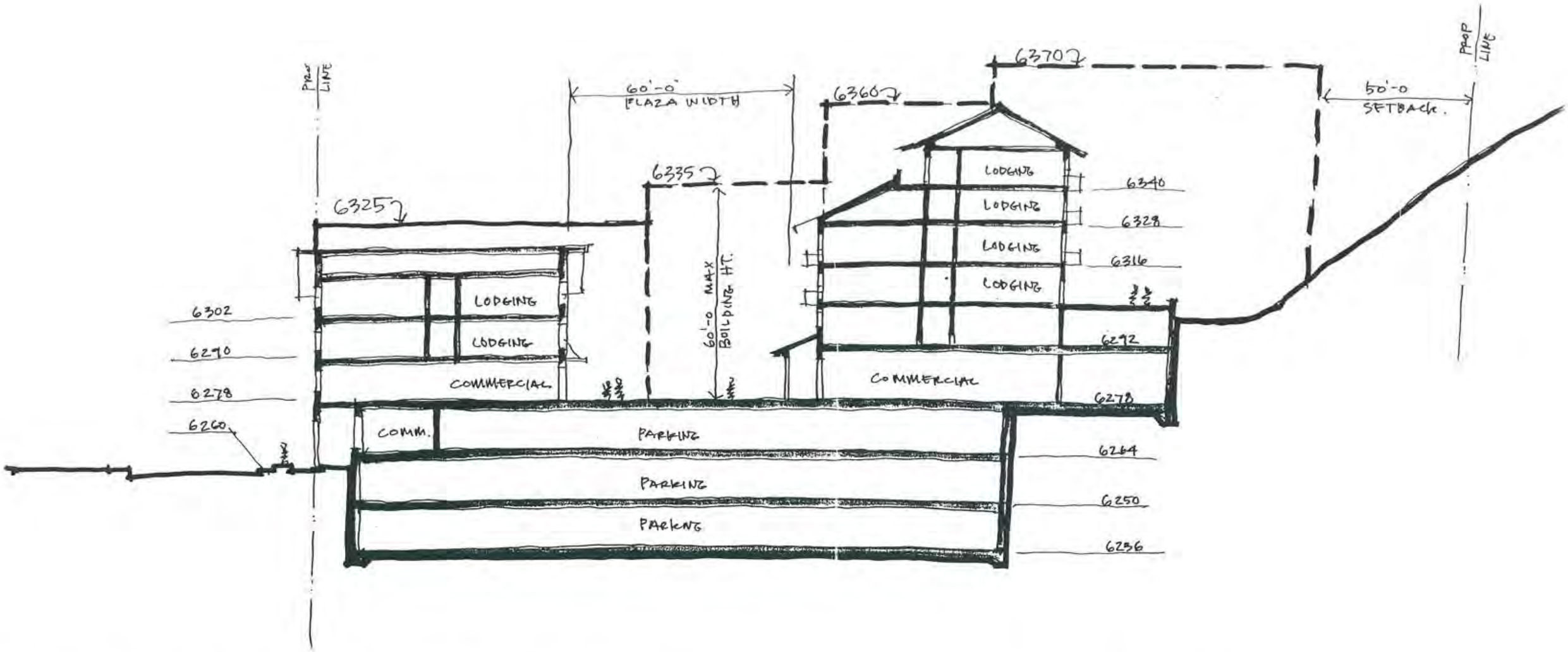


SNOW KING MASTERPLAN (REVISED)
27 FEB 01



SNOW KING MASTERPLAN PROPOSED ENVELOPE REVISIONS 14 NOV 00

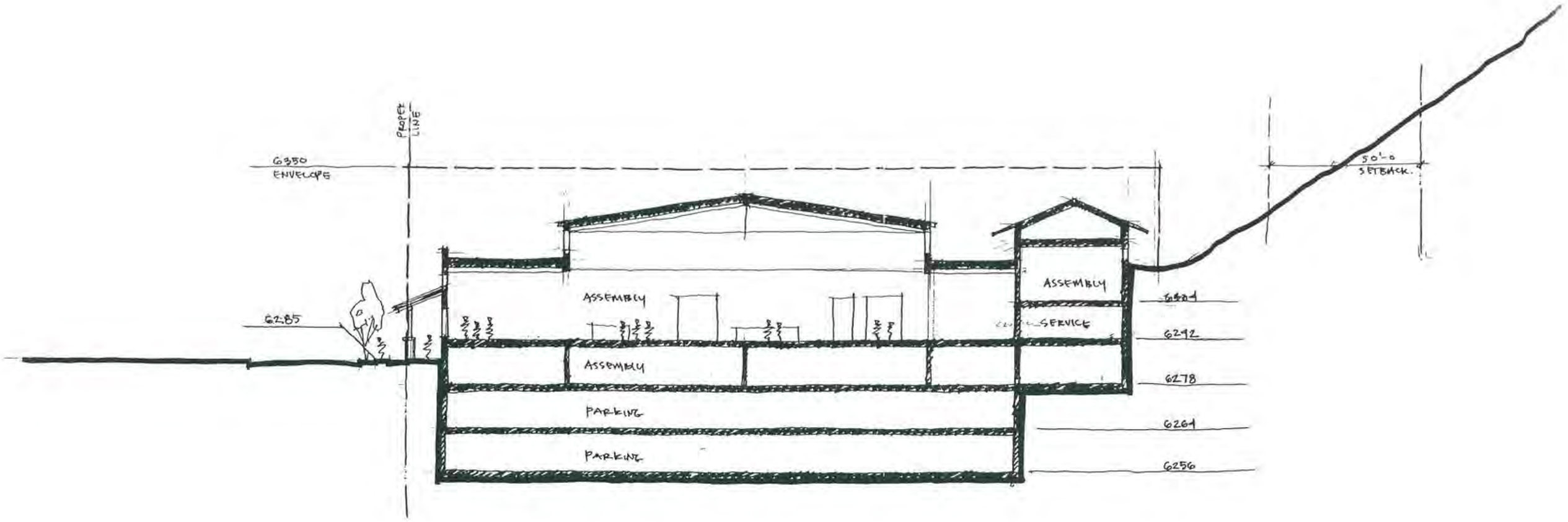
SECTION A-A



SNOW KING MASTERPLAN PROPOSED ENVELOPE REVISIONS.

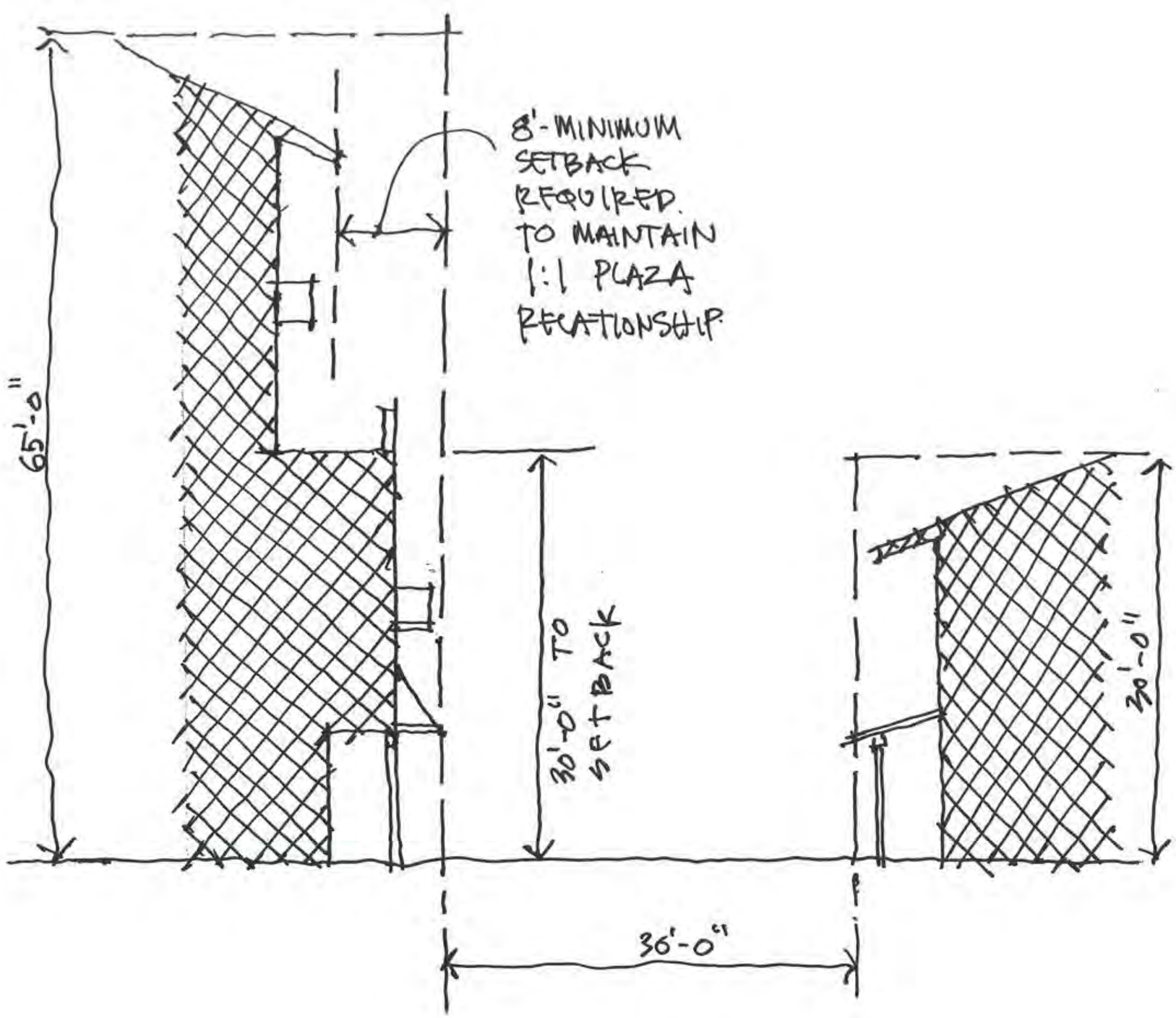
14 NOV 00

SECTION B-B

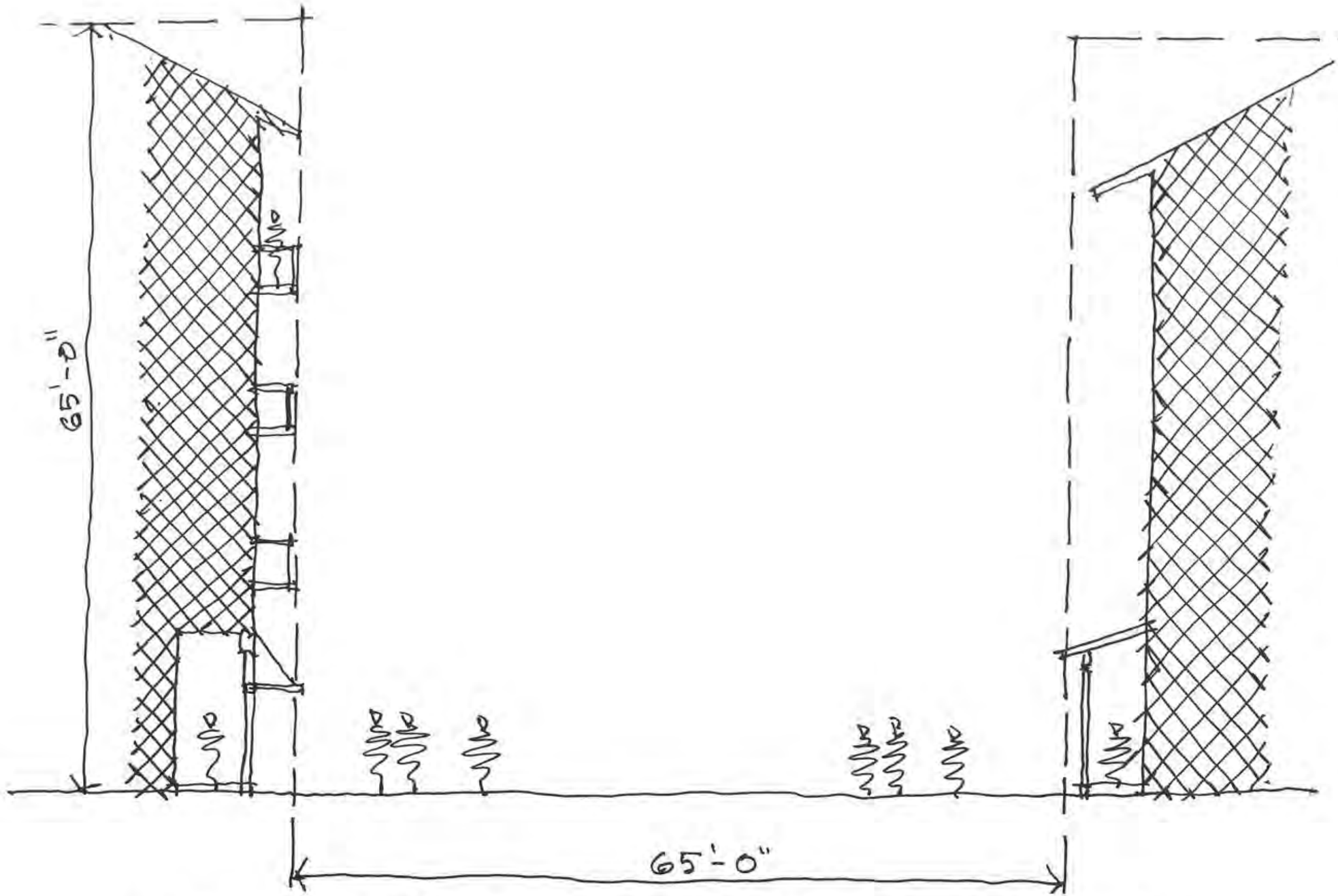


SNOW KING MASTER PLAN · TRANSVERSE SECTION KM-6 CONFERENCE CENTER 1/16" = 1'-0" 20 SEPT 00

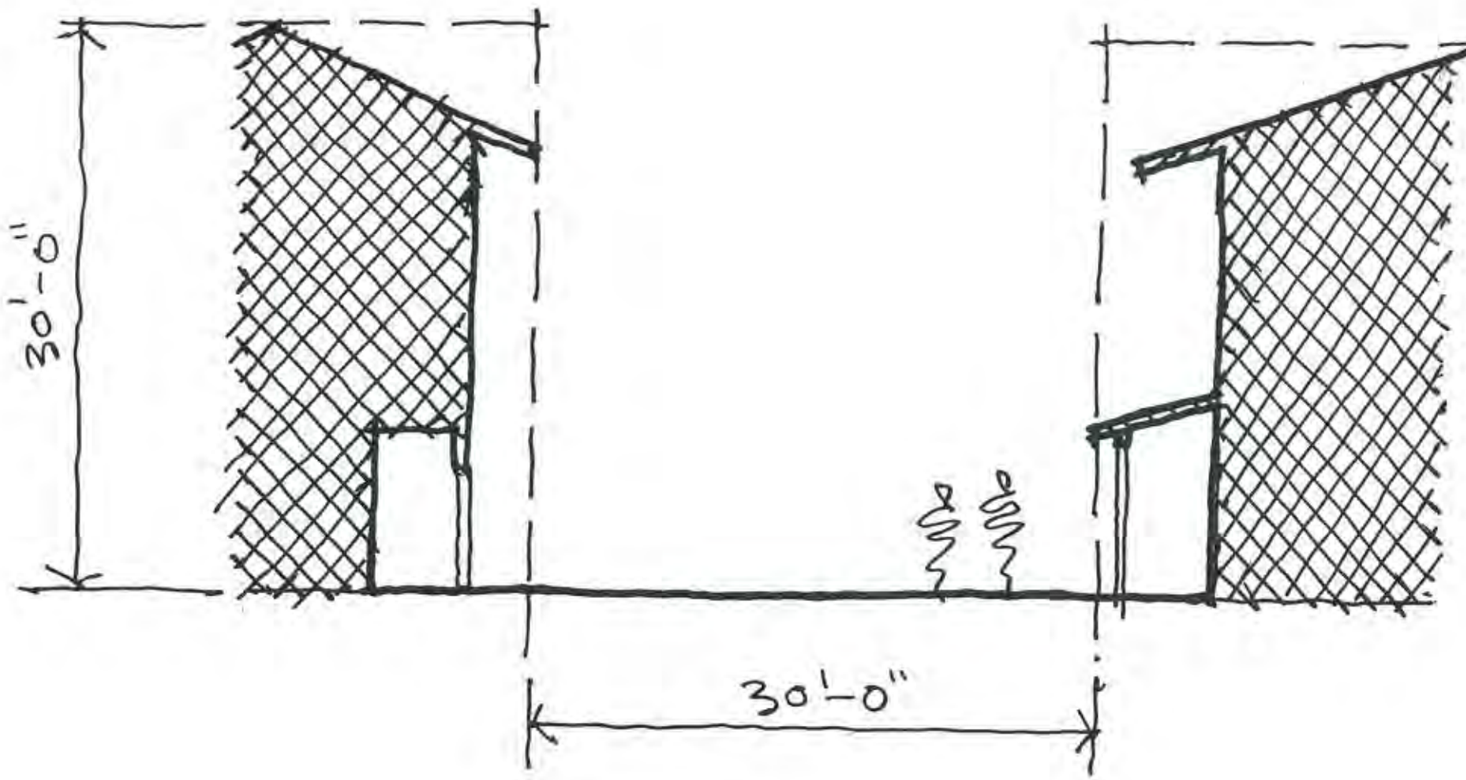
SECTION C-C



SNOOQUALMIE MASTERPLAN – PLAZA 1:1 ASYMMETRIC ENVELOPES EXAMPLE



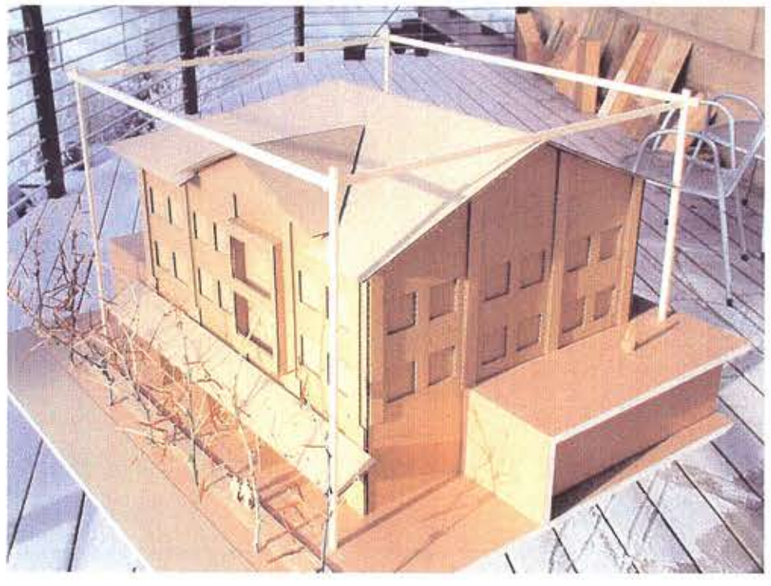
SNOW FING MASTERPLAN - PLAZA 1:1 MAXIMUM.

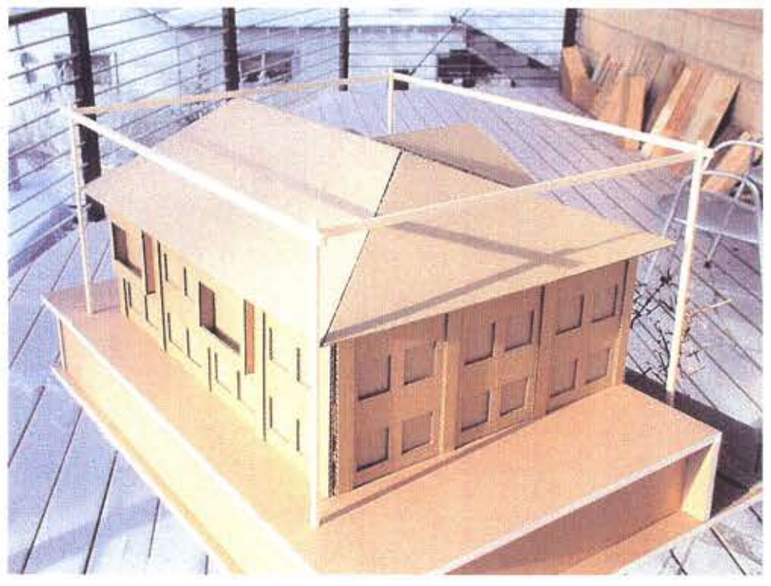


SNOW KING MASTERPLAN - PLAZA 1:1 MINIMUM

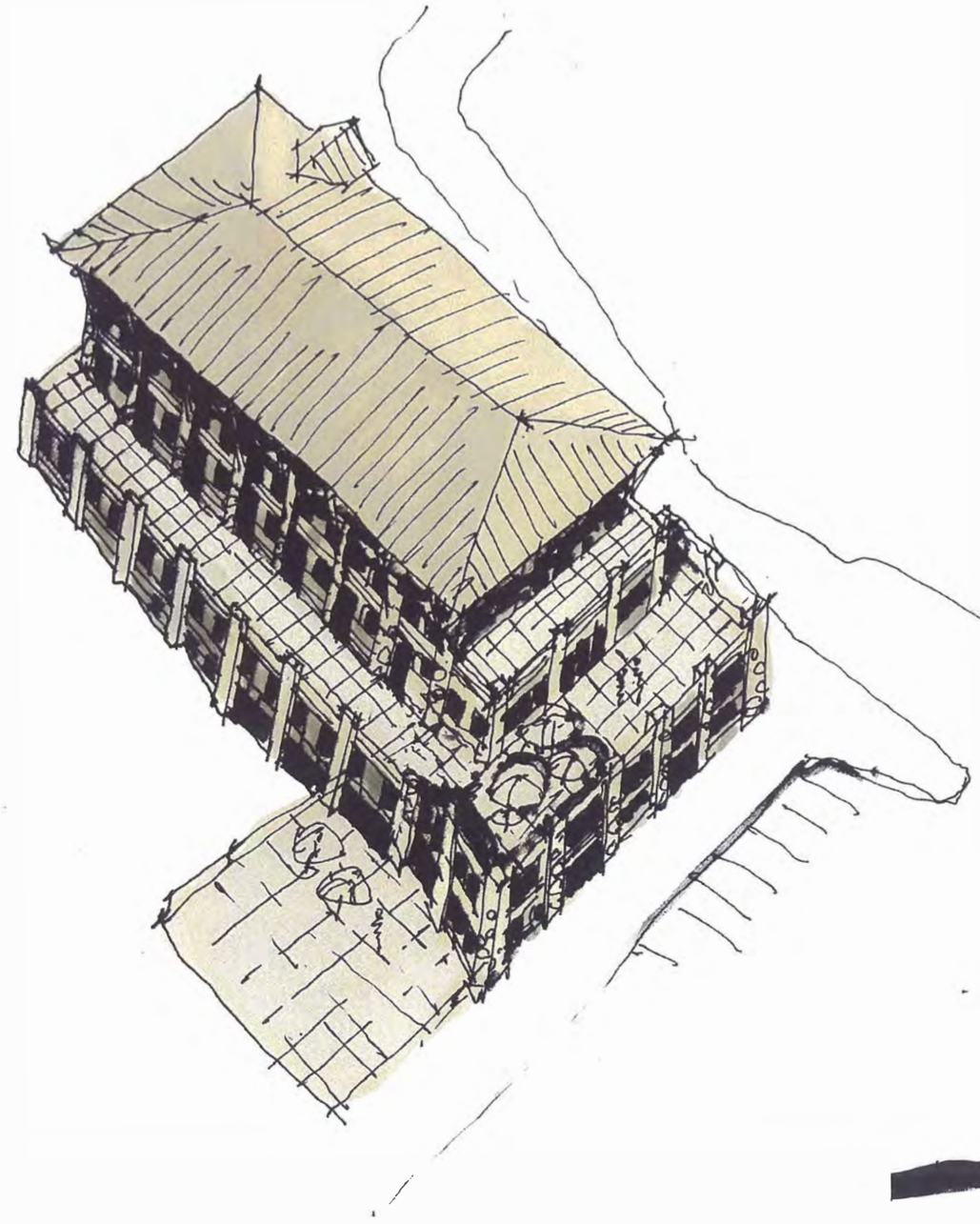


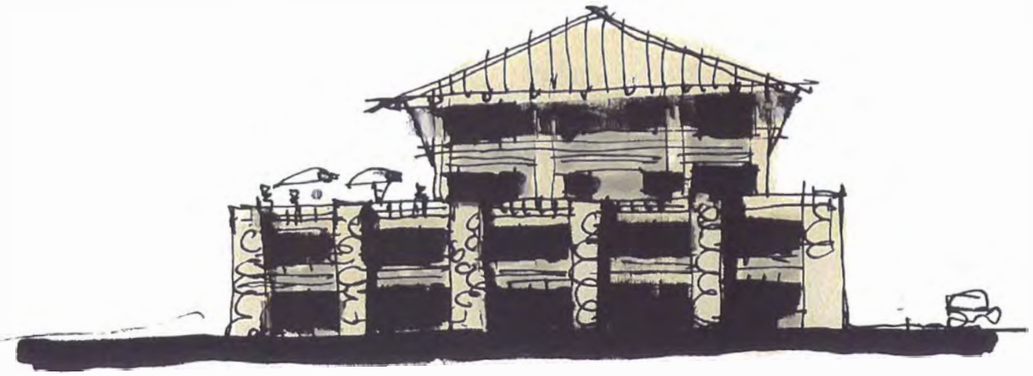


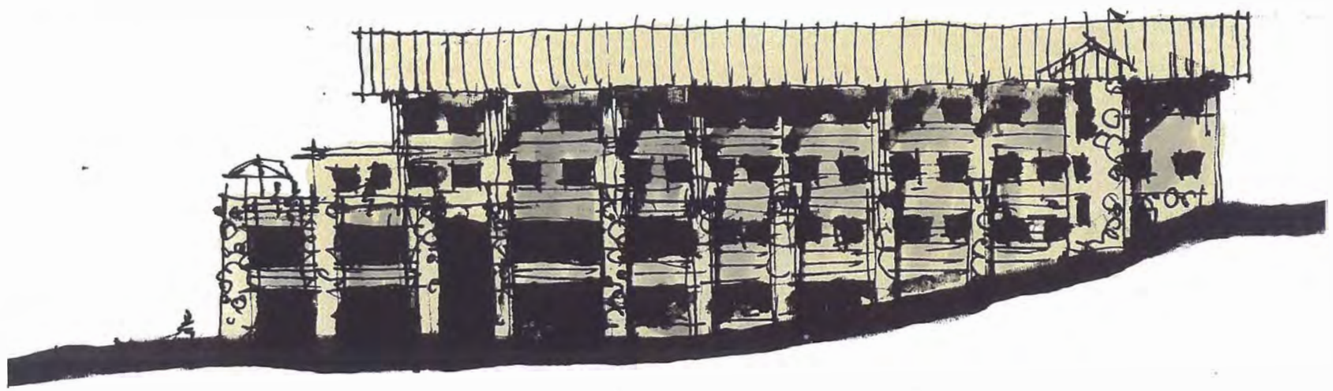




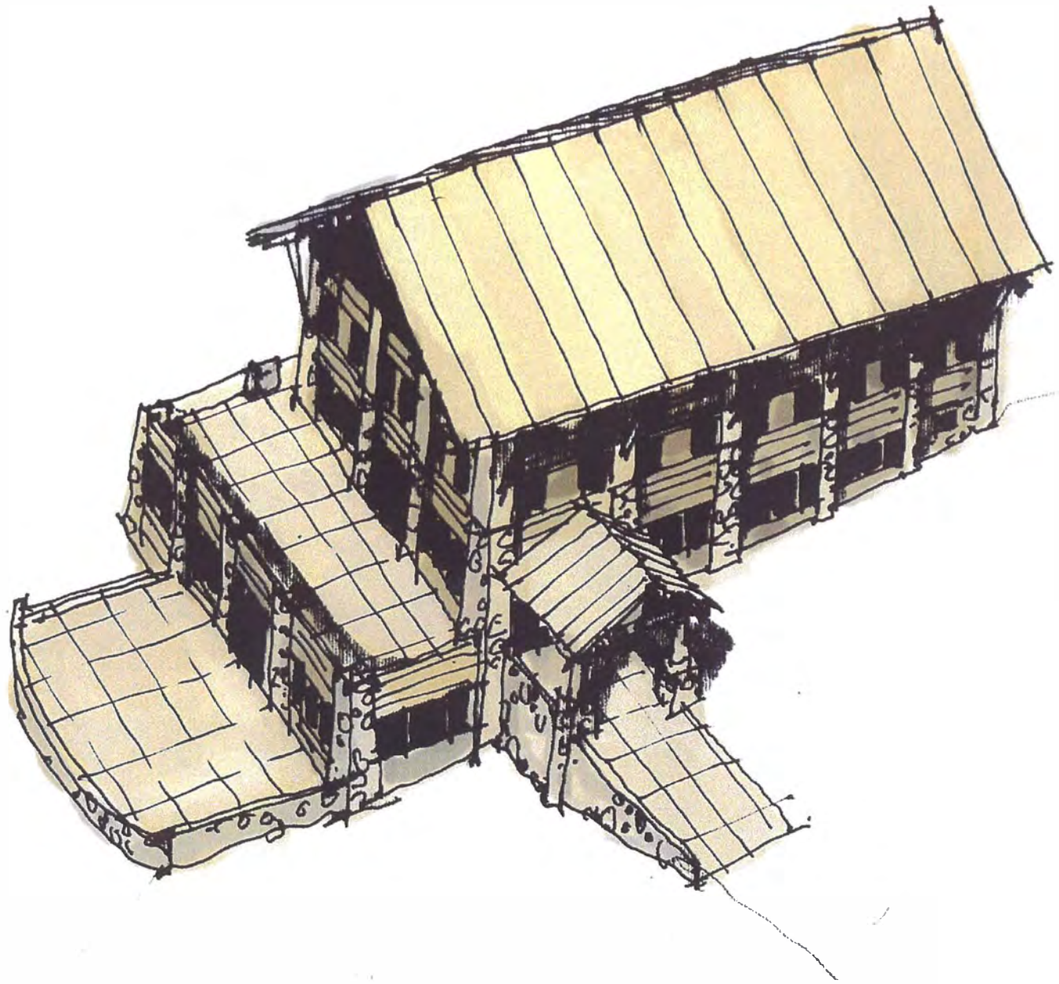
Three-Dimensional Building Envelope Study

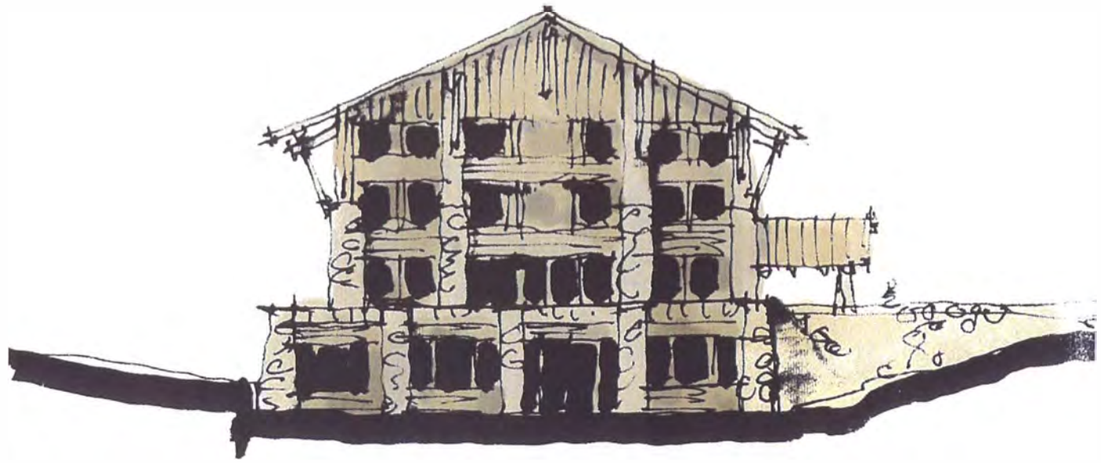


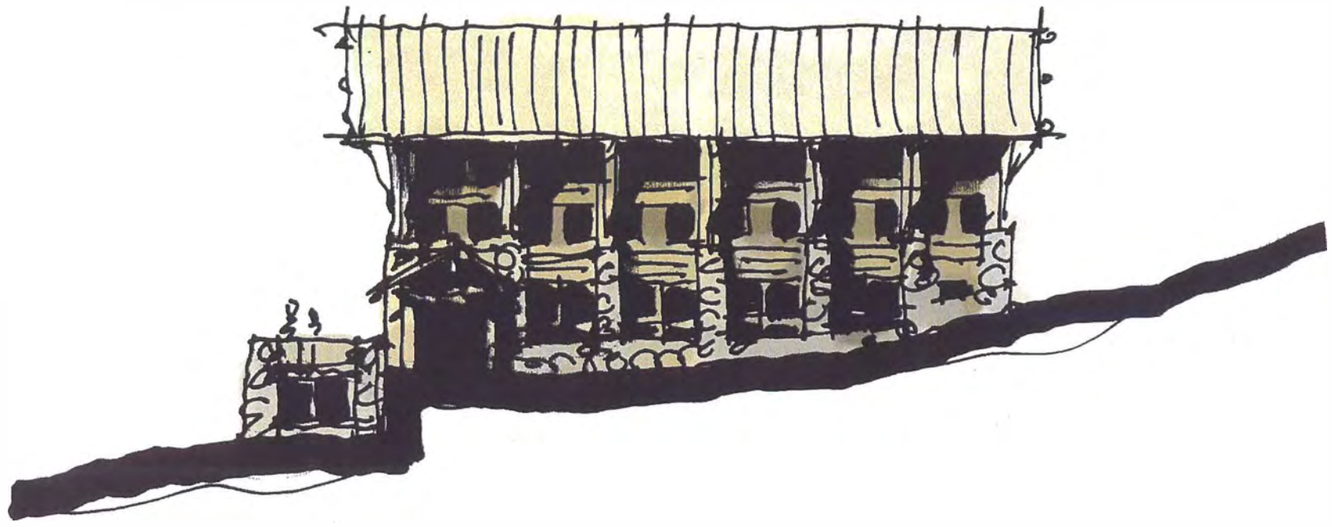




Architect's Supplemental Sketches • PINE LODGE







Architect's Supplemental Sketches • MID-MOUNTAIN LODGE



View of Snow King 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

Affordable workforce 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 affordable workforce housing requirements that are in effect at the time of the application. All development within the Snow King Resort District prior to 2020 has satisfied employee housing requirements under the then-existing Master Plan and will not require any additional mitigation in the event of changes to Town and County Land Development Regulations except for as may be required through a change of use. The following housing mitigation plan pertains to all future development within the district from the date this Maser Plan is approved forward .

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, affordable workforce housing included in each development is intended to satisfy this requirement, however, the affordable workforce 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 shall also be exempt from this 30%. Resort support uses not related to ski area operations and that include a physical development opportunity for creating affordable workforce 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 affordable workforce housing. Approval of all Final Development Plans for any development shall be contingent on approval of any necessary development plans to construct affordable workforce 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 affordable workforce housing within the resort district when it is not possible to incorporate the housing in the individual development that generates the requirement. The required affordable workforce 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 l through 6 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 affordable workforce 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 Affordable Workforce 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. However, in the event that the State of Wyoming changes or eliminates workforce housing requirements, the minimum housing requirements for the Snow King Resort District will be those adopted with the 2000 Snow King Resort District Master Plan.

• Up to 25% of the required affordable workforce housing within the resort district can be satisfied through the use of dormitory units and may be rented to non-qualified employees.

• 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 affordable workforce 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 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 qualified household.

• All development that existed prior to the adoption of this Master 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 park and school or other residential exactions. However, all development will need to provide affordable workforce 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 PR 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 Master Plan.

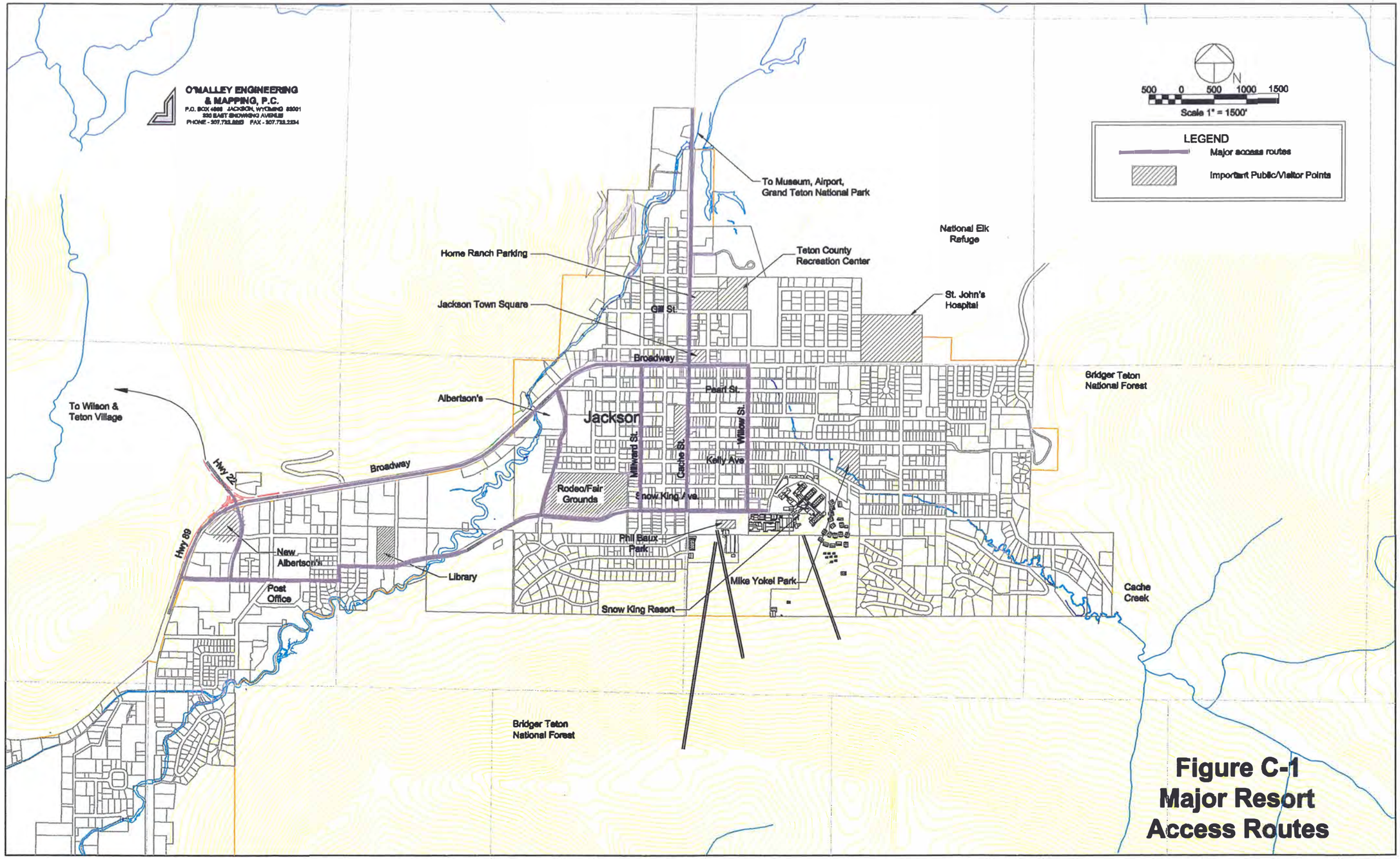


Figure C-1
Major Resort
Access Routes

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

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



Review of Baseline Studies and 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 the2000 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.

Report Year	Count & Report Performed By:	Data Collection Period
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
2016	Nelson Engineering	July 25-Aug. 19, 2016

Roadway System Traffic Volumes

The observations and data gathered in 2019 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 an increase in ADT when compared to the most recent datasets from 2016. However, a slight decrease in ADT has been observed at Snow King Ave, East of Cache. 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 data collected during this study indicates strongly that this is the case. 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. Compared to the 2016 ADT data, there was a significant increase in traffic heading East into the resort, and condominiums; which appears to be indicative of higher bookings, hotel occupancy, and/or conference events at this time of year for 2019 compared to 2016.

Table 2: Comparison of study area ADT from 1996-2019

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	July-August 2019 ADT
SKA West of Cache	7658	4833	5729	4216	5893	6100	N/A	N/A
SKA East of Cache	6055	4298	5064	6077	4682	5290	4009	3041
SKA East of Willow	N/A	2654	3809	N/A	3506	N/A	2596	3150
SKA East of Vine	N/A	N/A	N/A	N/A	N/A	N/A	2277	3640
Cache North of SKA	4863	2554	2774	1683	2725	2723	1795	4982
Willow North of SKA	1215	1602	2120	2205	1782	1978	4524	6219
Vine North of SKA	N/A	N/A	N/A	N/A	1155	N/A	1087	1874

Figure 3: Comparison of study area ADT from 1996-2019

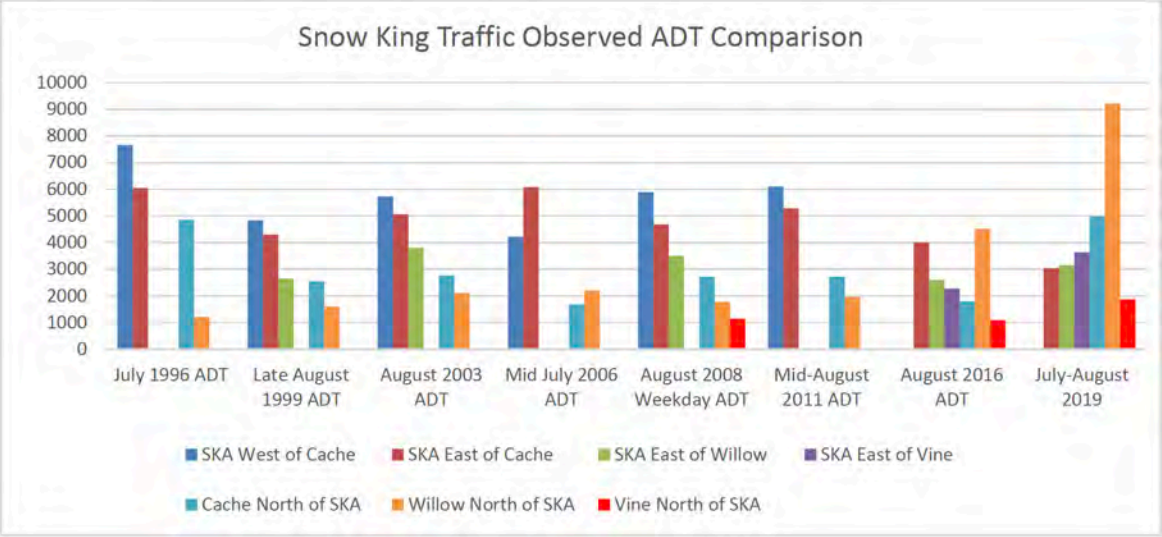
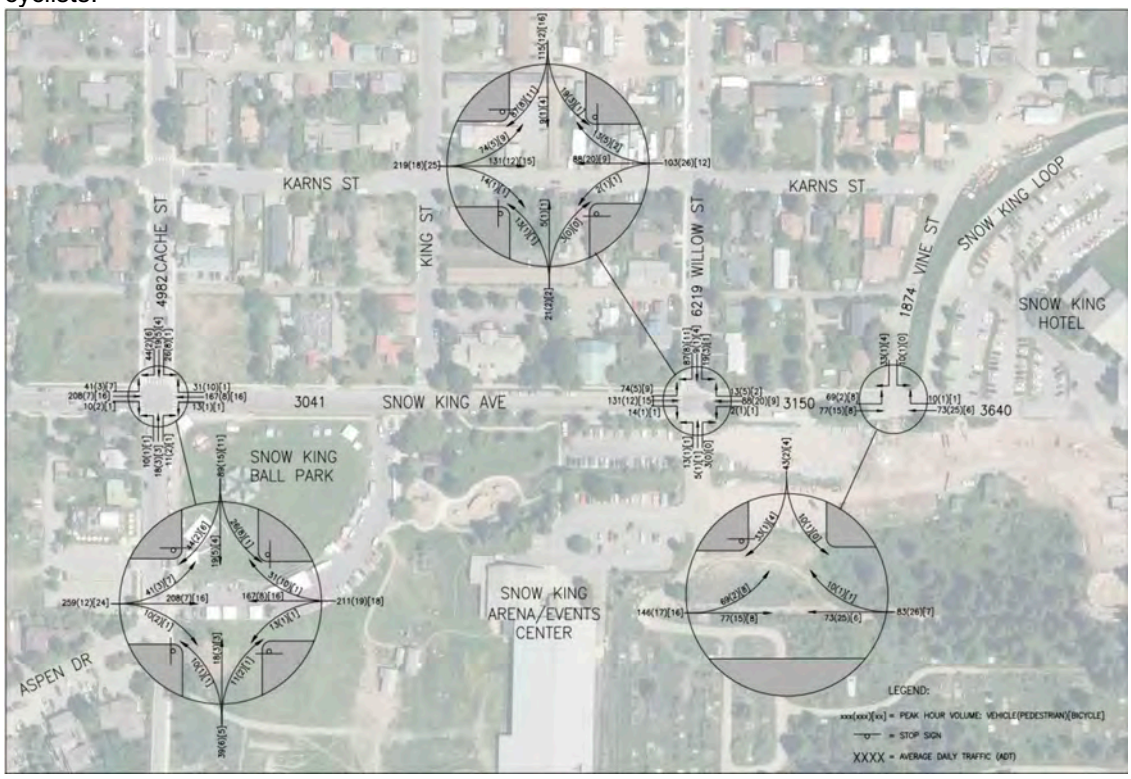
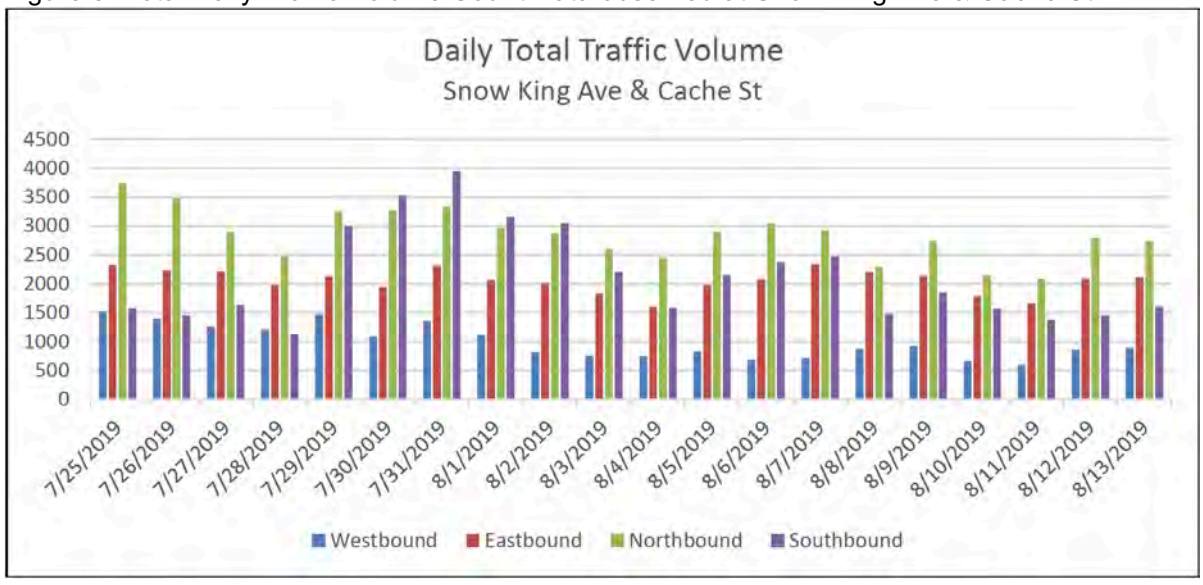


Figure 4: Overview of 2019 ADT, Peak Hour Volume, and turning movements for vehicles, pedestrians, and cyclists.



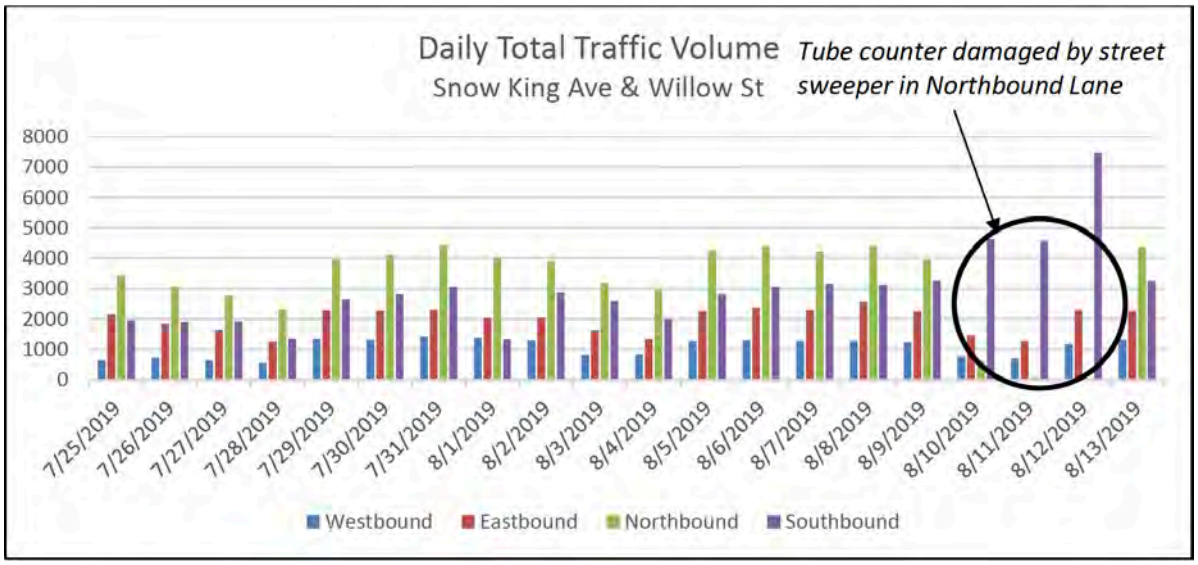
Directional daily total traffic volumes can be reviewed in Figures 5-7. At the intersection of Snow King Ave and Cache St the flow of traffic can be seen to be predominately East-West averaging 3000 vehicles per day. Northbound traffic is noticeable higher than Southbound, as going Northbound on Cache St provides access to N Highway 89 and the National Parks, as well as a direct route to downtown Jackson (Figure 5).

Figure 5: Total Daily Traffic Volume Count Data observed at Snow King Ave & Cache St.



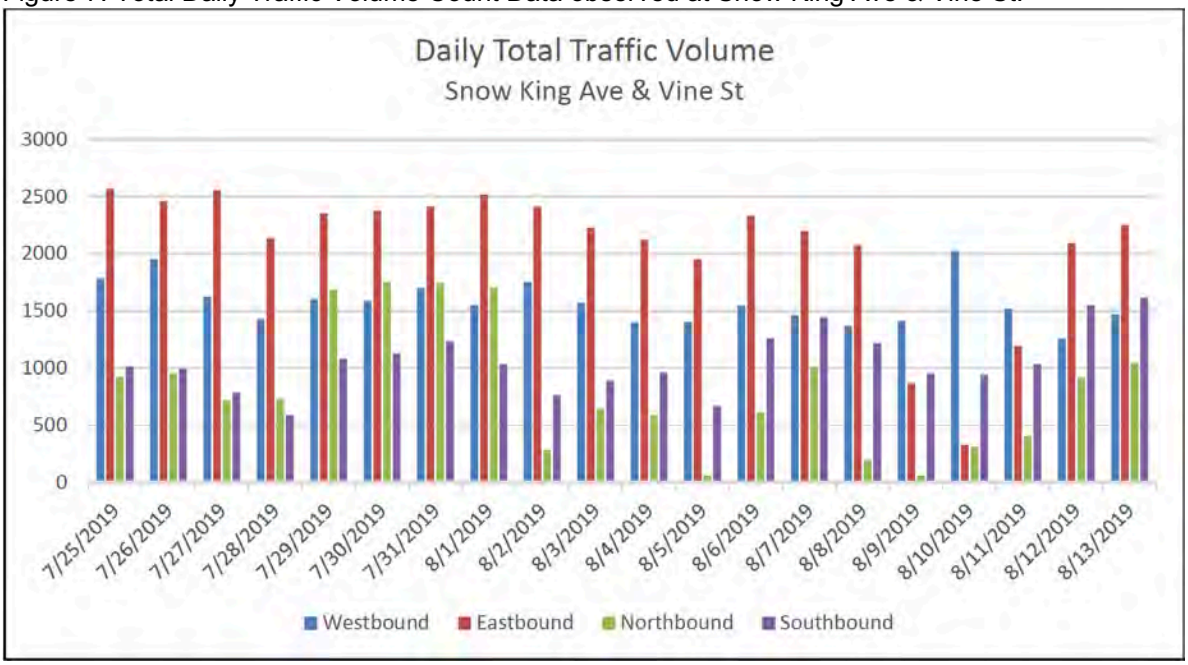
Daily traffic volumes for Snow King Ave and Willow St can be seen in Figure 6. This data demonstrates, again, that Willow St is being largely used as an arterial route North that circumnavigates the traffic of downtown and provides quick access to downtown from the East, or access to East Jackson. The Northbound traffic at this intersection averages 3200 vehicles per day (VPD), while southbound averages 3000 VPD. East-West traffic, using the aforementioned East-West corridor, averages approximately 2000 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 the duration of the study; damage to the tube counters did occur from street sweeping equipment, but they were promptly discovered and repaired before a significant data gap was created. (Figure 7). The predominant flow of traffic at this intersection can be seen to be flowing Eastbound into Snow King Resort, and its associated condominiums/accessory structures

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 1.29, which is slightly lower than the 2016 observed ration of 1.41.

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	3180	2718	3041	1.17
SKA East of Willow	3354	2673	3150	1.25
SKA East of Vine	3763	3354	3640	1.12
Cache North of SKA	5390	4032	4982	1.34
Willow North of SKA	6811	4835	6219	1.41
Vine North of SKA	2064	1432	1874	1.44
		Average ADT Ratio:		**1.29**

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 8/8/19 and 8/13/19 yielded the peak hour traffic numbers in Table 4. Including all routes at all intersections, a commuter hour modal split of 24% was observed, averaged over the three days of manual data collection. This is a slight decrease from the alternative transportation modal split of 30% observed in 2016.

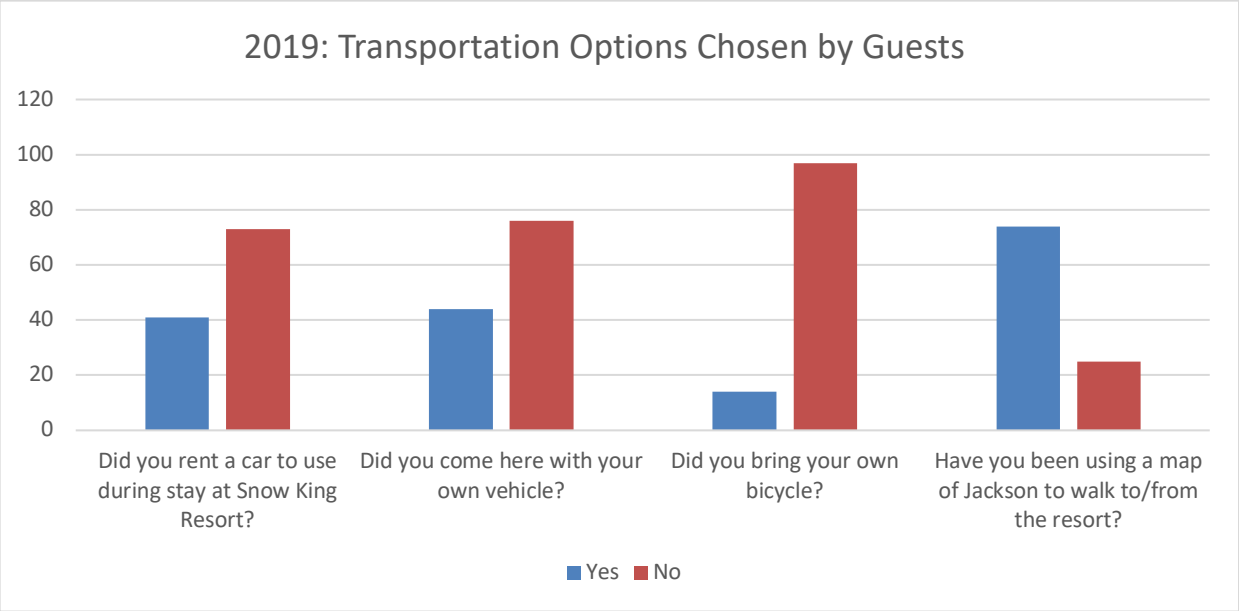
Table 4: Peak Hour Directional Traffic by Transportation Mode & Observed Modal Split by Route.

Intersection & Direction	Total Vehicles	Total Pedestrians	Total Cyclists	Modal Split Ratio
SKA & Cache Eastbound	259	12	24	14%
SKA & Cache Westbound	211	19	18	18%
SKA & Cache Northbound	39	6	5	28%
SKA & Cache Southbound	89	15	11	29%
SKA & Willow Eastbound	219	18	25	20%
SKA & Willow Westbound	103	26	12	37%
SKA & Willow Northbound	21	2	2	19%
SKA & Willow Southbound	115	12	16	24%
SKA & Vine Eastbound	146	17	16	23%
SKA & Vine Westbound	83	26	6	39%
SKA & Vine Southbound	43	2	4	14%
			Average:	**24%**

Resort Guest Alternative Transportation Analysis:

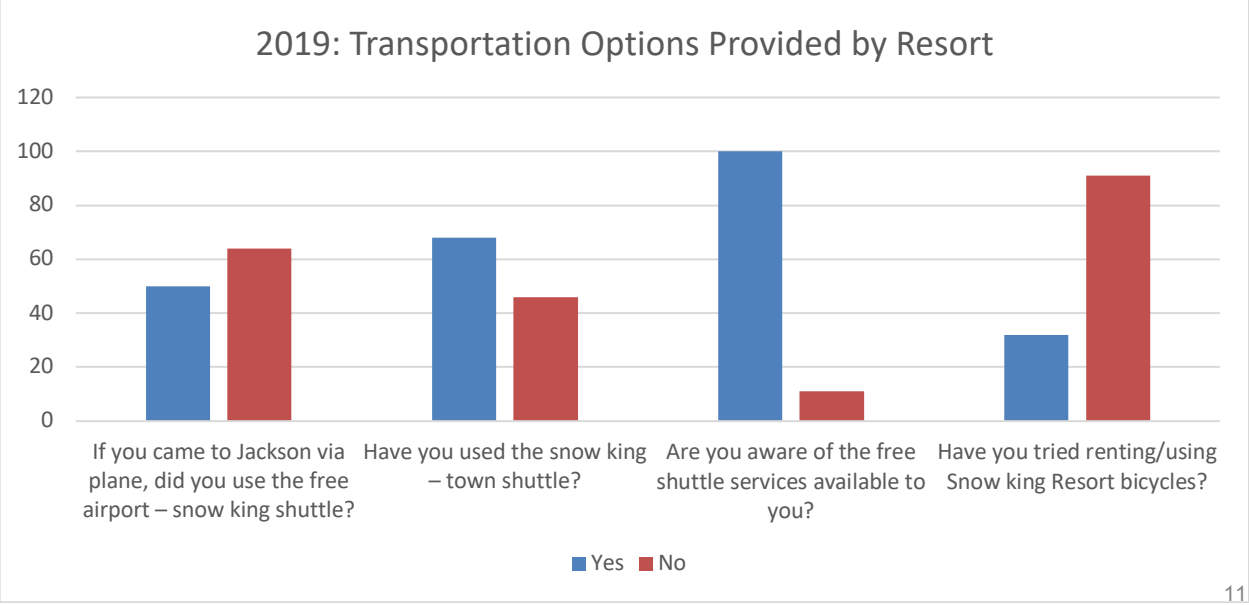
The majority of insight that was gathered into the transportation mode choices made by Guests was through analysis of the Resort Guest Questionnaires. Several of the TMMS strategies are aimed at encouraging Guests to ride the Bus, walk, or bike, through financial incentives as well as convenience. The 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).

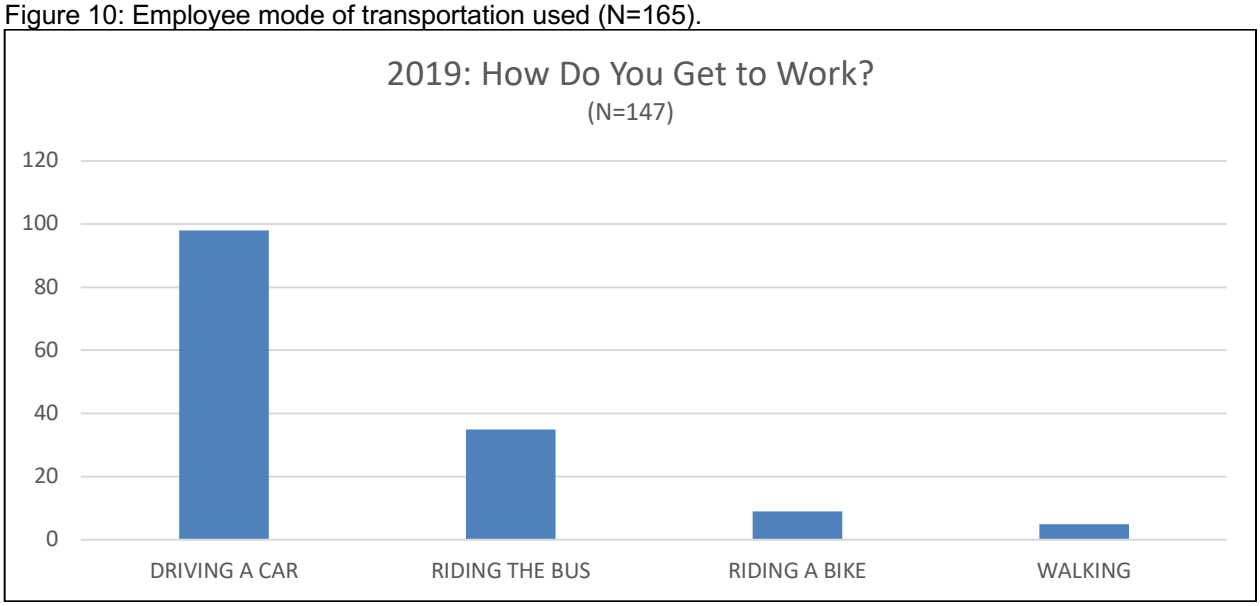
Figure 9: Guest usage of Resort provided transportation options.



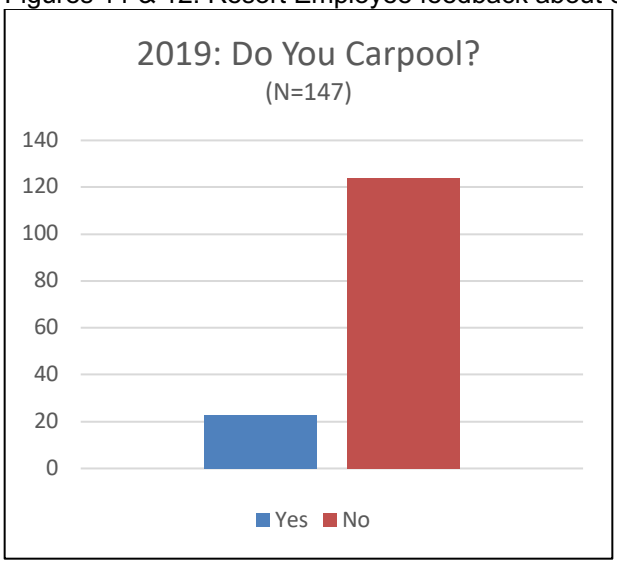
4.2.2 – Resort Employee Alternative Transportation Analysis:

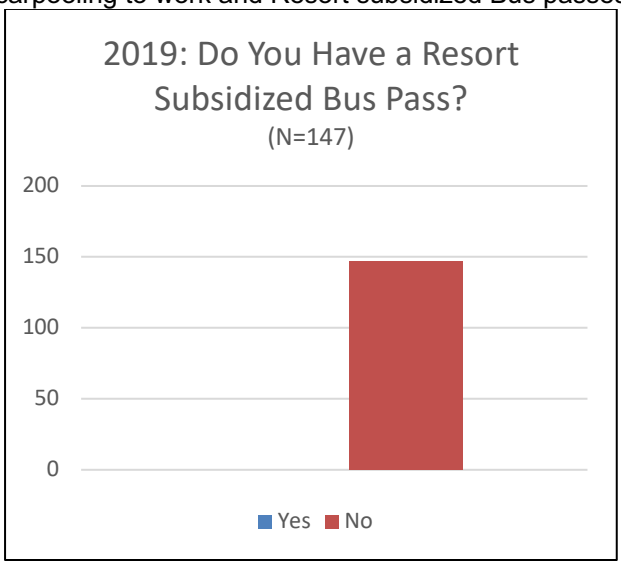
A review of the transportation choices made by Snow King Resort Employees revealed that the vast majority of Employees are either driving in personal vehicles, or riding the STARTBus (Figure 10). While this does not demonstrate an effort to encourage Employees to cycle, or walk to work, the public transportation 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.

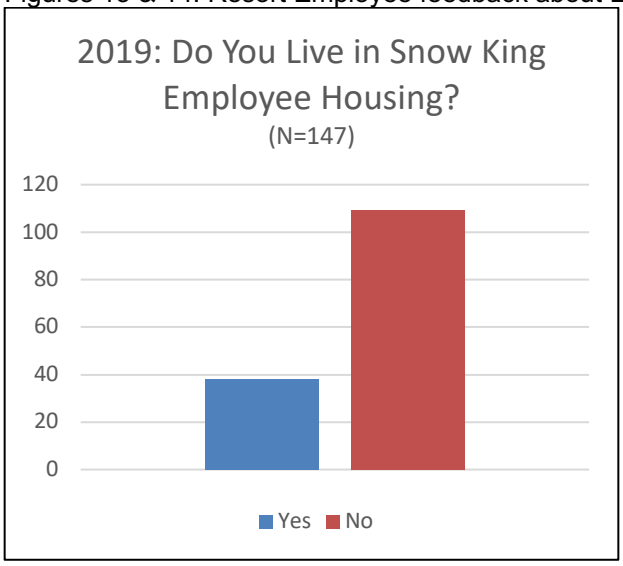


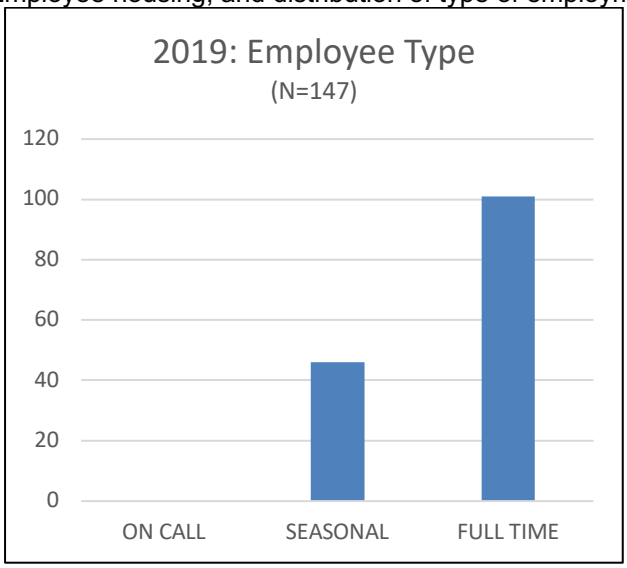


Approximately 28% of the Employees that choose to drive a vehicle to work responded 'Yes' when asked if they regularly carpooled, which significantly adds to the effort to reduce non-single-occupancy vehicles (Figure 11). When asked if the Resort provided discounted rates for STARTBus passes, 100% of 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.





STARTBus Ridership

The STARTBus program has been serving Snow King Resort since its creation in 1987; however, only since 2015/2016, have START Bus drivers started collecting count information about ridership at the Snow King Resort stop.

One of the prominent conclusions from the 2016 Traffic Study was that the ridership data collection could be improved upon. Unfortunately, the START Bus program was attempting to do so across all of their lines and routes, but reported an issue mid 2019 regarding the data collection. Due to data collection software problems, the Start Director informed us that the current ridership dataset is unavailable.

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 8/22/19 – 8/26/19 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 either 10 AM, or 5 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 medium usage in the Resort adjacent parking lots, with an average of 40% capacity throughout all observed periods. The Arena Lot, and the Overflow Dirt Lot remained largely unused throughout most of the week of observations with averages of 23% and 30%, respectively. The Snow King Ball Park Lot had low-moderate usage, with an average capacity of 26%.

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	86	79	149	71	64
Average % of Max Capacity:	**26%**	**23%**	**40%**	**35%**	**30%**

Transit Systems

The Town of Jackson's public transit system consists of the expanding presence of the START Bus system, a Teton County bu service that originated in 1987 as transportation from Jackson to Teton Village. In recent years the START Bus 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 START Bus program's inception in 1987. Other than Teton Village, it is the only other stop in the entire START Bus 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.

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. A 3-ft. wide sidewalk is located along both sides of South Cache Street from Snow King Avenue to Broadway Avenue. 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-98, C-9C, C-10, and C-11.**

The best pedestrian route from the resort to the town square is via Snow King Avenue and Cache St. Most Snow King guests walk the sidewalk on Snow King and Cache streets to access other parts of the downtown. The Jackson Hole Pathway System does not access the Resort at this time; however, designated bike routes connect the pathway system to the resort. Bicyclists use the vehicle travel lanes or parking lanes of Snow King Avenue to travel to and from the Resort. Two popular trails for hiking and biking originate at Phil Baux Park and go up the mountain to connect to the greater Snow King trail system on National Forest Lands.

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 conditions at the time of the original master plan (2000) 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.

Table C-5

Use Description	Existing (2000)	Proposed	Gen. Rate	Projected Existing ADT	Final ADT
Hotel Rooms	204	654	10.2	2,080	8,752
Condo Units	38	95	8.0	304	1,064
Employee Housing		65	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.
6 = 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 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	ADT 2000	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

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 intersect ion 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.

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 *CID* 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

A combination of five or more of the above strategies are required to ensure the 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

ten trips per day.

Travel Demand Management Monitoring system

A TDM monitoring program helps insure that the TDM 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 TDM 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.
- In the event that all businesses in the Town of Jackson are required to fund the START Bus in the future, the Snow King Resort district will follow the same obligations as other businesses.
- Prior to development of sub-area 2, the parking lots in this area are to be available for public day use. The Town of Jackson may require these lots to be paved and stormwater infrastructure addressed (temporary and/or permanent) when deemed necessary by the Town. Both parking capacity and stormwater requirements shall be reviewed as part of the required TDM reporting every 3 years and/or as part of other permit review including but not limited to Conditional Use Permits. Parking capacity will be triggered for consideration when peak parking occupancy reaches 80% for the lots located in subarea #2 and in those lots adjacent to the recreational amenities in subarea #1. Stormwater consideration will be determined by the Town Engineer based upon increased impact to the Town right of way and infrastructure and other associated factors.

The primary gauge of the effectiveness of the TDM program will be whether or not there is a relative reduction in the peak hour traffic counts. The goal of the TDM 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.

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.

The most recent Transportation Demand Management Report completed in 2019 is included at the end of this Master Plan.

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.

SKRMA shall continue to engage in discussions with the Town and property owners in Sub-Area #2 on a shared parking arrangement between Sub-Area #2 and the Town's Phil Baux park property. Unless otherwise agreed, SKRMA must enter into a shared parking agreement with the Town of Jackson by December 31, 2020 so long as both parties are continuing to negotiate in good faith. The shared parking agreement shall include, at least but not limited to, provisions regarding construction and maintenance of the shared parking areas, snow removal from said areas and storm water system installation and maintenance.

AREAS AVAILABLE FOR SHARED PARKING	Summer Number of Spaces	Winter Number of Spaces
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.

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
9:00AM	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

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

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.

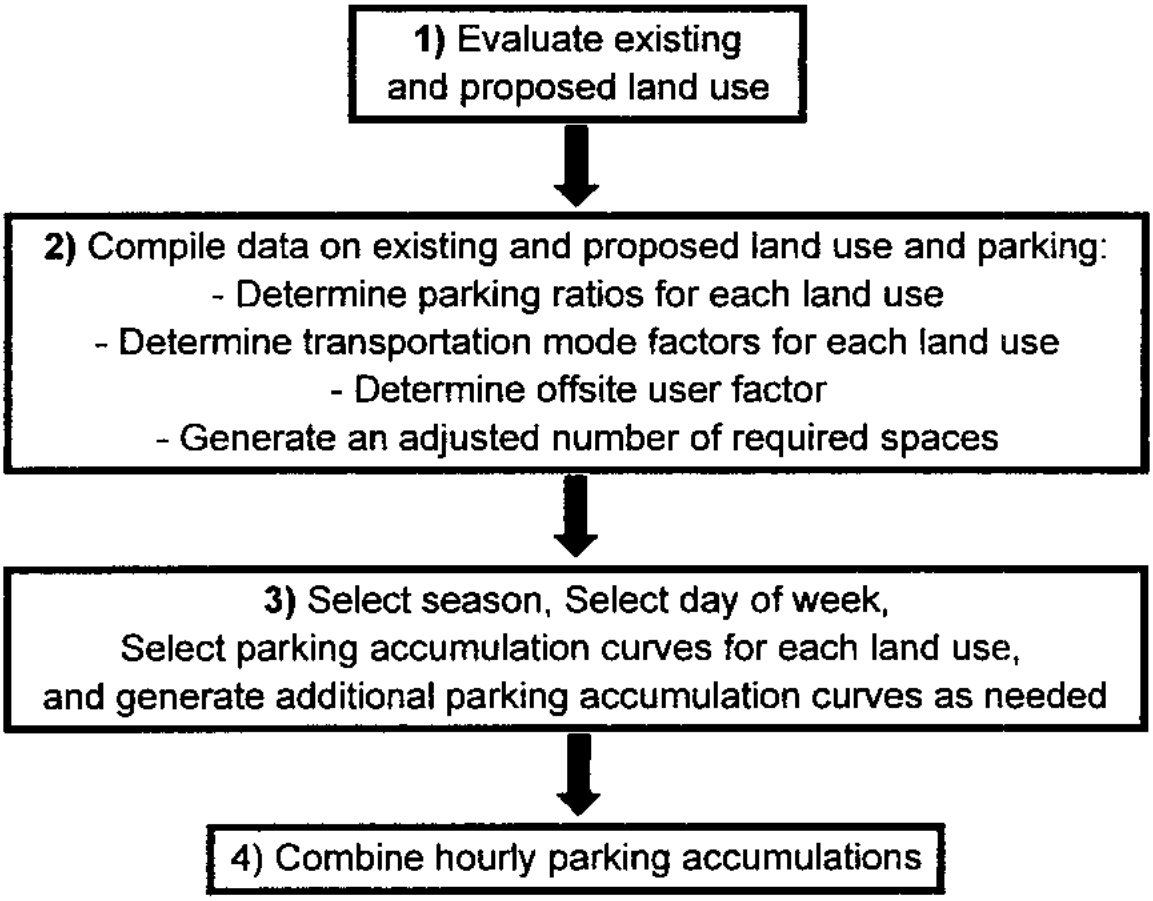
The second step involves compiling data on the land uses and parking. During this step, parking ratios are determined **(Table P-6,** Column D) for each land use using the Town of Jackson standards as a guide. These ratios are then applied to the size or number of units **(Table P-6,** Column A) proposed 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 & 0) 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.

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.

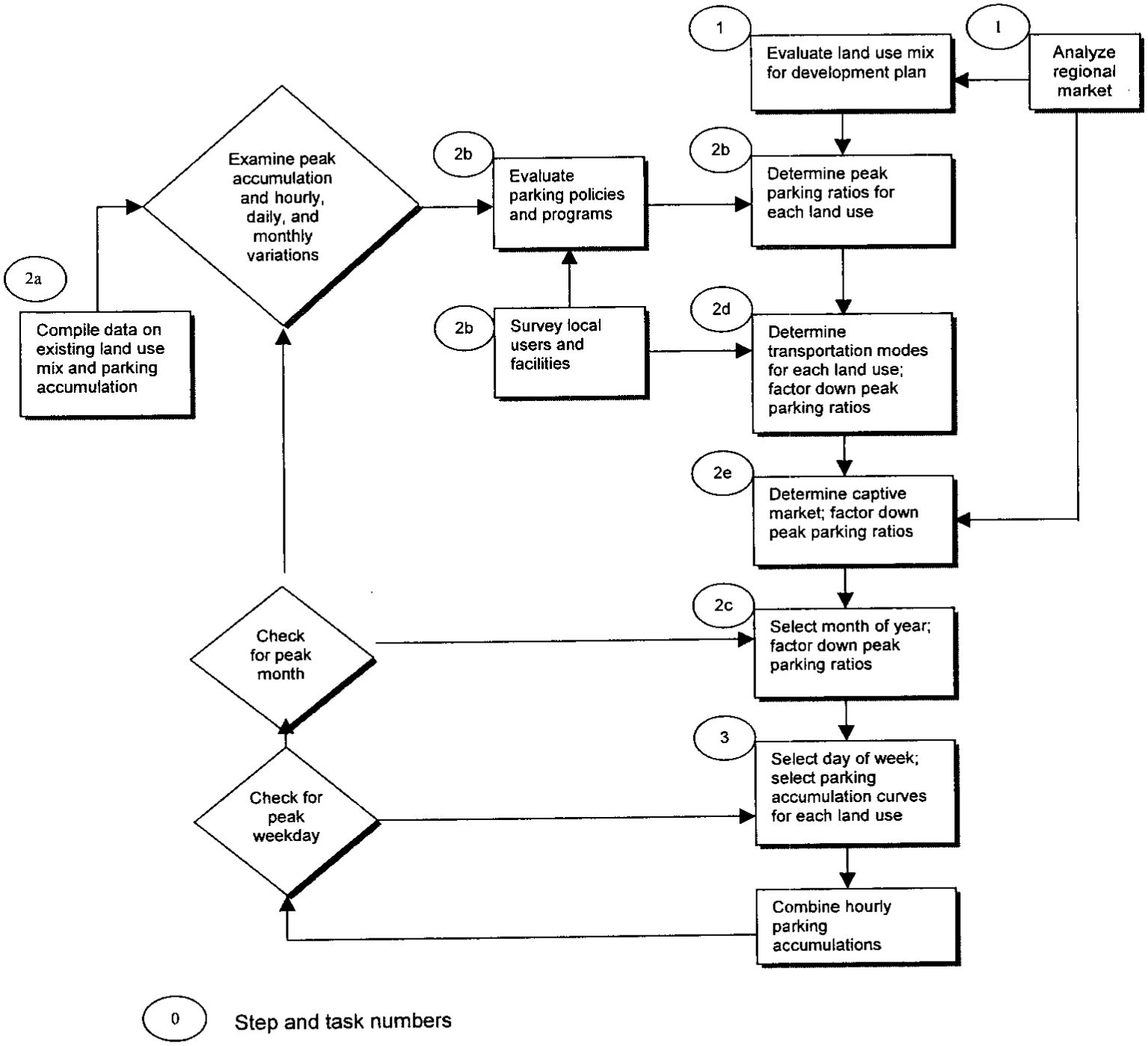
Fregonese Calthorpe Associates, regional and urban planning specialists, recently completed a report for the Town of Jackson titled, "Redevelopment Opportunities & Parking Analysis". This report proposes several changes to the Town of Jackson Parking Code and recommends, among other things, reducing 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.



Shared Parking Methodology
(Source: Shared Parking, Urban Land Institute)
Figure P-5

	Units or SF (A)	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: Max. Parking Spaces Required (Unadjusted) (E)	Summer: Parking Demand Elligible for Sharing (F)	Summer: Parking Demand Not Elligible for Sharing (G)	Summer: Transport. Mode Factor [a] (H)	Summer: Offsite User Factor [b] (I)	Summer: Adjusted Number of Spaces Required (J)	Winter: Max. Parking Spaces Required (Unadjusted) (K)	Winter: Parking Demand Elligible for Sharing (L)	Winter: Parking Demand Not Elligible for Sharing (M)	Winter: Transport. Mode Factor [a] (N)	Winter: Offsite User Factor [b] (O)	Winter: Adjusted Number of Spaces Required (P)
Condominiums:																
Existing / Approved [f]	103	1.5	2.5	2.0	206	0	206				206	0	206			
Love (3 bedroom) [f]	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 [h]	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 [c]	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 [i]	n/a [i]	n/a [i]	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 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 totals using different parking ratios

Snow King Resort - Required Parking Spaces
Table P-6

Summer - Weekend & Weekday

SUMMER	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
6:00 AM	100%	0%	0%	0%	0%	0%	0%	20%	0%	30%	100%	90%	0%	0%	0%	0%	0%	0%	0%	0%	25%	100%
7:00 AM	87%	0%	0%	0%	0%	50%	5%	20%	20%	45%	100%	70%	0%	0%	0%	0%	50%	5%	10%	3%	30%	100%
8:00 AM	66%	25%	0%	0%	0%	85%	16%	20%	60%	70%	100%	60%	15%	0%	0%	0%	85%	16%	15%	10%	60%	100%
9:00 AM	55%	45%	0%	0%	10%	80%	32%	15%	92%	85%	90%	50%	25%	0%	0%	15%	80%	32%	15%	12%	70%	90%
10:00 AM	45%	60%	0%	0%	60%	35%	50%	10%	100%	100%	80%	40%	30%	0%	0%	80%	35%	50%	15%	16%	70%	80%
11:00 AM	35%	70%	0%	0%	60%	20%	65%	20%	98%	100%	80%	35%	35%	0%	0%	100%	20%	65%	15%	18%	70%	80%
12:00 PM	30%	80%	0%	0%	70%	55%	73%	30%	88%	100%	80%	30%	40%	30%	0%	95%	55%	73%	20%	18%	70%	80%
1:00 PM	30%	80%	0%	0%	50%	60%	75%	30%	91%	100%	80%	30%	40%	70%	0%	65%	60%	75%	20%	13%	70%	80%
2:00 PM	35%	70%	0%	0%	70%	50%	73%	20%	97%	100%	80%	35%	35%	70%	0%	90%	50%	73%	15%	10%	70%	80%
3:00 PM	35%	50%	10%	0%	90%	30%	72%	15%	93%	100%	90%	40%	25%	70%	0%	100%	30%	72%	10%	8%	70%	90%
4:00 PM	45%	30%	58%	0%	80%	20%	66%	25%	74%	85%	90%	50%	15%	70%	0%	100%	20%	66%	15%	6%	70%	90%
5:00 PM	60%	30%	58%	0%	60%	25%	60%	40%	48%	85%	90%	60%	15%	70%	0%	80%	25%	60%	25%	3%	70%	90%
6:00 PM	70%	40%	67%	0%	50%	50%	61%	50%	25%	85%	90%	70%	20%	80%	0%	65%	50%	61%	20%	2%	70%	90%
7:00 PM	75%	40%	73%	0%	50%	50%	68%	50%	8%	70%	80%	80%	20%	90%	0%	65%	50%	68%	15%	0%	60%	80%
8:00 PM	90%	30%	83%	0%	0%	50%	65%	35%	5%	60%	70%	90%	15%	100%	0%	0%	50%	65%	10%	0%	45%	70%
9:00 PM	95%	30%	83%	0%	0%	35%	43%	20%	3%	30%	70%	95%	15%	100%	0%	0%	35%	43%	0%	0%	15%	70%
10:00 PM	100%	20%	83%	0%	0%	20%	22%	10%	1%	30%	90%	100%	10%	100%	0%	0%	20%	22%	0%	0%	15%	90%
11:00 PM	100%	0%	50%	0%	0%	15%	0%	0%	0%	15%	100%	100%	0%	70%	0%	0%	15%	0%	0%	0%	10%	100%
12:00 AM	100%	0%	30%	0%	0%	0%	0%	0%	0%	15%	100%	100%	0%	60%	0%	0%	0%	0%	0%	0%	10%	100%

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
6:00 AM	75%	0%	0%	0%	0%	0%	0%	30%	0%	30%	100%	75%	0%	0%	0%	0%	0%	0%	0%	0%	25%	100%
7:00 AM	65%	0%	0%	0%	0%	50%	5%	35%	20%	45%	100%	65%	0%	0%	0%	0%	50%	5%	15%	3%	30%	100%
8:00 AM	50%	15%	0%	10%	0%	85%	10%	35%	60%	70%	100%	50%	10%	0%	0%	0%	85%	16%	20%	10%	60%	100%
9:00 AM	40%	25%	0%	10%	10%	80%	20%	30%	92%	85%	90%	40%	15%	0%	30%	15%	80%	32%	30%	12%	70%	90%
10:00 AM	35%	30%	0%	30%	60%	35%	35%	20%	100%	100%	80%	35%	15%	0%	50%	80%	35%	50%	30%	16%	70%	80%
11:00 AM	25%	40%	0%	40%	80%	20%	45%	40%	98%	100%	80%	25%	20%	0%	65%	100%	20%	65%	30%	18%	70%	80%
12:00 PM	25%	40%	0%	50%	70%	55%	50%	60%	88%	100%	80%	25%	20%	35%	65%	90%	55%	73%	40%	18%	70%	80%
1:00 PM	25%	40%	0%	50%	50%	60%	55%	60%	91%	100%	80%	25%	20%	35%	65%	70%	60%	75%	40%	13%	70%	80%
2:00 PM	25%	35%	0%	55%	70%	50%	50%	40%	97%	100%	80%	25%	20%	35%	70%	90%	50%	73%	30%	10%	70%	80%
3:00 PM	25%	25%	10%	55%	90%	30%	50%	30%	93%	100%	90%	25%	15%	35%	60%	100%	30%	72%	20%	8%	70%	90%
4:00 PM	35%	15%	45%	50%	80%	20%	45%	50%	74%	85%	90%	35%	5%	55%	50%	100%	20%	66%	30%	6%	70%	90%
5:00 PM	45%	15%	45%	50%	60%	25%	40%	85%	48%	85%	90%	45%	5%	55%	40%	80%	25%	60%	50%	3%	70%	90%
6:00 PM	55%	20%	50%	50%	50%	50%	45%	100%	25%	85%	80%	55%	10%	75%	40%	65%	50%	61%	40%	2%	70%	90%
7:00 PM	55%	20%	60%	50%	50%	50%	50%	100%	8%	70%	80%	55%	10%	80%	40%	65%	50%	68%	30%	0%	60%	80%
8:00 PM	65%	15%	60%	40%	0%	50%	45%	70%	5%	60%	70%	65%	5%	80%	40%	50%	50%	65%	20%	0%	45%	70%
9:00 PM	70%	15%	55%	20%	0%	35%	30%	40%	3%	30%	70%	70%	5%	80%	30%	0%	35%	43%	0%	0%	15%	70%
10:00 PM	75%	10%	40%	5%	0%	20%	15%	20%	1%	30%	90%	75%	5%	70%	10%	0%	20%	22%	0%	0%	15%	90%
11:00 PM	75%	0%	30%	0%	0%	15%	0%	0%	0%	15%	100%	75%	0%	65%	0%	0%	15%	0%	0%	0%	10%	100%
12:00 AM	75%	0%	20%	0%	0%	0%	0%	0%	0%	15%	100%	75%	0%	60%	0%	0%	0%	0%	0%	0%	10%	100%

Parking Accumulation
by Percent of Peak Parking

Table P-7

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	Existing	New				Ski Area & Other	Miniature Golf	Horseback Rides	Alpine Slide		Restaurant	Bar	Retail & Commercial	Health Club					
Peak Parking	n/a	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	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	0	25	23	6	18	47	551	156	707	1442
8:00 AM	n/a	n/a	81	283	364	63	0	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	88	550	140	691	1442
10:00 AM	n/a	n/a	55	193	248	152	0	0	5	2	20	28	18	16	60	9	85	530	125	655	1442
11:00 AM	n/a	n/a	43	150	193	177	0	0	7	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	693	1442
1:00 PM	n/a	n/a	37	129	165	203	0	0	5	2	17	23	30	27	91	27	145	566	125	691	1442
2:00 PM	n/a	n/a	43	150	193	177	0	0	6	3	23	32	25	23	88	18	129	556	125	681	1442
3:00 PM	n/a	n/a	43	150	193	127	13	0	8	4	30	41	15	14	87	14	114	503	140	644	1442
4:00 PM	n/a	n/a	55	193	248	76	75	0	7	3	26	37	10	9	80	23	111	557	140	698	1442
5:00 PM	n/a	n/a	73	257	330	76	75	0	5	2	20	28	13	11	73	36	120	642	140	782	1442
6:00 PM	n/a	n/a	86	300	386	101	87	0	5	2	17	23	25	23	74	45	141	763	140	904	1442
7:00 PM	n/a	n/a	92	321	413	101	95	0	5	2	17	23	25	23	82	45	150	807	125	932	1442
8:00 PM	n/a	n/a	110	386	496	76	108	0	0	0	0	0	25	23	79	32	133	837	109	947	1442
9:00 PM	n/a	n/a	116	407	523	76	108	0	0	0	0	0	18	16	52	18	86	810	109	920	1442
10:00 PM	n/a	n/a	122	428	551	51	108	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	65	0	0	0	0	0	8	7	0	0	7	630	156	786	1442
12:00 AM	n/a	n/a	122	428	551	0	39	0	0	0	0	0	0	0	0	0	0	590	156	746	1442

Summer Weekend

Summer Weekend	Condominiums		Hotel Guest Rooms		Lodging 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				Ski Area & Other	Miniature Golf	Horseback Rides	Alpine Slide		Restaurant	Bar	Retail & Commercial	Health Club					
Peak Parking	n/a	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	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	n/a	86	300	386	0	0	0	0	0	0	0	25	23	6	9	71	448	156	604	1442
8:00 AM	n/a	n/a	73	257	330	36	0	0	0	0	0	0	43	38	19	14	88	483	156	639	1442
9:00 AM	n/a	n/a	61	214	275	63	0	0	1	1	5	7	40	36	39	14	90	474	140	615	1442
10:00 AM	n/a	n/a	49	171	220	76	0	0	7	3	26	37	18	16	60	14	101	441	125	565	1442
11:00 AM	n/a	n/a	43	150	193	89	0	0	9	4	33	46	10	9	79	14	131	439	125	564	1442
12:00 PM	n/a	n/a	37	129	165	101	39	0	9	4	31	44	28	25	88	18	136	508	125	633	1442
1:00 PM	n/a	n/a	37	129	165	101	91	0	6	3	21	30	30	27	91	18	124	553	125	678	1442
2:00 PM	n/a	n/a	43	150	193	89	91	0	6	4	30	41	25	23	88	14	110	583	125	688	1442
3:00 PM	n/a	n/a	49	171	220	63	91	0	9	4	33	46	15	14	87	9	102	545	140	686	1442
4:00 PM	n/a	n/a	61	214	275	38	91	0	9	4	33	46	10	9	80	14	106	563	140	703	1442
5:00 PM	n/a	n/a	73	257	330	38	91	0	7	3	26	37	13	11	73	23	114	615	140	756	1442
6:00 PM	n/a	n/a	86	300	386	51	104	0	6	3	21	30	25	23	74	18	118	710	140	850	1442
7:00 PM	n/a	n/a	98	343	441	51	117	0	6	3	21	30	25	23	82	14	110	782	125	906	1442
8:00 PM	n/a	n/a	110	386	496	38	130	0	0	0	0	0	25	23	79	9	68	789	109	908	1442
9:00 PM	n/a	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	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	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	n/a	122	428	551	0	78	0	0	0	0	0	0	0	0	0	0	629	156	785	1442

Summer Adjusted & Shared Hourly Peak Parking

Table P-8

Winter Weekday

Winter Weekday	Condominiums		Hotel Guest Rooms		Lodging 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				Ski Area & Other	Miniature Golf	Horseback Rides	Alpine Slide		Restaurant	Bar	Retail & Commercial	Health Club					
Peak Parking	n/a	n/a	102	357	459	253	137	130	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	27	63	371	156	527	1465
7:00 AM	n/a	n/a	66	232	298	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	38	0	13	0	0	0	0	48	43	13	32	94	403	156	559	1465
9:00 AM	n/a	n/a	41	143	184	63	0	13	0	0	0	0	45	40	27	27	83	386	140	526	1465
10:00 AM	n/a	n/a	36	125	161	76	0	39	0	0	0	0	20	18	47	18	106	339	125	464	1465
11:00 AM	n/a	n/a	26	89	115	101	0	52	0	0	0	0	11	10	60	36	149	334	125	459	1465
12:00 PM	n/a	n/a	26	89	115	101	0	65	0	0	0	0	31	28	67	54	158	396	125	520	1465
1:00 PM	n/a	n/a	26	89	115	101	0	65	0	0	0	0	34	30	74	54	128	408	125	532	1465
2:00 PM	n/a	n/a	26	89	115	89	0	72	0	0	0	0	28	25	87	36	109	360	125	484	1465
3:00 PM	n/a	n/a	26	89	115	63	14	72	0	0	0	0	17	15	67	27	115	318	140	458	1465
4:00 PM	n/a	n/a	36	125	161	38	61	65	0	0	0	0	11	10	60	45	143	387	140	527	1465
5:00 PM	n/a	n/a	46	161	207	38	61	65	0	0	0	0	14	13	54	77	175	463	140	603	1465
6:00 PM	n/a	n/a	56	196	252	51	68	65	0	0	0	0	28	25	60	90	182	575	125	700	1465
7:00 PM	n/a	n/a	56	196	252	51	82	65	0	0	0	0	28	25	67	90	148	595	125	720	1465
8:00 PM	n/a	n/a	66	232	298	38	82	52	0	0	0	0	28	25	60	63	94	596	109	704	1465
9:00 PM	n/a	n/a	71	250	321	38	75	26	0	0	0	0	20	18	40	36	46	548	109	657	1465
10:00 PM	n/a	n/a	77	268	344	25	55	7	0	0	0	0	11	10	20	18	8	484	140	624	1465
11:00 PM	n/a	n/a	77	268	344	0	41	0	0	0	0	0	8	8	0	0	0	401	156	557	1465
12:00 AM	n/a	n/a	77	268	344	0	27	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 Sub-Totals	Total of Guest Spaces	Employees w/ Onsite Housing	Total Shared Spaces	Max Adjusted Non Shared Spaces Req
	Existing/ Approved	Proposed	Existing	New				Ski Area & Other	Miniature Golf	Horseback Rides	Alpine Slide		Restaurant	Bar	Retail & Commercial	Health Club					
Peak Parking	n/a	n/a	102	357	459	253	137	130	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	45	344	156	500	1465
7:00 AM	n/a	n/a	66	232	298	0	0	0	0	0	0	0	28	25	7	14	82	372	156	528	1465
8:00 AM	n/a	n/a	51	179	230	25	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	38	0	39	0	0	0	0	45	40	43	27	112	376	140	517	1465
10:00 AM	n/a	n/a	36	125	161	38	0	65	0	0	0	0	20	18	67	27	124	330	125	455	1465
11:00 AM	n/a	n/a	26	89	115	51	0	85	0	0	0	0	11	10	87	27	162	301	125	426	1465
12:00 PM	n/a	n/a	26	89	115	51	48	85	0	0	0	0	31	28	98	36	167	406	125	531	1465
1:00 PM	n/a	n/a	26	89	115	51	48	85	0	0	0	0	34	30	101	36	150	414	125	538	1465
2:00 PM	n/a	n/a	26	89	115	51	48	91	0	0	0	0	28	25	98	27	130	391	125	516	1465
3:00 PM	n/a	n/a	26	89	115	38	48	78	0	0	0	0	17	15	97	18	126	347	140	488	1465
4:00 PM	n/a	n/a	36	125	161	13	75	65	0	0	0	0	11	10	89	27	138	385	140	526	1465
5:00 PM	n/a	n/a	46	161	207	13	75	52	0	0	0	0	14	13	81	45	143	447	140	587	1465
6:00 PM	n/a	n/a	56	196	252	25	102	52	0	0	0	0	28	25	82	36	143	551	140	692	1465
7:00 PM	n/a	n/a	56	196	252	25	109	52	0	0	0	0	28	25	91	27	130	559	125	683	1465
8:00 PM	n/a	n/a	66	232	298	13	109	52	0	0	0	0	28	25	87	18	75	579	109	688	1465
9:00 PM	n/a	n/a	71	250	321	13	109	39	0	0	0	0	20	18	58	0	40	536	109	647	1465
10:00 PM	n/a	n/a	77	268	344	13	96	13	0	0	0	0	11	10	30	0	8	503	140	644	1465
11:00 PM	n/a	n/a	77	268	344	0	89	0	0	0	0	0	8	8	0	0	0	449	156	605	1465
12:00 AM	n/a	n/a	77	268	344	0	82	0	0	0	0	0	0	0	0	0	0	426	156	582	1465

Winter Adjusted & Shared Hourly Peak Parking

Table P-9

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

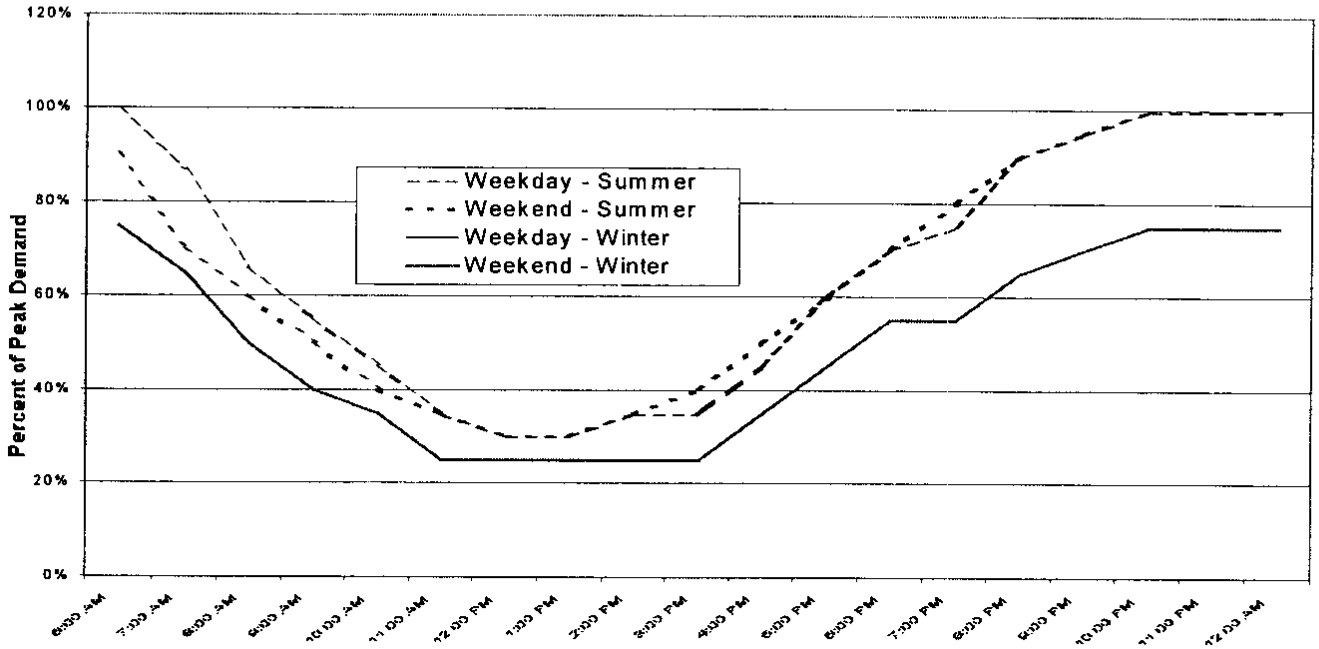
[c] Complete parking demands can not be computed since several land uses exist in Jackson which are not included in the ULI parking ratios

Required Parking Summary
Table P-10

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.

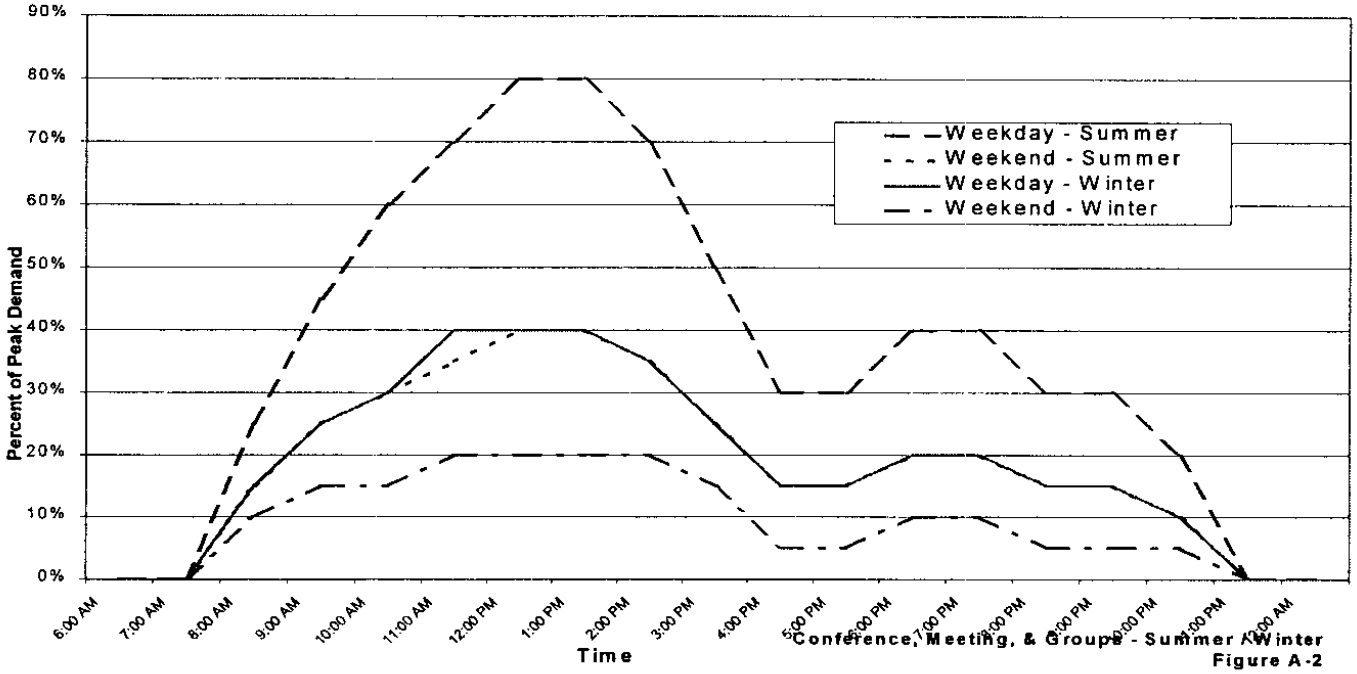
Hotel:
Parking accumulation for hotel guests is based on the Urban Land Institute parking accumulation curves. These curves represent the scenario that parking accumulation increases as guests check-in causing a peak in parking after guests have checked-in that remains high during the night until the 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.



Hotel - Summer / Winter
Figure A-1

Conference, Meetings, & Groups:

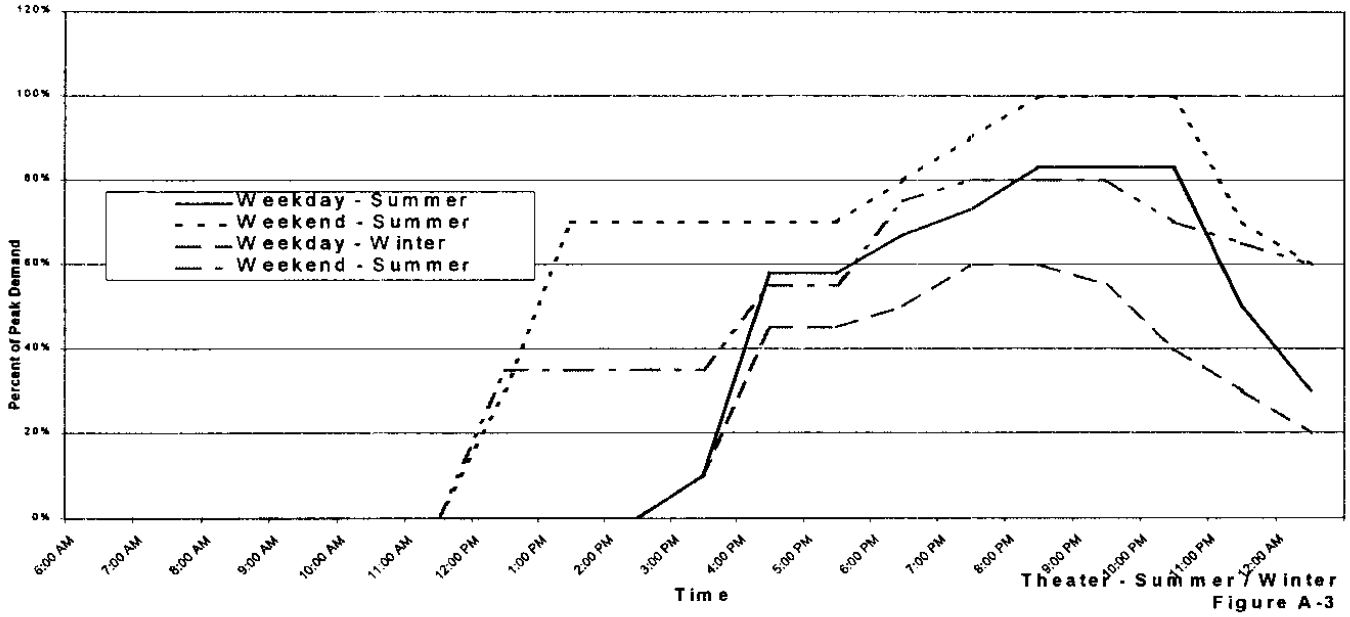
No parking accumulation curves were available from the Urban Land Institute for hotel conference space. Parking accumulation curves were generated based on past and projected use. Summer weekday provided the heaviest use of the facilities peaking between 12:00 p.m. and 1:00 p.m. with an additional peak 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.



Conference, Meeting, & Groups - Summer / Winter
Figure A-2

Theater:

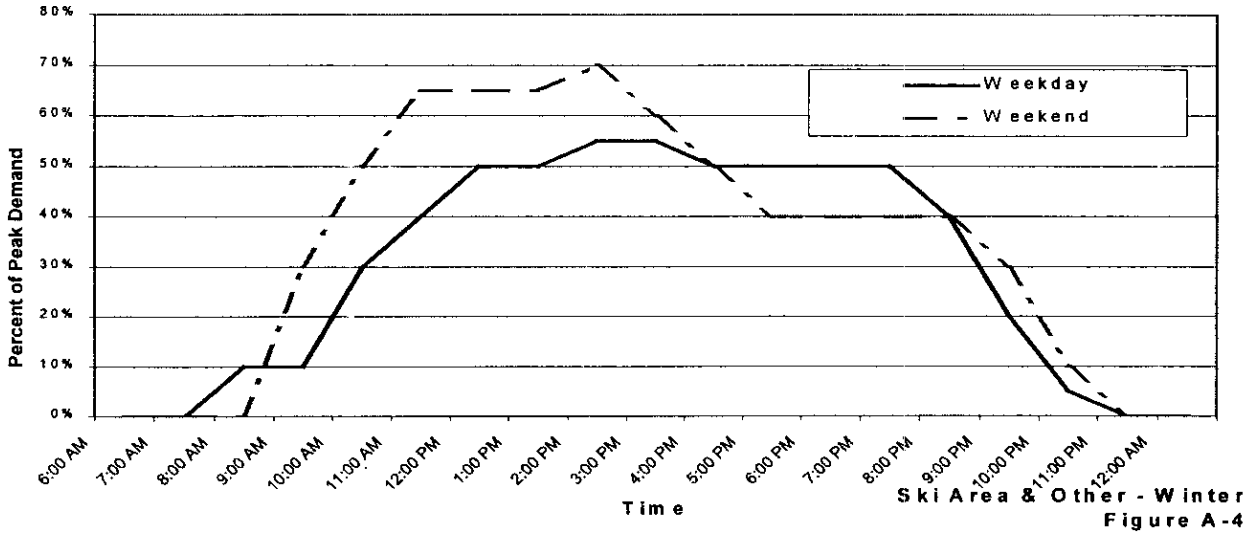
Parking accumulation curves come directly from the ULI recommendations. Summer months represent the busiest season because of the summer releases. Additionally, increased visitor traffic also increases demand on theater parking. Heaviest use occurs during the summer weekend evenings, with summer weekdays having slightly less use. Winter is represented with less use than the summer months.



Theater - Summer / Winter
Figure A-3

Ski Area & Other:

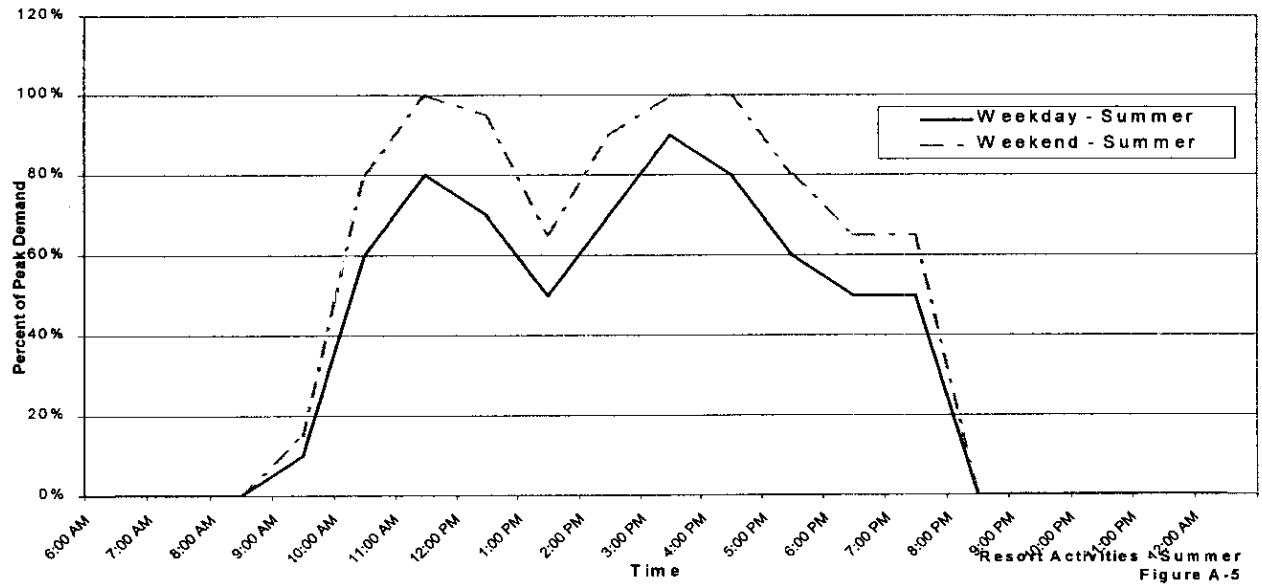
No parking accumulation curves were available from the ULI to represent demand on ski areas. Parking accumulation curves were generated based on experience with past use. Snow King typically sees two daily peaks corresponding to use during lunch as well as after school. The later peak generally continues into the evening hours. Weekends have a higher peak use with lower use in the evening.



Ski Area & Other - Winter
Figure A-4

Resort Activities:

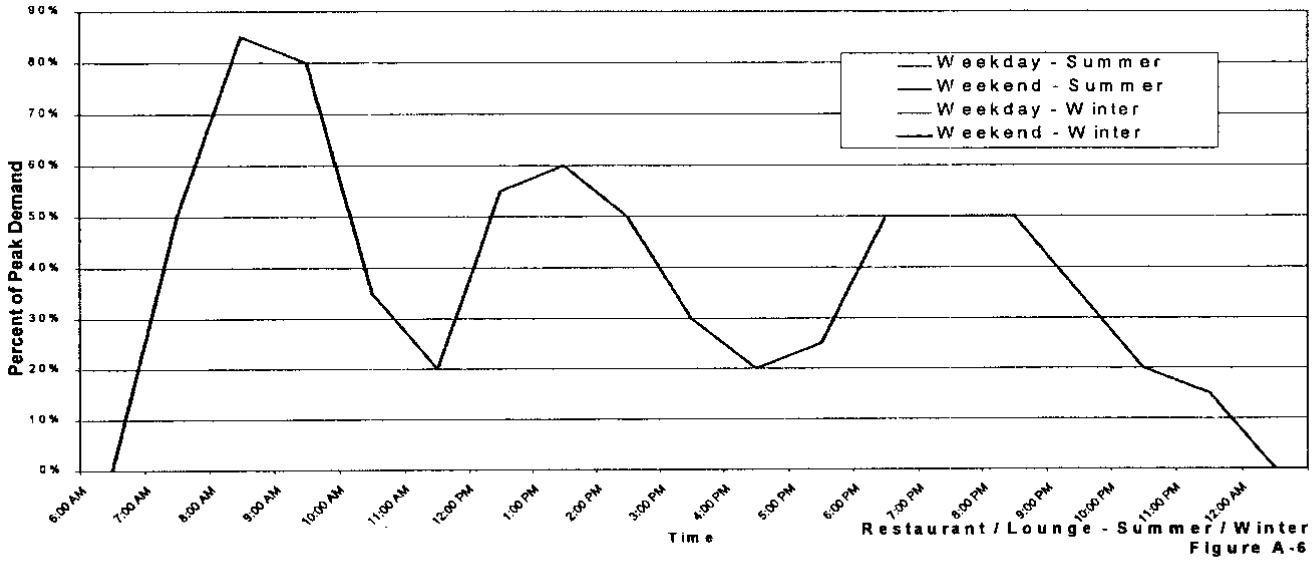
No parking accumulation curves were available from the ULI to represent demand on resort activities. Parking accumulation curves were generated based on experience with past use. The ski area typically sees two daily peaks corresponding to use before lunch as well as before dinner. Weekends have a higher use than weekdays.



Resort Activities - Summer
Figure A-5

Restaurant & Lounge:

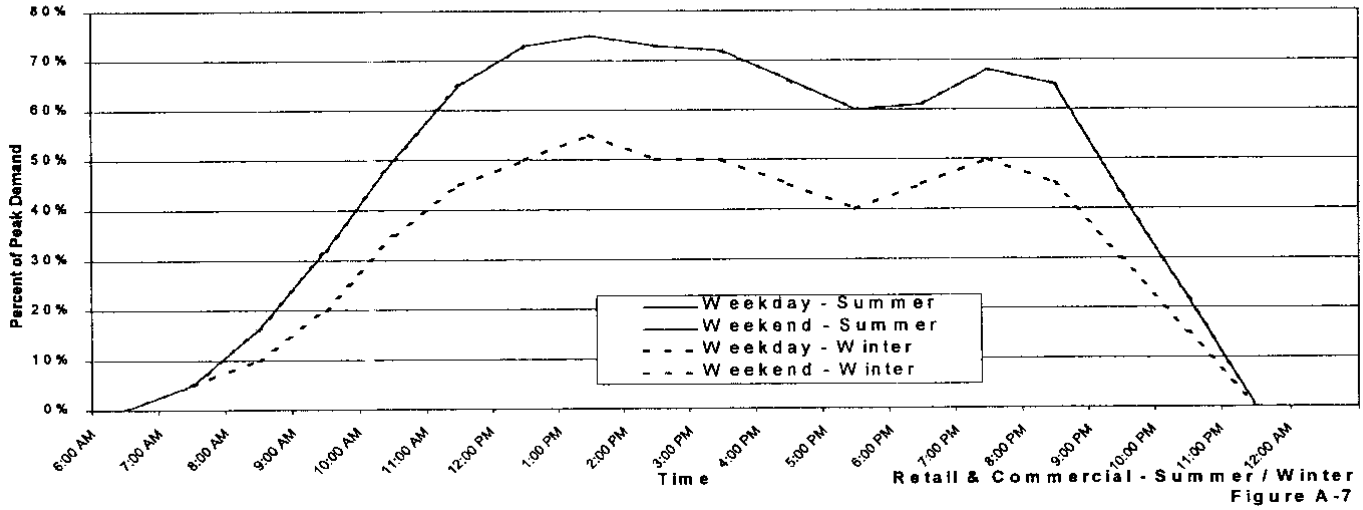
ULI hotel restaurant and lounge parking accumulation curves were consulted, however, the different hours of Snow King's restaurant and lounge required a new curve. The new parking accumulation curve was generated based on past experience and represented composite use of both the restaurant and the bar. 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.



Restaurant / Lounge - Summer / Winter
Figure A-6

Retail & Commercial:

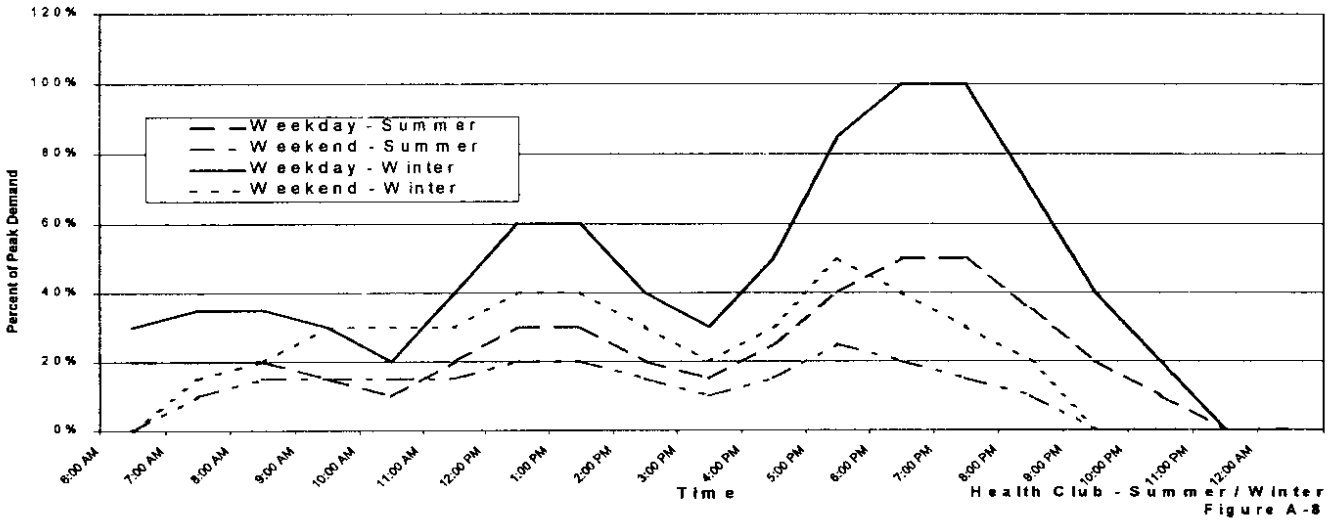
Parking accumulation curves come from the ULI recommendations with an increase in evening use to correspond with visitor shopping patterns. Summer represents the highest demand during the midday with a second peak in the evening. Winter demand is reduced from the summer demand.



Retail & Commercial - Summer / Winter
Figure A-7

Health Club:

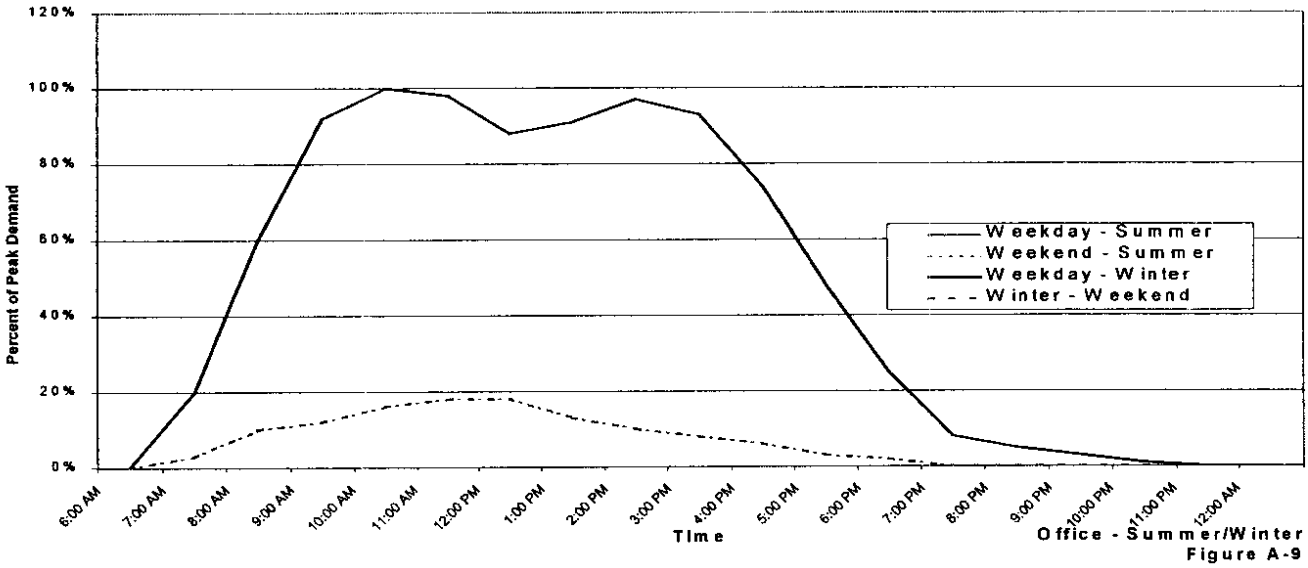
No parking accumulation curves were available from the ULI to represent demand on health clubs. Seasonal demand varied significantly. The largest demand occurs during winter weekdays after work. Weekends and summer weekdays have significantly smaller peaks. Peaks during the weekdays represent times before and after work as well as during lunch.



Health Club - Summer / Winter
Figure A-8

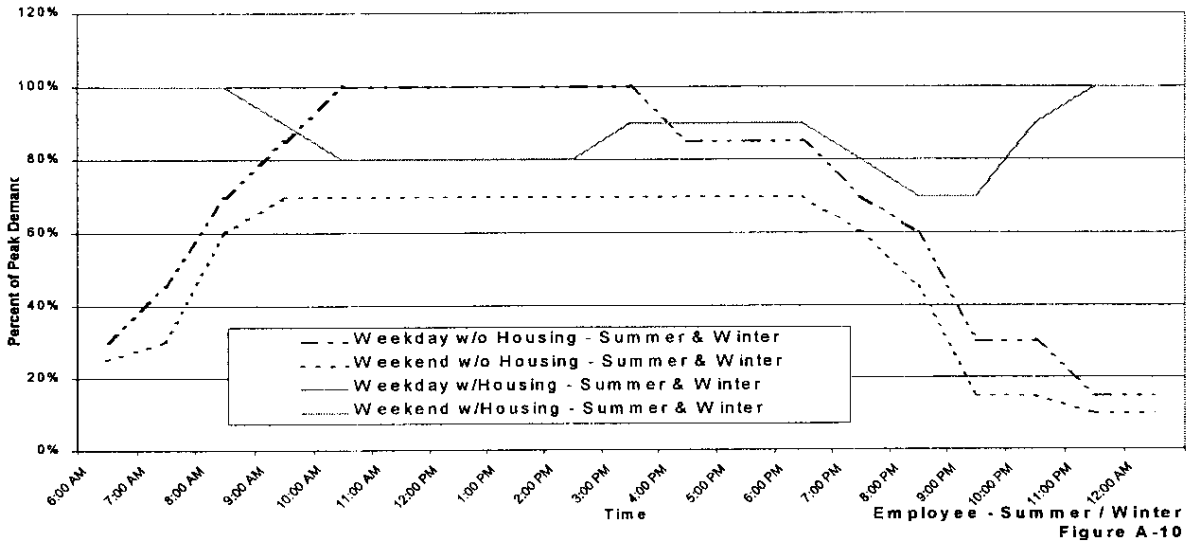
Office:

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.



Office - Summer/Winter
Figure A-9

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.



Employee - Summer / Winter
Figure A-10

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

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 Facto**

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

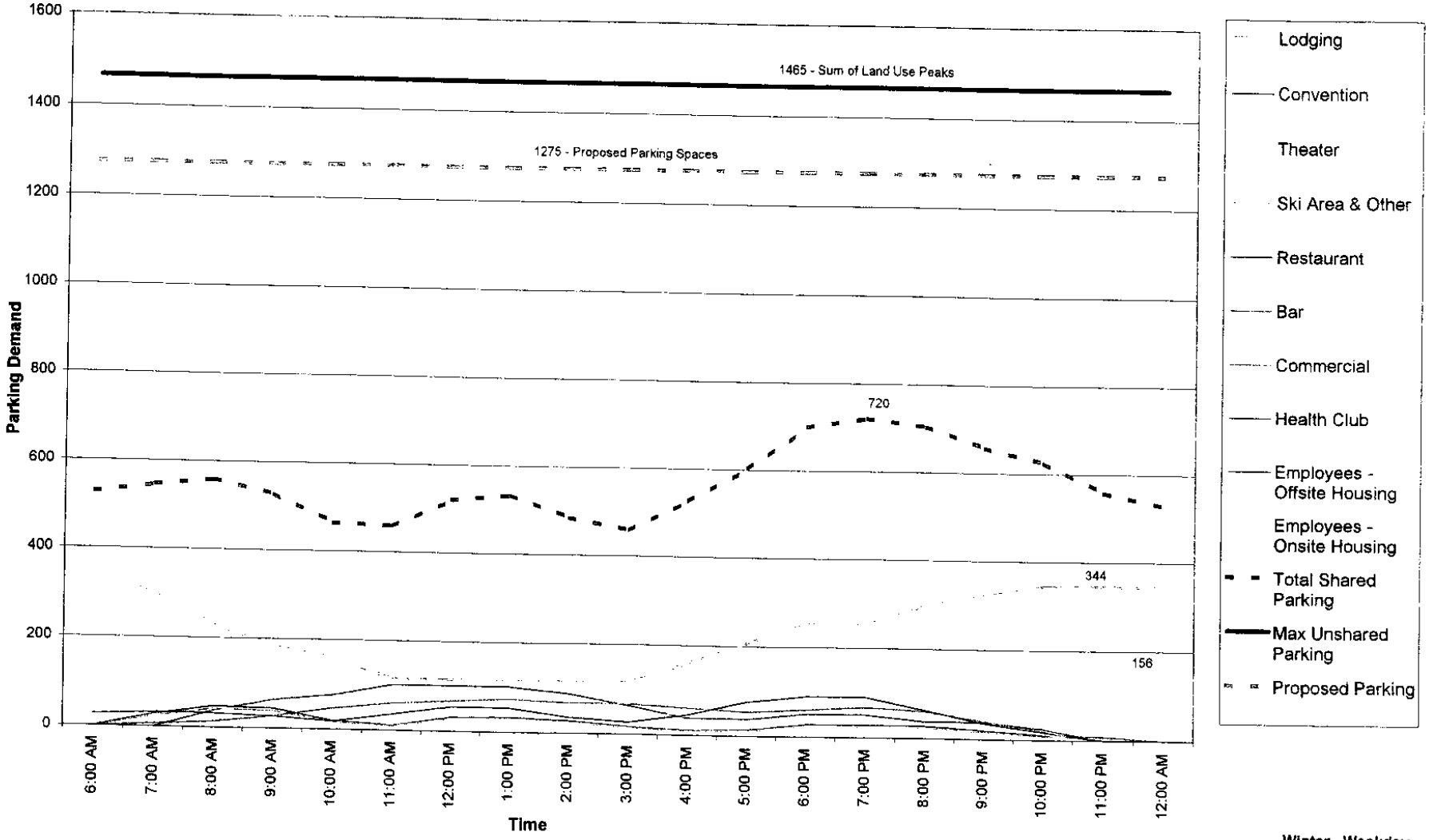
= 45%

Therefore, 50% appears a reasonable Transportation mode Facto

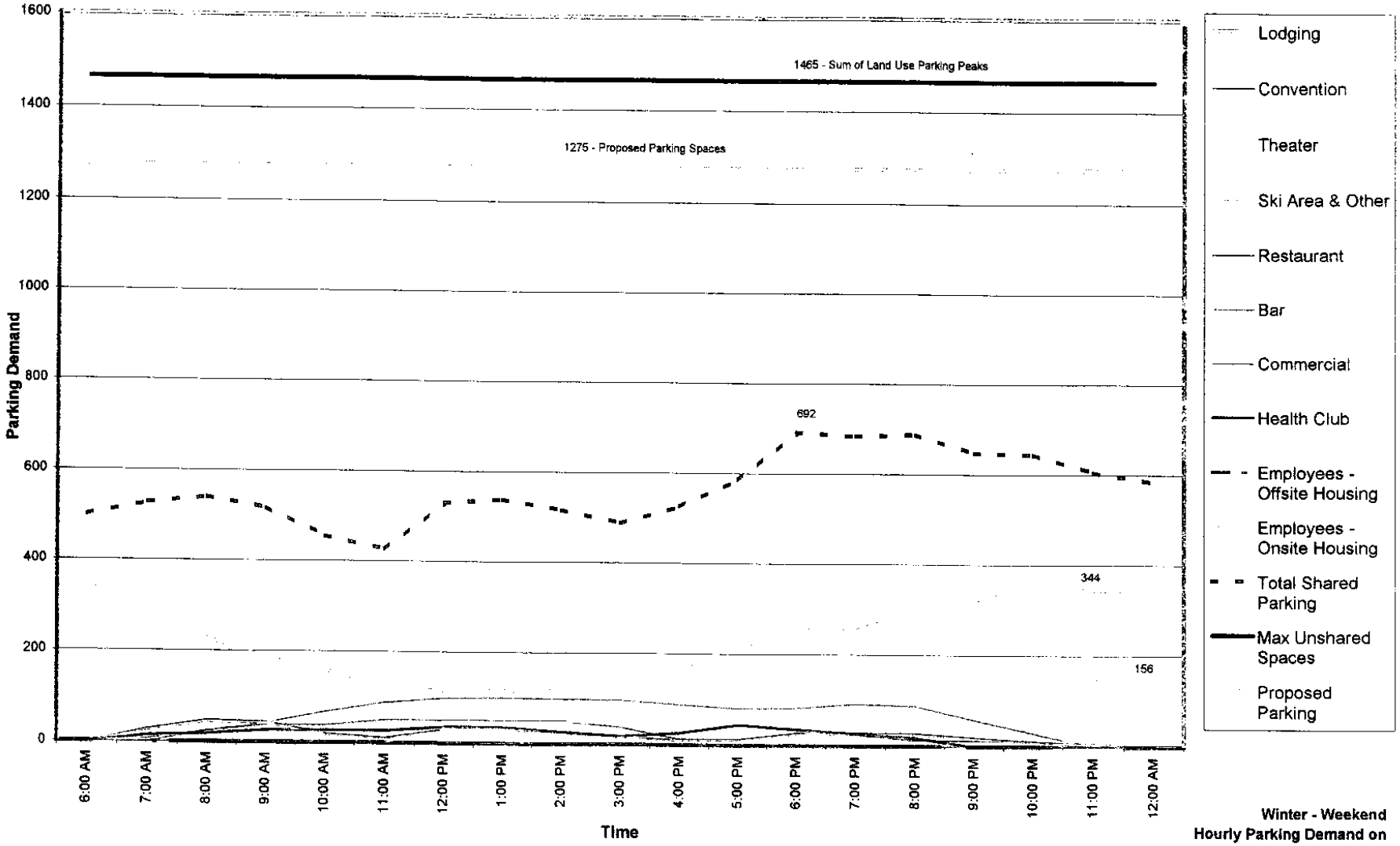
Lodging Transportation Mode Factor
Snow King Resort: Present Situation
Table 8-1

Offsite user factor (Table P-4, Columns I & 0): 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.

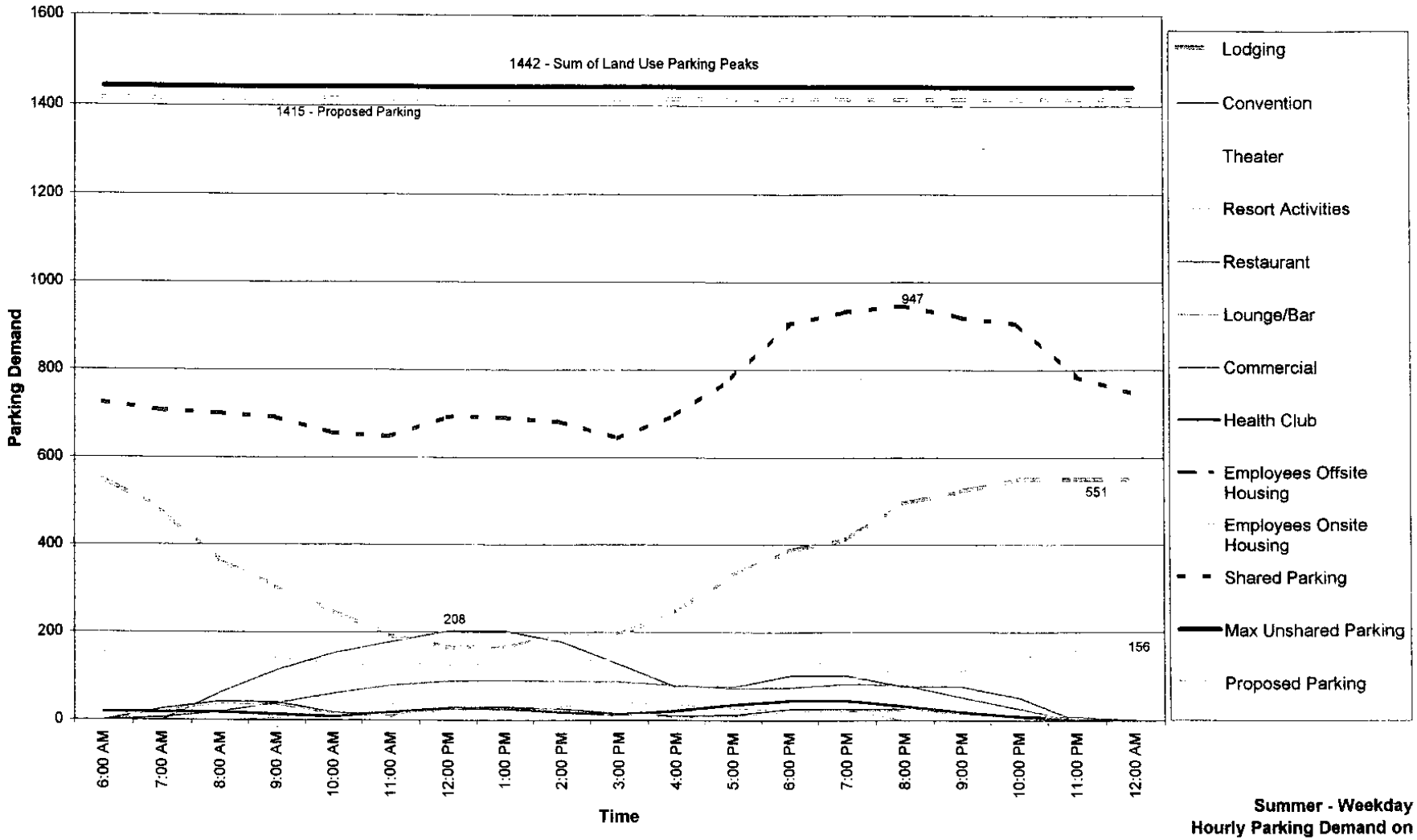
Adjusted number of spaces (Columns J & P):
This number represents a reduction in required parking after the TMF and the OUF are applied. This number is a more accurate estimate of the required parking since it avoids counting users more than once and considers users who use alternative transportation. This number does not yet include any sharing of parking spaces



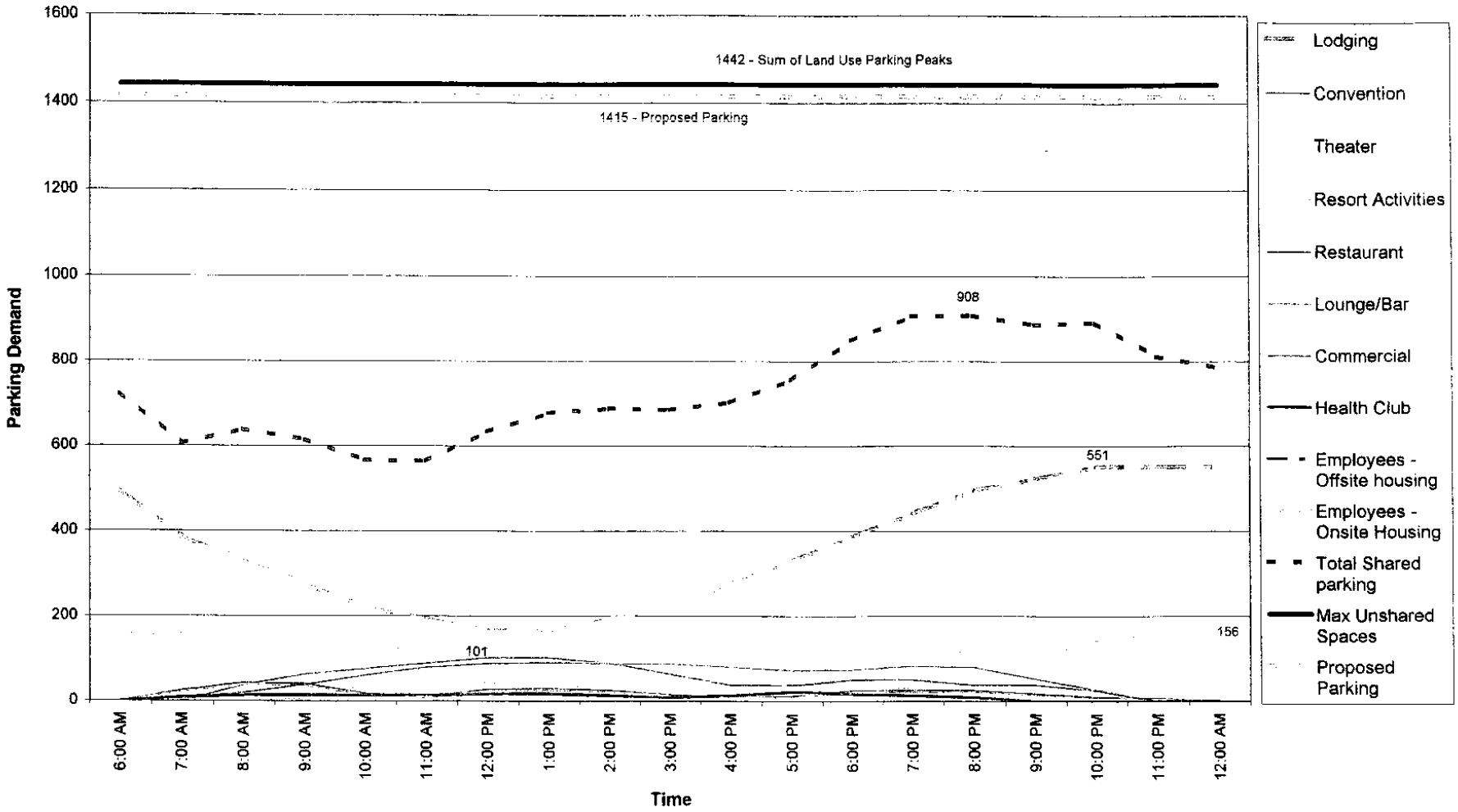
Winter - Weekday Hourly Parking Demand on Snow King Resort Parking Graph P-1



Winter - Weekend
Hourly Parking Demand on Snow King Resort Parking
Graph P-2



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 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 runoffevents.

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.

The Town of Jackson retains updated information related to all capital improvements within the Snow King Resort District for public reference.

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

l) 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

Max Daily Flow	=	319,800 gpd
(See Waste Water Calcs.)	=	223 gpm *

* 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 = QDomestic + QFire Sprinkler + QL Sprinkler + Q Fire Hydrant

QDomestic = 450 gpm *

QFire Sprinkler = Fire Sprinkler Flow = QFS

QL Sprinkler = Lawn Sprinkler Flow = QLS
QFire Hydrant= Fire Hydrant Flow = QFH

* 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

OT= 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 that 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

I) Existing Town of Jackson Collector Capacity - Upstream of MH CI 0-16
- Alley parallel and between E. Kelly and E. Karns MH Cl0-30 to MH CI0-16
- Existing 1O" PE pipe / minimum slope downstream = 1.47%
- Land use currently designated: residential
- Existing 1O" 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	8,550 gpd
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	I /Acre	80	35,200
PRD	Pitchfork	30 Units	30	13,200
PRD	Snow King	See Table		88.450
			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

Existingl0"P.E./n = 0.010/S=l.47%

Q = 1.49 AR2/3 S1/2 ***/ n***

0 = 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

Employee Housing at 18 units at 450 gpd each	=	8,100 gpd
Condominiums at Love Ridge at 40 units at 450 gpd each	=	1 8,000 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)	=	796 gpm

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 ofResort

- Line parallel with West Karns Avenue between Mateosky Park and Flat Creek Drive MH Cl0-10
- 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.

Zone	Area	Max Density	No. of Units	Flow- May Day (gpd)
AR	12 Acre	4.6/Acre	55	24,200
NC *I* MHP	6 Lots	2 / Lot	12	5,280
PI SP	24 Acre			l0,560

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 *I S* = 1.2 %
Manning's equation for Full Flow
0 = 1.49 A R2/3 S I/ 2 n = 593 gpm
593 gpm < 830 gpm

Therefore, 8" existing TOJ sewer main must be replaced with new 1O" 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 Master Plan beyond a potential flow of 593 gpm will require approximately I 200 linear feet of existing Town of Jackson interceptor to be replaced with a l0-inch diameter interceptor. The interceptor could be replaced upon reaching 80 percent of the 593 gpm that exceeds the 8-inc 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

- 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 Area	Pervious Area	Impervious Area
l	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

Sub-Area	Time of Concentration (min)	10-Year Event (CFS)	100-Year Event (CFS)
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

$$Tc = \frac{1.8\,(1.1-C)\,VL}{(S)\,\wedge\,1/3} = \frac{1.8\,(1.1-0.3)\,V2200}{(15)\,\wedge 1/3} = 27.4 \text{ min}$$

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

Sub-Area	Total Area	Pervious Area	Impervious Area
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

Sub-Area	Total Area	Pervious Area	Impervious Area
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

Sub-Area	Acres	Post-Dev. Runoff (CFS)	Minimum Diameter Storm Pipe (3 CFS)	Design Release	(CFS)
I	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	5.99	15 "	4.10	5.52
		43.65	Mass Cale. -	28.98	
				Ind. Cale.	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

Sub-Area	Acres	Re lease (CFP)	Storage Volume (CF)
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 evens 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:

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.

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

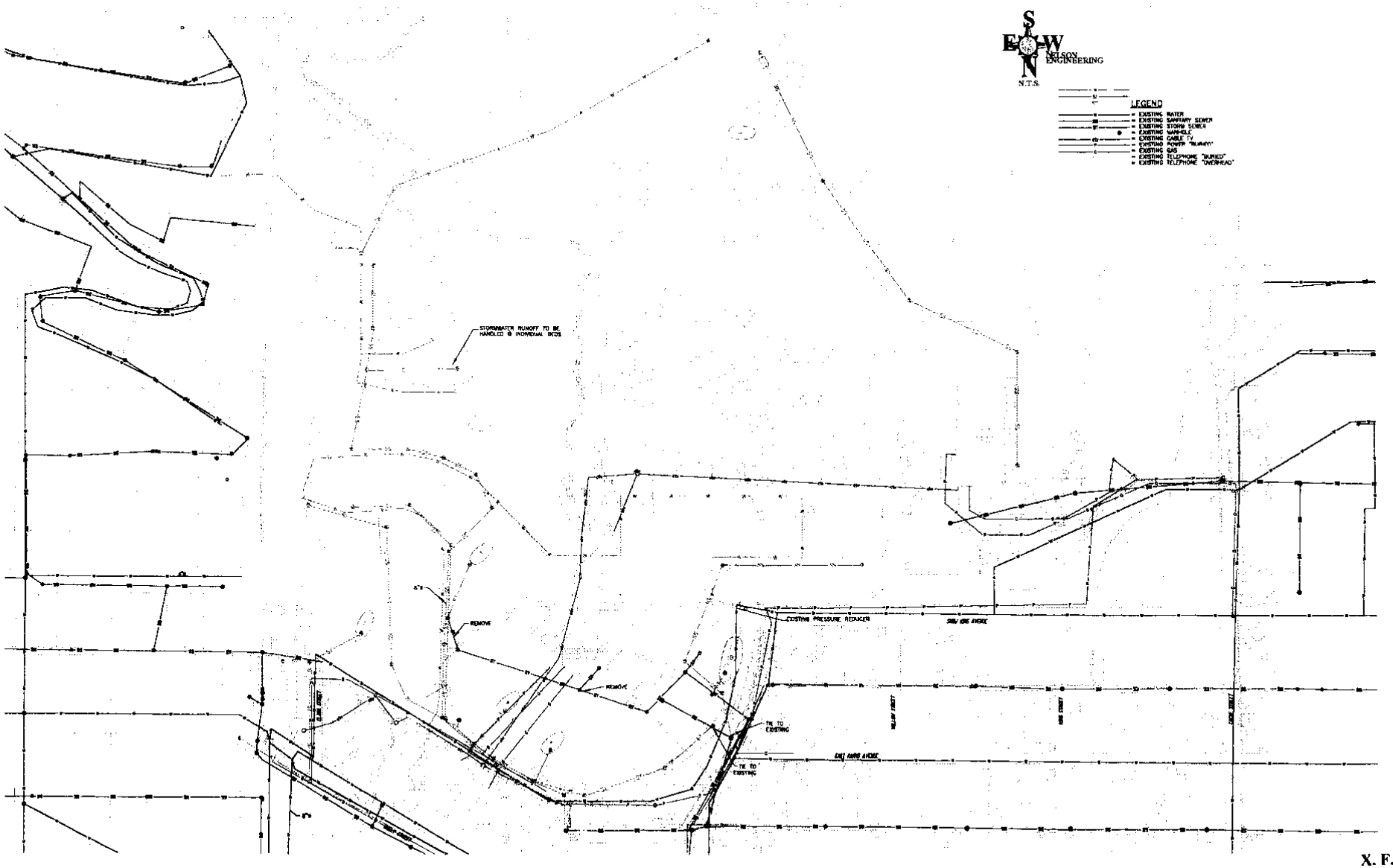
The applicant shall be required to provide the Town with financial mitigation fees for the completion of the Willow Street corridor (from Snow King Avenue to Broadway Avenue) and the intersection of Snow King/Willow.

The amount collected shall be based on the calculated increased levels of traffic and pedestrian impacts created from the development together with the estimated project completion costs for roadway, curb, pedestrian and landscaping improvements. The improvements required shall be based on the preliminary design as completed in the year 2000 charette process. The mitigation 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 permits.

The total new square footage allowed under the original 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:

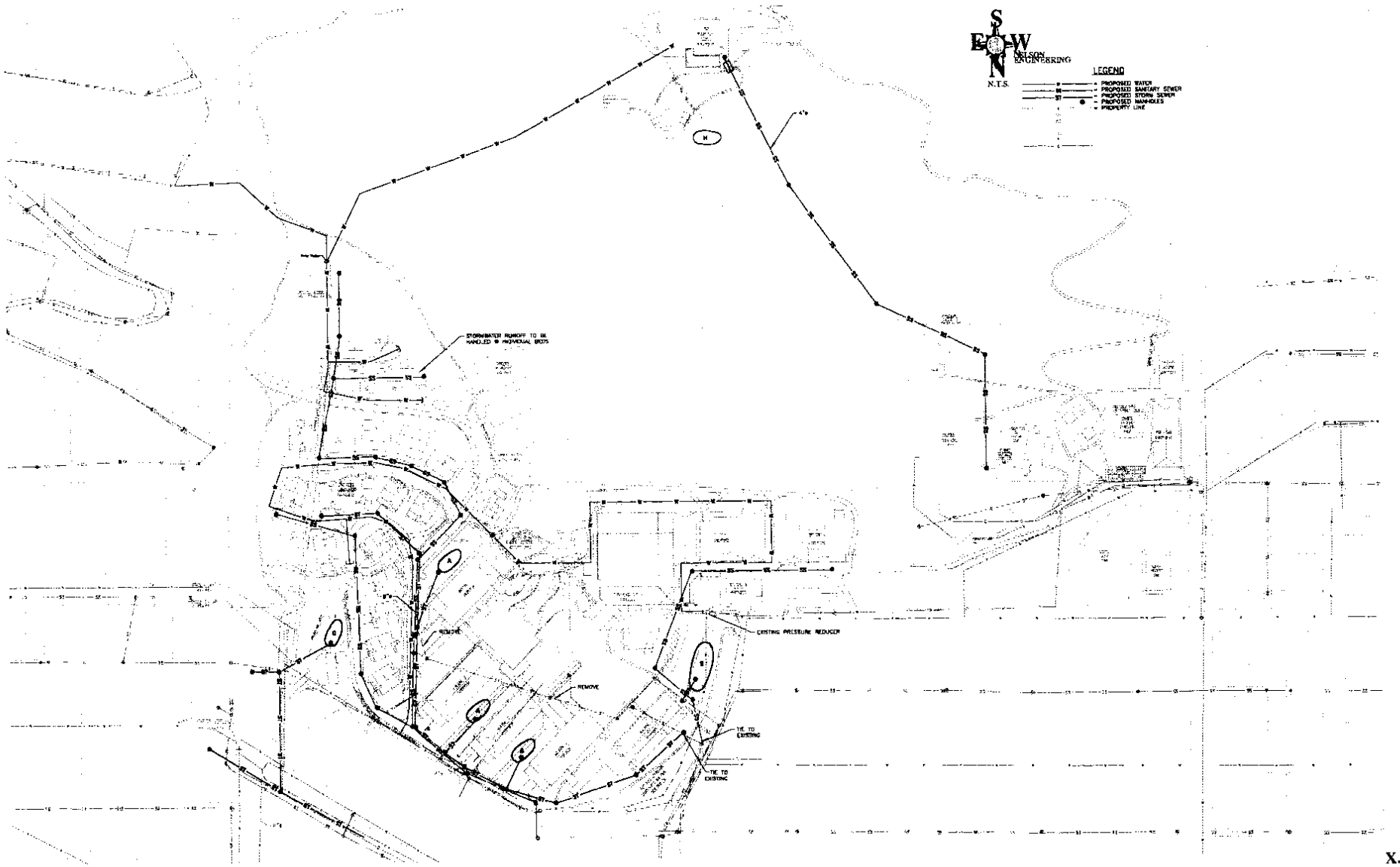
At 400,000 SF of new development: The applicant shall provide an additional mitigation fee in the amount of 15% of the total estimated project cost required to complete the Willow Street corridor.

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 Street corridor.



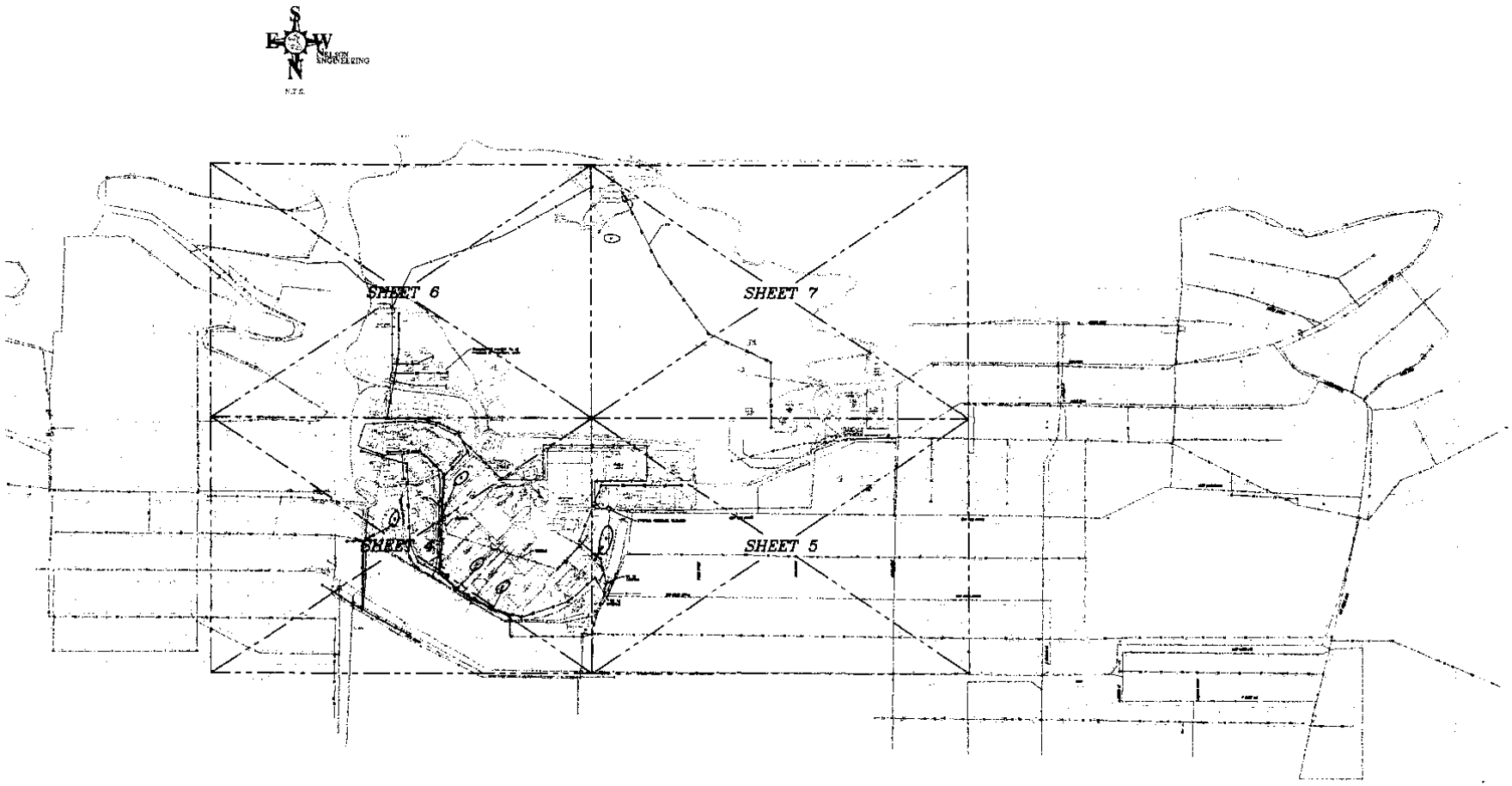
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EXISTING UTILITY PLAN



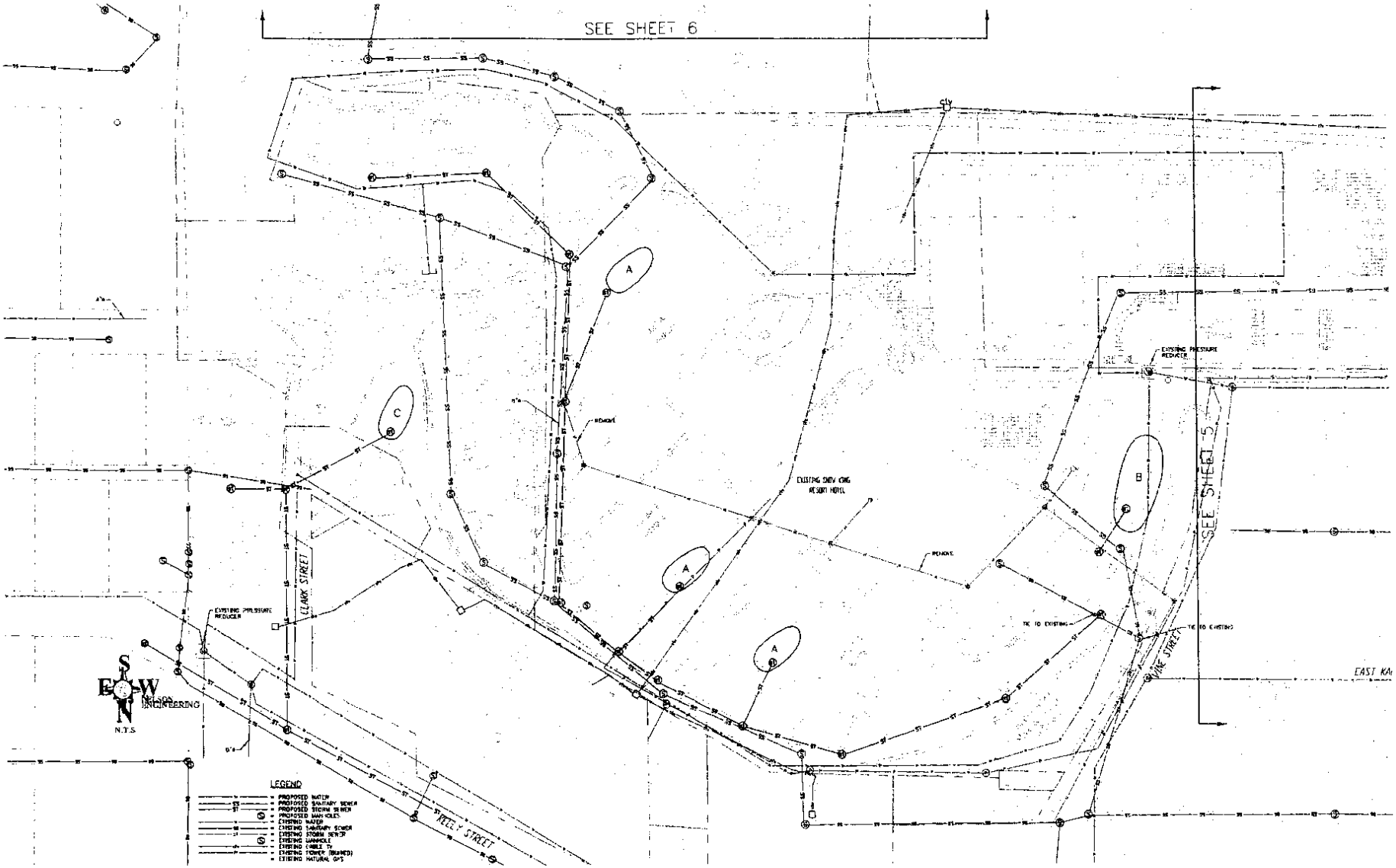
X. G

PROPOSED UTILITY PLAN



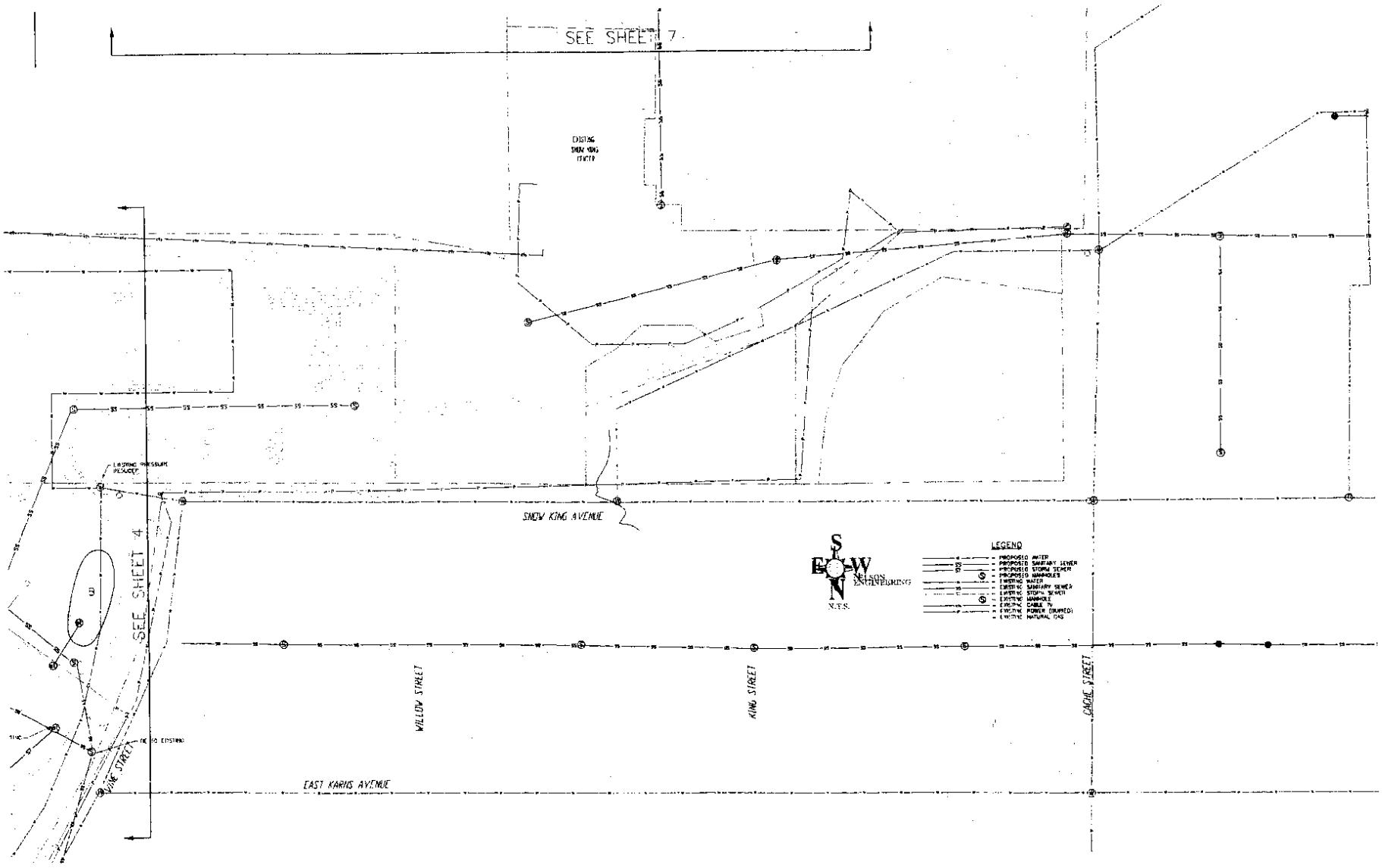
X. H

ENLARGED PLAN INDEX



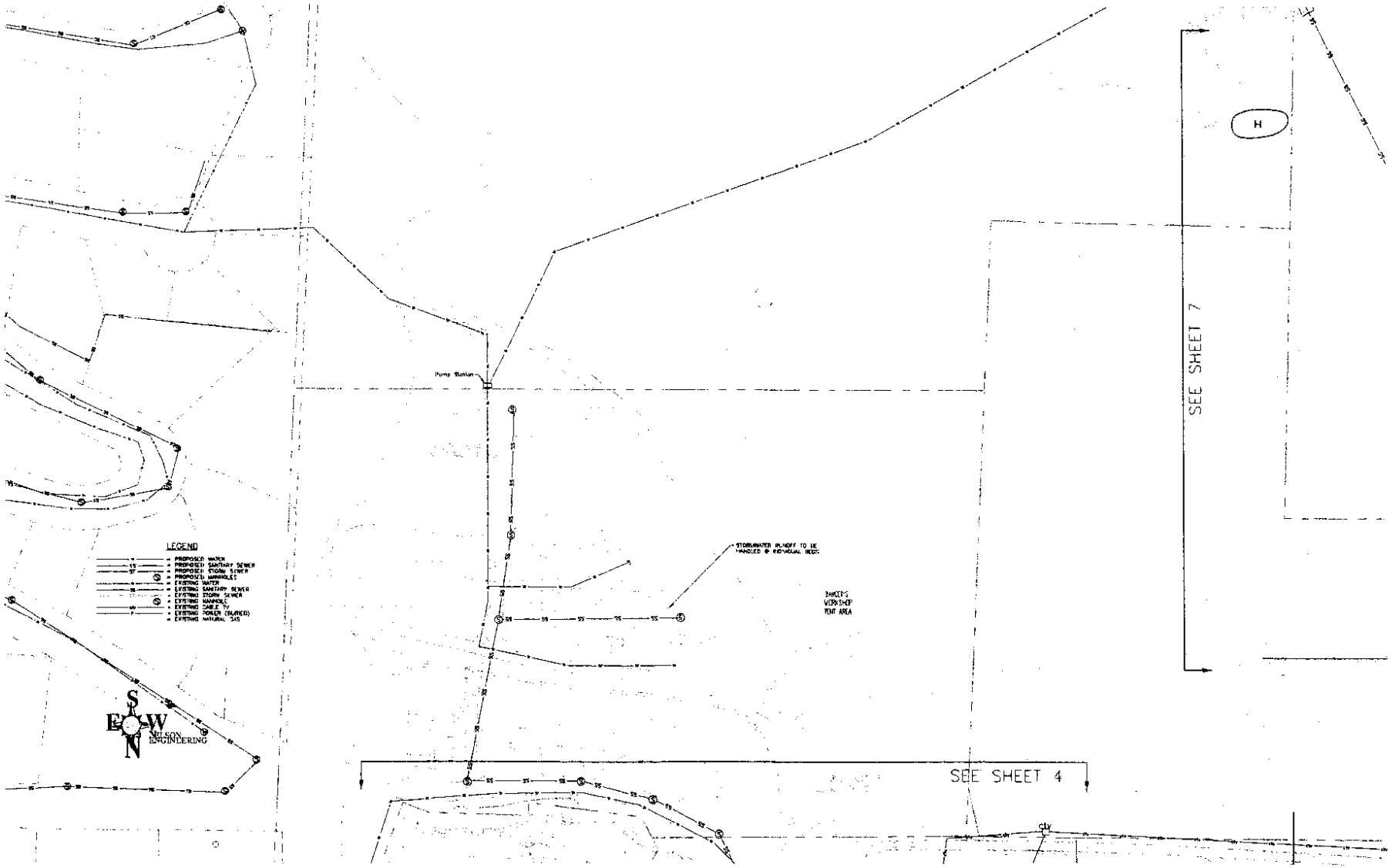
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ENLARGED PLAN – SHEET 4



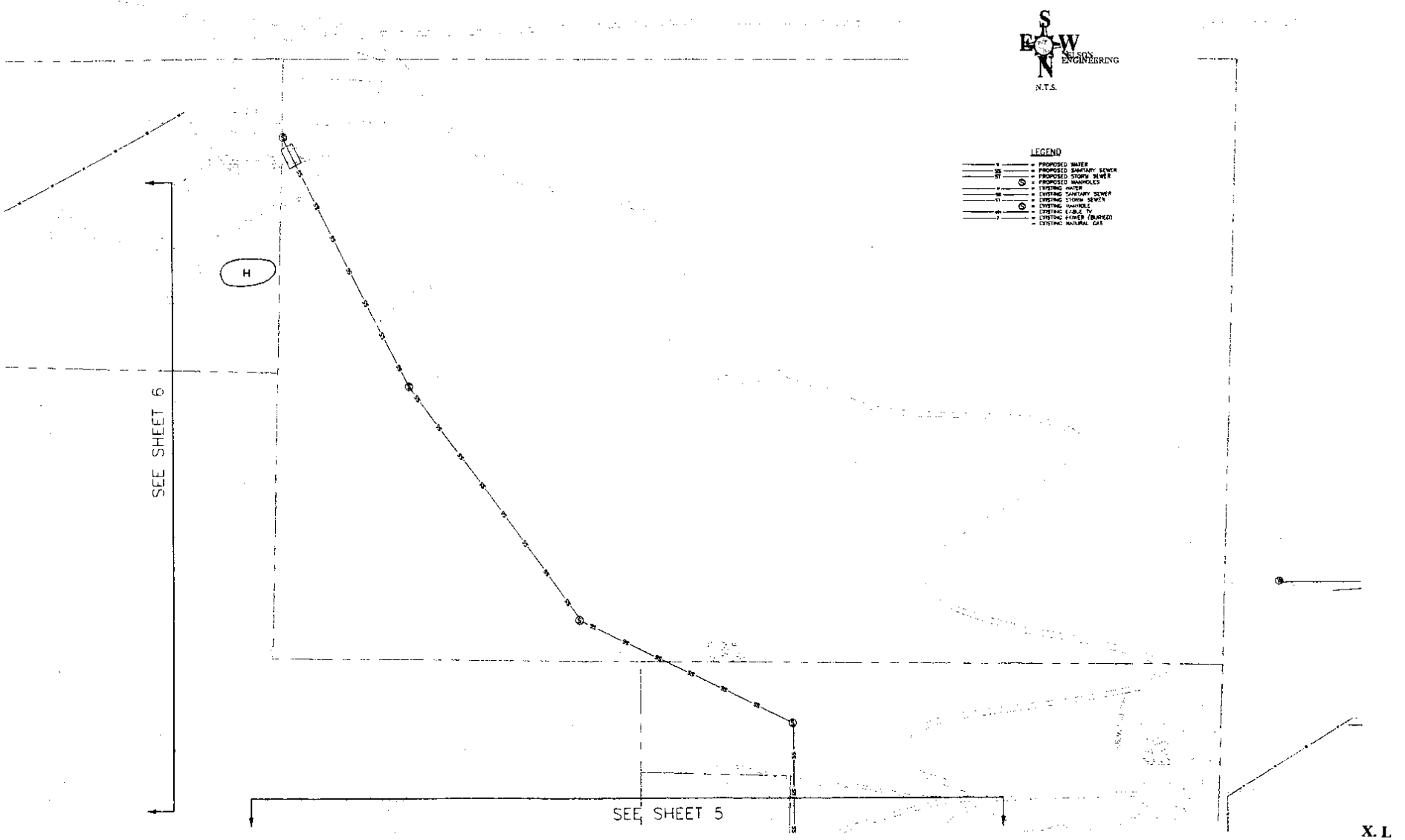
X. J

ENLARGED PLAN – SHEET 5



X. K

ENLARGED PLAN – SHEET 6



X. L

ENLARGED PLAN – SHEET 7

XI. PHASING AND THE SNOW KING RESORT MASTER ASSOCIATION

The PRD 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 ensure 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.

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, to ensure that adequate monitoring programs are established for development within the district and for the required SKRMA fee assessment, collection and expenditure.

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 is 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 that includes, but is not limited to, current membership and contact information, phasing plan compliance, and financial information.

The responsibilities of SKRMA include, but are not limited to the following:

- Serving as the conduit for all major development applications within the Resort District.
- 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 future owners of property within the District.
- SKRMA is ultimately responsible for ensuring all parties within the Resort District install, maintain, and operate all private infrastructure including water, sewer, stormwater, and roads 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 required minimum District-wide fee as set forth in the conditions of approval ("SKRMA Fee"). This minimum required SKRMA Fee shall be assessed as set forth in the conditions of approval. This minimum required SKRMA Fee will not be assessed on Uses that solely take place on United States Forest Service property irrespective of where a ticket for that Use is purchased as described in the conditions of approval. All property owners within the Planned Resort District

shall contribute the required minimum SKRMA fee to SKRMA via this District-wide fee structure.

- Implementation and monitoring of 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.
- SKRMA will be 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.
- SKRMA will act as a Master Association for all the property owners within the district with respect to common utilities, safety, transportation, employee housing and parking.
- SKRMA will coordinate members to manage snow removal, lighting, signing, construction and maintenance of common roads.
- SKRMA shall ensure that private shuttle service continues to be offered from the Resort District to downtown Jackson, the Jackson Hole Airport and to Teton Village. If SKRMA is unable or elects not to provide private shuttle service as provided herein, SKRMA must provide a reasonable and equitable contribution to START as determined by the START Board, Town Council and SKRMA and based upon a defined metric of ridership by Resort District guests.
- SKRMA will serve as 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.

All areas and developments within the resort district will be encouraged to participate as members of SKRMA. This SKRMA fee funding mechanism will serve to maintain the minimum resources required for the maintenance of the Resort District. The SKRMA Fee will be used at the discretion of the SKRMA board for communal improvements, repairs, and maintenance, marketing, events, or other Resort District obligations. It is to be noted that these funds are not to be construed solely as a funding mechanism for the ski area only, but rather as a reserve to ensure that the District can maintain compliance with all obligations of the Master Plan.

Upon the Jackson Town Council's approval of this Master Plan area Amendment, SKRMA shall assess a minimum of a 1% fee ("**SKRMA Fee**") on the following uses identified in the Master Plan area (collectively, "Uses"):

a. Non-residential uses as defined in the Master Plan except for Institutional Uses in LDR, Section 6.1.8;
b. Commercial Amusement;
c. Indoor Recreation;
d. Home and Temporary uses;
e. Outdoor Amusement/Recreation;
f. Agricultural Uses;
g. Tour Operators/Outfitters;
h. Temporary Uses; and
i. Special Events.

Uses that occur exclusively within the Master Plan area or Uses that occur both within the Master Plan area and on adjacent United States Forest Service property must be assessed the SKRMA Fee. The SKRMA Fee is not required to be assessed on Uses that solely take place on United States Forest Service property irrespective of where a ticket for that Use is purchased (by way of example only, if someone takes the Rafferty lift to access the ropes course, the Rafferty lift ticket is subject to the SKRMA Fee, but the ropes course ticket is not). The SKRMA Fee shall be used at the discretion of the SKRMA Board as a funding mechanism to maintain the Resort District and satisfy SKRMA's obligations under the Master Plan.

To ensure the ski lifts operate as provided herein, SKRMA shall maintain a $500,000 reserved fund generated by the SKRMA Fee ("**Reserved Fund**"). The Reserved Fund shall only be used by SKRMA to ensure the ski lifts operate as provided herein. The Reserved Fund shall be adjusted for inflation every 3 years in accordance with a Denver-based, or other more specific, Consumer-Price Index as approved by the Town. The Reserved Fund shall be established within 3 years of the date the SKRMA Fee is first collected and the SKRMA Fee shall exclusively be used to achieve the $500,000 balance until the Reserved Fund is fully funded. At all times when the Reserved Fund is fully funded, the SKRMA Fee is unrestricted for SKRMA use. If the SKRMA Fee is unable to generate sufficient income to replenish the Reserved Fund by the next required annual report, SKRMA must designate a line of credit to guarantee the $500,000 in the Reserved Fund or add funds from any other source within 3 months.

Summary of Snow King Resort Master Association Commitments:

Conditions of Approval

(Snow King Planned Resort District Master Plan)

1. If Snow King Resort Master Association (SKRMA) fails to comply with any of the conditions listed in these conditions of approval, in addition to any other enforcement powers granted to the Town of Jackson through the Land Development Regulations ("LDRs") and Jackson Municipal Code, the Town of Jackson may withhold pending building permits (including permits for remodels and maintenance) for any development within the Master Plan area.

2. Upon the Jackson Town Council's approval of this Master Plan area Amendment, SKRMA shall assess a minimum of a 1% fee ("**SKRMA Fee**") on the following uses identified in the Master Plan area (collectively, "Uses"):

a. Non-residential uses as defined in the Master Plan except for Institutional Uses in LDR, Section 6.1.8;
b. Commercial Amusement;
c. Indoor Recreation;
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e. Outdoor Amusement/Recreation;
f. Agricultural Uses;
g. Tour Operators/Outfitters;
h. Temporary Uses; and
i. Special Events.

Uses that occur exclusively within the Master Plan area or Uses that occur both within the Master Plan area and on adjacent United States Forest Service property must be assessed the SKRMA Fee. The SKRMA Fee is not required to be assessed on Uses that solely take place on United States Forest Service property irrespective of where a ticket for that Use is purchased (by way of example only, if someone takes the Rafferty lift to access the ropes course, the Rafferty lift ticket is subject to the SKRMA Fee, but the ropes course ticket is not). The SKRMA Fee shall be used at the discretion of the SKRMA Board as a funding mechanism to maintain the Resort District and satisfy SKRMA's obligations under the Master Plan.

3. SKRMA shall provide an annual report to the Town of Jackson by June 15 of each year, for the prior April 15 to April 15 year period, which shall include the following information:
a. Phasing plan compliance;
b. Confirmation that the SKRMA Fee (as defined herein) has been collected;
c. The current balance of the SKRMA Fee fund,
d. The current balance of the Reserved SKRMA Fund (as defined herein);
e. A list of the categories of expenditures that over the previous April 15 to April 15 year period the SKRMA Fee has been spent on within the Resort District (not including specific dollar amounts);
f. SKRMA Board composition and contact information;
g. Status of the SKRMA organization with the Secretary of State;
h. The current SKRMA membership and contact information;
i. Any irregular avalanche control the previous ski season;
j. Confirmation of whether the ski lifts operated an average of 49/hours a week for the previous ski season;
k. Information regarding the private shuttle service, if provided, and if not, the financial contribution SKRMA made to START the previous year; and
l. Information on special events with the Resort District which have more than 200 guests including, but not limited to, the number of events, the location of each event, any complaints received from neighbors outside the Resort District, and the type of event.

4. SKRMA shall ensure that private shuttle service continues to be offered from the Resort District to downtown Jackson, the Jackson Hole Airport and to Teton Village. If SKRMA is unable or elects not to provide private shuttle service as provided herein, SKRMA must provide a reasonable and equitable contribution to START as

determined by the START Board, Town Council and SKRMA and based upon a defined metric of ridership by Resort District guests.

5. SKRMA shall provide a Transportation Demand Management (TDM) report to the Town of Jackson every 3 years, starting 3 years from the date the Master Plan Amendment is approved by Jackson Town Council.

6. SKRMA shall ensure the ski lifts operate an average of 49 hours per week between December and March, barring unforeseen weather conditions; mechanical failures; acts of God; operational challenges outside the control of SKRMA or the ski mountain operator that necessitate deviation. The hours of operation shall include accommodation of key user groups including, but not limited to, the Doug Coombs Foundation and the Jackson Hole Ski and Snow Board Club.

7. To ensure the ski lifts operate as provided herein, SKRMA shall maintain a $500,000 reserved fund generated by the SKRMA Fee ("**Reserved Fund**"). The Reserved Fund shall only be used by SKRMA to ensure the ski lifts operate as provided herein. The Reserved Fund shall be adjusted for inflation every 3 years in accordance with a Denver-based, or other more specific, Consumer-Price Index as approved by the Town. The Reserved Fund shall be established within 3 years of the date the SKRMA Fee is first collected and the SKRMA Fee shall exclusively be used to achieve the $500,000 balance until the Reserved Fund is fully funded. At all times when the Reserved Fund is fully funded, the SKRMA Fee is unrestricted for SKRMA use. If the SKRMA Fee is unable to generate sufficient income to replenish the Reserved Fund by the next required annual report, SKRMA must designate a line of credit to guarantee the $500,000 in the Reserved Fund or add funds from any other source within 3 months.

8. Snow King Mountain Resort, LLC ("Snow King Mountain") is the current owner of all recreational improvements. Snow King Mountain shall not sell off individual recreational improvements to different owners. This condition shall not prevent Snow King Mountain from selling all of Snow King Mountain's recreational improvements to a different owner.

9. Building permits within Sub-Area #2 shall not be issued until construction has commenced on an aerial tramway (i.e. gondola). Nor shall the proposed zip-line in sub area #4 be allowed to open until construction of the gondola has commenced. Notwithstanding the foregoing, if SKRMA proceeds with its application and construction of a gondola in good faith, this condition shall not take effect if a regulatory or judicial circumstance prevents SKRMA from building the gondola. Further, this condition shall be void if the Town and SKRMA fail to come to agreement on a lease for the landing of the gondola by August 1, 2020.

10. SKRMA shall continue to engage in discussions with the Town and property owners in Sub-Area #2 on a shared parking arrangement between Sub-Area #2 and the Town's Phil Baux park property. SKRMA must enter into a shared parking agreement with the Town of Jackson by December 31, 2020 so long as both parties are continuing to negotiate in good faith. The shared parking agreement shall include, at least but not limited to, provisions regarding construction and maintenance of the shared parking areas, snow removal from said areas and storm water system installation and maintenance.

11. SKRMA shall continue to engage in discussions with the Town regarding a Mountain Sports Center and second sheet of ice within the Master Plan area but shall not be obligated to construct or provide land for a Mountain Sports Center or second sheet of ice. The conceptual maps included in the Master Plan currently show a proposed location for the Mountain Sports Center in Sub-Area #5, though this location may change. A Mountain Sports Center, ice rink, affordable or workforce housing, and a maintenance facility shall be permitted by right within Sub-Area #5. All other uses within Sub-Area #5 shall require a conditional use permit.

12. SKRMA shall provide updated information for Chapter 10 of the Master Plan, by December 31, 2020, specifically with respect to the current conditions within the resort district, including updated maps, and discuss the current capacity utilization compared to the potential buildout capacity. This information shall be kept on file at the Town and may incorporated into the Master Plan at a later date.

IX. COMMUNITY SERVICES ELEMENT

Introduction

The PRD regulations include an optional Community Services element to describe the interrelationship between the district 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 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 district 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 is 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 Jackson/Teton County Parks and Recreation Department 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 may build a mountain sports center adjacent to the Snow King Center but is not mandated to do so. This sports center is envisioned to include 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. SKRMA is committed to working with the Town of Jackson and other partners in planning for a second sheet of ice and for the construction of a Mountain

Sports Training Facility. 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 benefit the community are another direct way of demonstrating Snow King's commitment to Jackson Hole.

During 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 races.

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 20 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, Snow King 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 the operation of lodging, conference space, and on-mountain activities provide the financial and operational platform, as well as the resources necessary 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.

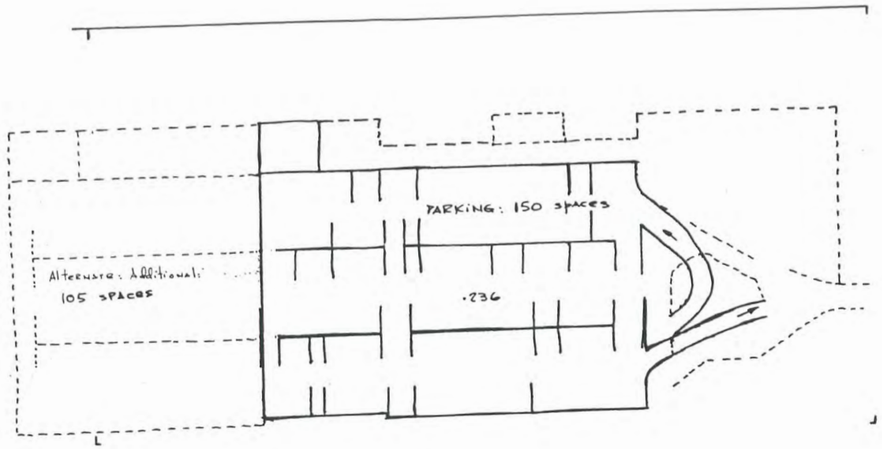
Snow King has, for many years, been one of the largest employers in Teton County. Among the large employers, we pride ourselves in maintaining a very high rate of year-round, stable and level employment. This is a valuable contribution to the stability of our local workforce.

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, the Town of Jackson and 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. 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 Snow King will continue this practice into the future as a means of supporting our community.

Since its construction, Snow King Resort has contributed to the community a lively, multi-purpose facility. Summer and winter, Snow King's facilities have encouraged visitors to step out of their rooms and into the mountains. Indoors and outdoors, Snow King 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.



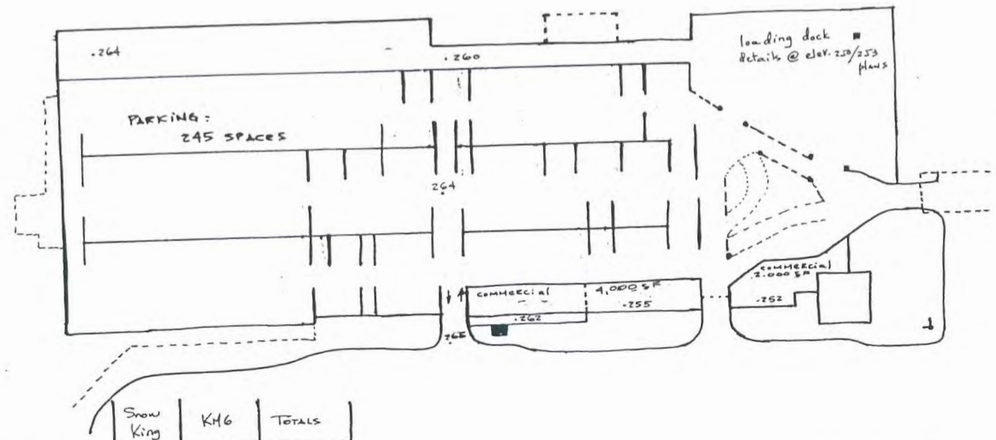
ALTERNATE - ADD

	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

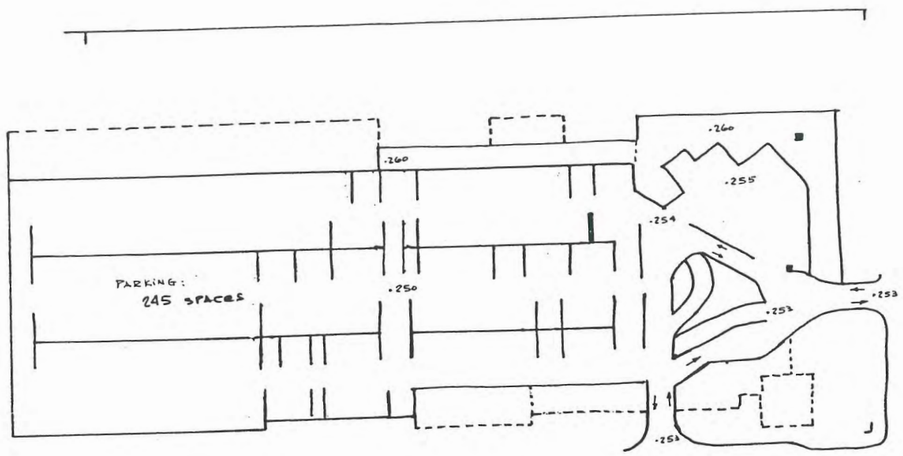
KMG: 150 parking spaces
64,000 SF PARKING & circul.
4,000 SF Mechanical & support (underg.)

Elev. 236



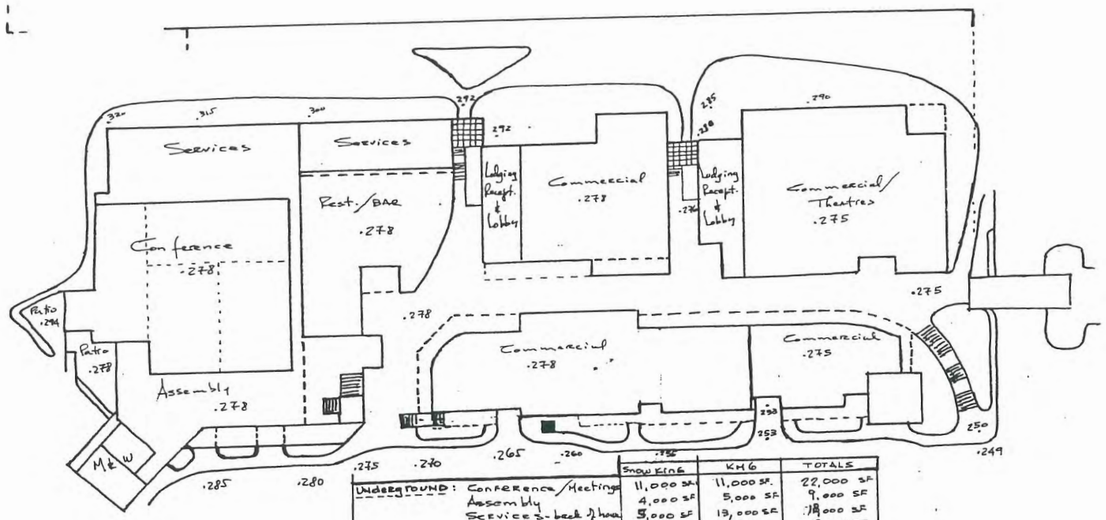
	Snow King	KMG	TOTALS
Parking Spaces	25	220	245
Parking & Circ. SF	13,000 SF	89,000 SF	102,000 SF
Undarg. Support & Mech	3,000 SF	13,000 SF	16,000 SF
Commercial	–	6,000 SF	6,000 SF

Elev. 260/264



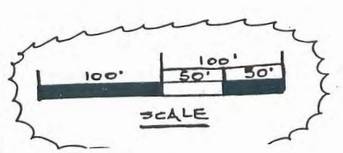
	SNOW KING	KMG	TOTALS
PARKING SPACES	25	220	245
PARKING & CIRC. SF	13,000 SF	89,000 SF	102,000 SF
UNDERG. SUPPORT & MECH.	2,000 SF	6,000 SF	8,000 SF
UNDERG. LOADING DOCK	–	22,000 SF	22,000 SF

Elev. 250/253

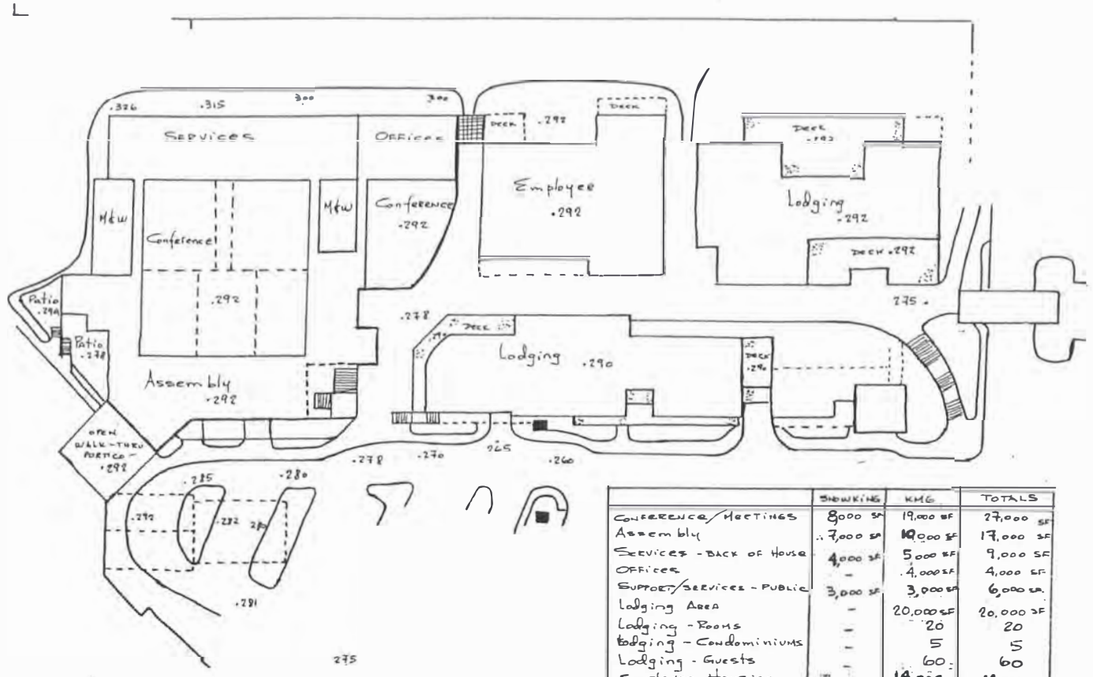


		SNOW KING	KMG	TOTALS
UNDERGROUND:	Conference/Meetings	11,000 SF	11,000 SF	22,000 SF
	Assembly	4,000 SF	5,000 SF	9,000 SF
	Services - back of house	5,000 SF	13,000 SF	18,000 SF
	Support & Service - public	2,000 SF	–	2,000 SF
ABOVE GROUND:	Commercial (F&B)	–	11,000 SF	11,000 SF
	Commercial (Luxury)	–	34,000 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

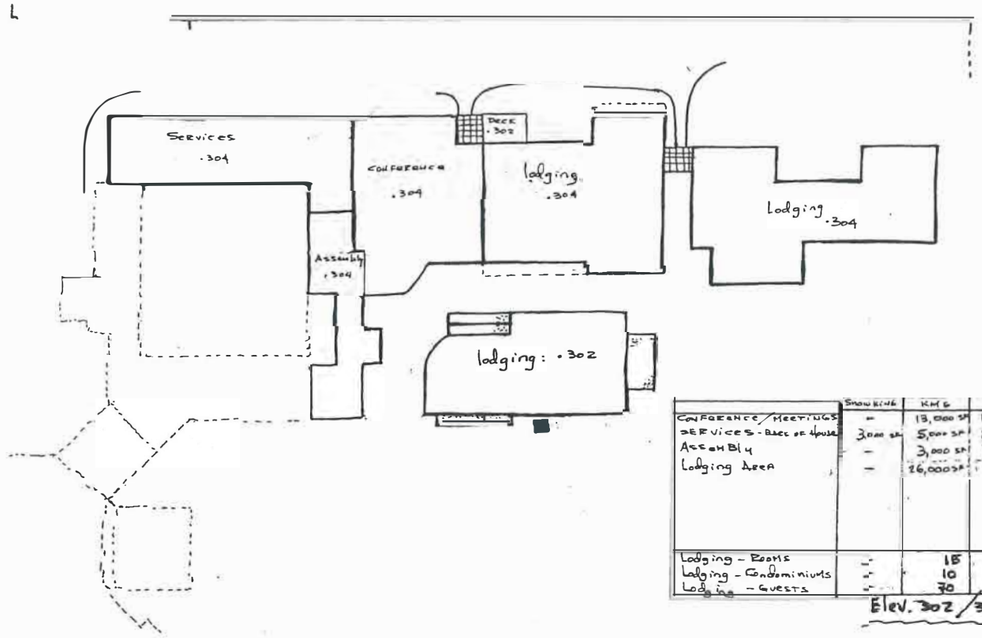


CONCEPTUAL BUILDING DESIGNS - SUB AREA 2



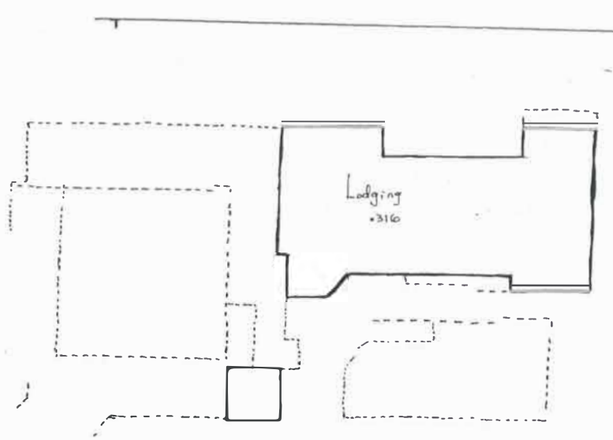
	SHOWKING	KMG	TOTALS
CONFERENCE/MEETINGS	8,000 SF	19,000 SF	27,000 SF
Assembly	7,000 SF	10,000 SF	17,000 SF
SERVICES - BACK OF HOUSE	4,000 SF	5,000 SF	9,000 SF
OFFICES	-	4,000 SF	4,000 SF
SUPPORT/SERVICES - PUBLIC	3,000 SF	3,000 SF	6,000 SF
Lodging Area	-	20,000 SF	20,000 SF
Lodging - Rooms	-	20	20
Lodging - Condominiums	-	5	5
Lodging - Guests	-	60	60
Employee Housing	-	19,000 SF	19,000 SF
	-		

Elev. 290/292



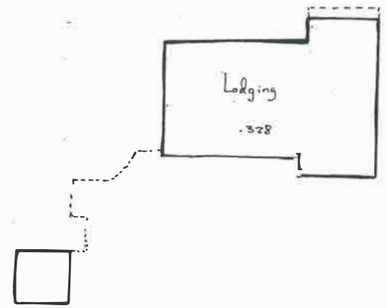
	SHOWKING	KMG	TOTALS
CONFERENCE/MEETINGS	-	13,000 SF	13,000 SF
SERVICES - BACK OF HOUSE	3,000 SF	5,000 SF	8,000 SF
ASSEMBLY	-	3,000 SF	3,000 SF
Lodging Area	-	26,000 SF	26,000 SF
Lodging - Rooms	-	15	15
Lodging - Condominiums	-	10	10
Lodging - Guests	-	30	30

Elev. 302/304



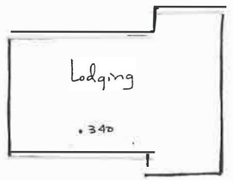
Lodging Area	KMG 16,000 SF	TOTALS 16,000 SF
Lodging - Rooms	30	30
Lodging - guests	60	60

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

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, 200 1

WITNESS my hand and official seal.

CYNTHIA A. NICHOLSON - NOTARY PUBLIC
[Seal]
County of Teton
State of Wyoming
My Commission Expires Feb. 23, 2002

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 0
Sherry L Daigle, Teton County Clerk fees: 444.5
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 ("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 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 ("Original Master Plan"). Since the approval of the Original Master Plan, the Town of Jackson and Teton County LDRs have been updated.

The review process of this 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.

This Master Plan applies to all properties located within the Snow King Planned Resort District. Previously, there was language in the Original Master Plan that stated that Sub-Area #7 (now Sub-Area #6 in this Master Plan) played a limited role in this Master Plan. To be clear, Sub-Area #6 is part of this Master Plan and shall be subject to all benefits and obligations contained in this Master Plan.

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: The enclosed copy of Division 2500 incorporates this Amendment.

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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 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 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 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 Master 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 District development.

Chapter 2: Consistent with the Comprehensive Plan

The purpose of this chapter is to ensure that the 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 Master 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 are conceptual and 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 conceptual 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 sec tors 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 the Master Plan. 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 Guidelines 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". The Example Development Chart is only to be used as an example of what may be developed on site, not as a mandate for what must be built. The Example Development Chart is necessary in order to determine the possible impacts and required facilities and services as a result of the proposal. The Example Development Chart 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 Master Plan 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.F.7 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, is addressed in the Master Plan.

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 the LDRs, 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 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 Master Plan shall follow the design theme identified in the 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 provide 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. 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 workforce 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 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, promotes design and management which encourages shifts from single - occupancy vehicle trips to multi-occupancy trips, or other transportation modes, and provides 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 Transportation Demand Management 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 district demands. The capital improvements element identifies service providers, analyzes impacts and proposes a capital improvements plan for facilities and services needed by the district.

This Master Plan accurately identified and acknowledged the necessary service providers required for the development of the 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 district 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.

Among other things, the Snow King Resort Master Association (SKRMA) shall be responsible for ensuring that the phasing plan and phasing conditions are satisfied. SKRMA has specific duties and commitments with regard to this Master Plan and its implementation, all of which are outlined and 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

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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

Conditions of approval included in the original approval and subsequent amendments of the Master Plan have been largely incorporated in the Master Plan or are on file in the Town Planning Office.

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Deleted: <#>All Final Development Plans shall include a detailed Landscape Plan for the review and approval by the Town.¶
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<#>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.¶

Deleted: <#>The applicant shall be required to implement the Travel Demand Management Monitoring System as described in the Transportation Element of this Master Plan.¶
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<#>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 thorough fare.¶
<#>¶
<#> 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, ... [1]

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 this Master Plan is to *establish the development standards and serve as a guide to all future development within the Planned Resort. The 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 engineered plans or fully engineered plans or fully detailed architectural drawings are not required.* The Master Plan 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 Master Plan 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 Planned 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 Master Plan establishes the development standards and serves as a guide to all future development within the Snow King Planned Resort District. This Master Plan 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 Master 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 subdivision 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. The Grand View Lodge Conference facility has expanded the conference space at Snow King and allowed the resort to remain competitive in attracting small to medium sized conferences. As the resort expands in the future there is the potential to increase conference space further with a new facility in the heart of the Resort District. Depending on conference demand and the desire for more diverse uses at the resort, this space may also be designated for indoor recreational activities to complement the array of outdoor activities on the mountain.

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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 exist and are planned to connect the 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 ax is 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

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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 balancedtheyare 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.

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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 Master Plan document considers, addresses and ultimately assists in achieving these Goals and Objectives, while taking advantage of the unique characteristics of the site.

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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 Master Plan defines the existing conditions within the Snow King Planned 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. These 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 Master Plan includes all areas within the Planned Resort District. The Master Plan has been divided into 6 sub-areas, Subareas #1-6.

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.

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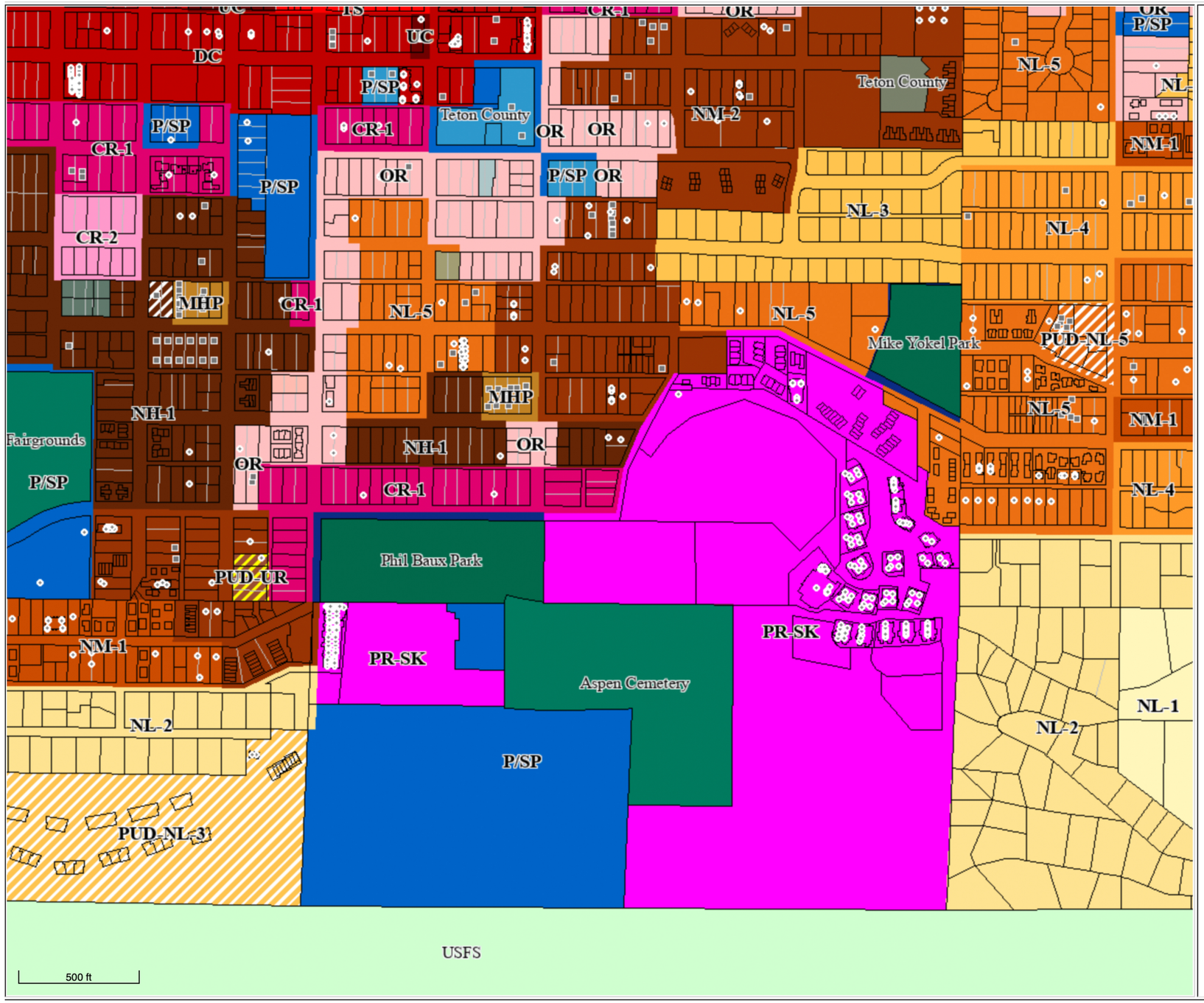
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Extent of this Master Plan




DC
UC
TS
P/SP
CR-1
OR
Teton County
NM-2
NL-5
NL
NM-1
CR-2
NL-3
NL-4
MHP
Mike Yokel Park
PUD-NL-5
NH-1
Fairgrounds
Phil Baux Park
PUD-UR
PR-SK
Aspen Cemetery
NL-2
NL-1
PUD-NL-3
USFS
500 ft
D. Neighborhood Zoning Map
Common Place Names
BP Business Park
CR-1 Commerical Residential-1
CR-2 Commerical Residential-2
CR-3 Commercial Residential
DC-Downtown Core
MHP Mobile Home Park
NL-1 Nbhd Low Density-1
NL-2 Nbhd Low Density-2
NL-3 Nbhd Low Density-3
NL-4 Nbhd Low Density-4
NL-5 Nbhd Low Density-5
NM-1 Nbhd Med Density-1
NM-2 Nbhd Med Density-1
NH-1 Nbhd High Density-1
OR - Office Residential
P - Public Park
P/SP - Public/Semi-Public
PR Planned Resort
PUD-NL-1
PUD-NL-2
PUD-NL-3
PUD-NL-5
PUD-NM-2
PUD-NH-1
PUD-UR
R Rural
TS - Town Square
UC Urban Commercial
Public Parks
BLM
US Fish & Wildlife Serv
National Park Service
US Forest Service
Wyoming Dept of Trans
Wyoming Game & Fish
State of Wyoming
Teton County
NORTH



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 condominimums.

- Storage facility behind ice rink.

- Mid-mountain lodge, accesory buildings, and pavillion.

- Condominimum building 27 located on lot 58 above Grand View Condominimums.

- Mountain maintenance facility located on Vine Street.

- Cabins located on lots 53 and 57 above Grand View condominimums.

I. H. 2. Statement Regarding Sub-Area #6

The following projects, all located in Sub-Area 6, had a limited part in the Original Master Plan:

- Pitchfork Townhomes
- Grand Vista Townhouses
- Vine St. Townhomes
- King Ridge
- Clark's Knoll Townhouses

To be clear, Sub-Area #6 is located within and is governed by this Master Plan. Sub-Area #6 is approximately 4.85 acres and can accommodate a maximum of 252 guests. These 252 guests reduce the maximum lodging capacity (i.e. APOs) remaining in Sub-Areas #1-5 to 2,208 (2,460 APOs – 252 = 2,208 APOs). Owners of property within Sub-Area #6 are permitted to short-term rent their units. The ability to short-term rent comes from this Master Plan. Any owner that chooses to short-term rent their property within Sub-Area #6 shall be required to pay to SKRMA 1% on the gross revenue generated from all short-term rentals. This 1% fee (the SKRMA Fee, as defined and described in Chapter 11) is explained in more detail in Chapter 11. This 1% fee applies to all short-term rentals in the Master Plan.

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 King Ridge and Vine St. properties have been assigned 20 and 24 guests respectively.

-
- The Vine St. project is allowed a maximum 20 guests (APOs) and therefore is allowed to build an additional unit sized similarly to the 4 existing units.
- The King Ridge lot is allowed a maximum of 24 guests (APOs) and 9600 SF of livable space.
- The Vine St. lot has been built with one employee unit and will remain so.
- The King Ridge 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	-King Ridge	9,600 SF
-Vine St.	9,400 SF		

and cannot exceed the # of guests assigned in the table *below*.

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¶
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 #67"). For planning purposes, the remaining 62.364 Acres has been subdivided into fivesix 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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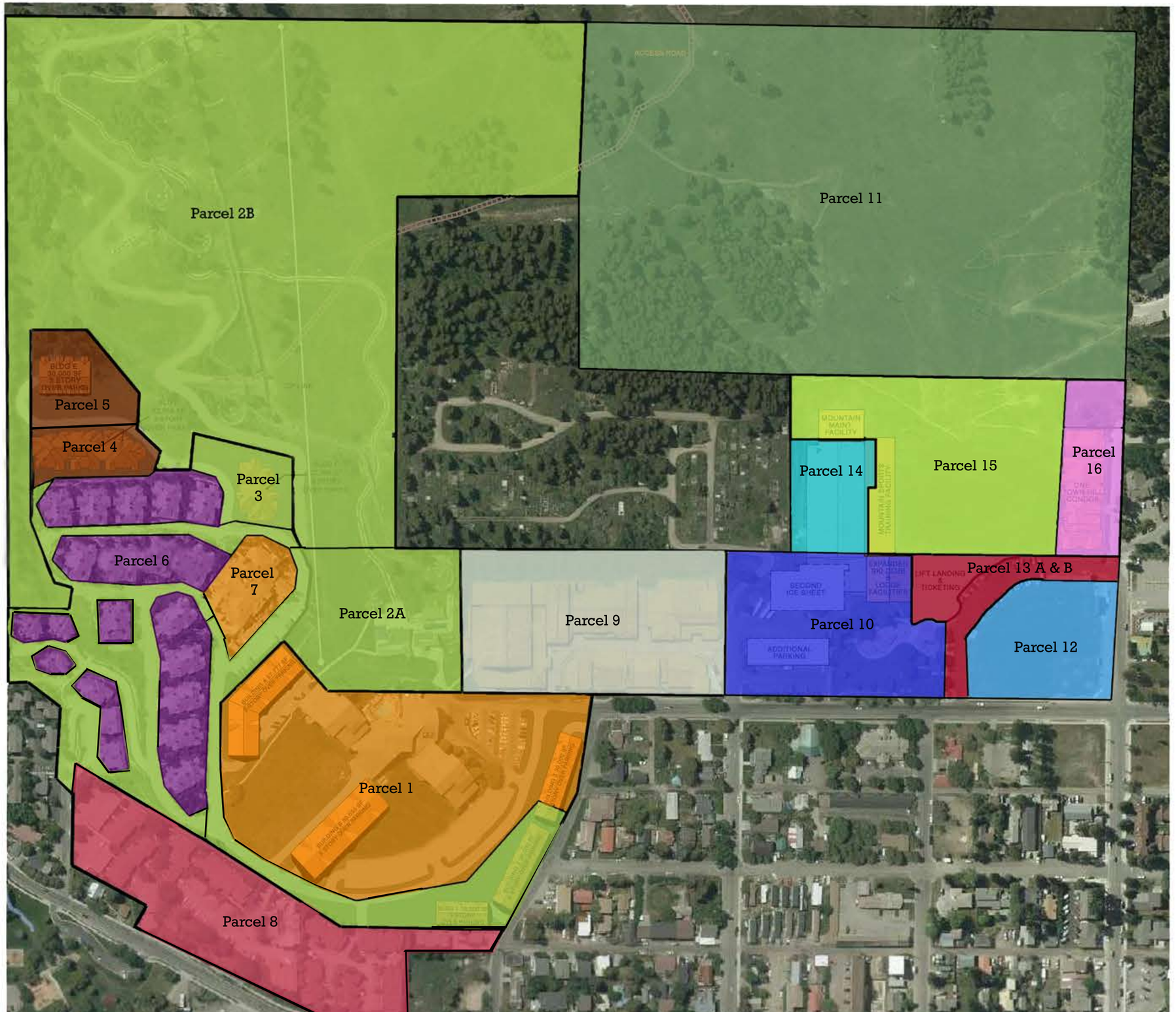
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	Pitchfork	Clark's Knoll	Grand Vista	King Ridge	Vine St. Townhomes	TOTALS
Condominium Units #	30	19	3	6	5	63
Doors#	48	19	3	12	10	92
Guests#	120	76	12	24	20	252
Site Area - Acres	2.8	1.3	0.2	0.28	0.27	4.85 Acres
Site Area - SF	122,000	56,400	8,700	12,300	12,000	211, 400 SF
Parking Spaces - #	60	38	6	16	10	130
Employee Units - #				As needed	I (2Bdnn)	

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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 condominimums 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.

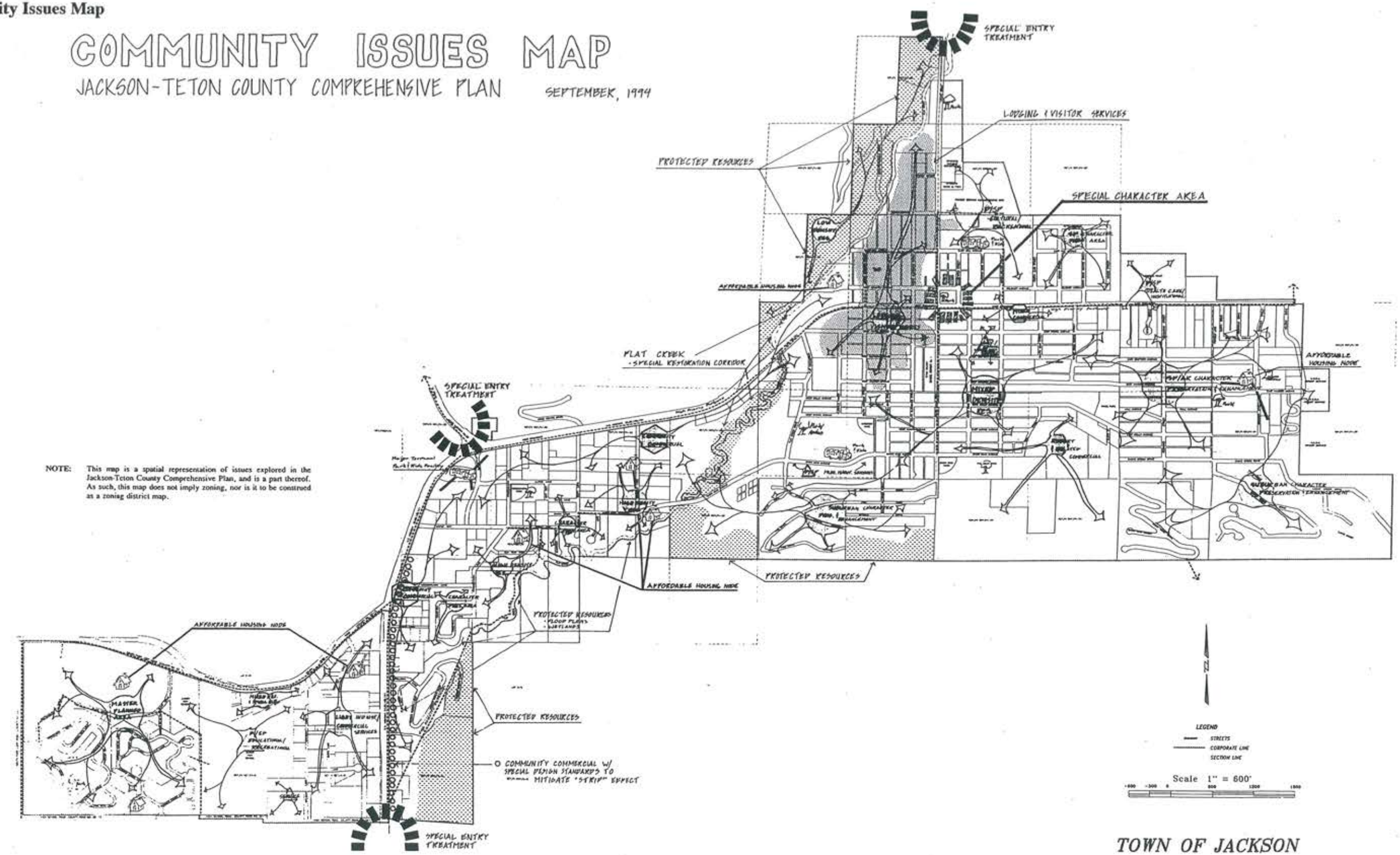
Other Parcels within the PRD:
Existing Condominium Areas:
- Parcel 8 4.85 Acres

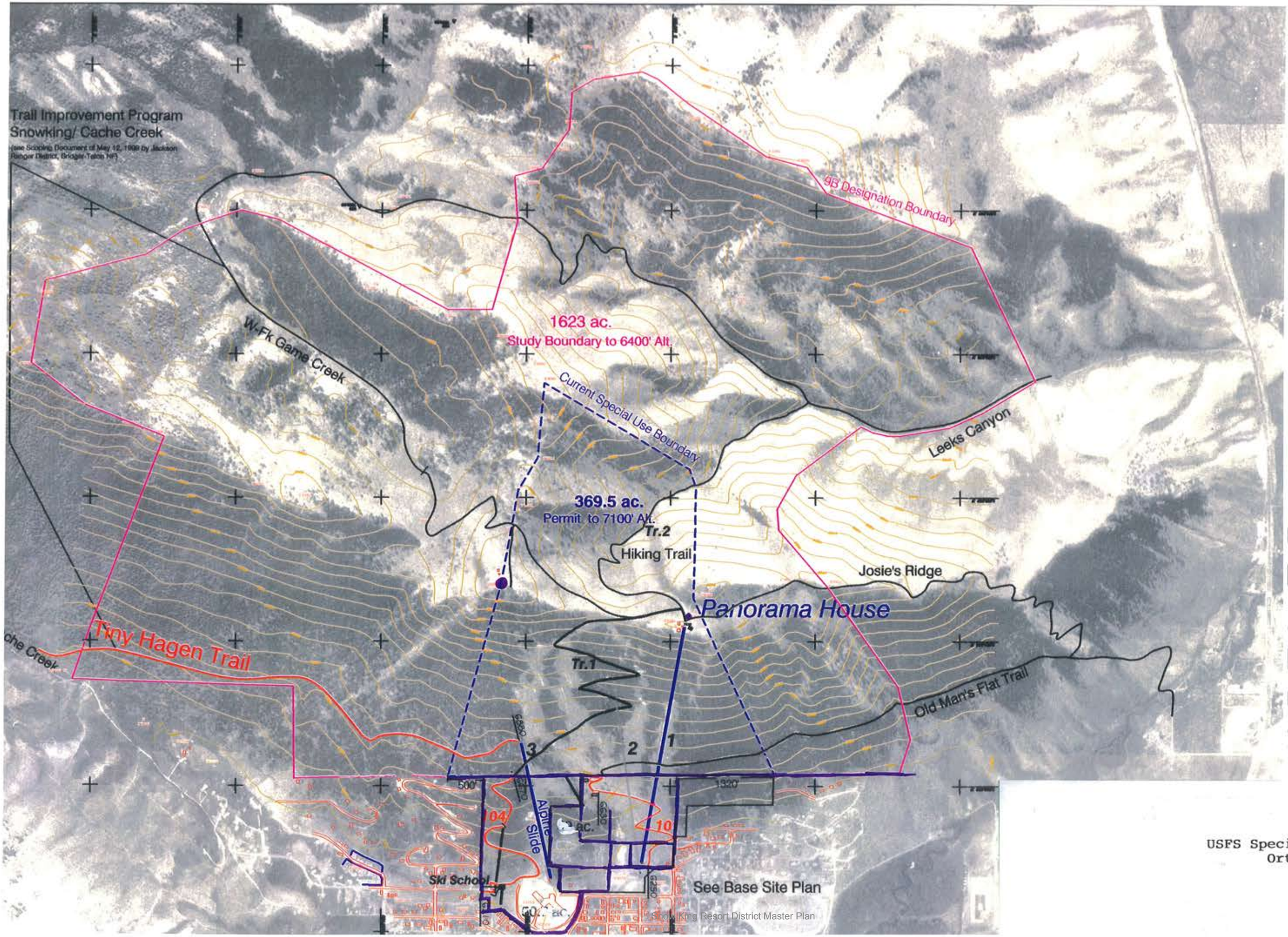
See: Statement Regarding Exsiting Condominiums

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 Parmit
Issued to Snow King Mountain Resort LLC - 369.51 Acres


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.
SPECIAL ENTRY TREATMENT
LODGING & VISITOR SERVICES
PROTECTED RESOURCES
SPECIAL CHARACTER AREA
FLAT CREEK - SPECIAL RESTORATION CORRIDOR
AFFORDABLE HOUSING NODE
SPECIAL ENTRY TREATMENT
AFFORDABLE HOUSING NODE
MASTER PLANNED AREA
PROTECTED RESOURCES
- FLOOD PLAIN
- WETLANDS
PROTECTED RESOURCES
COMMUNITY COMMERCIAL W/ SPECIAL DESIGN STANDARDS TO MITIGATE "STRIP" EFFECT
SPECIAL ENTRY TREATMENT
LEGEND
STREETS
CORPORATE LINE
SECTION LINE
Scale 1" = 600'
TOWN OF JACKSON
TETON COUNTY, WYOMING
COMMUNITY ISSUES MAP



1"=1200'

ORTHOPHOTO
USGS-1976

TOPOGRAPHY
NELSON
ENGINEERING
HORIZONS FILE
4-1853

Prepared:
August 18, 1998

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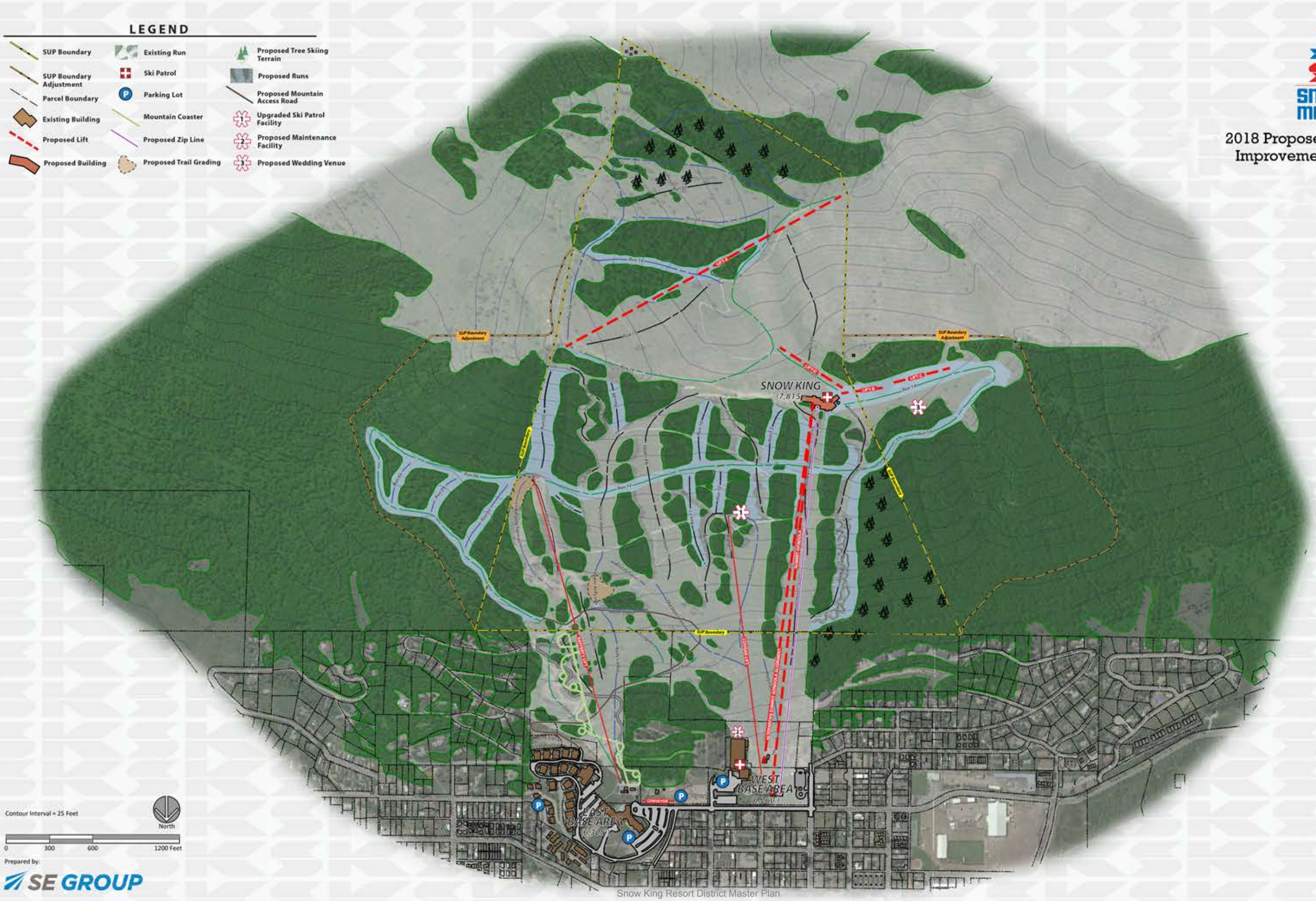
Salt Lake City, Utah

SUMMER USE, MOUNTAIN

Snow King Resort

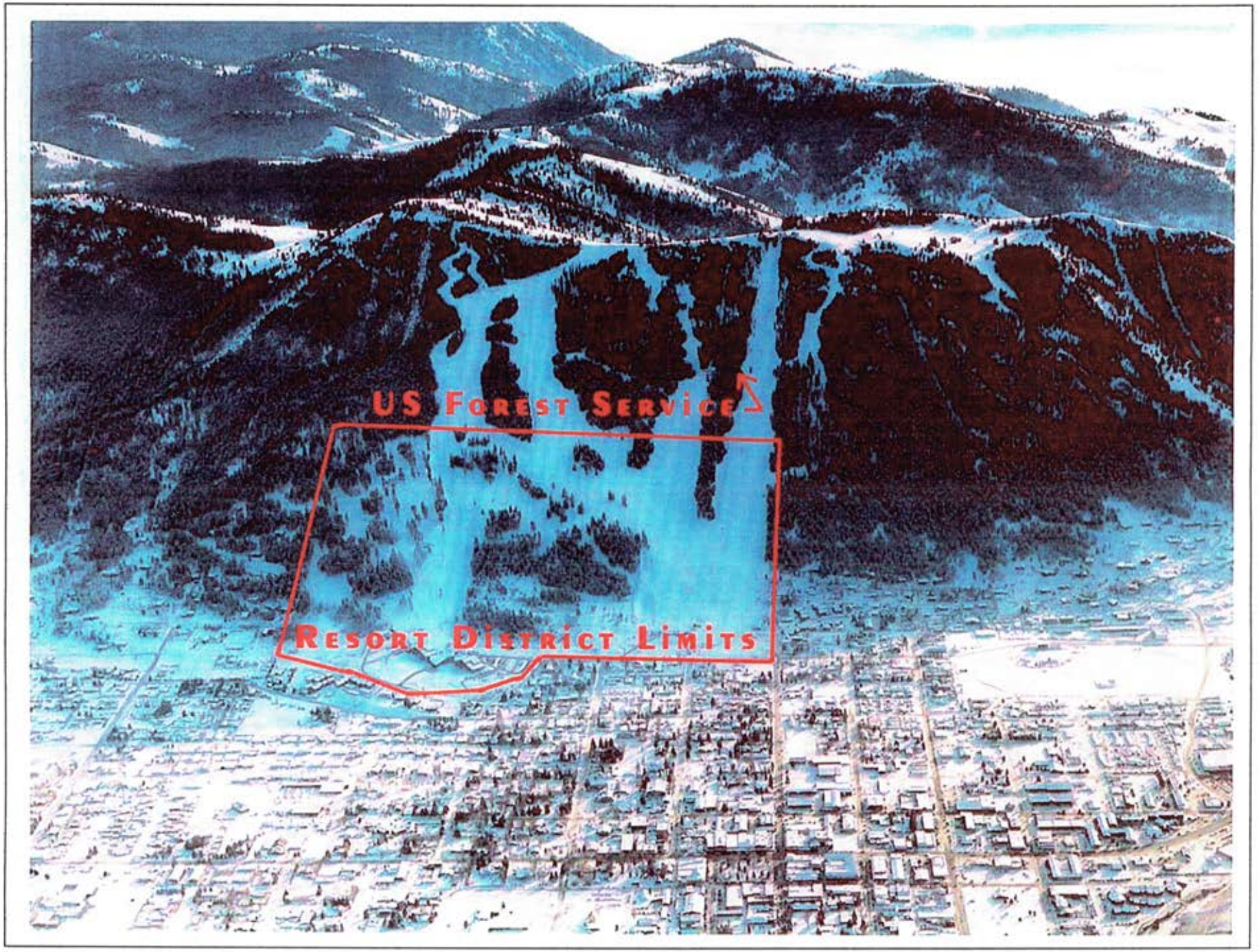
Box SKI
Jackson Hole
WY. 83001

USFS Special Use Permit Area
Ortho Photo



SNOW KING MOUNTAIN

2018 Proposed Mountain Improvement Projects


US Forest Service
Resort District Limits

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 Plans as a whole and specifically addresses goals and objectives in every Chapter of the Plan. These two Comprehensive Plans are interrelated and language within both of these plans support the Master Plan. In addition to the statements in this Chapter, other submittal components further articulate the relationships between the Master Plan and various community goals.

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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 Master 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.

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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. SKRMA will assist in controlling air and water quality. The resort already has a strong recycling program that will continue and be expanded.

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• ***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.

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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 Mater 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 workforce 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 which was built upon the foundation of the 1994 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."

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"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.

The Master Plan utilizes and complies with the intensity of use and performance- b a s e d 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, 3 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, 3, 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 ensure 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."*

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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. Typical uses include, but not limited to, ski slopes and associated facilities, lodging, conventions facilities, retail and restaurants.

The 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 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;

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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 the 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.

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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 workforce-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.

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SECTION 4.3.1.B APPLICABILITY

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Snow King Resort is specifically named.

SECTION 4.3.1.F PROCEDURE .

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This Master Plan is in compliance with the procedures outlined in Section 4.3.1.E.

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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.

SECTJON 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 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.

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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 Master Plan is consistent with the goals and objectives of the Jackson/Teton county Comprehensive Plan.*
B. *Consistency with purpose and intent. The 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 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 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 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 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 photograph y.¶

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G. *Land use element. The 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 Master Plan contains a phasing plan.*

I. *Character element. The 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 o f 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 sub areas 1-5 is 2,208 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

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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.

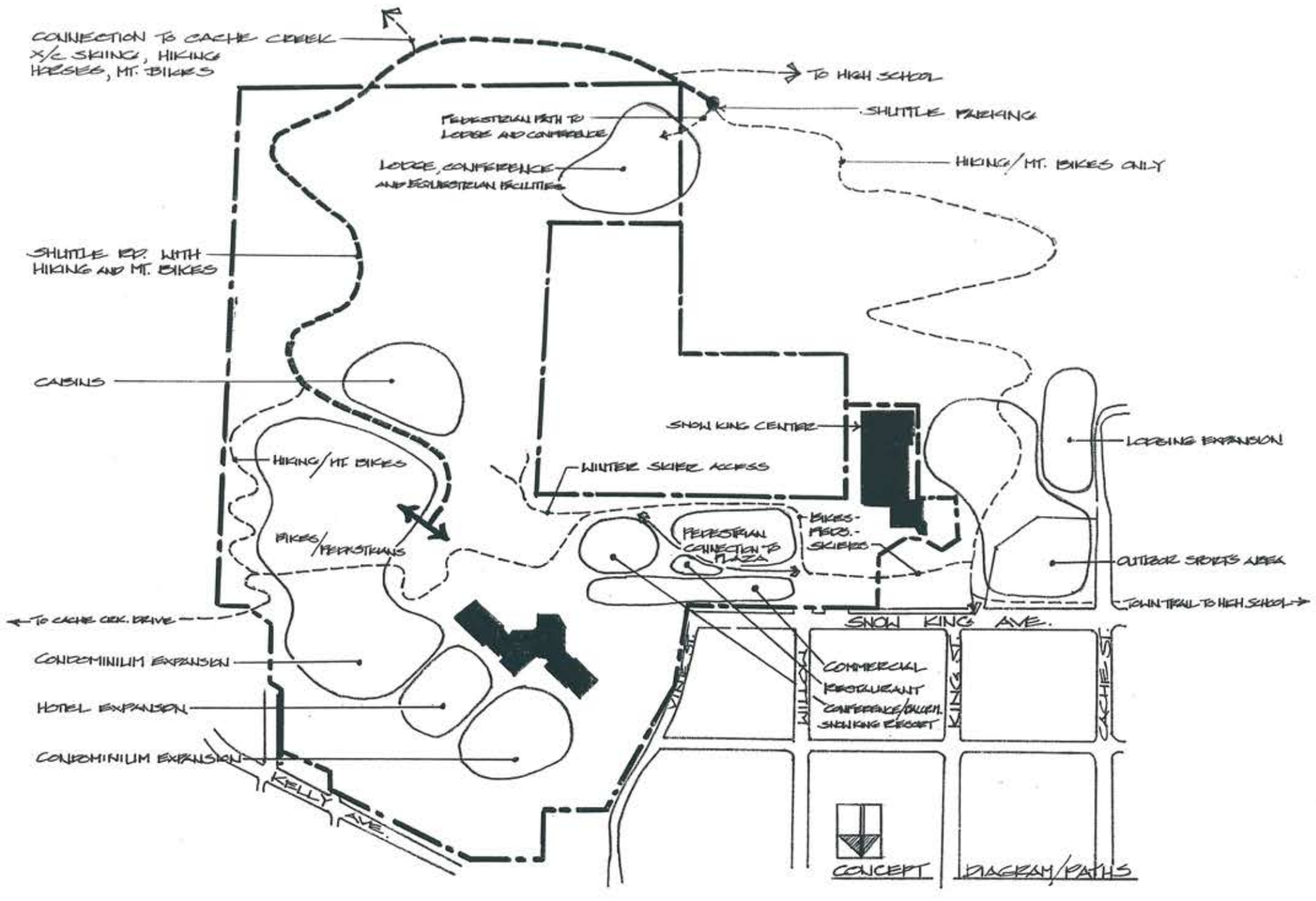
Additionally, Snow King hosts many conferences that use other lodging facilities in town. As their enrollment and programming needs expand, more conference and exhibit space are required to accommodate these town-wide meetings. These meetings provide a stable, low-impact base for the visitor services 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 Master 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.

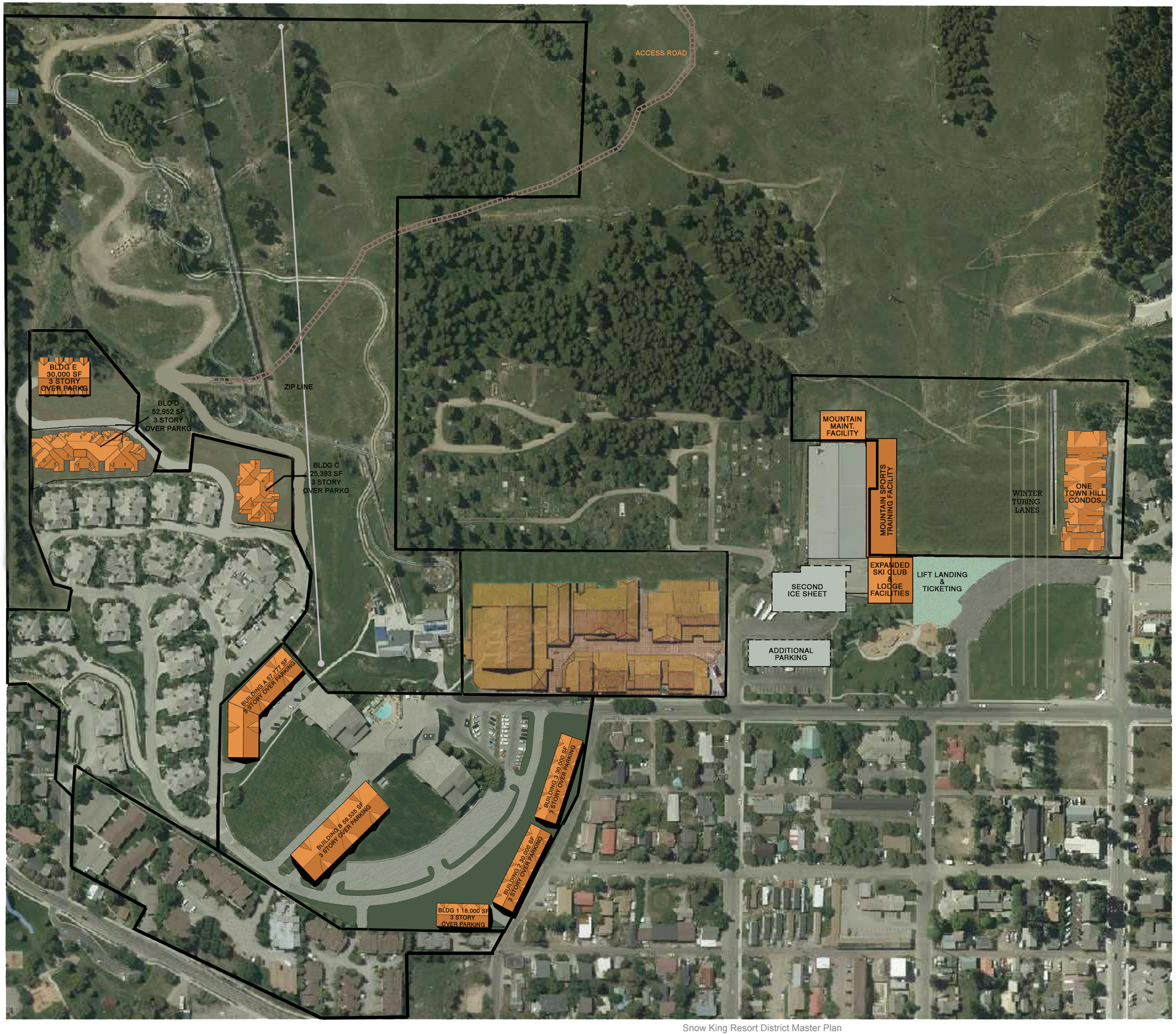
The large contiguous undeveloped land holdings being considered in this Master Plan afford a great opportunity in designing a successful project. Careful consideration has been given to its topography, vegetation, and location. Hiking trails, wind, soils, vehicular, pedestrian and services access, orientation, 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

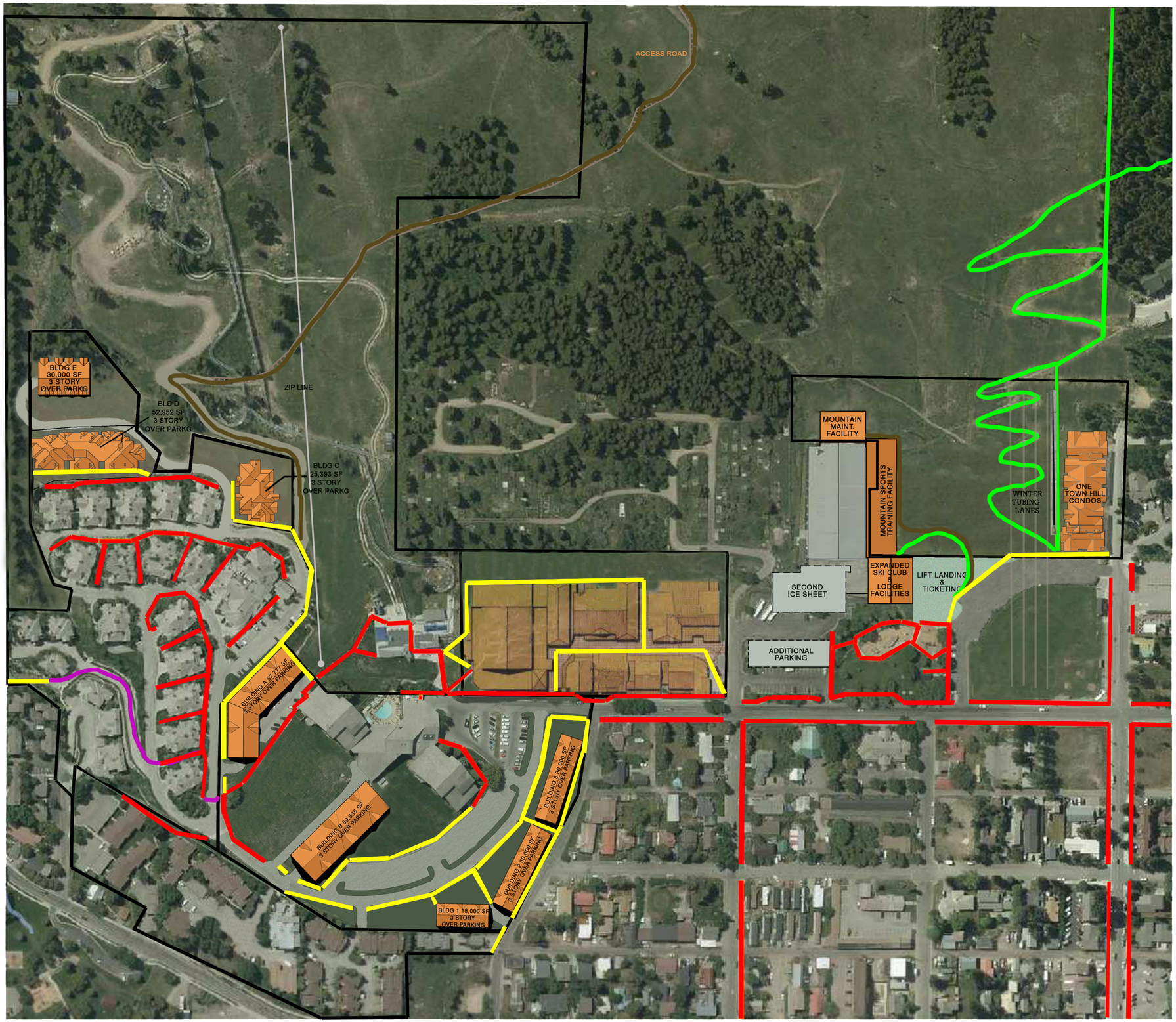
B./D. Sub-Area Plan

For planning purposes the land in the Snow King Planned Resort District has been reconfigured as follows:

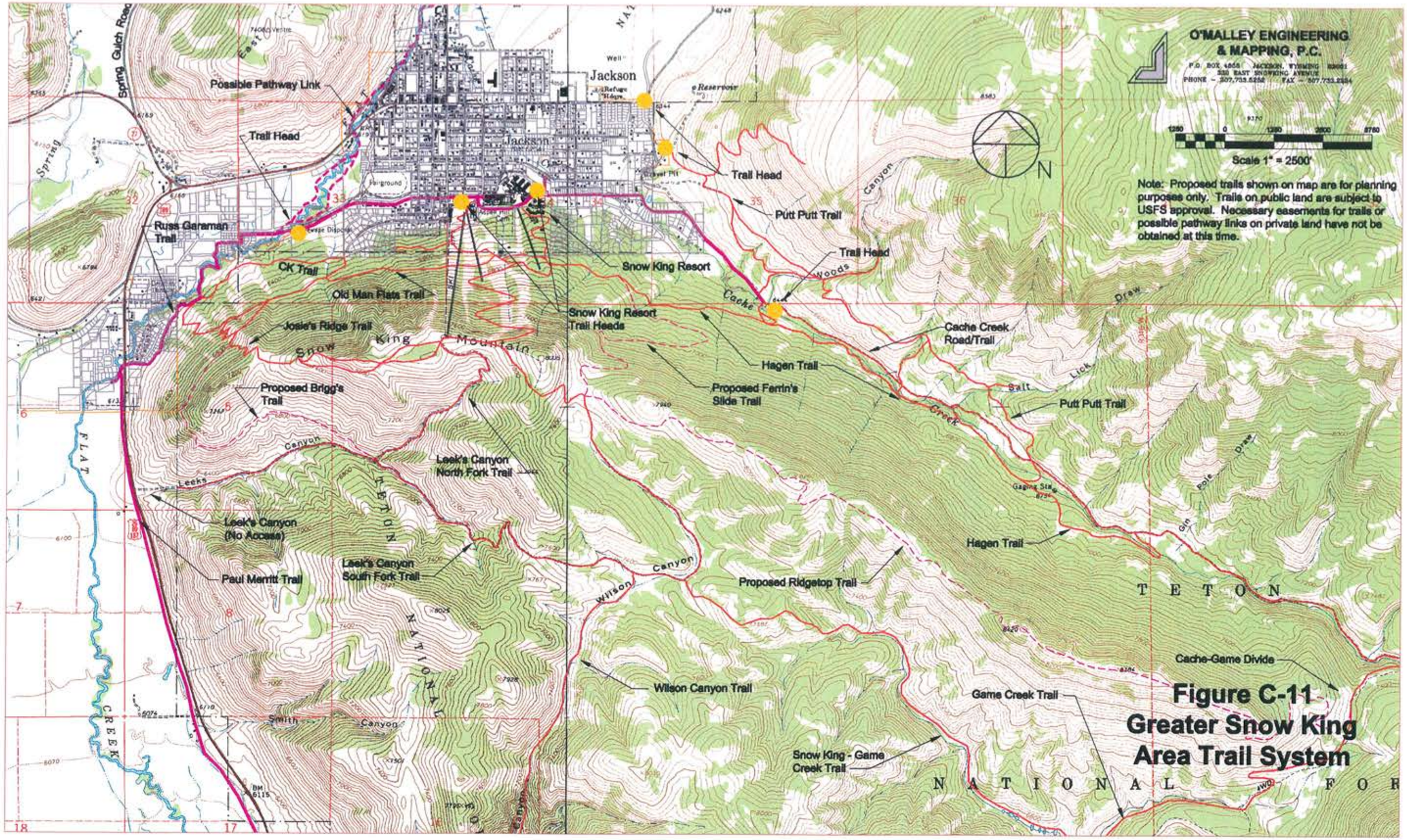
Sub-Area #1: Existing Hotels, Hotel Additions and employee housing.
Sub-Area #2: KM6 Area between Hotel and Snow King Center
Sub-Area #3: Existing and proposed condominiums
Sub-Area #4: Snow King Mountain Recreation area
Sub-Area #5: Snow King Mountain West Base area and One Town Hill
Sub-Area #6: Existing Condominium Area *

*Sub-Area #6 - See statement regarding existing condominiums

Snow King Resort Circulation Trails, Pathways & Sidewalks



- Existing Sidewalk
- Circulation Connection
- Access Road/Summer Trail
- Hiking/Biking Trails/Paths
- Future Sidewalk


O'MALLEY ENGINEERING
& MAPPING, P.C.
P.O. BOX 4656 JACKSON, WYOMING 83001
320 EAST SNOWKING AVENUE
PHONE - 307.733.5252 FAX - 307.733.2584
1250 0 1250 2500 3750
Scale 1" = 2500'
N
Note: Proposed trails shown on map are for planning purposes only. Trails on public land are subject to USFS approval. Necessary easements for trails or possible pathway links on private land have not be obtained at this time.
Possible Pathway Link
Trail Head
Russ Garaman Trail
CK Trail
Old Man Flats Trail
Josie's Ridge Trail
Proposed Brigg's Trail
Leek's Canyon (No Access)
Paul Merritt Trail
Leek's Canyon North Fork Trail
Leek's Canyon South Fork Trail
Snow King Resort
Snow King Resort Trail Heads
Trail Head
Putt Putt Trail
Trail Head
Hagen Trail
Proposed Ferrin's Slide Trail
Cache Creek Road/Trail
Putt Putt Trail
Hagen Trail
Proposed Ridgetop Trail
Wilson Canyon Trail
Snow King - Game Creek Trail
Game Creek Trail
Cache-Game Divide
Figure C-11
Greater Snow King
Area Trail System

V. THE LAND USE PLAN

Introduction to Land Use Plan

Section 4.3.1.F.10 of the PRD 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 listed 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: (I) 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, listed 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.

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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 (but not limited to) 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 LDR's. See section 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 listed in Section 2220 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 Article 6 of the LDRs.

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.

This Master Plan indicates four hotel areas within the resort that are intended for lodging: the existing hotel and additions, Sub-Areas 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 Chart 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.

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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 listed 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 non-residential institutional uses are permitted. 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.
- A Conditional Use Permit shall be required for all permanent Outdoor Amusement/recreation and Commercial Amusement uses
- Other uses shall require a Conditional Use Permit unless determined to be unnecessary by the Town Community Development Director.

A zip-line in sub-area 4 as indicated in the included Master Plan maps and requires a conditional use permit. The CUP application shall include an operational plan and associated impacts for all outdoor recreational uses in this area including but not limited to the Mountain Coaster, Alpine Slide, Mini-golf and Maze 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. This zip-line will not be permitted to open until construction on a gondola has commenced. Notwithstanding the foregoing, if SKRMA proceeds with its application and construction of a gondola in good faith, this condition shall not take effect if a regulatory or judicial circumstance prevents SKRMA from building the gondola. Further, this condition shall be void if the Town and SKRMA fail to come to agreement on a lease for the landing of the gondola by August 1, 2020.

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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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.

All permanent outdoor amusement/recreation within the Recreation land Use Zone requires a conditional use permit from the Town of Jackson.

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 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 for informational purposes only in 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. Snow King Mountain has agreed to notify the Town of Jackson prior to any irregular avalanche control and discuss this irregular control work in the SKRMA annual report should it occur.

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.

Snow King Mountain Resort, LLC ("Snow King Mountain") is the current owner of all recreational improvements. Snow King Mountain shall not sell off individual recreational improvements to different owners. This condition shall not prevent Snow King Mountain from selling all of Snow King Mountain's recreational improvements to a different owner.

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.

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Conditional Use Permit will be needed for Skateboard parks, equestrian centers.¶ ... [4]

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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 listed 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 6.1.12 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. As part of the SKRMA annual report, SKRMA shall provide to the Town a list of all temporary special events over 200 attendees including but not limited to number of patrons, hours, and any associated off-site impacts. Should staff or Council determine in their reasonable discretion that there have been compatibility issues with said events a Conditional Use or Special Use permit may be required going forward at the Town's discretion.

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 Chart 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 Chart only represents Snow King's best estimate of uses within Building Envelopes at this point in time.

Light Industrial Uses. All light industrial uses must be reviewed and approved through the Conditional Use Permit Process. In general, these uses pertain to ski area operations and maintenance facilities which are designated in sub-areas 4 and 5. Sufficient space exists within these sub-areas for all required light industrial uses associated with mountain operations.

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 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.

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SNOW KING RESORT LAND USE SCHEDULE

	Building Envelope Zone	Recreation Land Use Zone
Gravel Processing Extraction		
Disposal		
Temporary Uses		
Christmas Tree Sales		
Contractor's Office	Y	Y
Special Event	Y	Y
Real Estate Sales Office Shelter	Y	Y
Farm Stand	Y	Y
Gravel Extraction & Processing		
Amusement/Resort		
Commercial Amusement	C	C
Campgrounds		
Outdoor Recreational Indoor	L	C
Recreational		
Tour Operators/Outfitters	Y	Y
	Y	Y
Ski Slopes	Y	Y
Home Uses		
Home Occupation Home Businesses	Y	
	Y	
Day Care Home, Family Day Care	Y	
Home, Group	Y	Y
Cottage Industry		
Aeronautical		
Airports Landing		
Strips		
Heliports		
Balloon Operations		
Industrial		
Institutional		
Light Industry	C	C
Heavy Industry		
Institutional		
Institutional	C	C
Utilities	C	C
Day Care Center Group	Y	

	Building Envelope Zone	Recreation Land Use Zone
Commercial		
Office	Y	
Planned Commercial	Y	
Commercial Retail	L	
Heavy Retail/Service		
Services	Y	Y
Restaurant/Bar	Y	L
Drive-in Facility Commercial Lodging	Y	
Bed and Breakfast	C	
Dude/Guest Ranch		
Residential short-term Rental	Y	
Agricultural Support/Service	L	L
Institutional Residential-Other	C	
Residential		
Agricultural Employee Housing Conventional	Y	
Single-Family Unit		
Conventional Single-Family Subdivision Planned Residential	Y	
Planned Unit Development	Y	
	Y	
Mobile Home Mobile Home Park		
Working Ranch Subdivision		
Guest House/Guest Unit Accessory	L	
Residential Units	Y	
Institutional Residential/Employee Housing	Y	
Nonresidential		
Agricultural		
Agriculture	L	L
Nurseries	L	L

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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 PRD. 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 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.

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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 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).

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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 Master Plan. The increased intensity of the resort is hoped to lead to an expansion of the amenities as the need arises.

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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.

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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 Campus 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.

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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 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.

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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.

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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 the LDRs 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 the LDRs.*

6. ***Site planning.***

   A. ***Orientation and aspect.*** *Structures and public spaces within the Planned Resort, general1y 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.*

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(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 sen1ices, 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 section 4.3.1(F)(7).

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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 Grand Teton National Parks.

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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.

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.
- 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 the Land Development Regulations, except for areas designated as Ski Trails and Outdoor Recreation.

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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 trans it 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 built 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.

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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 building 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.

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

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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 unplanned 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 conceptual and 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 Final Development Plan.

As previously mentioned, development within Sub-Area 6 will be controlled in accordance with Section I.H.2 Statement Regarding Sub-Area #6". "".

Building Envelopes.
The conceptual 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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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 and 6 is (915,000 SF-77,000 SF= 838,000 SF) 838,000 SF. The 40 condominiums in lots I through 10 equal 160 guests (APO) leaving (2,208 - 160 = 2,048) 2,048 remaining guests (APO) for Sub-¶
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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 at Grand View and Love Ridge.

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.

The Example Development Chart 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 Chart 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 Chart has generally been weighted towards land uses producing larger impacts than others. However, as part of the 2020 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 reduces impacts of resort development on the community.

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. The maximum elevation for the eastern building is 6,400 feet and the maximum elevation of the western building is 6,370 feet. 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, Sub Area 1 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 10-20 foot setback to allow for a sidewalk and Complete Street cross section connecting the facilities to the resort with a maximum building height of 39 feet. The setback along Vine Street will 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. The elevation of Vine St. is approximately 6,260 feet and the elevation of the Snow King Loop Road in the area of the existing maintenance facility is 6,283 feet. Therefore, the building at this location would be approximately 8 feet higher than the Snow King Loop Rd at this point. 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 feet and 6290 feet) to a maximum height of 6330 feet. The remaining 75% of these envelopes are restricted to the 6310 feet and 6290 foot limits. The Building Envelope designated as T-2 is excluded from the "Pedestrian Mall Overlay Zone" height guidelines, but restricted to the 6350 foot-maximum height of the envelope as depicted in VII.D.

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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. 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. Unless otherwise agreed, building permits within Sub-Area #2 shall not be issued until construction has commenced on an aerial tramway (i.e. gondola). This condition shall not take effect until the USFS and Town of Jackson have issued final non-appealable approvals for the proposed improvements.

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. Plans for lot 58 must ensure compatibility with the neighborhood to the east at the time of development plan including but not limited to additional landscape screening and architectural design that best incorporates the building into the hillside.

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 and will require a conditional use permit. The conditional use permit (CUP) for the zip-line will include an operational plan and associated impacts for all outdoor recreational uses in this area including but not limited to the Mountain Coaster, Alpine Slide, Mini-golf and Maze 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. Elevations of the zip-landing platform are included in this document for review as part of the CUP. 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 could 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 may be located within this Sub-Area. 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.

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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 par.

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 is defined as 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.

Hillside Development.
All development within the Master Plan shall meet the LDR hillside development requirements in place at the time a development plan is submitted.

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Landscape Surface Area and Landscape Surface Ratio (LSR)

Landscape surface area means a land surface not covered by buildings, structure s 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:

(I) 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 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 access01y 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.

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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 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, 3 and 4 shall not exceed .60

Lodging Capacity.

Lodging Capacity within Sub-Areas 1, 2, 3, 4, 5 shall not exceed 2,208 guests (APO) as listed 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).

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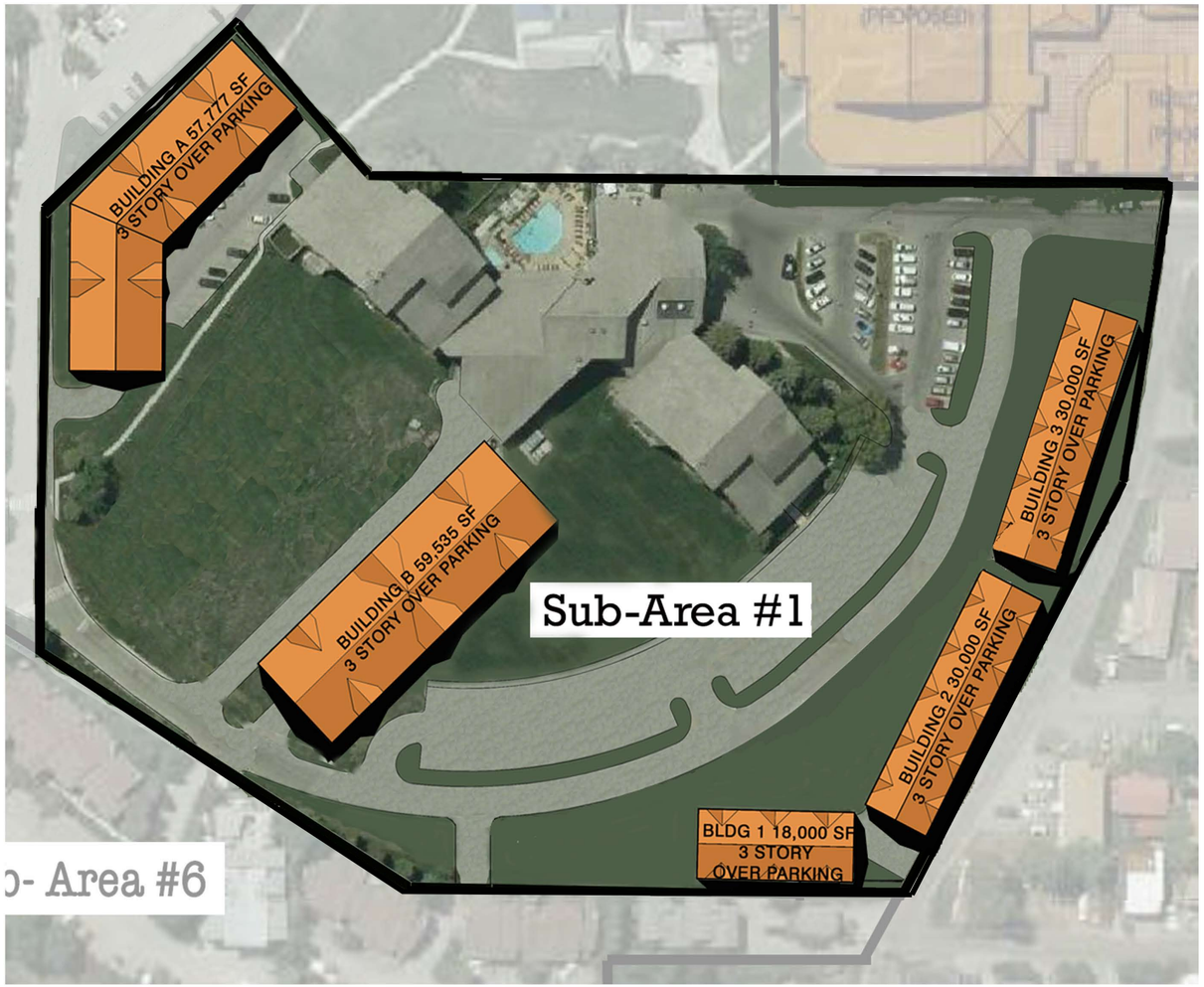
B./D. Sub-Area Plan

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 condominimim buildings (Building A & Building B) associated with the Snow King Hotel. In addition, this sub area includes proposed appartments for employee housing located on Vine St (Buildings 1, 2, & 3).



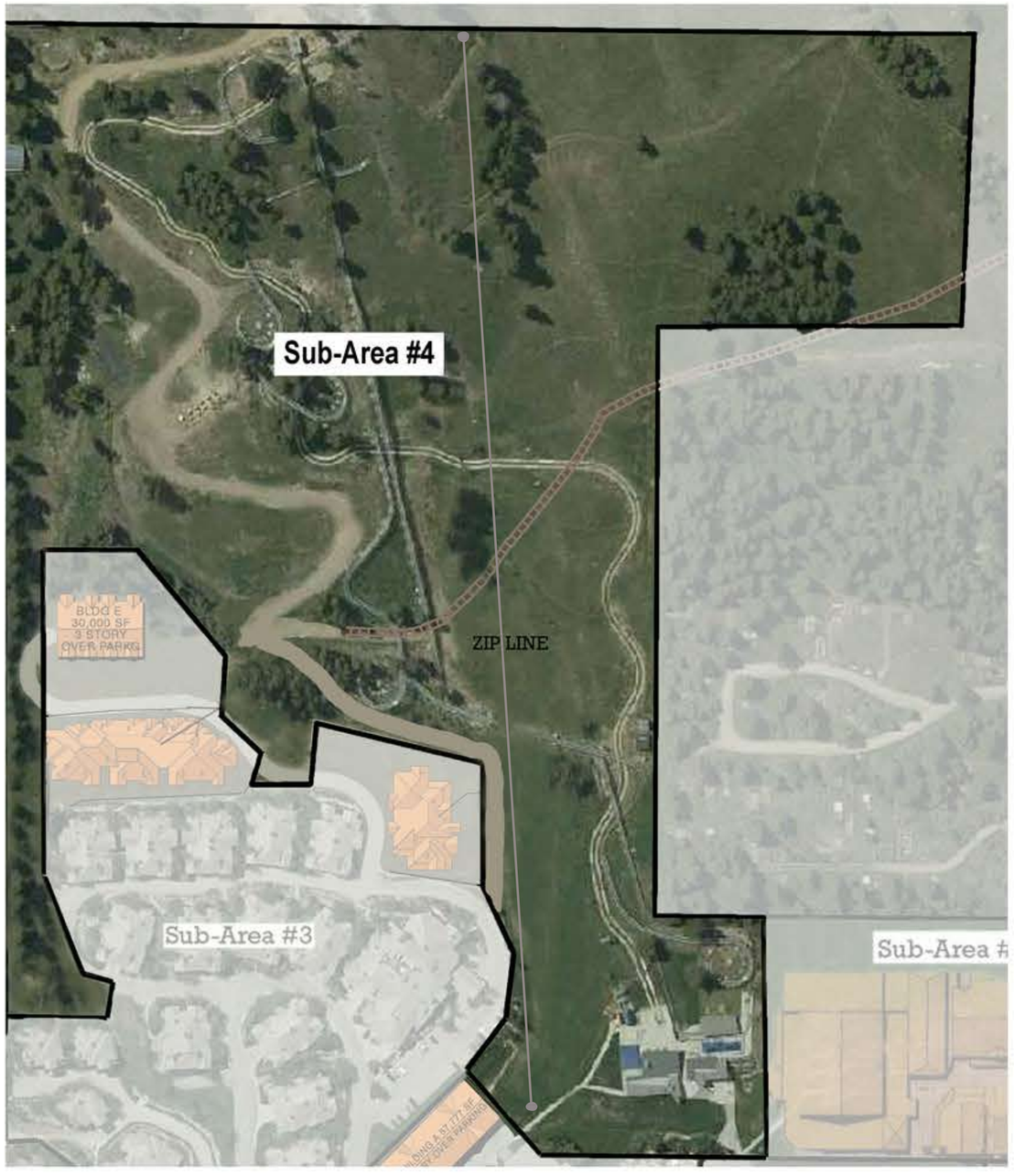
D. Sub-Area #2

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 condominimum developments and the Grand View Lodge. Lots 53, 57, and 58 are the remaining lots platted for condominimum development within this sub-area. The Jackson Town Council approved building plans for a condominimum building on lot 53 and the planning/building departments issued a building parmit 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 architechtural plans for this building are included in the sketch drawing section of this master plan. Condominimums on lot 58 are proposed to match buildings on lots 53 and 57 in architectural design.



G. Sub Area #4

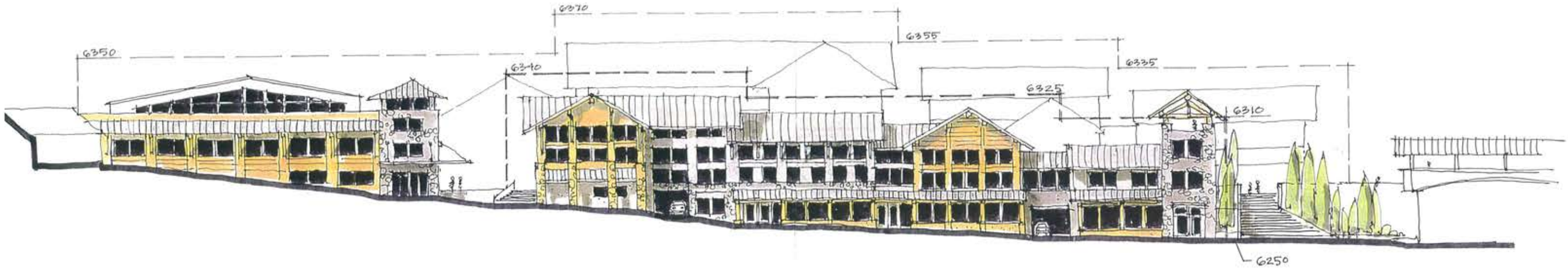
Sub Area #4 Snow King Mountain Recreation Area

Sub-Area 4 primarily consists of Snow King Mountain recreation use area and supporting structures.

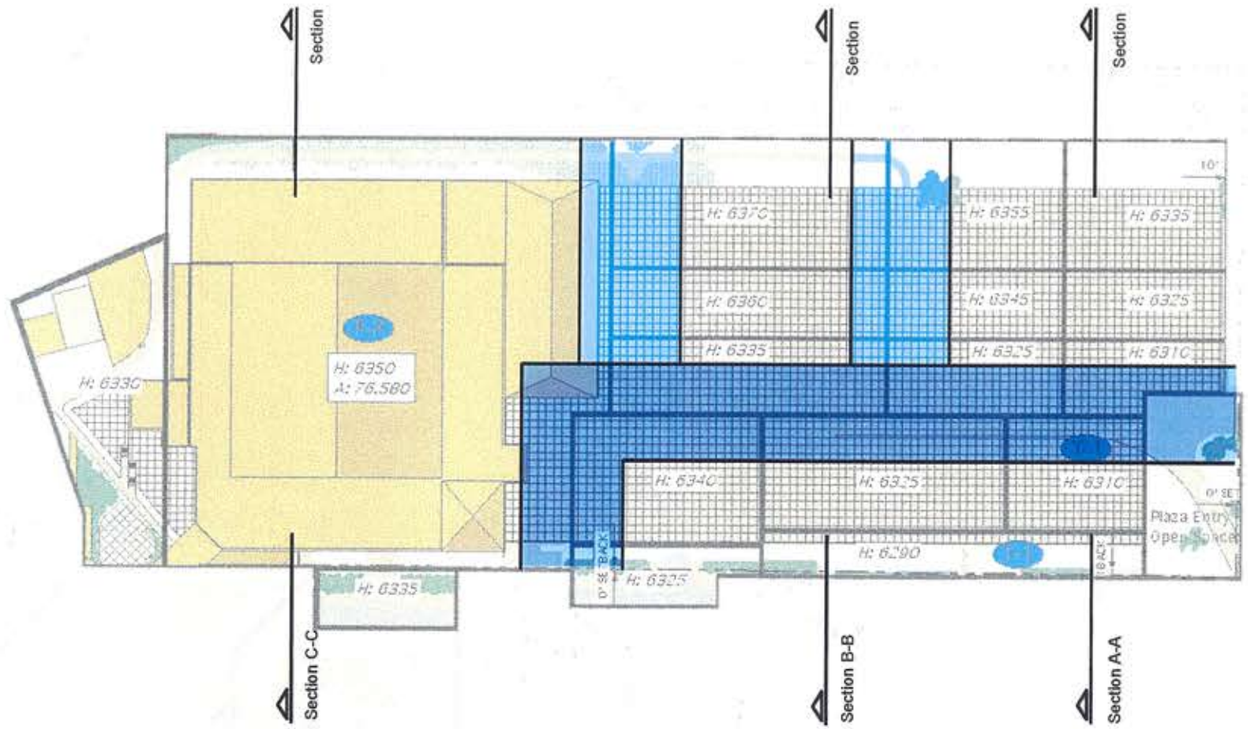


Sub-Area #5 - Snow King Mountain
West Base Area & One Town Hill

Sub-area 5 contains the West base area for Snow King Mountain ski area operations and the One Town Hill condominimum 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.



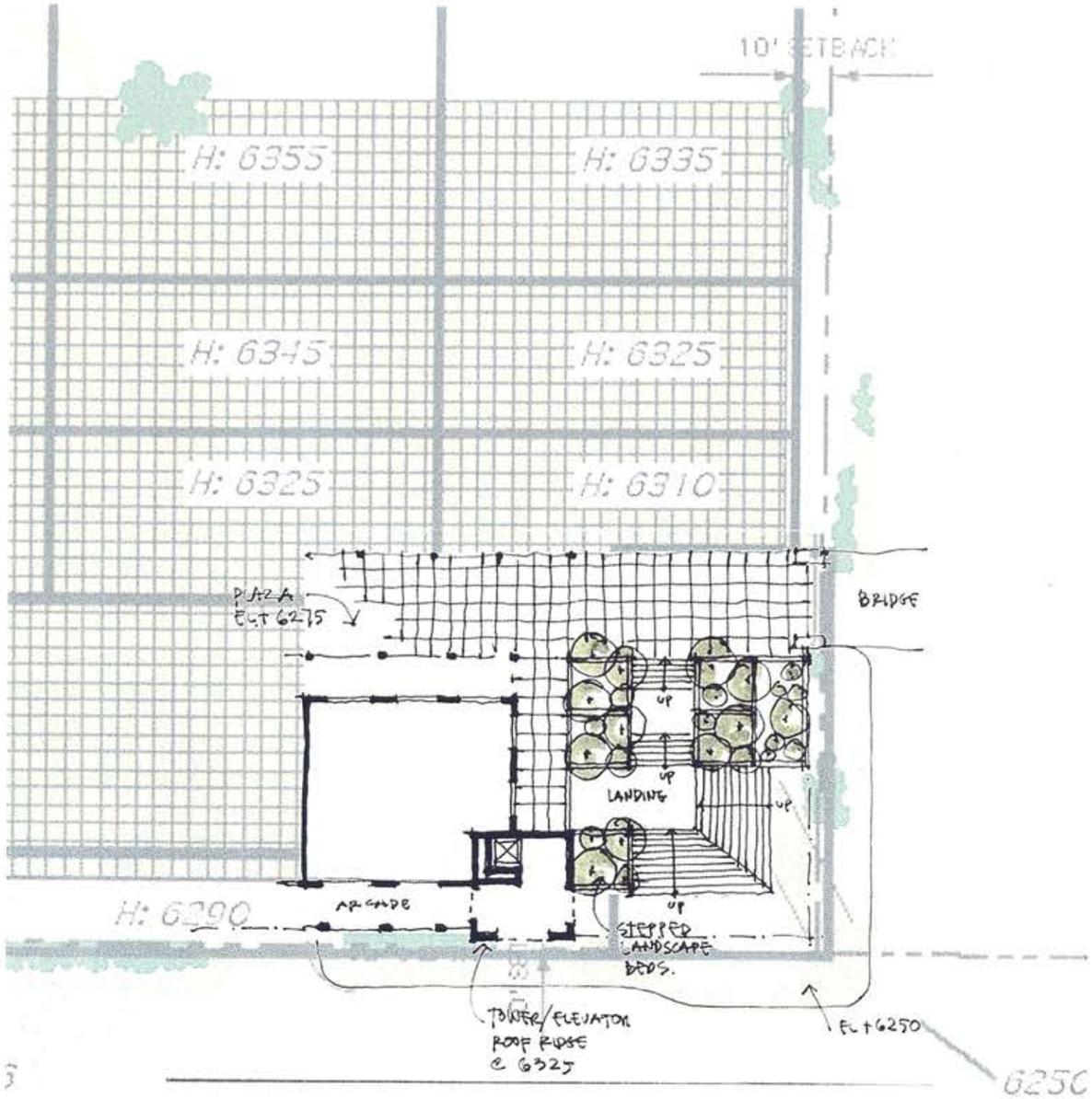
SNOW KING MASTERPLAN - ELEVATION ALONG SNOW KING AVE.
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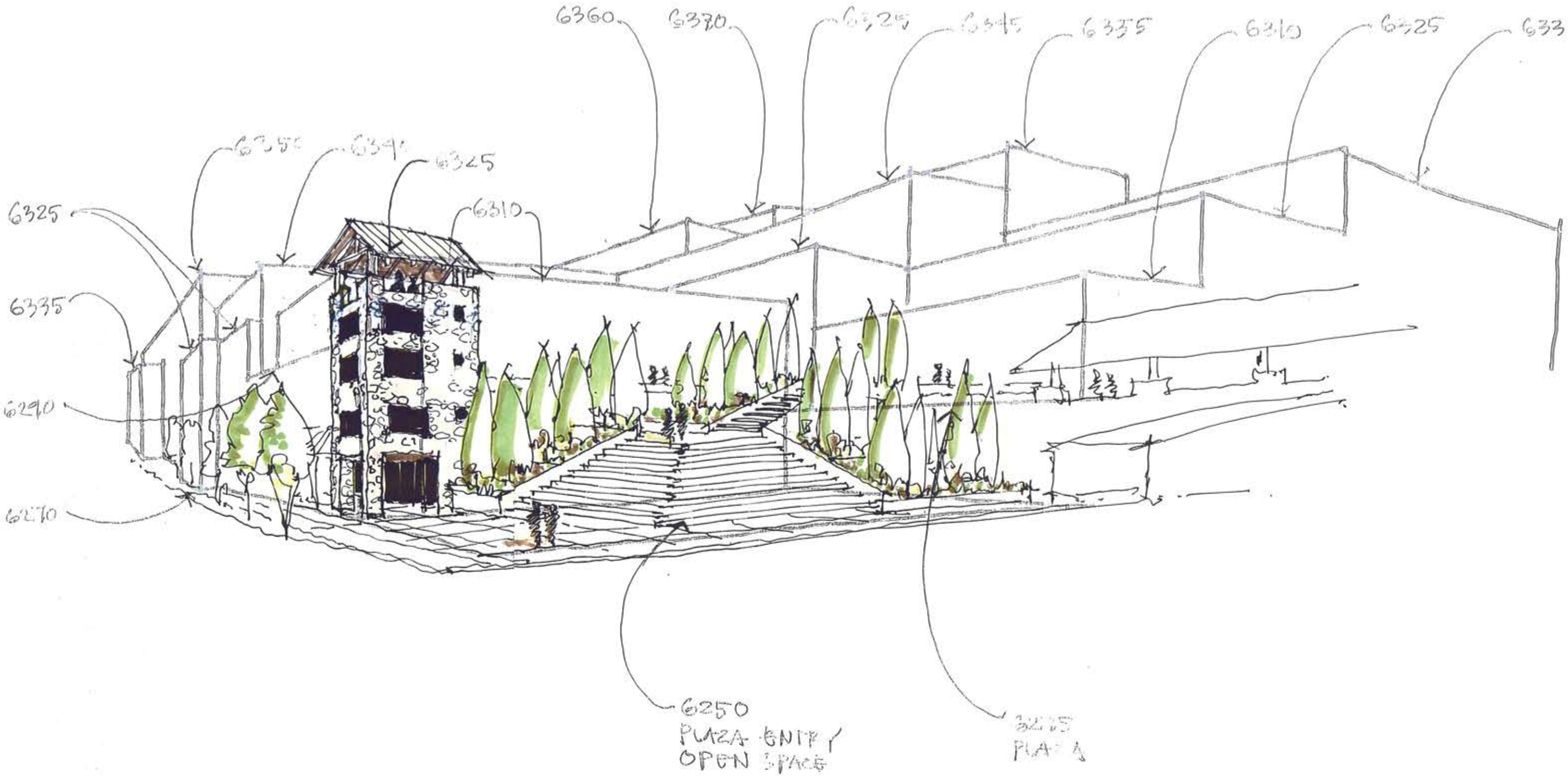
Primary Circulation

Secondary Circulation

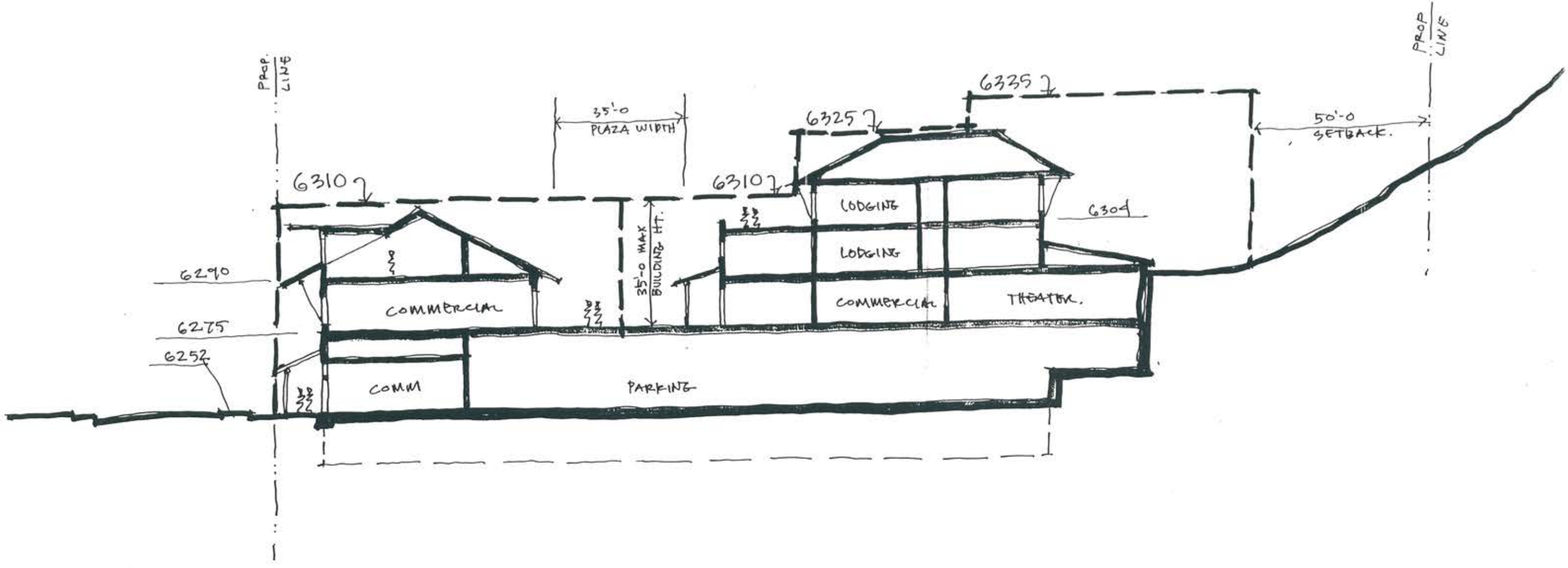
CIRCULATION OVERLAY ZONE



PLAZA/ENTRY SKETCH

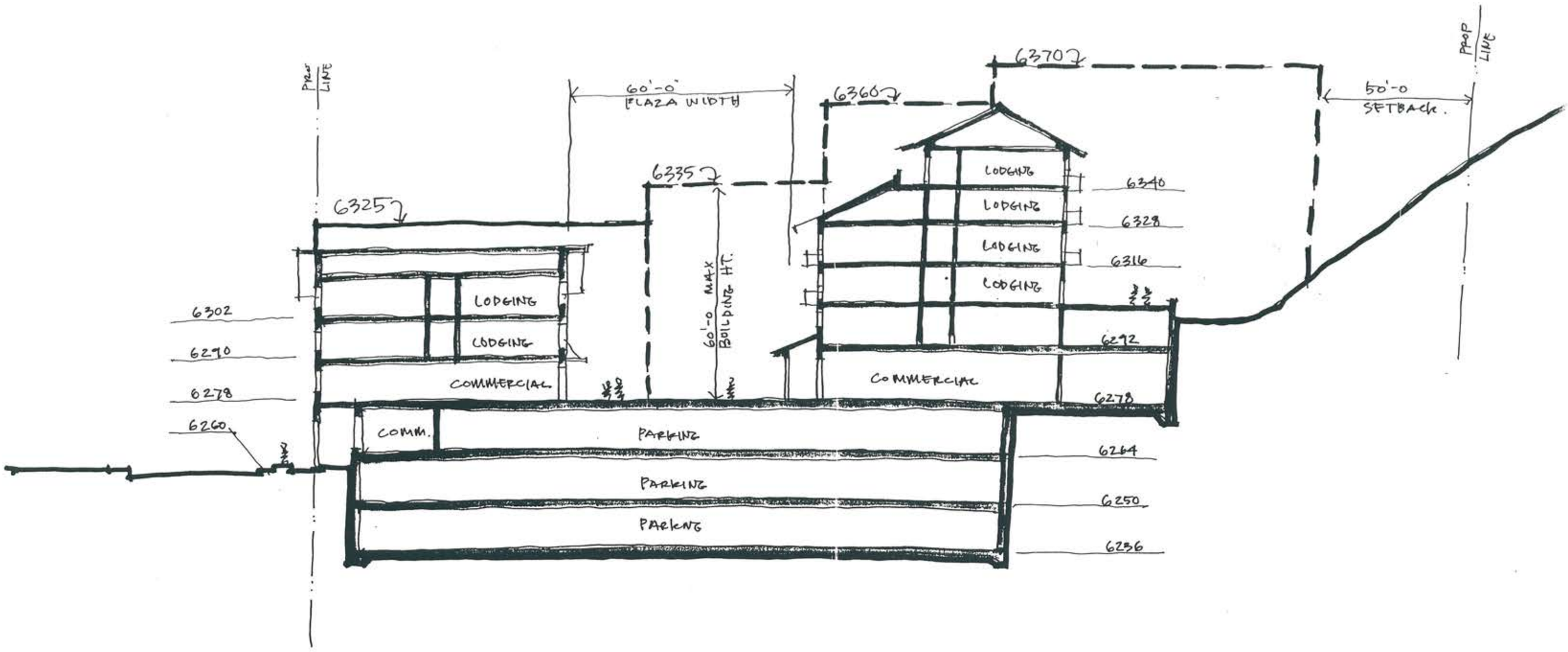


SNOW KING MASTER PLAN (REVISED)
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SNOW KING MASTERPLAN PROPOSED ENVELOPE REVISIONS 14 NOV 00

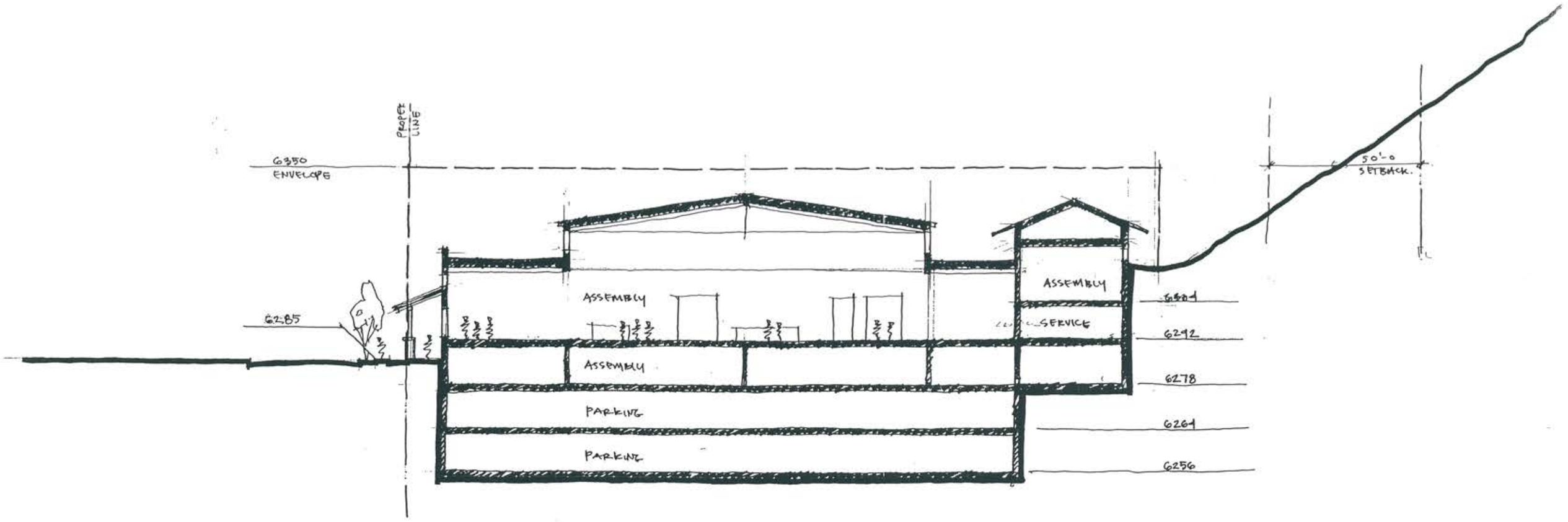
SECTION A-A



SNOW KING MASTERPLAN PROPOSED ENVELOPE REVISIONS.

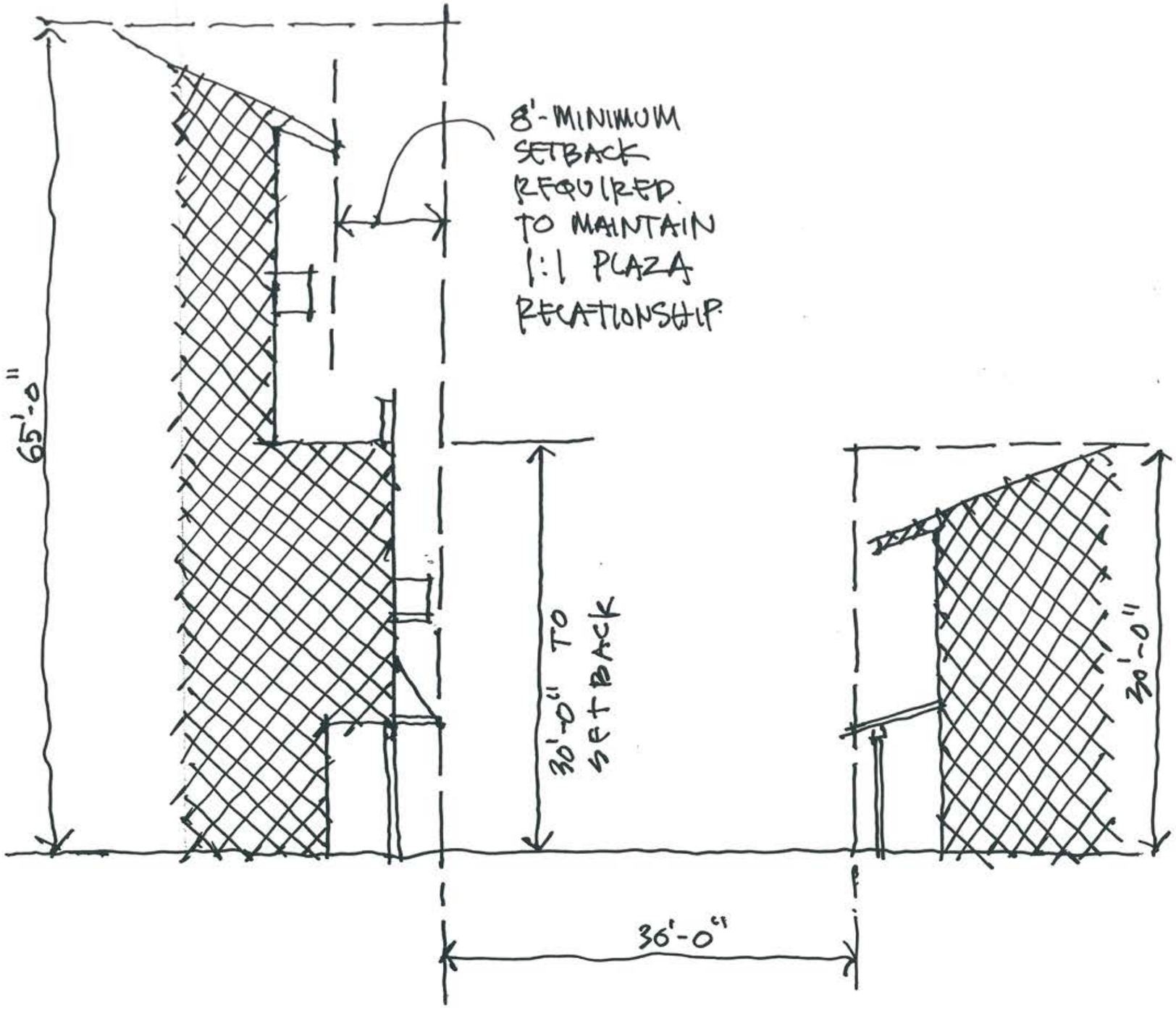
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SECTION B-B

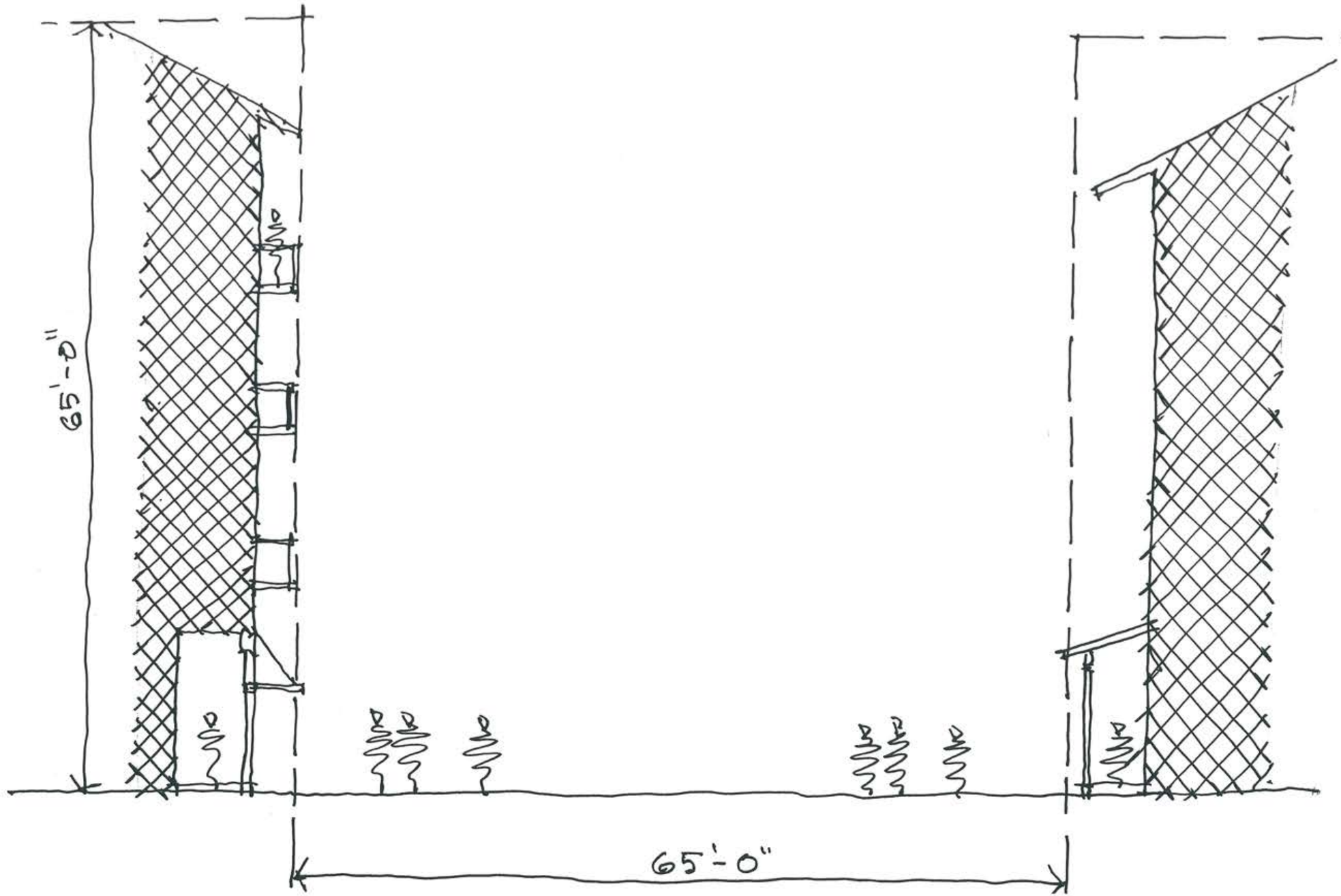


SNOW KING MASTER PLAN · TRANSVERSE SECTION KM-6 CONFERENCE CENTER 1/16" = 1'-0" 20 SEPT 00

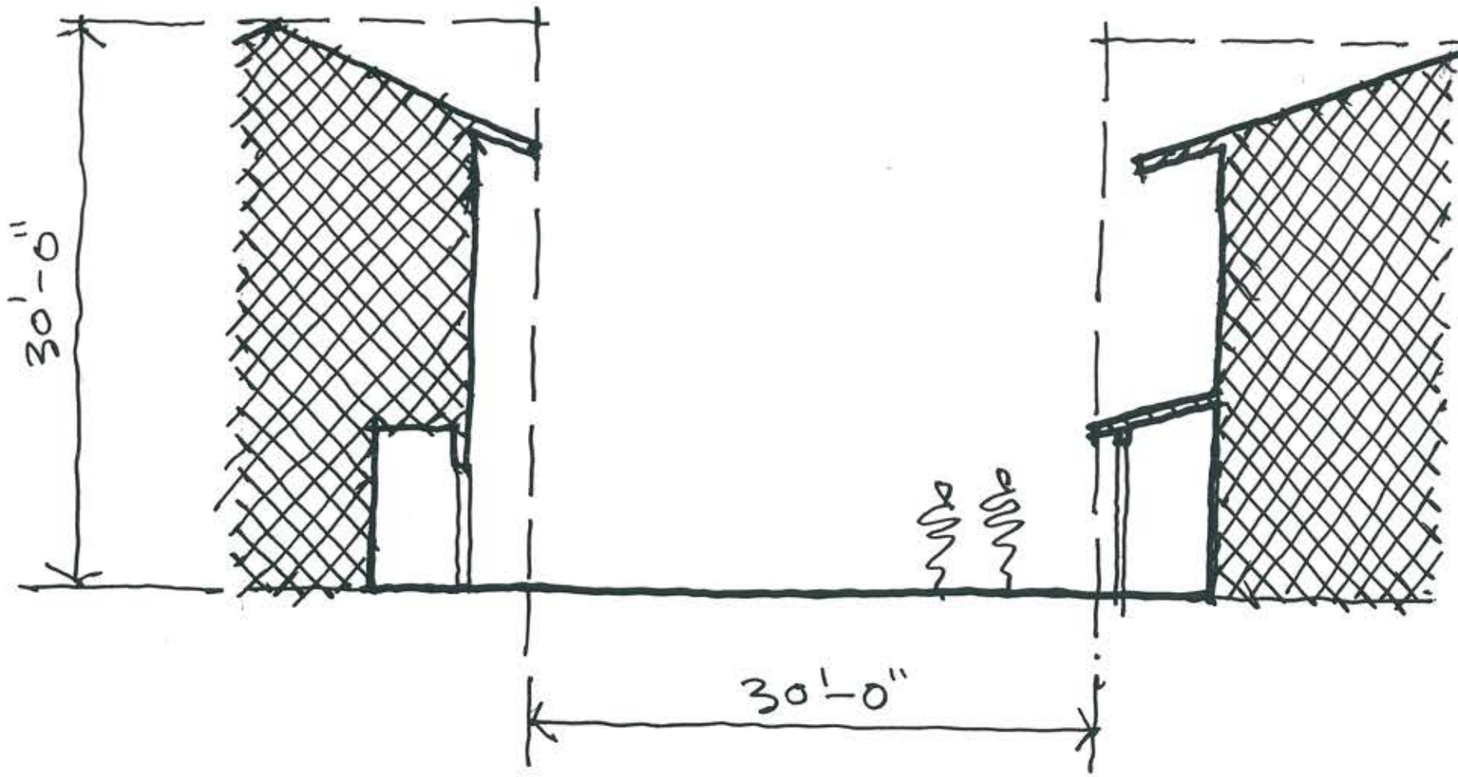
SECTION C-C



SNOW KING MASTERPLAN – PLAZA 1:1 ASYMMETRIC ENVELOPES EXAMPLE



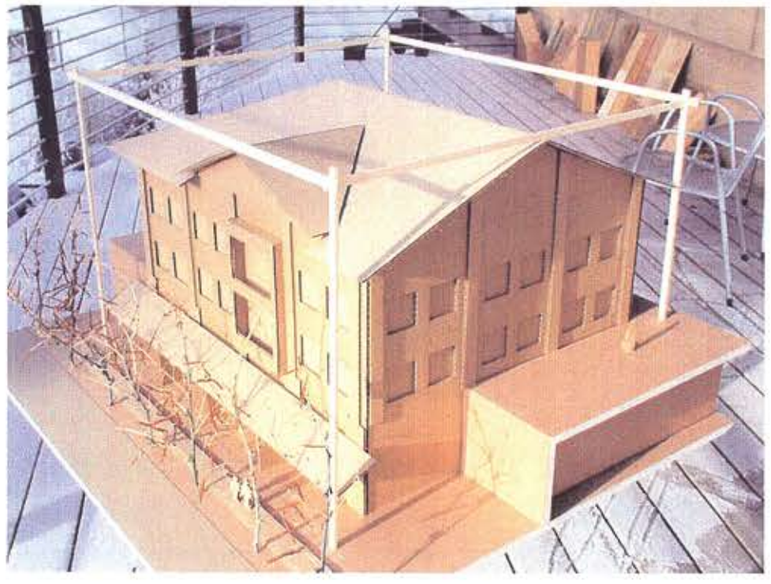
SNOW KING MASTERPLAN - PLAZA 1:1 MAXIMUM.

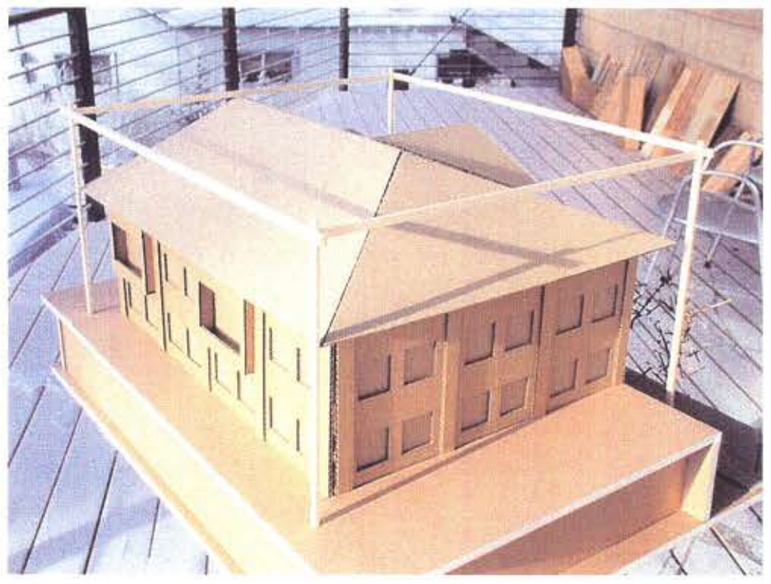


SNOW KING MASTERPLAN - PLAZA 1:1 MINIMUM

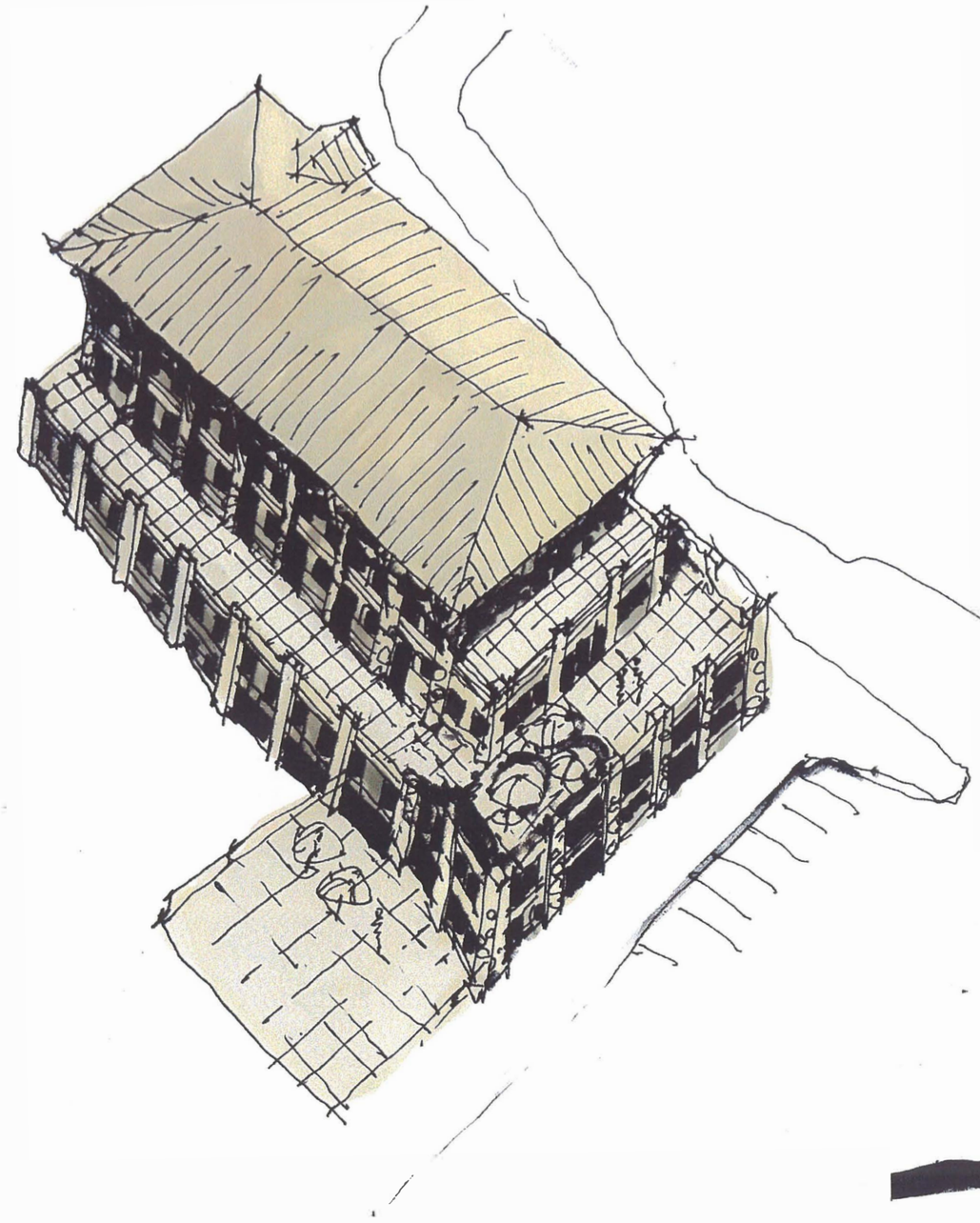


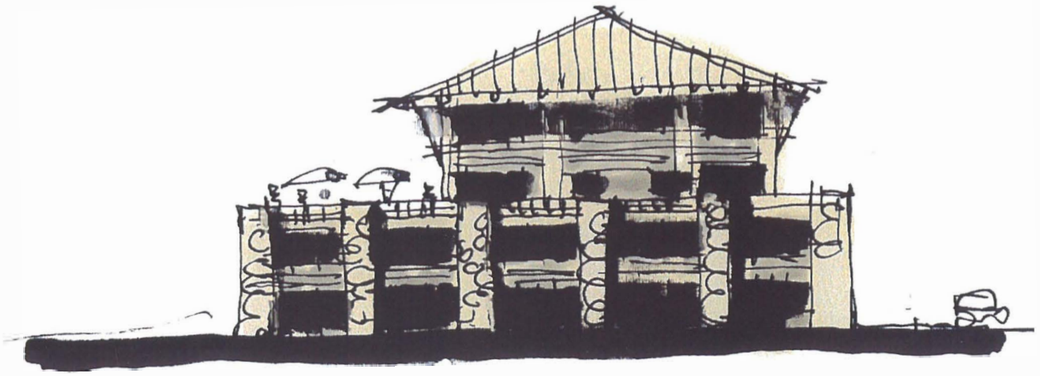


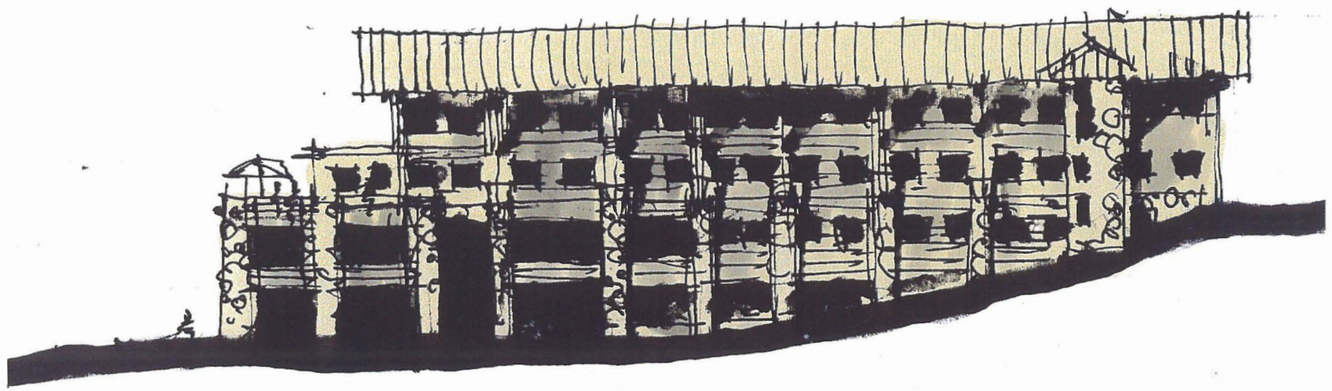




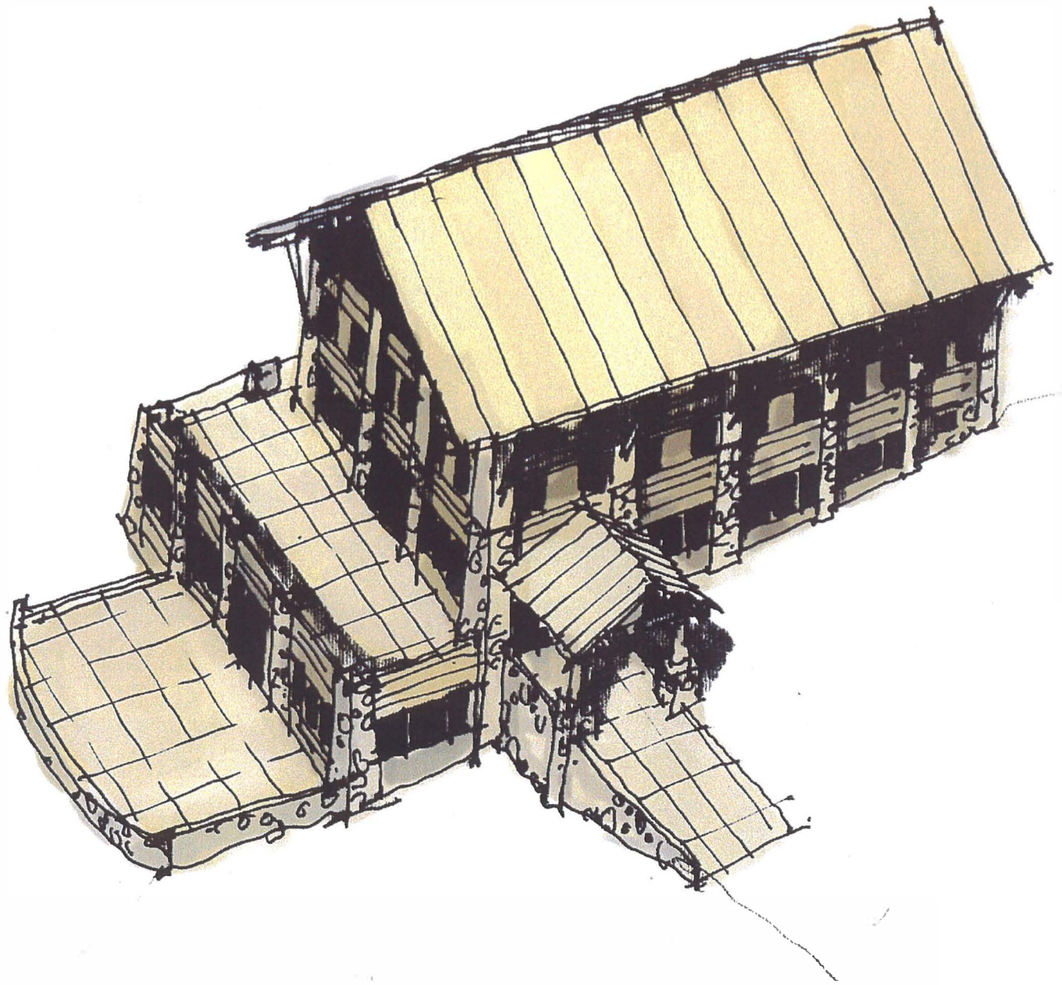
Three-Dimensional Building Envelope Study

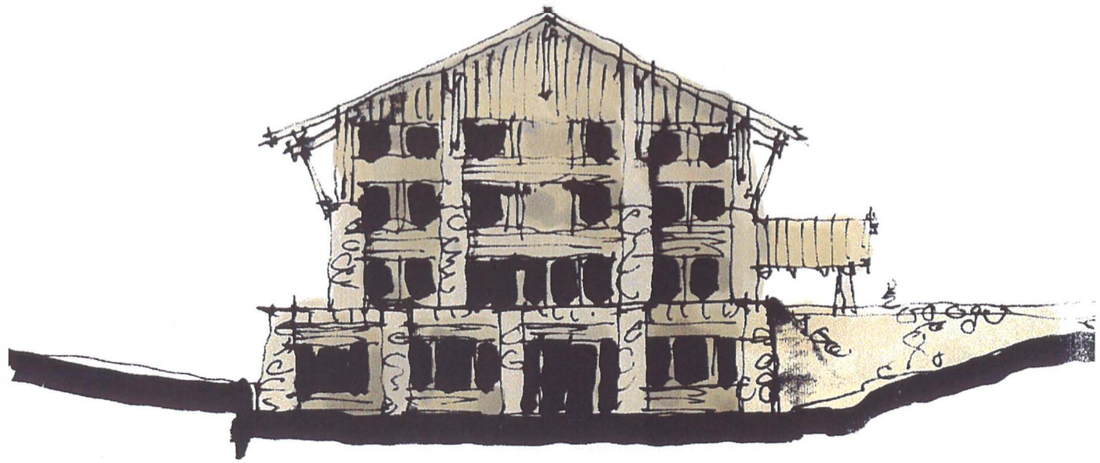


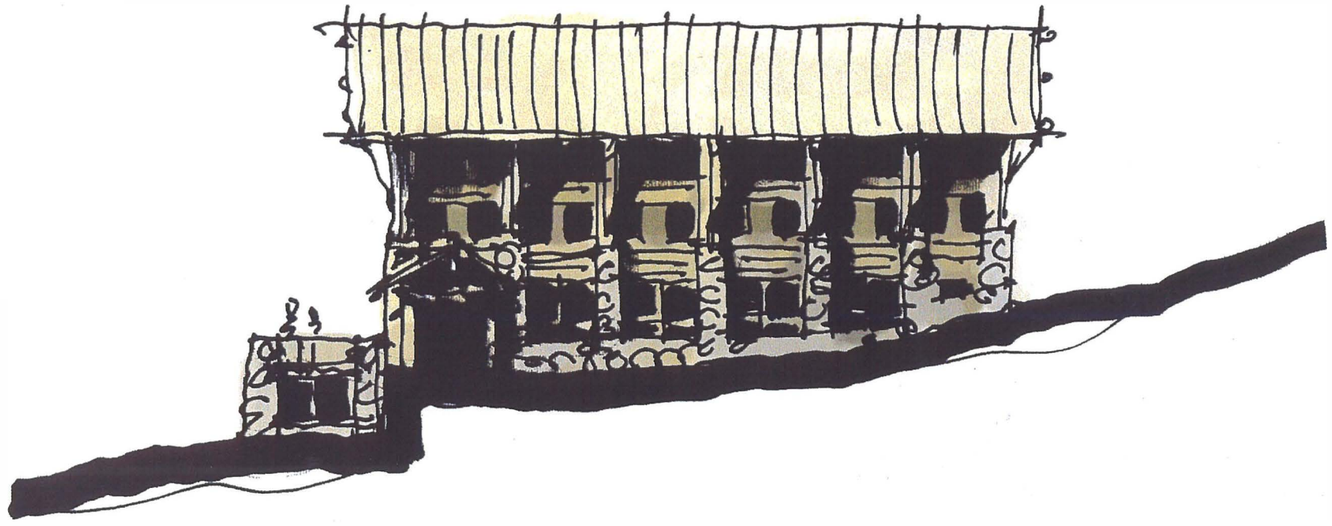




Architect's Supplemental Sketches • PINE LODGE







Architect's Supplemental Sketches • MID-MOUNTAIN LODGE



View of Snow King 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

Affordable workforce 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 affordable workforce housing requirements that are in effect at the time of the application. All development within the Snow King Resort District prior to 2020 has satisfied employee housing requirements under the then-existing Master Plan and will not require any additional mitigation in the event of changes to Town and County Land Development Regulations except for as may be required through a change of use. The following housing mitigation plan pertains to all future development within the district from the date this Maser Plan is approved forward.

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, affordable workforce housing included in each development is intended to satisfy this requirement, however, the affordable workforce 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 shall also be exempt from this 30%. Resort support uses not related to ski area operations and that include a physical development opportunity for creating affordable workforce 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 affordable workforce housing. Approval of all Final Development Plans for any development shall be contingent on approval of any necessary development plans to construct affordable workforce 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 affordable workforce housing within the resort district when it is not possible to incorporate the housing in the individual development that generates the requirement. The required affordable workforce 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 l through 6 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 affordable workforce 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 Affordable Workforce 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

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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. However, in the event that the State of Wyoming changes or eliminates workforce housing requirements, the minimum housing requirements for the Snow King Resort District will be those adopted with the 2000 Snow King Resort District Master Plan.

• Up to 25% of the required affordable workforce housing within the resort district can be satisfied through the use of dormitory units and may be rented to non-qualified employees.

• 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 affordable workforce 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 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 qualified household.

• All development that existed prior to the adoption of this Master 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 park and school or other residential exactions. However, all development will need to provide affordable workforce housing as per this Section. Since all residential-type

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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 PR 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 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.¶
<#>¶
<#>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 apartment housing. Final determination will be [69]

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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 (l - [.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¶
¶
Square footage used for support, internal services [70]

O'MALLEY ENGINEERING
& MAPPING, P.C.
P.O. BOX 4668 JACKSON, WYOMING 83001
235 EAST BROADWAY AVENUE
PHONE - 307.733.8663 FAX - 307.733.2334

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500 0 500 1000 1500
Scale 1" = 1500'

LEGEND
Major access routes
Important Public/Visitor Points

To Museum, Airport,
Grand Teton National Park
National Elk
Refuge
Home Ranch Parking
Teton County
Recreation Center
Jackson Town Square
St. John's
Hospital
Gill St.
Broadway
Pearl St.
Albertson's
Jackson
Willow St.
Millward St.
Cache St.
Kelly Ave
Bridger Teton
National Forest
To Wilson &
Teton Village
Hwy 22
Broadway
Rodeo/Fair
Grounds
Snow King Ave.
Hwy 89
Phil Baux
Park
New
Albertson's
Library
Mike Yokel Park
Post
Office
Snow King Resort
Cache
Creek
Bridger Teton
National Forest

Figure C-1
Major Resort
Access Routes

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

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.

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¶
Land Use→ Requirement¶
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Office→ 0.03/1,000 SF
Commercial Retail
0.41/1,000 SF Restau
rant/Bar→ 1.0 l /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¶
Faci Iities (to be→ ----------
------- determined in the¶
Column Break
74,200 SF¶
85,000 SF¶
¶
¶
1,8 00 *¶
¶
119 ,000 SF¶
Column Break
31.16¶
85.85¶
¶
¶
117.00¶
¶
7.14¶
future)→ →¶
¶
Total Required→ 241.51¶
1,800 = 2,208 less 408
guests (APO) in the exis
ting hotel (204 rooms)¶
EMPLOYEE HOUS-ING
DISTR IBUT ION
SUMMARY TABLE 4¶
Required Employees at Buildout¶
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Snow King¶
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Other Locations in Town¶
¶ ... [71]

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Deleted: 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... [72]

Figure 1: Overview of local traffic network & Snow King Resort Access



Review of Baseline Studies and 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 the2000 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.

Report Year	Count & Report Performed By:	Data Collection Period
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
2016	Nelson Engineering	July 25-Aug. 19, 2016

Roadway System Traffic Volumes

The observations and data gathered in 2019 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

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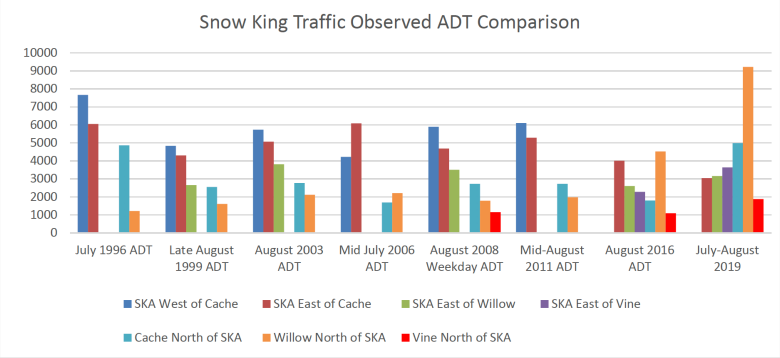
difference in data collection timeframes, varying from Mid-July to Mid/late-August reflect a noticeable difference that represents the difference between highest hour (approximately Mid-July), and 30th highest hour (accepted benchmark and period for previous studies). Nonetheless, the additional datasets 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 an increase in ADT when compared to the most recent datasets from 2016. However, a slight decrease in ADT has been observed at Snow King Ave, East of Cache. 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 data collected during this study indicates strongly that this is the case. 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. Compared to the 2016 ADT data, there was a significant increase in traffic heading East into the resort, and condominiums; which appears to be indicative of higher bookings, hotel occupancy, and/or conference events at this time of year for 2019 compared to 2016.

Table 2: Comparison of study area ADT from 1996-2019

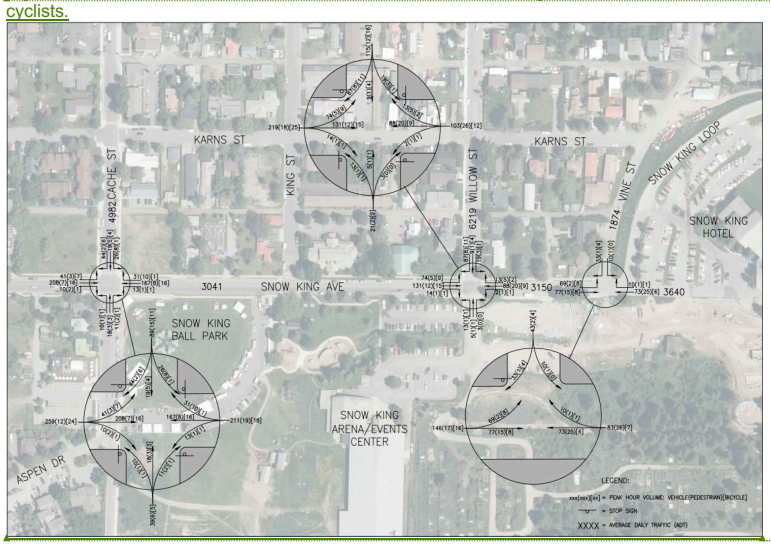
Street Segment & Location	July 1996 ADT	Late August 1999 ADT	August 2003 ADT	Mid July 2006 ADT	August 2008 Weekday ADT	Mid-August 2011 ADT	August 2016 ADT	July-August 2019 ADT
SKA West of Cache	7658	4833	5729	4216	5893	6100	N/A	N/A
SKA East of Cache	6055	4298	5064	6077	4682	5290	4009	3041
SKA East of Willow	N/A	2654	3809	N/A	3506	N/A	2596	3150
SKA East of Vine	N/A	N/A	N/A	N/A	N/A	N/A	2277	3640
Cache North of SKA	4863	2554	2774	1683	2725	2723	1795	4982
Willow North of SKA	1215	1602	2120	2205	1782	1978	4524	6219
Vine North of SKA	N/A	N/A	N/A	N/A	1155	N/A	1087	1874

Figure 3: Comparison of study area ADT from 1996-2019



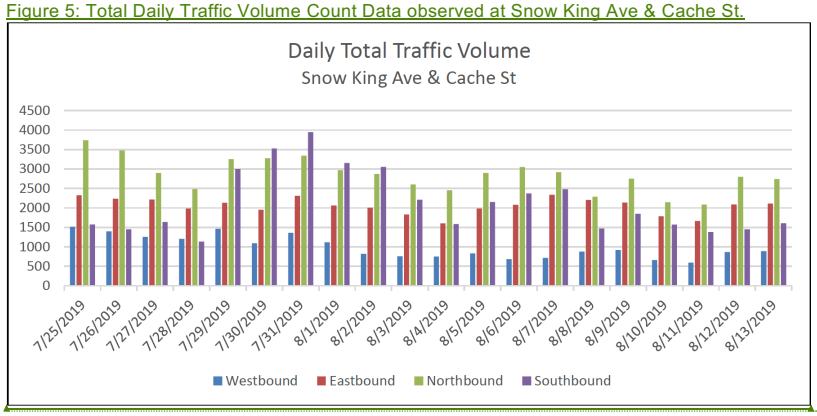
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Figure 4: Overview of 2019 ADT, Peak Hour Volume, and turning movements for vehicles, pedestrians, and cyclists.



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 3000 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 (Figure 5).

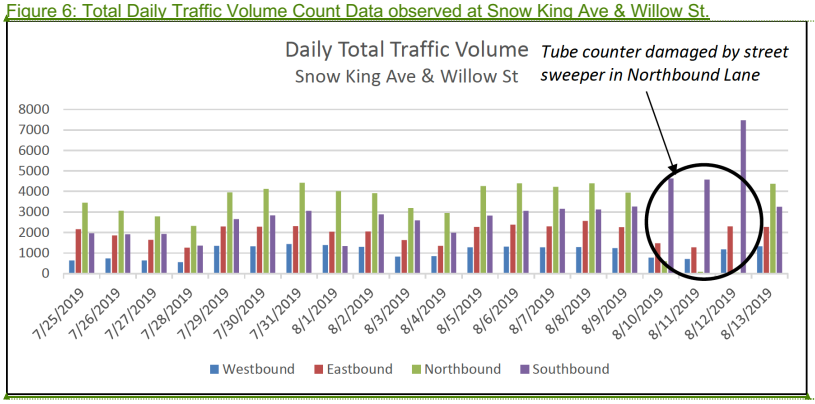
Figure 5: Total Daily Traffic Volume Count Data observed at Snow King Ave & Cache St.



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 3200 vehicles per day (VPD), while southbound averages 3000 VPD. East-West traffic, using the aforementioned East-West corridor, averages approximately 2000 VPD (Figure 5).

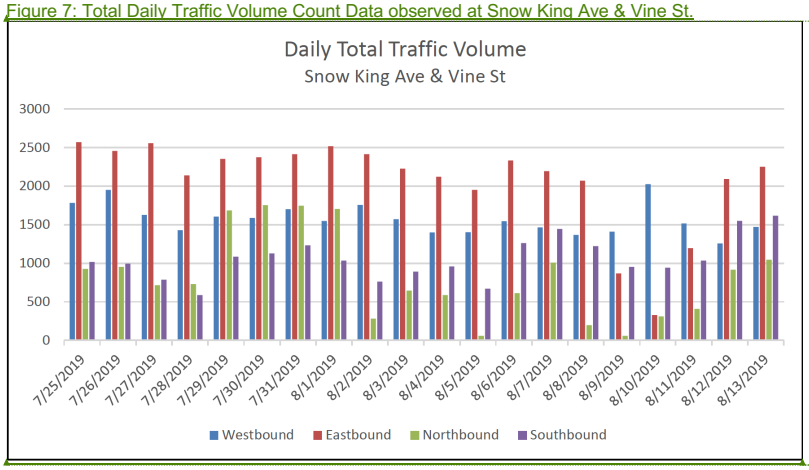
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Figure 6: Total Daily Traffic Volume Count Data observed at Snow King Ave & Willow St.



The intersection of Snow King Ave and Vine St observed good data collection for the duration of the study; damage to the tube counters did occur from street sweeping equipment, but they were promptly discovered and repaired before a significant data gap was created. (Figure 7). The predominant flow of traffic at this intersection can be seen to be flowing Eastbound into Snow King Resort, and its associated condominiums/accessory structures

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 1.29, which is slightly lower than the 2016 observed ration of 1.41.

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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	3180	2718	3041	1.17
SKA East of Willow	3354	2673	3150	1.25
SKA East of Vine	3763	3354	3640	1.12
Cache North of SKA	5390	4032	4982	1.34
Willow North of SKA	6811	4835	6219	1.41
Vine North of SKA	2064	1432	1874	1.44
		Average ADT Ratio:		**1.29**

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 8/8/19 and 8/13/19 yielded the peak hour traffic numbers in Table 4. Including all routes at all intersections, a commuter hour modal split of 24% was observed, averaged over the three days of manual data collection. This is a slight decrease from the alternative transportation modal split of 30% observed in 2016.

Table 4: Peak Hour Directional Traffic by Transportation Mode & Observed Modal Split by Route.

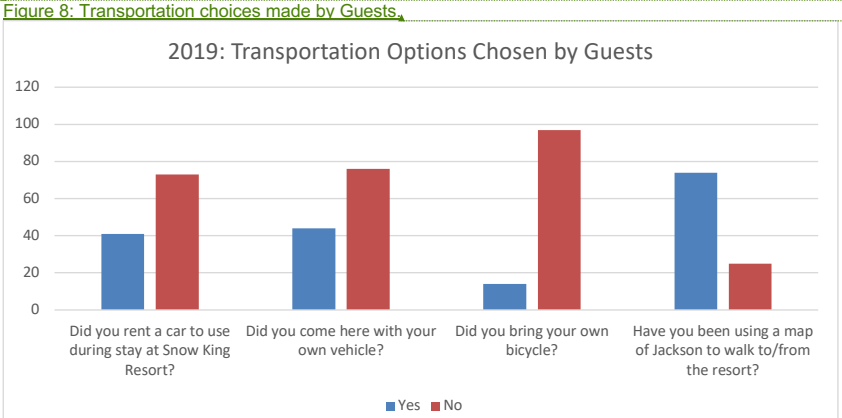
Intersection & Direction	Total Vehicles	Total Pedestrians	Total Cyclists	Modal Split Ratio
SKA & Cache Eastbound	259	12	24	14%
SKA & Cache Westbound	211	19	18	18%
SKA & Cache Northbound	39	6	5	28%
SKA & Cache Southbound	89	15	11	29%
SKA & Willow Eastbound	219	18	25	20%
SKA & Willow Westbound	103	26	12	37%
SKA & Willow Northbound	21	2	2	19%
SKA & Willow Southbound	115	12	16	24%
SKA & Vine Eastbound	146	17	16	23%
SKA & Vine Westbound	83	26	6	39%
SKA & Vine Southbound	43	2	4	14%
			Average:	**24%**

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Resort Guest Alternative Transportation Analysis:

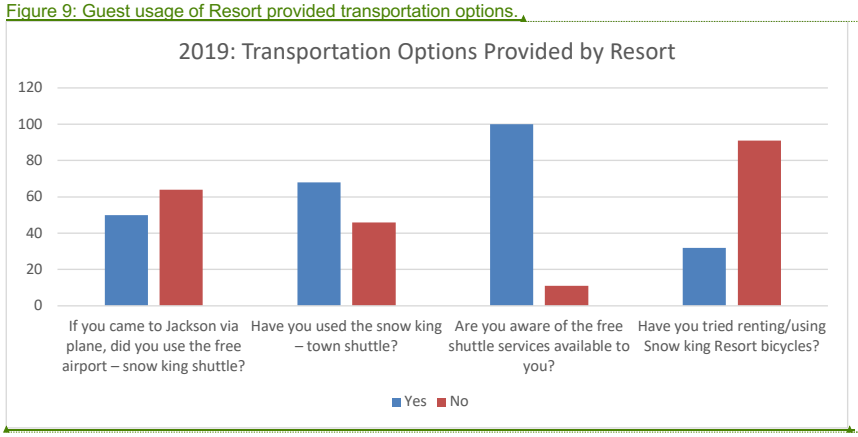
The majority of insight that was gathered into the transportation mode choices made by Guests was through analysis of the Resort Guest Questionnaires. Several of the TMMS strategies are aimed at encouraging Guests to ride the Bus, walk, or bike, through financial incentives as well as convenience. The 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.



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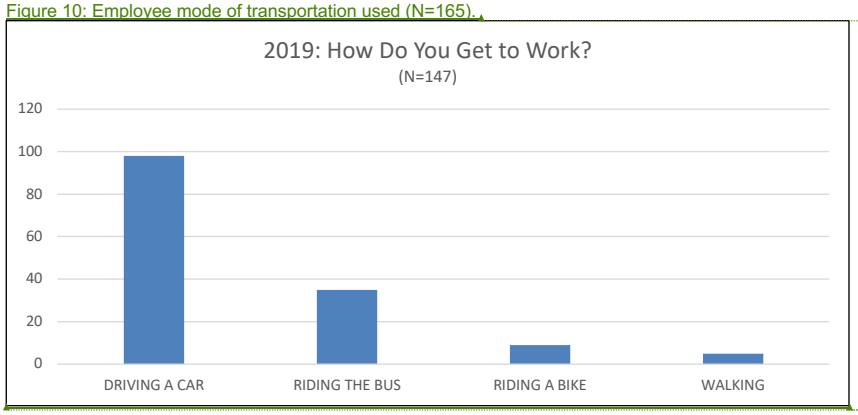
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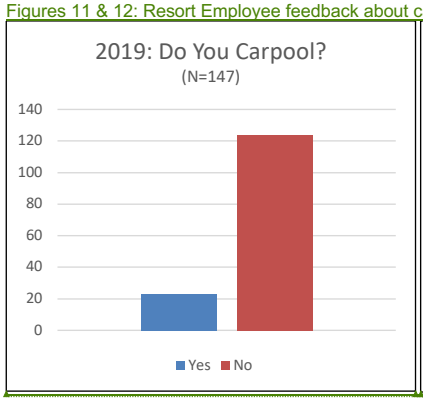
4.2.2 – Resort Employee Alternative Transportation Analysis:

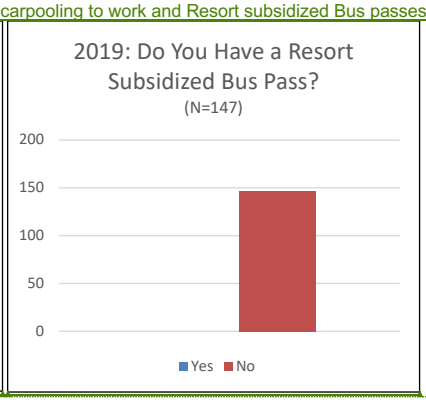
A review of the transportation choices made by Snow King Resort Employees revealed that the vast majority of Employees are either driving in personal vehicles, or riding the STARTBus (Figure 10). While this does not demonstrate an effort to encourage Employees to cycle, or walk to work, the public transportation 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.



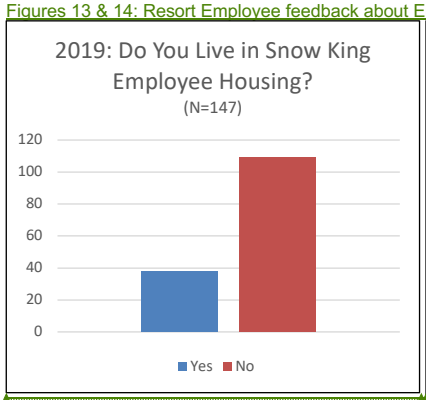


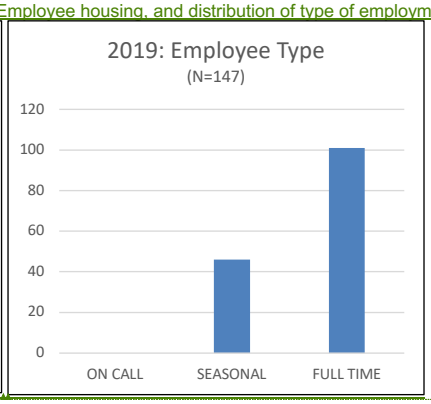
Approximately 28% of the Employees that choose to drive a vehicle to work responded 'Yes' when asked if they regularly carpooled, which significantly adds to the effort to reduce non-single-occupancy vehicles (Figure 11). When asked if the Resort provided discounted rates for STARTBus passes, 100% of 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).

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Figures 13 & 14: Resort Employee feedback about Employee housing, and distribution of type of employment.





STARTBus Ridership

The STARTBus program has been serving Snow King Resort since its creation in 1987; however, only since 2015/2016, have START Bus drivers started collecting count information about ridership at the Snow King Resort stop.

One of the prominent conclusions from the 2016 Traffic Study was that the ridership data collection could be improved upon. Unfortunately, the START Bus program was attempting to do so across all of their lines and routes, but reported an issue mid 2019 regarding the data collection. Due to data collection software problems, the Start Director informed us that the current ridership dataset is unavailable.

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 8/22/19 – 8/26/19 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 either 10 AM, or 5 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 medium usage in the Resort adjacent parking lots, with an average of 40% capacity throughout all observed periods. The Arena Lot, and the Overflow Dirt Lot remained largely unused throughout most of the week of observations with averages of 23% and 30%, respectively. The Snow King Ball Park Lot had low-moderate usage, with an average capacity of 26%.

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	86	79	149	71	64
Average % of Max Capacity:	**26%**	**23%**	**40%**	**35%**	**30%**

Transit Systems

The Town of Jackson's public transit system consists of the expanding presence of the START Bus system, a Teton County bus service that originated in 1987 as transportation from Jackson to Teton Village. In recent years the START Bus 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 START Bus program's inception in 1987. Other than Teton Village, it is the only other stop in the entire START Bus operation that is on private land (all other stops

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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.

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. A 3-ft. wide sidewalk is located along both sides of South Cache Street from Snow King Avenue to Broadway Avenue. 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-98, C-9C, C-10, and C-11.**

The best pedestrian route from the resort to the town square is via Snow King Avenue and Cache St. Most Snow King guests walk the sidewalk on Snow King and Cache streets to access other parts of the downtown. The Jackson Hole Pathway System does not access the Resort at this time; however, designated bike routes connect the pathway system to the resort. Bicyclists use the vehicle travel lanes or parking lanes of Snow King Avenue to travel to and from the Resort. Two popular trails for hiking and biking originate at Phil Baux Park and go up the mountain to connect to the greater Snow King trail system on National Forest Lands.

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 conditions at the time of the original master plan (2000) 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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Deleted: There are no clear pedestrian routes to the Town Square…he best pedestrian route from the resort to the town square is via Snow King Avenue and Cache St. Most Snow King guests walk in the street…he sidewalk on Snow King and Cache streets , particularly in the winter, …o access other parts of the downtown. The Jackson Hole Pathway System does not access the Resort at this time; however, designated bike routes connect the pathway system to the resort. 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. ... [78]

Deleted: 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¶

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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.¶
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Table C-5

Use Description	Existing (2000)	Proposed	Gen. Rate	Projected Existing ADT	Final ADT
Hotel Rooms	204	654	10.2	2,080	8,752
Condo Units	38	95	8.0	304	1,064
Employee Housing		65	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			

^ - Indicates maximum occupancy accessed from the Resort.
[6] = 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 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	ADT 2000	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

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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

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 intersect ion 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

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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.

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 *CID* 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.

A combination of five or more of the above strategies are required to ensure the 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.

Travel Demand Management Monitoring system

A TDM monitoring program helps insure that the TDM 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 TDM 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.
- In the event that all businesses in the Town of Jackson are required to fund the START Bus in the future, the Snow King Resort district will follow the same obligations as other businesses.
- Prior to development of sub-area 2, the parking lots in this area are to be available for public day use. The Town of Jackson may require these lots to be paved and stormwater infrastructure addressed (temporary and/or permanent) when deemed necessary by the Town. Both parking capacity and stormwater requirements shall be reviewed as part of the required TDM reporting every 3 years and/or as part of other permit review including but not limited to Conditional Use Permits. Parking capacity will be triggered for consideration when peak parking occupancy reaches 80% for the lots located in subarea #2 and in those lots adjacent to the recreational amenities in subarea #1. Stormwater consideration will be determined by the Town Engineer based upon increased impact to the Town right of way and infrastructure and other associated factors.

The primary gauge of the effectiveness of the TDM program will be whether or not there is a relative reduction in the peak hour traffic counts. The goal of the TDM 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.

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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Deleted: parking lots to be paved, and stormwater infrastructure to be added, when peak parking occupancy for the resort reaches 80% as documented in the TDM report.

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Figure C-10shows 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.¶

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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. ¶

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.

The most recent Transportation Demand Management Report completed in 2019 is included at the end of this Master Plan.

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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.

SKRMA shall continue to engage in discussions with the Town and property owners in Sub-Area #2 on a shared parking arrangement between Sub-Area #2 and the Town's Phil Baux park property. Unless otherwise agreed, SKRMA must enter into a shared parking agreement with the Town of Jackson by December 31, 2020 so long as both parties are continuing to negotiate in good faith. The shared parking agreement shall include, at least but not limited to, provisions regarding construction and maintenance of the shared parking areas, snow removal from said areas and storm water system installation and maintenance.

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AREAS AVAILABLE FOR SHARED PARKING	Summer Number of Spaces	Winter Number of Spaces
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.

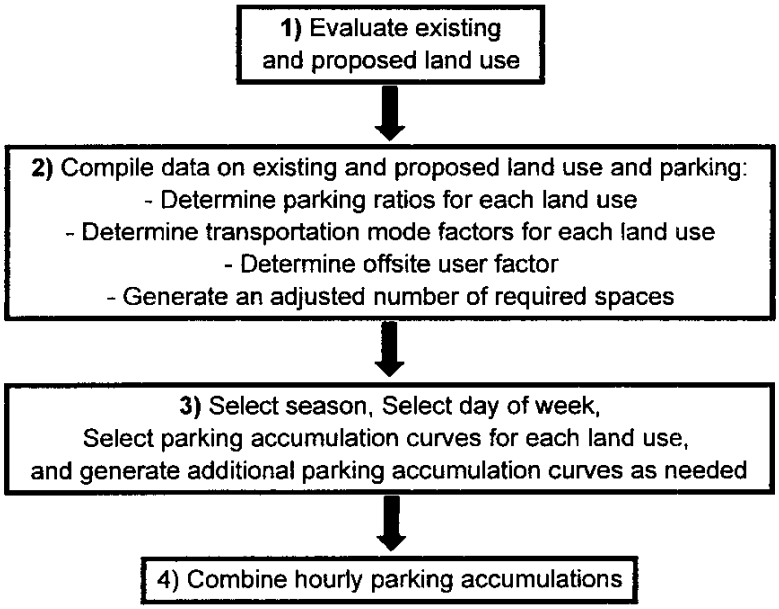
To more accurately predict the parking demand, the model needs to be adjusted to compensate for factors such as multiple use and businesses that are compatible with non-automobile use. This adjustment is made by using two factors, a "transportation mode factor" (TMF) and an "offsite user factor" (OUF). 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 & 0) 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.

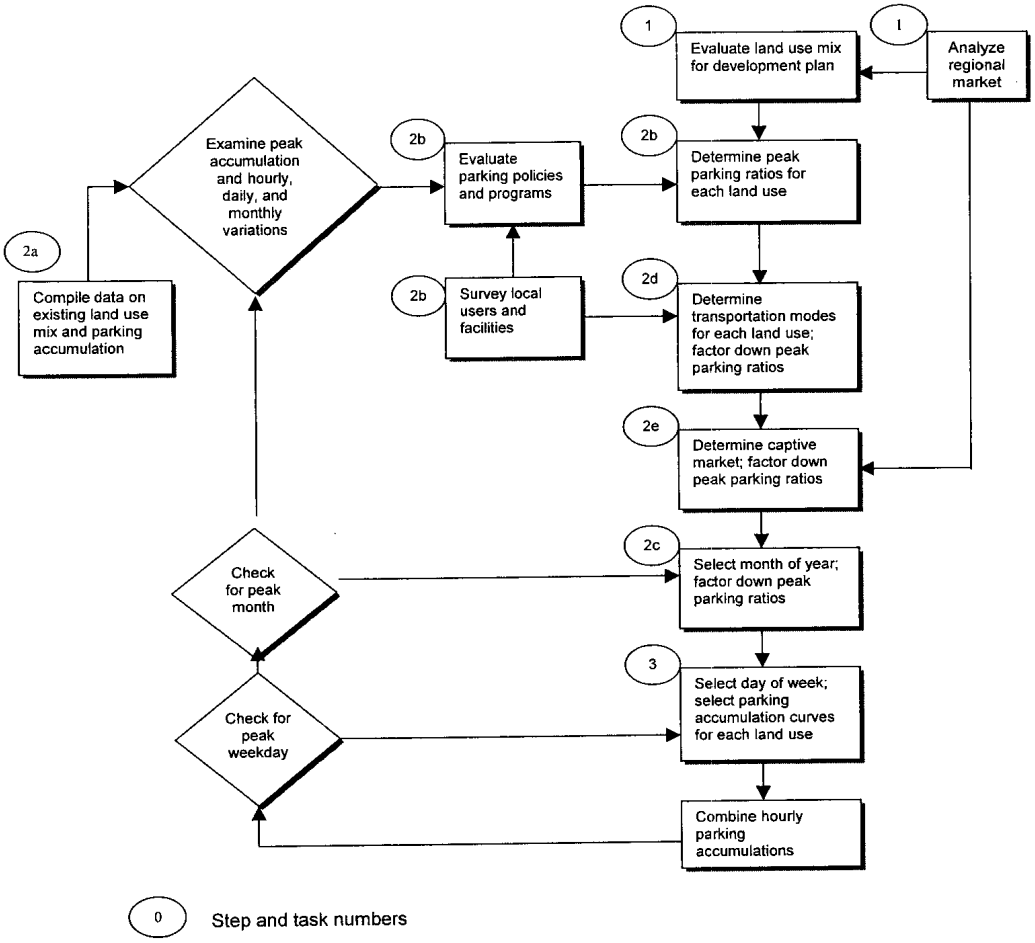
Fregonese Calthorpe Associates, regional and urban planning specialists, recently completed a report for the Town of Jackson titled, "Redevelopment Opportunities & Parking Analysis". This report proposes several changes to the Town of Jackson Parking Code and recommends, among other things, reducing 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.



Shared Parking Methodology
(Source: Shared Parking, Urban Land Institute)
Figure P-5

Snow King Resort Master Plan – Parking Elements

	Units or SF (A)	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: Max. Parking Spaces Required (Unadjusted) (E)	Summer: Parking Demand Elligible for Sharing (F)	Summer: Parking Demand Not Eligible for Sharing (G)	Summer: Transport. Mode Factor [a] (H)	Summer: Offsite User Factor [b] (I)	Summer: Adjusted Number of Spaces Required (J)	Winter: Max. Parking Spaces Required (Unadjusted) (K)	Winter: Parking Demand Elligible for Sharing (L)	Winter: Parking Demand Not Eligible for Sharing (M)	Winter: Transport. Mode Factor [a] (N)	Winter: Offsite User Factor [b] (O)	Winter: Adjusted Number of Spaces Required (P)
Condominiums:																
Existing / Approved [f]	103	1.5	2.5	2.0	206	0	206				206	0	206			
Love (3 bedroom) [f]	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 [h]	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 [c]	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 [i]	n/a [i]	n/a [i]	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 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 totals using different parking ratios

Snow King Resort - Required Parking Spaces
Table P-6

Summer - Weekend & Weekday

SUMMER	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
6:00 AM	100%	0%	0%	0%	0%	0%	0%	20%	0%	30%	100%	90%	0%	0%	0%	0%	0%	0%	0%	0%	25%	100%
7:00 AM	87%	0%	0%	0%	0%	50%	5%	20%	20%	45%	100%	70%	0%	0%	0%	0%	50%	5%	10%	3%	30%	100%
8:00 AM	66%	25%	0%	0%	0%	85%	16%	20%	60%	70%	100%	60%	15%	0%	0%	0%	85%	16%	15%	10%	80%	100%
9:00 AM	55%	45%	0%	0%	10%	80%	32%	15%	92%	85%	90%	50%	25%	0%	0%	15%	80%	32%	15%	12%	70%	90%
10:00 AM	45%	60%	0%	0%	60%	35%	50%	10%	100%	100%	80%	40%	30%	0%	0%	80%	35%	50%	15%	16%	70%	80%
11:00 AM	35%	70%	0%	0%	80%	20%	65%	20%	98%	100%	80%	35%	35%	0%	0%	100%	20%	65%	15%	18%	70%	80%
12:00 PM	30%	80%	0%	0%	70%	55%	73%	30%	86%	100%	80%	30%	40%	30%	0%	95%	55%	73%	20%	18%	70%	80%
1:00 PM	30%	80%	0%	0%	50%	60%	75%	30%	91%	100%	80%	30%	40%	70%	0%	85%	60%	75%	20%	13%	70%	80%
2:00 PM	35%	70%	0%	0%	70%	50%	73%	20%	97%	100%	80%	35%	35%	70%	0%	90%	50%	73%	15%	10%	70%	80%
3:00 PM	35%	50%	10%	0%	90%	30%	72%	15%	93%	100%	90%	40%	25%	70%	0%	100%	30%	72%	10%	8%	70%	90%
4:00 PM	45%	30%	58%	0%	80%	20%	86%	25%	74%	85%	90%	50%	15%	70%	0%	100%	20%	66%	15%	6%	70%	90%
5:00 PM	60%	30%	58%	0%	60%	25%	80%	40%	48%	85%	90%	60%	15%	70%	0%	80%	25%	60%	25%	3%	70%	90%
6:00 PM	70%	40%	67%	0%	50%	50%	61%	50%	25%	85%	90%	70%	20%	80%	0%	85%	50%	61%	20%	2%	70%	90%
7:00 PM	75%	40%	73%	0%	50%	50%	68%	50%	8%	70%	80%	80%	20%	90%	0%	85%	50%	68%	15%	0%	60%	80%
8:00 PM	90%	30%	83%	0%	0%	50%	65%	35%	5%	60%	70%	90%	15%	100%	0%	0%	50%	65%	10%	0%	45%	70%
9:00 PM	95%	30%	83%	0%	0%	35%	43%	20%	3%	30%	70%	95%	15%	100%	0%	0%	35%	43%	0%	0%	15%	70%
10:00 PM	100%	20%	83%	0%	0%	20%	22%	10%	1%	30%	90%	100%	10%	100%	0%	0%	20%	22%	0%	0%	15%	90%
11:00 PM	100%	0%	50%	0%	0%	15%	0%	0%	0%	15%	100%	100%	0%	70%	0%	0%	15%	0%	0%	0%	10%	100%
12:00 AM	100%	0%	30%	0%	0%	0%	0%	0%	0%	15%	100%	100%	0%	80%	0%	0%	0%	0%	0%	0%	10%	100%

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
6:00 AM	75%	0%	0%	0%	0%	0%	0%	30%	0%	30%	100%	75%	0%	0%	0%	0%	0%	0%	0%	0%	25%	100%
7:00 AM	65%	0%	0%	0%	0%	50%	5%	35%	20%	45%	100%	65%	0%	0%	0%	0%	50%	5%	15%	3%	30%	100%
8:00 AM	50%	15%	0%	10%	0%	85%	10%	35%	60%	70%	100%	50%	10%	0%	0%	0%	85%	16%	20%	10%	80%	100%
9:00 AM	40%	25%	0%	10%	10%	80%	20%	30%	92%	85%	90%	40%	15%	0%	30%	15%	80%	32%	30%	12%	70%	90%
10:00 AM	35%	30%	0%	30%	80%	35%	35%	20%	100%	100%	80%	35%	15%	0%	50%	80%	35%	50%	30%	16%	70%	80%
11:00 AM	25%	40%	0%	40%	80%	20%	45%	40%	98%	100%	80%	25%	20%	0%	65%	100%	20%	65%	30%	18%	70%	80%
12:00 PM	25%	40%	0%	50%	70%	55%	50%	60%	88%	100%	80%	25%	20%	35%	65%	90%	55%	73%	40%	18%	70%	80%
1:00 PM	25%	40%	0%	50%	50%	60%	55%	60%	91%	100%	80%	25%	20%	35%	65%	70%	60%	75%	40%	13%	70%	80%
2:00 PM	25%	35%	0%	55%	70%	50%	50%	40%	97%	100%	80%	25%	20%	35%	70%	90%	50%	73%	30%	10%	70%	80%
3:00 PM	25%	25%	10%	55%	90%	30%	50%	30%	93%	100%	90%	25%	15%	35%	60%	100%	30%	72%	20%	8%	70%	90%
4:00 PM	35%	15%	45%	50%	80%	20%	45%	50%	74%	85%	90%	35%	5%	55%	50%	100%	20%	66%	30%	6%	70%	90%
5:00 PM	45%	15%	45%	50%	60%	25%	40%	85%	48%	85%	90%	45%	5%	55%	40%	80%	25%	60%	50%	3%	70%	90%
6:00 PM	55%	20%	50%	50%	50%	50%	45%	100%	25%	85%	80%	55%	10%	75%	40%	65%	50%	61%	40%	2%	70%	90%
7:00 PM	55%	20%	60%	50%	50%	50%	50%	100%	8%	70%	80%	55%	10%	80%	40%	65%	50%	68%	30%	0%	80%	80%
8:00 PM	65%	15%	60%	40%	0%	50%	45%	70%	5%	60%	70%	65%	5%	80%	40%	50%	50%	65%	20%	0%	45%	70%
9:00 PM	70%	15%	55%	20%	0%	35%	30%	40%	3%	30%	70%	70%	5%	80%	30%	0%	35%	43%	0%	0%	15%	70%
10:00 PM	75%	10%	40%	5%	0%	20%	15%	20%	1%	30%	90%	75%	5%	70%	10%	0%	20%	22%	0%	0%	15%	90%
11:00 PM	75%	0%	30%	0%	0%	15%	0%	0%	0%	15%	100%	75%	0%	65%	0%	0%	15%	0%	0%	0%	10%	100%
12:00 AM	75%	0%	20%	0%	0%	0%	0%	0%	0%	15%	100%	75%	0%	80%	0%	0%	0%	0%	0%	0%	10%	100%

Parking Accumulation
by Percent of Peak Parking

Table P-7

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	Existing	New				Ski Area & Other	Miniature Golf	Horseback Rides	Alpine Slide		Restaurant	Bar	Retail & Commercial	Health Club					
Peak Parking	n/a	n/a	122	428	551	253	130	0	9	4	33	46	50	45	121	90	256	1288	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	0	25	23	6	18	47	551	156	707	1442
8:00 AM	n/a	n/a	81	283	364	63	0	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	88	550	140	691	1442
10:00 AM	n/a	n/a	55	193	248	152	0	0	5	2	20	28	18	16	60	9	85	530	125	655	1442
11:00 AM	n/a	n/a	43	150	193	177	0	0	7	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	693	1442
1:00 PM	n/a	n/a	37	129	165	203	0	0	5	2	17	23	30	27	91	27	145	568	125	691	1442
2:00 PM	n/a	n/a	43	150	193	177	0	0	6	3	23	32	25	23	88	18	129	556	125	681	1442
3:00 PM	n/a	n/a	43	150	193	127	13	0	8	4	30	41	15	14	87	14	114	503	140	644	1442
4:00 PM	n/a	n/a	55	193	248	76	75	0	7	3	26	37	10	9	80	23	111	557	140	698	1442
5:00 PM	n/a	n/a	73	257	330	76	75	0	5	2	20	28	13	11	73	36	120	642	140	782	1442
6:00 PM	n/a	n/a	86	300	386	101	87	0	5	2	17	23	25	23	74	45	141	763	140	904	1442
7:00 PM	n/a	n/a	92	321	413	101	95	0	5	2	17	23	25	23	82	45	150	807	125	932	1442
8:00 PM	n/a	n/a	110	386	496	76	108	0	0	0	0	0	25	23	79	32	133	837	109	947	1442
9:00 PM	n/a	n/a	116	407	523	76	108	0	0	0	0	0	18	16	52	18	86	810	109	920	1442
10:00 PM	n/a	n/a	122	428	551	51	108	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	65	0	0	0	0	0	8	7	0	0	7	830	156	786	1442
12:00 AM	n/a	n/a	122	428	551	0	39	0	0	0	0	0	0	0	0	0	0	590	156	746	1442

Summer Weekend

Summer Weekend	Condominiums		Hotel Guest Rooms		Lodging 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				Ski Area & Other	Miniature Golf	Horseback Rides	Alpine Slide		Restaurant	Bar	Retail & Commercial	Health Club					
Peak Parking	n/a	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	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	n/a	86	300	386	0	0	0	0	0	0	0	25	23	6	9	71	448	156	604	1442
8:00 AM	n/a	n/a	73	257	330	36	0	0	0	0	0	0	43	38	19	14	88	483	156	639	1442
9:00 AM	n/a	n/a	61	214	275	63	0	0	1	1	5	7	40	36	39	14	90	474	140	615	1442
10:00 AM	n/a	n/a	49	171	220	76	0	0	7	3	26	37	18	16	60	14	101	441	125	565	1442
11:00 AM	n/a	n/a	43	150	193	89	0	0	9	4	33	46	10	9	79	14	131	439	125	564	1442
12:00 PM	n/a	n/a	37	129	165	101	39	0	9	4	31	44	28	25	88	18	136	508	125	633	1442
1:00 PM	n/a	n/a	37	129	165	101	91	0	6	3	21	30	30	27	91	18	124	553	125	678	1442
2:00 PM	n/a	n/a	43	150	193	89	91	0	8	4	30	41	25	23	88	14	110	583	125	888	1442
3:00 PM	n/a	n/a	49	171	220	63	91	0	9	4	33	46	15	14	87	9	102	545	140	686	1442
4:00 PM	n/a	n/a	61	214	275	38	91	0	9	4	33	46	10	9	80	14	106	563	140	703	1442
5:00 PM	n/a	n/a	73	257	330	38	91	0	7	3	26	37	13	11	73	23	114	615	140	756	1442
6:00 PM	n/a	n/a	86	300	386	51	104	0	6	3	21	30	25	23	74	18	118	710	140	850	1442
7:00 PM	n/a	n/a	98	343	441	51	117	0	6	3	21	30	25	23	82	14	110	782	125	906	1442
8:00 PM	n/a	n/a	110	386	496	38	130	0	0	0	0	0	25	23	79	9	68	799	109	908	1442
9:00 PM	n/a	n/a	116	407	523	38	130	0	0	0	0	0	18	16	52	0	36	776	109	886	1442
10:00 PM	n/a	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	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	n/a	122	428	551	0	78	0	0	0	0	0	0	0	0	0	0	628	156	785	1442

Summer Adjusted & Shared Hourly Peak Parking

Table P-8

Winter Weekday

Winter Weekday	Condominiums		Hotel Guest Rooms		Lodging 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				Ski Area & Other	Miniature Golf	Horseback Rides	Alpine Slide		Restaurant	Bar	Retail & Commercial	Health Club					
Peak Parking	n/a	n/a	102	357	459	253	137	130	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	27	63	371	156	527	1465
7:00 AM	n/a	n/a	66	232	298	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	38	0	13	0	0	0	0	48	43	13	32	84	403	156	559	1465
9:00 AM	n/a	n/a	41	143	184	63	0	13	0	0	0	0	45	40	27	27	83	386	140	526	1465
10:00 AM	n/a	n/a	36	125	161	76	0	39	0	0	0	0	20	18	47	18	106	339	125	464	1465
11:00 AM	n/a	n/a	26	89	115	101	0	52	0	0	0	0	11	10	80	36	149	334	125	459	1465
12:00 PM	n/a	n/a	26	89	115	101	0	65	0	0	0	0	31	28	67	54	158	396	125	520	1465
1:00 PM	n/a	n/a	26	89	115	101	0	65	0	0	0	0	34	30	74	54	128	408	125	532	1465
2:00 PM	n/a	n/a	26	89	115	89	0	72	0	0	0	0	28	25	87	36	109	360	125	484	1465
3:00 PM	n/a	n/a	26	89	115	63	14	72	0	0	0	0	17	15	67	27	115	318	140	458	1465
4:00 PM	n/a	n/a	36	125	161	38	61	65	0	0	0	0	11	10	60	45	143	387	140	527	1465
5:00 PM	n/a	n/a	46	161	207	38	61	65	0	0	0	0	14	13	54	77	175	463	140	603	1465
6:00 PM	n/a	n/a	56	196	252	51	68	65	0	0	0	0	28	25	80	90	182	575	125	700	1465
7:00 PM	n/a	n/a	56	196	252	51	82	65	0	0	0	0	28	25	67	90	148	595	125	720	1465
8:00 PM	n/a	n/a	66	232	298	38	82	52	0	0	0	0	28	25	80	63	84	595	109	704	1465
9:00 PM	n/a	n/a	71	250	321	38	75	26	0	0	0	0	20	18	40	36	48	548	109	657	1465
10:00 PM	n/a	n/a	77	268	344	25	55	7	0	0	0	0	11	10	20	18	8	484	140	624	1465
11:00 PM	n/a	n/a	77	268	344	0	41	0	0	0	0	0	8	8	0	0	0	401	156	557	1465
12:00 AM	n/a	n/a	77	268	344	0	27	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 Sub-Totals	Total of Guest Spaces	Employees w/ Onsite Housing	Total Shared Spaces	Max Adjusted Non Shared Spaces Req
	Existing/ Approved	Proposed	Existing	New				Ski Area & Other	Miniature Golf	Horseback Rides	Alpine Slide		Restaurant	Bar	Retail & Commercial	Health Club					
Peak Parking	n/a	n/a	102	357	459	253	137	130	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	45	344	156	500	1465
7:00 AM	n/a	n/a	66	232	298	0	0	0	0	0	0	0	28	25	7	14	82	372	156	528	1465
8:00 AM	n/a	n/a	51	179	230	25	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	38	0	39	0	0	0	0	45	40	43	27	112	376	140	517	1465
10:00 AM	n/a	n/a	36	125	161	38	0	65	0	0	0	0	20	18	67	27	124	330	125	455	1465
11:00 AM	n/a	n/a	26	89	115	51	0	85	0	0	0	0	11	10	87	27	162	301	125	426	1465
12:00 PM	n/a	n/a	26	89	115	51	48	85	0	0	0	0	31	28	98	36	167	406	125	531	1465
1:00 PM	n/a	n/a	26	89	115	51	48	85	0	0	0	0	34	30	101	36	150	414	125	538	1465
2:00 PM	n/a	n/a	26	89	115	51	48	91	0	0	0	0	28	25	98	27	130	381	125	506	1465
3:00 PM	n/a	n/a	26	89	115	38	48	78	0	0	0	0	17	15	97	18	128	347	140	488	1465
4:00 PM	n/a	n/a	36	125	161	13	75	65	0	0	0	0	11	10	69	27	138	385	140	526	1465
5:00 PM	n/a	n/a	46	161	207	13	75	52	0	0	0	0	14	13	81	45	143	447	140	587	1465
6:00 PM	n/a	n/a	56	196	252	25	102	52	0	0	0	0	28	25	82	36	143	551	140	692	1465
7:00 PM	n/a	n/a	56	196	252	25	109	52	0	0	0	0	28	25	91	27	130	559	125	683	1465
8:00 PM	n/a	n/a	66	232	298	13	109	52	0	0	0	0	28	25	87	18	75	579	109	688	1465
9:00 PM	n/a	n/a	71	250	321	13	109	39	0	0	0	0	20	18	58	0	40	538	109	647	1465
10:00 PM	n/a	n/a	77	268	344	13	96	13	0	0	0	0	11	10	30	0	8	503	140	644	1465
11:00 PM	n/a	n/a	77	268	344	0	89	0	0	0	0	0	8	8	0	0	0	449	156	605	1465
12:00 AM	n/a	n/a	77	268	344	0	82	0	0	0	0	0	0	0	0	0	0	426	156	582	1465

Winter Adjusted & Shared Hourly Peak Parking

Table P-9

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

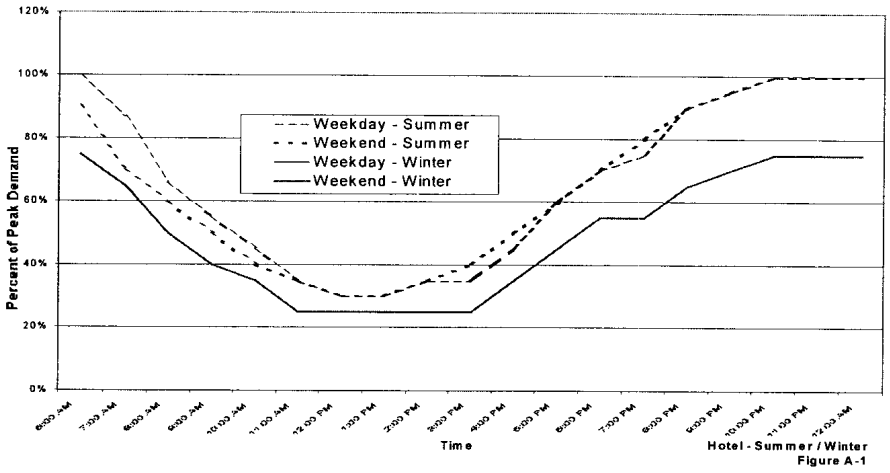
Required Parking Summary
Table P-10

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.

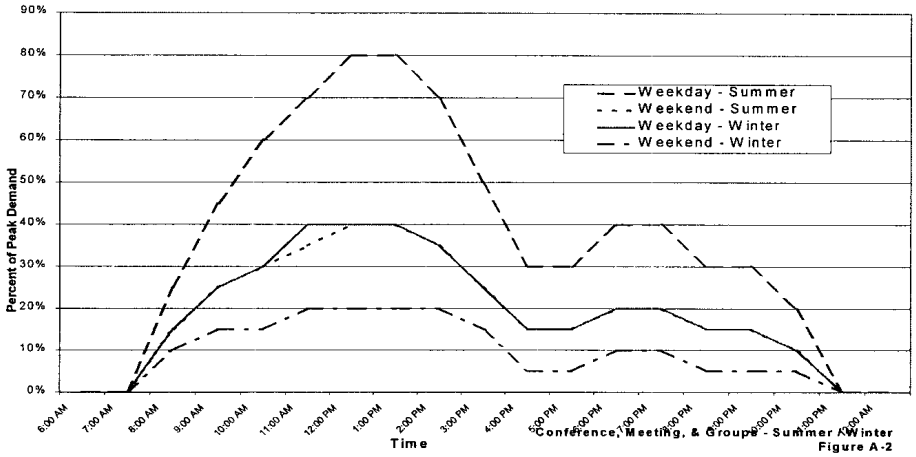
Hotel:
Parking accumulation for hotel guests is based on the Urban Land Institute parking accumulation curves. These curves represent the scenario that parking accumulation increases as guests check-in causing a peak in parking after guests have checked-in that remains high during the night until the 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.



Hotel - Summer / Winter
Figure A-1

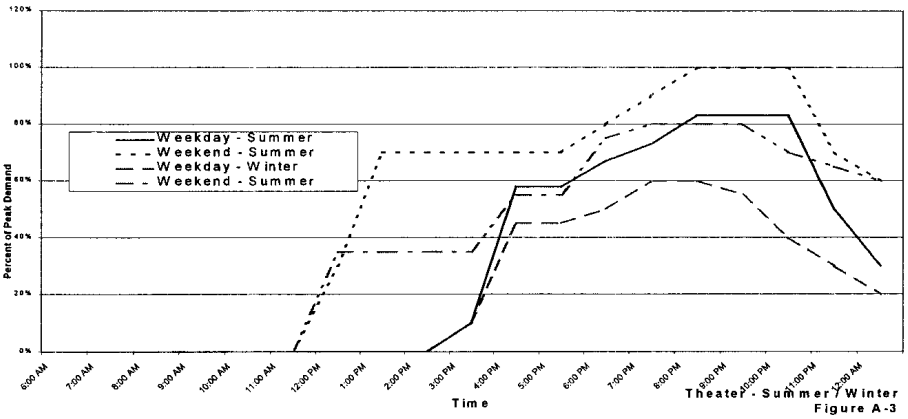
Snow King Resort Master Plan – Parking

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.



Conference, Meeting, & Groups - Summer / Winter
Figure A-2

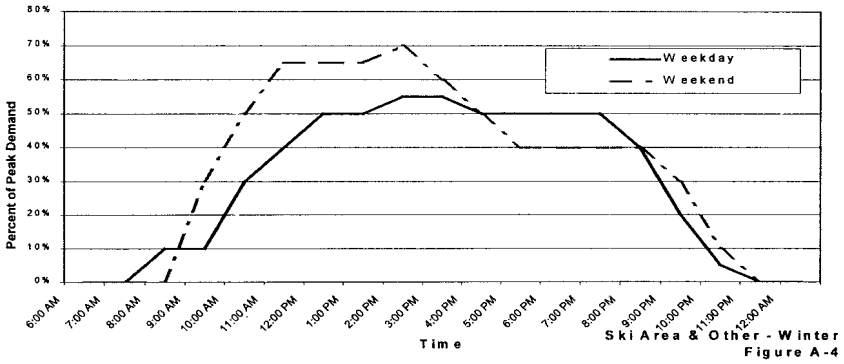
Theater:
Parking accumulation curves come directly from the ULI recommendations. Summer months represent the busiest season because of the summer releases. Additionally, increased visitor traffic also increases demand on theater parking. Heaviest use occurs during the summer weekend evenings, with summer weekdays having slightly less use. Winter is represented with less use than the summer months.



Theater - Summer / Winter
Figure A-3

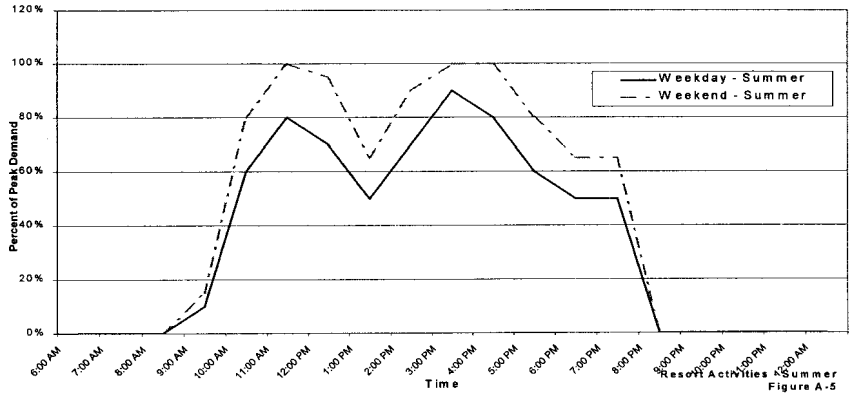
Snow King Resort Master Plan – Parking

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.



Ski Area & Other - Winter
Figure A-4

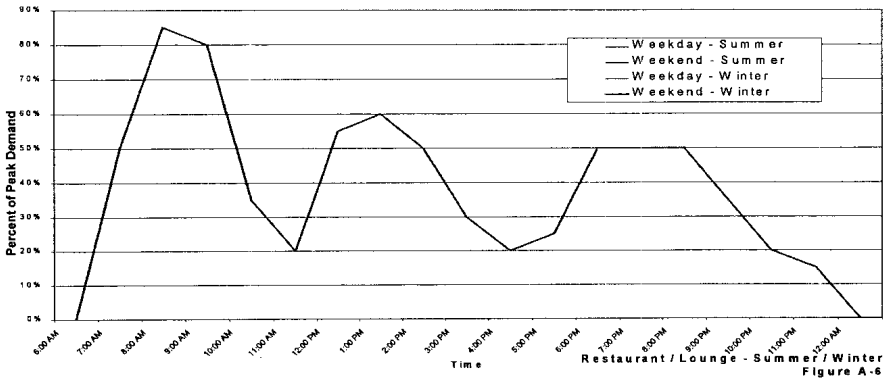
Resort Activities:
No parking accumulation curves were available from the ULI to represent demand on resort activities. Parking accumulation curves were generated based on experience with past use. The ski area typically sees two daily peaks corresponding to use before lunch as well as before dinner. Weekends have a higher use than weekdays.



Resort Activities - Summer
Figure A-5

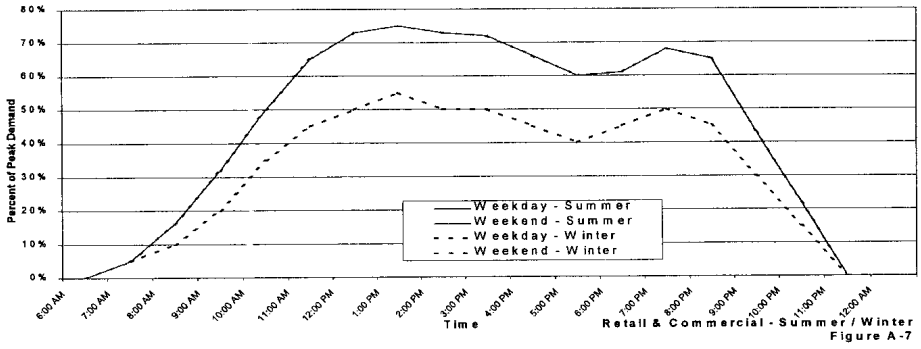
Snow King Resort Master Plan – Parking

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.



Restaurant / Lounge - Summer / Winter
Figure A-6

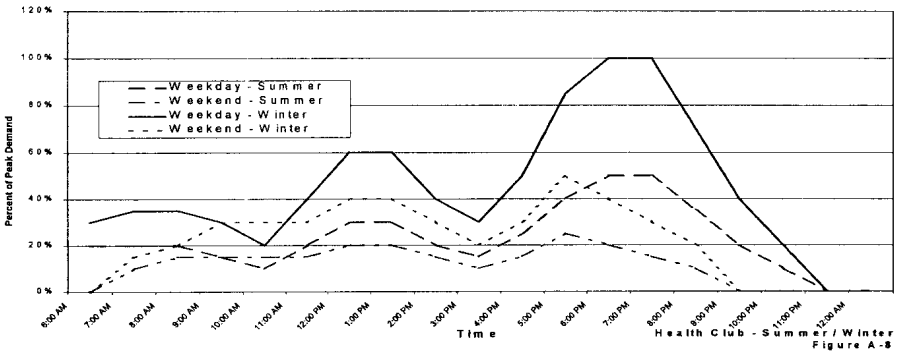
Retail & Commercial:
Parking accumulation curves come from the ULI recommendations with an increase in evening use to correspond with visitor shopping patterns. Summer represents the highest demand during the midday with a second peak in the evening. Winter demand is reduced from the summer demand.



Retail & Commercial - Summer / Winter
Figure A-7

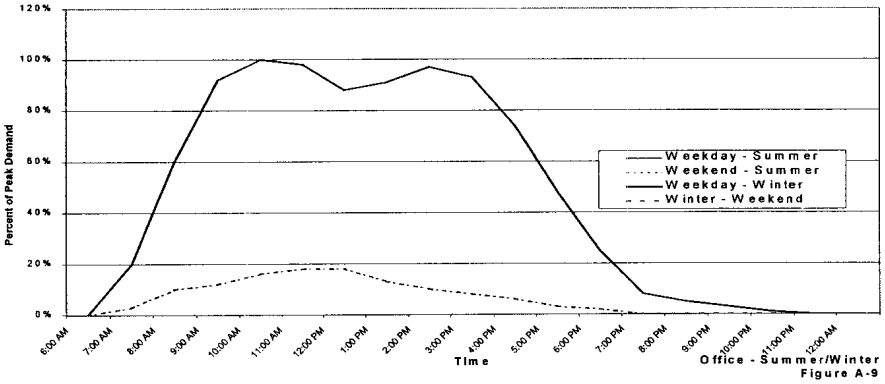
Snow King Resort Master Plan – Parking

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.



Health Club - Summer / Winter
Figure A-8

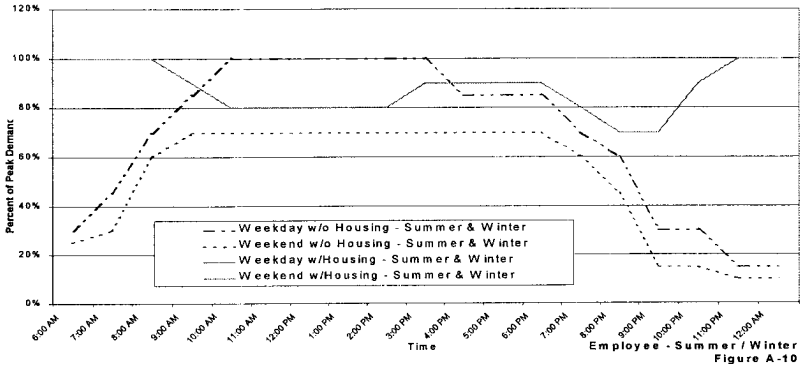
Office:
Parking accumulation for office use is based on the Urban Land Institute parking accumulation curves. This category of use has little influence on the overall parking because there are no offices located within the proposed use.



Office - Summer/Winter
Figure A-9

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.



Employee - Summer / Winter
Figure A-10

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

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 Spaces Occupied / Total Occupied Rooms

= 105 / 200

= 52%

Therefore, **60% appears a reasonable Transportation mode Facto**

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 Spaces Occupied / Total Occupied Rooms

= 45 / 100

= 45%

Therefore, 50% appears a reasonable Transportation mode Facto

Lodging Transportation Mode Factor
Snow King Resort: Present Situation
Table 8-1

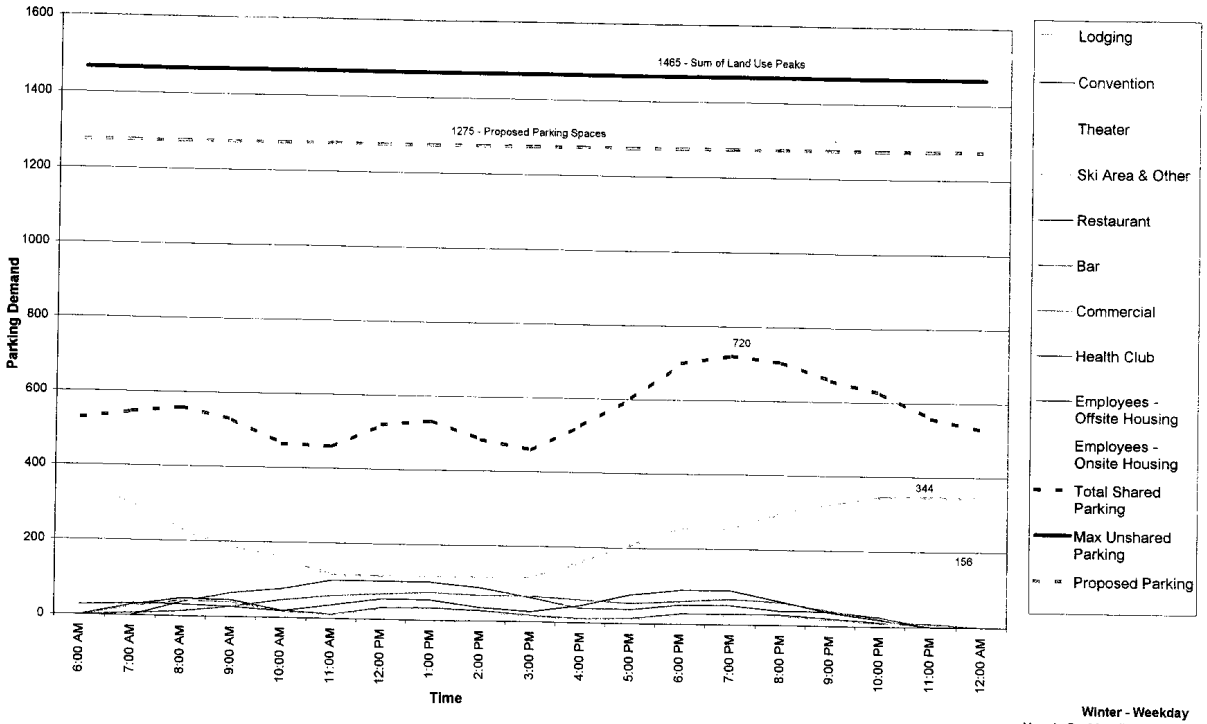
Snow King Resort Master Plan - Parking

Offsite user factor (Table P-4, Columns I & 0):
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

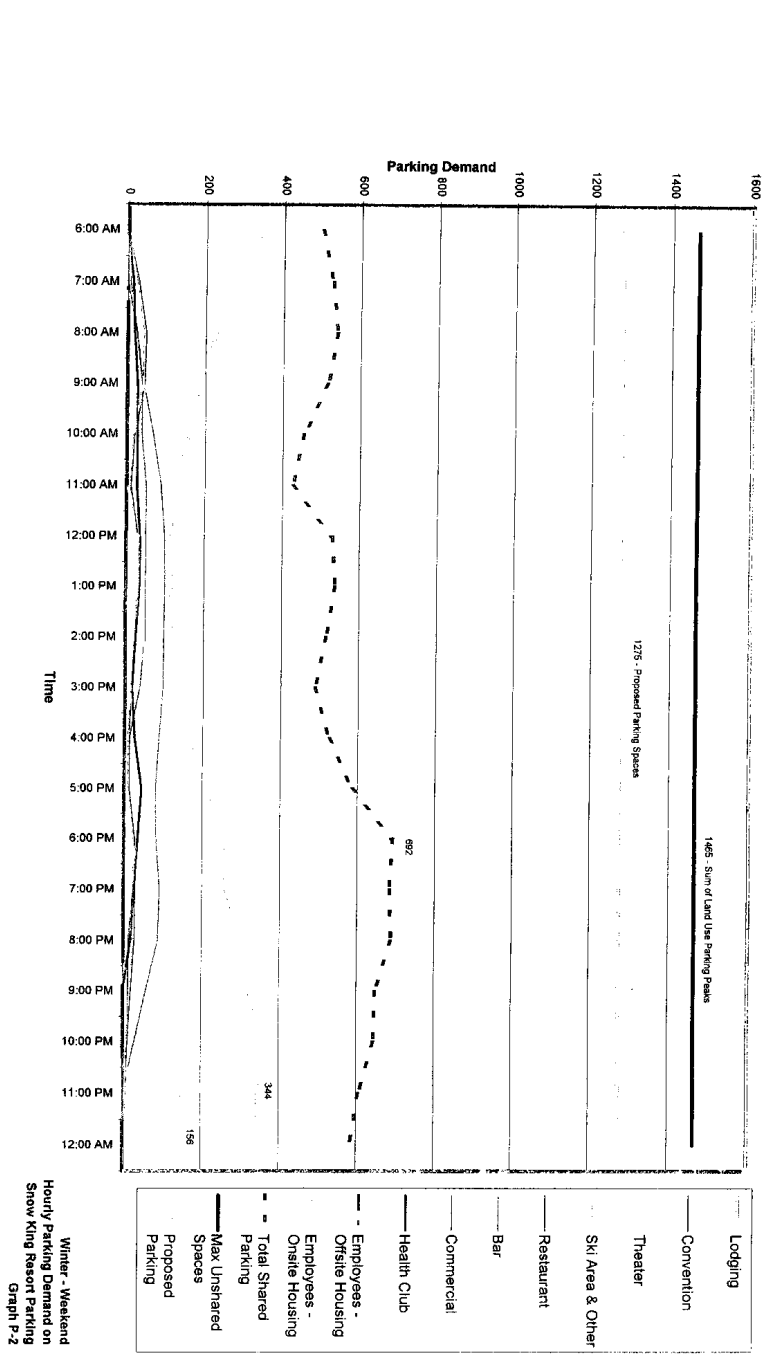
be adjusted for this internal trip. An OUF of 1.0 indicates that 100% of the users come from offsite, while the summer conference factor of 0.50 indicates that 50% of conference attendees come from offsite. This factor allows the required parking to be adjusted so that guests are not counted twice in 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

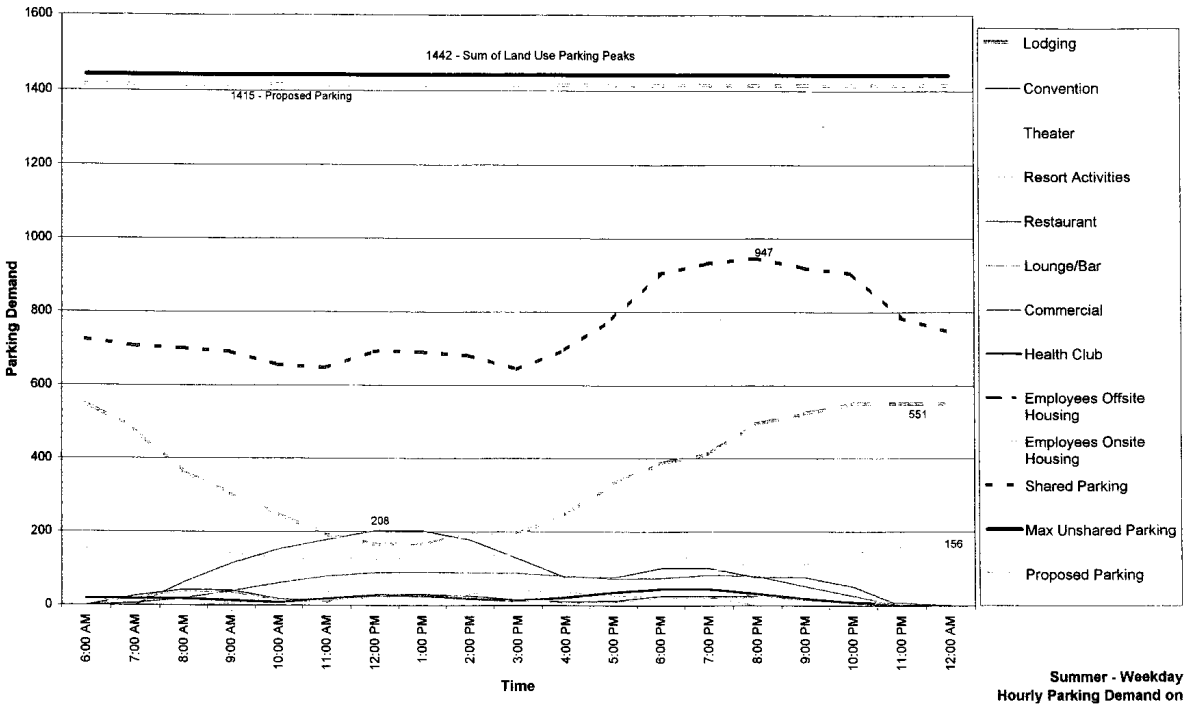
Snow King Resort Master Plan - Parking Elements



Winter - Weekday Hourly Parking Demand on Snow King Resort Parking Graph P-1

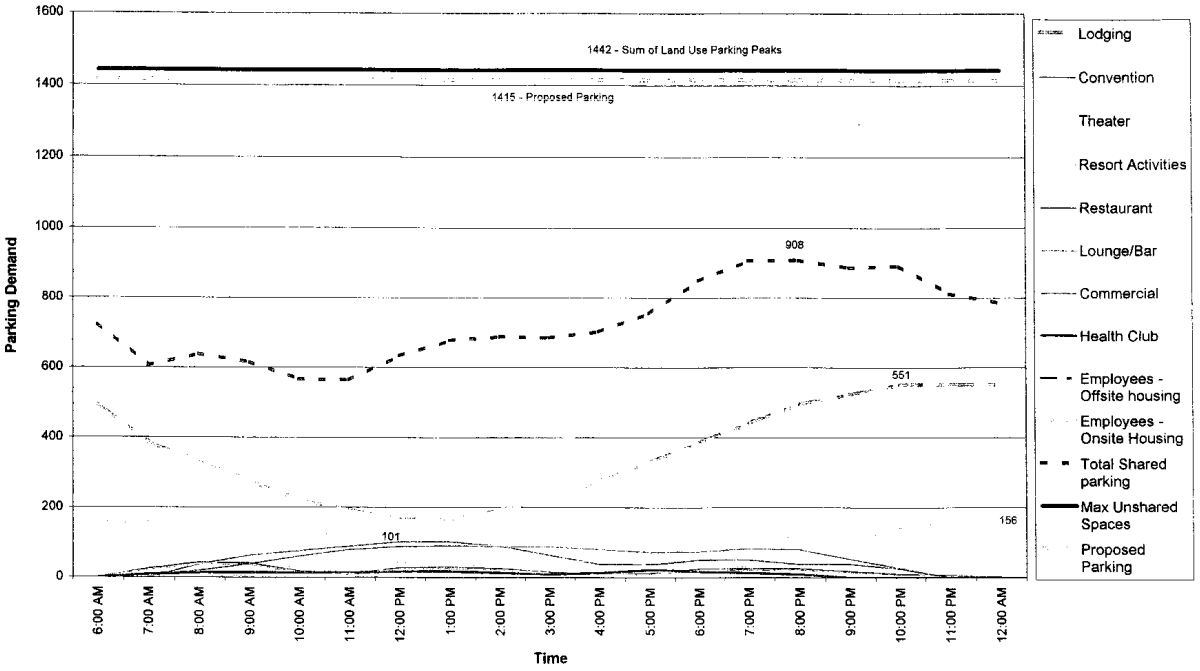

Snow King Resort Master Plan - Parking Elements
Parking Demand
1600
1400
1200
1000
800
600
400
200
0
6:00 AM
7:00 AM
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
8:00 PM
9:00 PM
10:00 PM
11:00 PM
12:00 AM
Time
1465 - Sum of Land Use Parking Peaks
1275 - Proposed Parking Spaces
692
344
156
Lodging
Convention
Theater
Ski Area & Other
Restaurant
Bar
Commercial
Health Club
Employees - Offsite Housing
Employees - Onsite Housing
Total Shared Parking
Max Unshared Spaces
Proposed Parking
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

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 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

Deleted: Comprehensive

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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.

The Town of Jackson retains updated information related to all capital improvements within the Snow King Resort District for public reference.

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

l) 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

Max Daily Flow	=	319,800 gpd
(See Waste Water Calcs.)	=	223 gpm *

* 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 = QDomestic + QFire Sprinkler + QL Sprinkler + Q Fire Hydrant

QDomestic = 450 gpm *

QFire Sprinkler = Fire Sprinkler Flow = QFS

QL Sprinkler = Lawn Sprinkler Flow = QLS
QFire Hydrant= Fire Hydrant Flow = QFH

* 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

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.¶

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 that 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

I) 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 1O" PE pipe / minimum slope downstream = 1.47%
- Land use currently designated: residential
- Existing 1O" 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	8,550 gpd
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	I /Acre	80	35,200
PRD	Pitchfork	30 Units	30	13,200
PRD	Snow King	See Table		88.450
			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

Existingl0"P.E./n = 0.010/S=l.47%

Q = 1.49 AR2/3 S1/2 ***/ n***

0 = 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 slop 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	=	1 8,000 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)	=	796 gpm

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 ofResort

- Line parallel with West Karns Avenue between Mateosky Park and Flat Creek Drive MH Cl0-10
- 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.

Zone	Area	Max Density	No. of Units	Flow- May Day (gpd)
AR	12 Acre	4.6/Acre	55	24,200
NC *I* MHP	6 Lots	2 / Lot	12	5,280
PI SP	24 Acre			l0,560

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 *I S* = 1.2 %
Manning's equation for Full Flow
0 = 1.49 A R2/3 S l/ 2 n = 593 gpm
593 gpm < 830 gpm

Therefore, 8" existing TOJ sewer main must be replaced with new 1O" 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 Master Plan beyond a potential flow of 593 gpm will require approximately I 200 linear feet of existing Town of Jackson interceptor to be replaced with a l0-inch diameter interceptor. The interceptor could be replaced upon reaching 80 percent of the 593 gpm that exceeds the 8-inc 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.

Deleted: Snow King

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 Area	Pervious Area	Impervious Area
l	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

Sub-Area	Time of Concentration (min)	10-Year Event (CFS)	100-Year Event (CFS)
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

Tc= 1.8 (l.1-C) VL = 1.8 (l.1-0.3) V2200 = 27.4 min
(S) ∧ **1**/3 (15) ∧1/3

Rainfall Intensity: l0-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

Sub-Area	Total Area	Pervious Area	Impervious Area
l	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

Sub-Area	Total Area	Pervious Area	Impervious Area
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

Sub-Area	Acres	Post-Dev. Runoff (CFS)	Minimum Diameter Storm Pipe (3 CFS)	Design Release	(CFS)
l	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	5.99	15 "	4.10	5.52
		43.65	Mass Cale. -	28.98	
			Ind. Cale.		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

Sub-Area	Acres	Re lease (CFP)	Storage Volume (CF)
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.

		Length	
Sub-Area	Volume	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 evens 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:

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.

Commented [JA48]: There was some discussion about how to handle these conditions during our 2/28 meeting with staff. Tyler wants the old conditions that have been satisfied removed, but wants to be sure that those conditions that have not yet been satisfied remain in this copy of the Master Plan. Do you know which conditions have been satisfied? Each condition needs to be numbered for simplicity going forward.

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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.¶

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Deleted: 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.¶

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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 Willow Street corridor (from Snow King Avenue to Broadway Avenue) and the intersection of Snow King/Willow.

The amount collected shall be based on the calculated increased levels of traffic and pedestrian impacts created from the development together with the estimated project completion costs for roadway, curb, pedestrian and landscaping improvements. The improvements required shall be based on the preliminary design as completed in the year 2000 charette process. The mitigation 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 permits.

The total new square footage allowed under the original 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 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 Street corridor.

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 Street corridor.

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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.¶

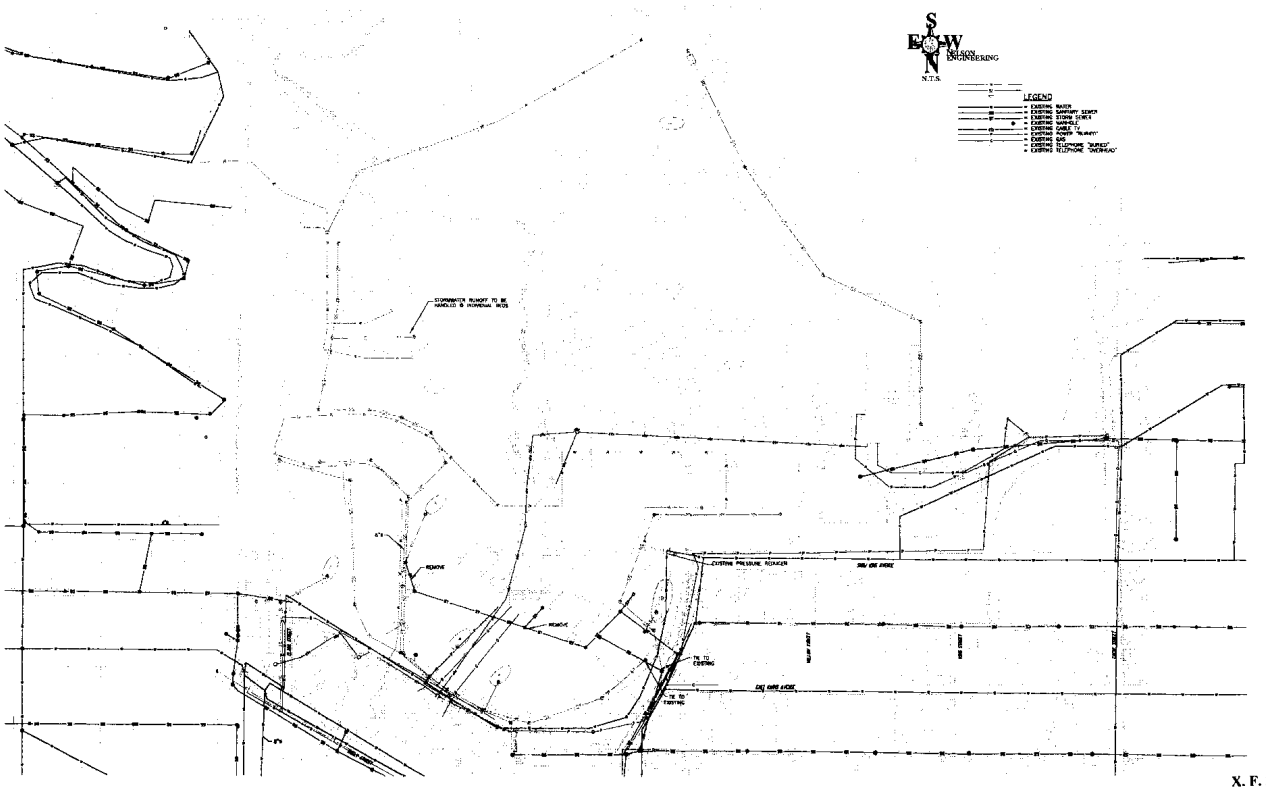
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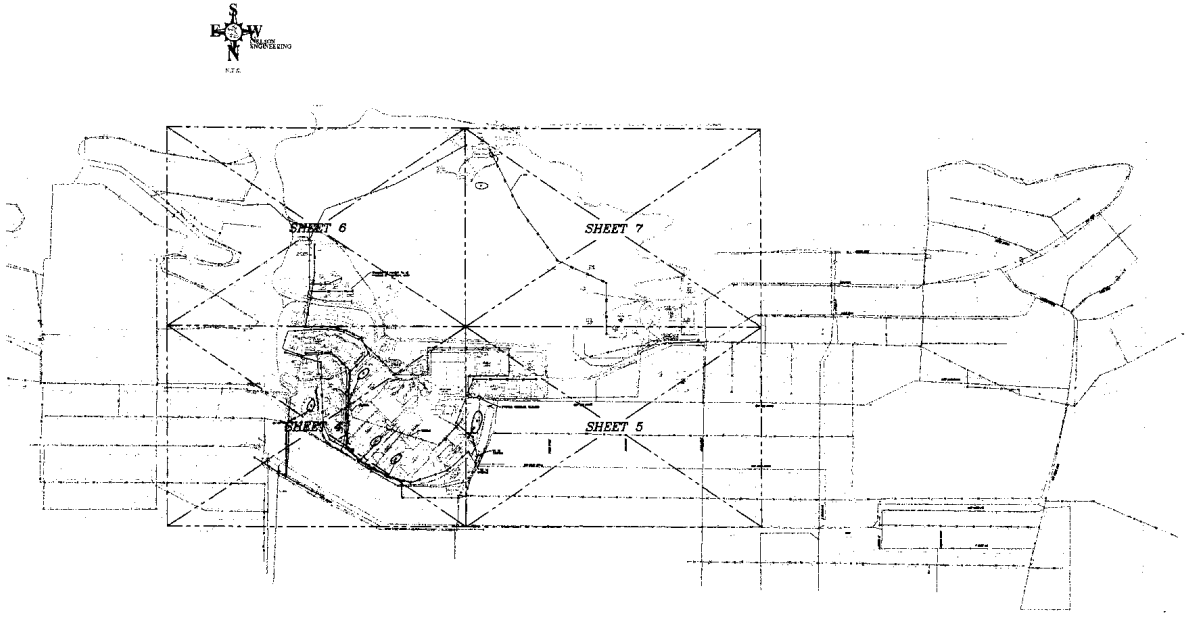


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EXISTING UTILITY PLAN

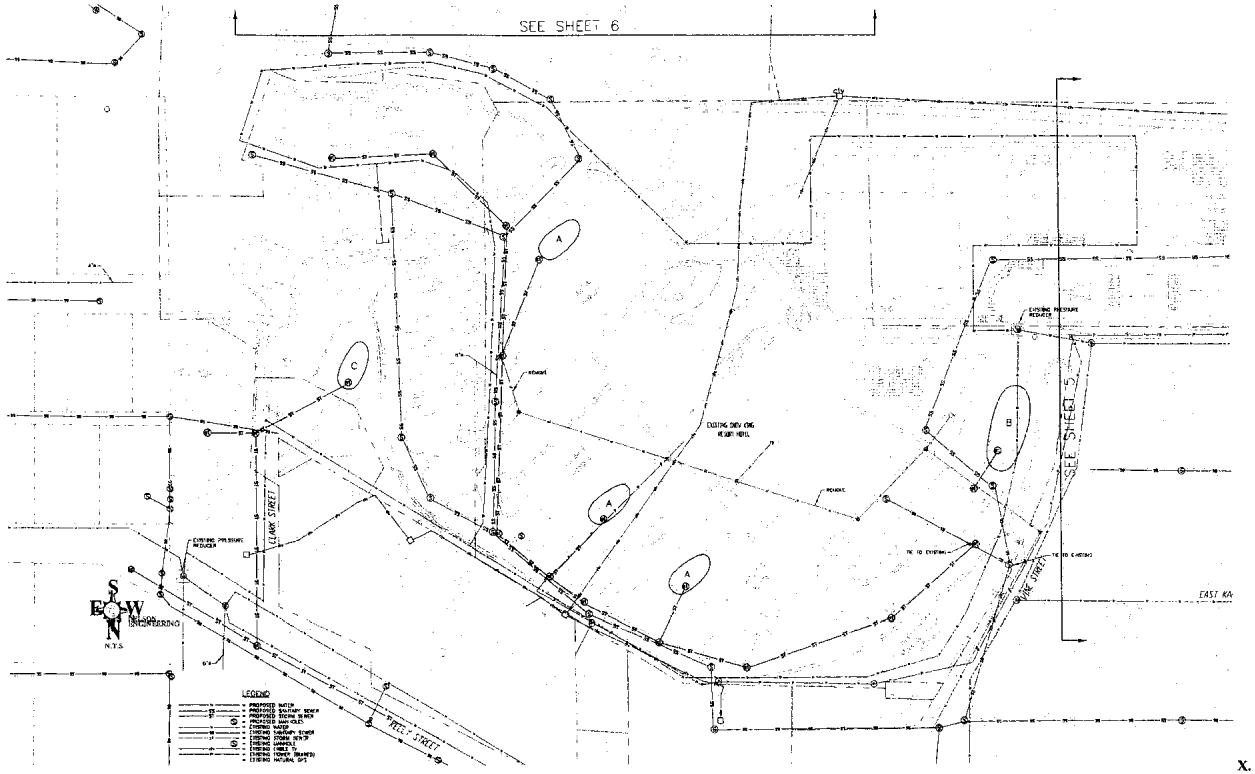
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PROPOSED UTILITY PLAN



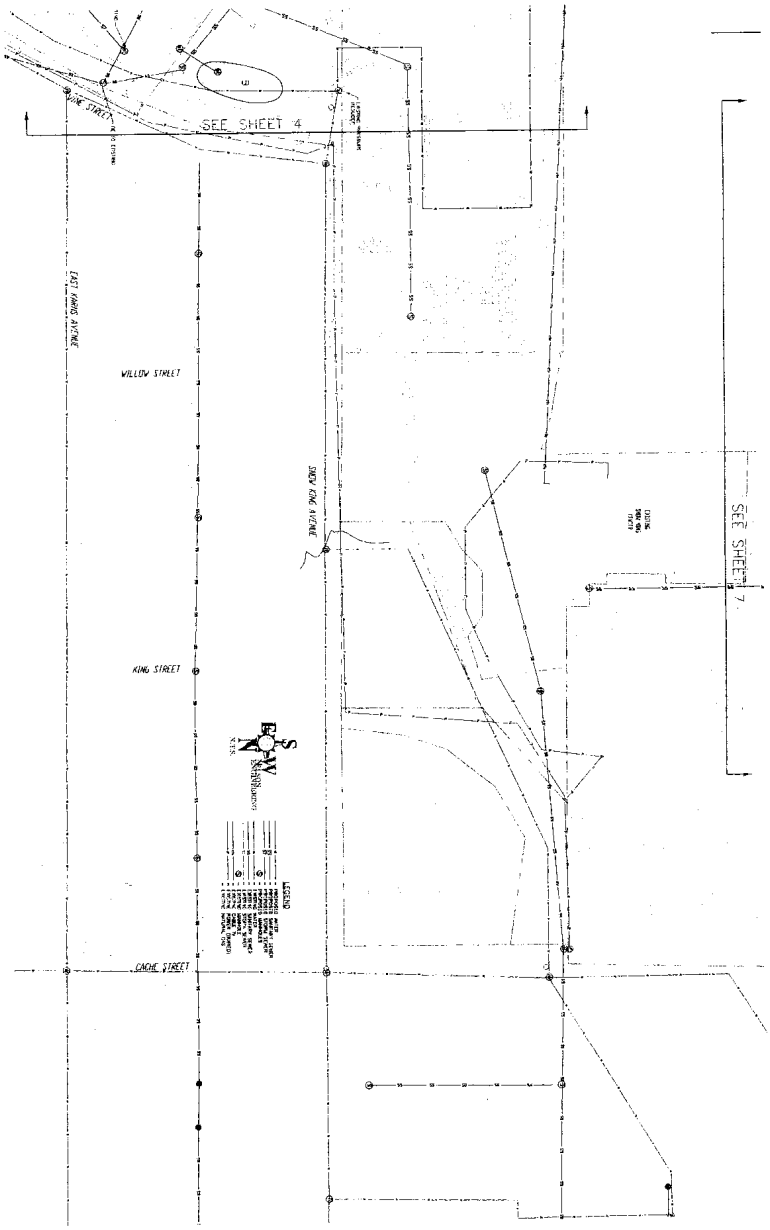
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ENLARGED PLAN INDEX



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ENLARGED PLAN – SHEET 4



X.1

ENLARGED PLAN – SHEET 5

ENLARGED PLAN – SHEET 6

X.1

ENLARGED PLAN - SHEET 7

XI. PHASING AND THE SNOW KING RESORT MASTER ASSOCIATION

The PRD 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 ensure 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.

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, to ensure that adequate monitoring programs are established for development within the district and for the required SKRMA fee assessment, collection and expenditure.

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 is 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 that includes, but is not limited to, current membership and contact information, phasing plan compliance, and financial information.

The responsibilities of SKRMA include, but are not limited to the following:

- Serving as the conduit for all major development applications within the Resort District.
- 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 future owners of property within the District.
- SKRMA is ultimately responsible for ensuring all parties within the Resort District install, maintain, and operate all private infrastructure including water, sewer, stormwater, and roads 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 required minimum District-wide fee as set forth in the conditions of approval ("SKRMA Fee"). This minimum required SKRMA Fee shall be assessed as set forth in the conditions of approval. This minimum required SKRMA Fee will not be assessed on Uses that solely take place on United States Forest Service property irrespective of where a ticket for that Use is purchased as described in the conditions of approval. All property owners within the Planned Resort District

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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.¶

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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, ... [80]

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shall contribute the required minimum SKRMA fee to SKRMA via this District-wide fee structure.

- Implementation and monitoring of 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.
- SKRMA will be 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.
- SKRMA will act as a Master Association for all the property owners within the district with respect to common utilities, safety, transportation, employee housing and parking.
- SKRMA will coordinate members to manage snow removal, lighting, signing, construction and maintenance of common roads.
- SKRMA shall ensure that private shuttle service continues to be offered from the Resort District to downtown Jackson, the Jackson Hole Airport and to Teton Village. If SKRMA is unable or elects not to provide private shuttle service as provided herein, SKRMA must provide a reasonable and equitable contribution to START as determined by the START Board, Town Council and SKRMA and based upon a defined metric of ridership by Resort District guests.
- SKRMA will serve as 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.

All areas and developments within the resort district will be encouraged to participate as members of SKRMA. This SKRMA fee funding mechanism will serve to maintain the minimum resources required for the maintenance of the Resort District. The SKRMA Fee will be used at the discretion of the SKRMA board for communal improvements, repairs, and maintenance, marketing, events, or other Resort District obligations. It is to be noted that these funds are not to be construed solely as a funding mechanism for the ski area only, but rather as a reserve to ensure that the District can maintain compliance with all obligations of the Master Plan.

Upon the Jackson Town Council's approval of this Master Plan area Amendment, SKRMA shall assess a minimum of a 1% fee ("**SKRMA Fee**") on the following uses identified in the Master Plan area (collectively, "Uses"):

a. Non-residential uses as defined in the Master Plan except for Institutional Uses in LDR, Section 6.1.8;
b. Commercial Amusement;
c. Indoor Recreation;
d. Home and Temporary uses;
e. Outdoor Amusement/Recreation;
f. Agricultural Uses;
g. Tour Operators/Outfitters;
h. Temporary Uses; and
i. Special Events.

Uses that occur exclusively within the Master Plan area or Uses that occur both within the Master Plan area and on adjacent United States Forest Service property must be assessed the SKRMA Fee.
The SKRMA Fee is not required to be assessed on Uses that solely take place on United States Forest Service property irrespective of where a ticket for that Use is purchased (by way of example only, if someone takes the Rafferty lift to

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access the ropes course, the Rafferty lift ticket is subject to the SKRMA Fee, but the ropes course ticket is not). The SKRMA Fee shall be used at the discretion of the SKRMA Board as a funding mechanism to maintain the Resort District and satisfy SKRMA's obligations under the Master Plan.

To ensure the ski lifts operate as provided herein, SKRMA shall maintain a $500,000 reserved fund generated by the SKRMA Fee ("**Reserved Fund**"). The Reserved Fund shall only be used by SKRMA to ensure the ski lifts operate as provided herein. The Reserved Fund shall be adjusted for inflation every 3 years in accordance with a Denver-based, or other more specific, Consumer-Price Index as approved by the Town. The Reserved Fund shall be established within 3 years of the date the SKRMA Fee is first collected and the SKRMA Fee shall exclusively be used to achieve the $500,000 balance until the Reserved Fund is fully funded. At all times when the Reserved Fund is fully funded, the SKRMA Fee is unrestricted for SKRMA use. If the SKRMA Fee is unable to generate sufficient income to replenish the Reserved Fund by the next required annual report, SKRMA must designate a line of credit to guarantee the $500,000 in the Reserved Fund or add funds from any other source within 3 months.

Summary of Snow King Resort Master Association Commitments:

Conditions of Approval

(Snow King Planned Resort District Master Plan)

1. If Snow King Resort Master Association (SKRMA) fails to comply with any of the conditions listed in these conditions of approval, in addition to any other enforcement powers granted to the Town of Jackson through the Land Development Regulations ("LDRs") and Jackson Municipal Code, the Town of Jackson may withhold pending building permits (including permits for remodels and maintenance) for any development within the Master Plan area.

2. Upon the Jackson Town Council's approval of this Master Plan area Amendment, SKRMA shall assess a minimum of a 1% fee ("**SKRMA Fee**") on the following uses identified in the Master Plan area (collectively, "Uses"):

a. Non-residential uses as defined in the Master Plan except for Institutional Uses in LDR, Section 6.1.8;
b. Commercial Amusement;
c. Indoor Recreation;
d. Home and Temporary uses;
e. Outdoor Amusement/Recreation;
f. Agricultural Uses;
g. Tour Operators/Outfitters;
h. Temporary Uses; and
i. Special Events.

Uses that occur exclusively within the Master Plan area or Uses that occur both within the Master Plan area and on adjacent United States Forest Service property must be assessed the SKRMA Fee. The SKRMA Fee is not required to be assessed on Uses that solely take place on United States Forest Service property irrespective of where a ticket for that Use is purchased (by way of example only, if someone takes the Rafferty lift to access the ropes course, the Rafferty lift ticket is subject to the SKRMA Fee, but the ropes course ticket is not). The SKRMA Fee shall be used at the discretion of the SKRMA Board as a funding mechanism to maintain the Resort District and satisfy SKRMA's obligations under the Master Plan.

3. SKRMA shall provide an annual report to the Town of Jackson by June 15 of each year, for the prior April 15 to April 15 year period, which shall include the following information:
a. Phasing plan compliance;
b. Confirmation that the SKRMA Fee (as defined herein) has been collected;
c. The current balance of the SKRMA Fee fund,
d. The current balance of the Reserved SKRMA Fund (as defined herein);
e. A list of the categories of expenditures that over the previous April 15 to April 15 year period the SKRMA Fee has been spent on within the Resort District (not including specific dollar amounts);
f. SKRMA Board composition and contact information;
g. Status of the SKRMA organization with the Secretary of State;
h. The current SKRMA membership and contact information;
i. Any irregular avalanche control the previous ski season;
j. Confirmation of whether the ski lifts operated an average of 49/hours a week for the previous ski season;
k. Information regarding the private shuttle service, if provided, and if not, the financial contribution SKRMA made to START the previous year; and
l. Information on special events with the Resort District which have more than 200 guests including, but not limited to, the number of events, the location of each event, any complaints received from neighbors outside the Resort District, and the type of event.

4. SKRMA shall ensure that private shuttle service continues to be offered from the Resort District to downtown Jackson, the Jackson Hole Airport and to Teton Village. If SKRMA is unable or elects not to provide private shuttle service as provided herein, SKRMA must provide a reasonable and equitable contribution to START as

Commented [TS54]: Update to match conditions.

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area area irrespective of where a ticket for that Use is purchased (by way of example only, if someone takes the Rafferty lift to access the ropes course, the Rafferty lift ticket is subject to the SKRMA Fee, but the ropes course ticket is not).all obligations as approved by the Town¶
SKRMA will maintain a $500,000 reserve fund ... [102]

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determined by the START Board, Town Council and SKRMA and based upon a defined metric of ridership by Resort District guests.

5. SKRMA shall provide a Transportation Demand Management (TDM) report to the Town of Jackson every 3 years, starting 3 years from the date the Master Plan Amendment is approved by Jackson Town Council.

6. SKRMA shall ensure the ski lifts operate an average of 49 hours per week between December and March, barring unforeseen weather conditions; mechanical failures; acts of God; operational challenges outside the control of SKRMA or the ski mountain operator that necessitate deviation. The hours of operation shall include accommodation of key user groups including, but not limited to, the Doug Coombs Foundation and the Jackson Hole Ski and Snow Board Club.

7. To ensure the ski lifts operate as provided herein, SKRMA shall maintain a $500,000 reserved fund generated by the SKRMA Fee ("**Reserved Fund**"). The Reserved Fund shall only be used by SKRMA to ensure the ski lifts operate as provided herein. The Reserved Fund shall be adjusted for inflation every 3 years in accordance with a Denver-based, or other more specific, Consumer-Price Index as approved by the Town. The Reserved Fund shall be established within 3 years of the date the SKRMA Fee is first collected and the SKRMA Fee shall exclusively be used to achieve the $500,000 balance until the Reserved Fund is fully funded. At all times when the Reserved Fund is fully funded, the SKRMA Fee is unrestricted for SKRMA use. If the SKRMA Fee is unable to generate sufficient income to replenish the Reserved Fund by the next required annual report, SKRMA must designate a line of credit to guarantee the $500,000 in the Reserved Fund or add funds from any other source within 3 months.

8. Snow King Mountain Resort, LLC ("Snow King Mountain") is the current owner of all recreational improvements. Snow King Mountain shall not sell off individual recreational improvements to different owners. This condition shall not prevent Snow King Mountain from selling all of Snow King Mountain's recreational improvements to a different owner.

9. Building permits within Sub-Area #2 shall not be issued until construction has commenced on an aerial tramway (i.e. gondola). Nor shall the proposed zip line in sub-area #4 be allowed to open until construction of the gondola has commenced. Notwithstanding the foregoing, if SKRMA proceeds with its application and construction of a gondola in good faith, this condition shall not take effect if a regulatory or judicial circumstance prevents SKRMA from building the gondola. Further, this condition shall be void if the Town and SKRMA fail to come to agreement on a lease for the landing of the gondola by August 1, 2020.

10. SKRMA shall continue to engage in discussions with the Town and property owners in Sub-Area #2 on a shared parking arrangement between Sub-Area #2 and the Town's Phil Baux park property. SKRMA must enter into a shared parking agreement with the Town of Jackson by December 31, 2020 so long as both parties are continuing to negotiate in good faith. The shared parking agreement shall include, at least but not limited to, provisions regarding construction and maintenance of the shared parking areas, snow removal from said areas ~~and storm water system installation and maintenance.~~

11. SKRMA shall continue to engage in discussions with the Town regarding a Mountain Sports Center and second sheet of ice within the Master Plan area but shall not be obligated to construct or provide land for a Mountain Sports Center or second sheet of ice. The conceptual maps included in the Master Plan currently show ~~a proposed location for the Mountain Sports Center in Sub-Area #5, though this location may change~~. A Mountain Sports Center, ice rink, affordable or workforce housing, and a maintenance facility shall be permitted by right ~~within Sub-Area #5. All other uses within Sub-Area #5 shall require a conditional use permit.~~

12. SKRMA shall provide updated information for Chapter 10 of the Master Plan, by December 31, 2020, specifically with respect to the current conditions within the resort district, including updated maps, and discuss the current capacity utilization compared to the potential buildout capacity. This information shall be kept on file at the Town and may incorporated into the Master Plan at a later date.

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<#>Maintain a $500,000 reserve fund generated through the collection of the 1% district wide SKRMA fee for the sole use of funding the ski area in the event of non-compliance as indicated above. ¶
<#>Assess a SKRMA fee of a minimum of 1% on overnight lodging, and all commercial activity within the district. This funding mechanism will establish a reserve fund for communal improvements, repairs and maintenance, marketing, events, or for other resort district obligations.¶
<#>SKRMA will not permit the breakup or sale of individual recreational activities associated with the ski area operations. ¶
<#>From a development phasing perspective, SKRMA will not be permitted to develop sub-area 2 or a zip-line prior to the construction of a gondola that provides long term access to the summit. ¶
<#>A conditional use permit will be required for all permanent outdoor amusement/recreation activities. ¶
<#>All development within the resort district will comply with the Town of Jackson / Teton County affordable housing requirements in place at the time of development with the exception that 25% of the required affordable housing can be constructed in the form of dormitories and be used for non-qualified (seasonal) employees. ¶
<#>SKRMA will provide a Transportation Demand Management (TDM) report to the Town every three years.¶
<#>Private shuttle service provided by the Snow King Hotel must continue or SKRMA will be required to make a reasonable and measured contribution to START based upon a defined metric of ridership by resort guests. ¶
<#> ¶
<#>SKRMA will produce an Annual Report for the Town of Jackson based upon the SKRMA fiscal year that includes the following:¶
<#>Phasing Plan Compliance. ¶
<#>Confirmation that the 1% SKRMA fee has been collected.¶
<#>The balance of the general and reserve funds.¶
<#>A broad list of the projects SKRMA funds have been used for non-including dollar amounts.¶
<#>The status of the organization, current membership, and contact information.¶
<#>Any information on irregular avalanche control activity on Snow King Mountain. ¶
<#>A list of any events within the resort district with over 200 attendees and amplified sound.¶
<#>A report of private shuttle service provided by the Snow King Hotel including locations served. ¶
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IX. COMMUNITY SERVICES ELEMENT

Introduction

The PRD regulations include an optional Community Services element to describe the interrelationship between the district 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 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 district 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 is 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 Jackson/Teton County Parks and Recreation Department 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 may build a mountain sports center adjacent to the Snow King Center but is not mandated to do so. This sports center is envisioned to include 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. SKRMA is committed to working with the Town of Jackson and other partners in planning for a second sheet of ice and for the construction of a Mountain

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Sports Training Facility. 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 benefit the community are another direct way of demonstrating Snow King's commitment to Jackson Hole.

During 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 races.

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 20 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, Snow King 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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It must be noted that many of our community partnership activities mentioned above often come at a high cost to Snow King Resort and the operation of lodging, conference space, and on-mountain activities provide the financial and operational platform, as well as the resources necessary 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.

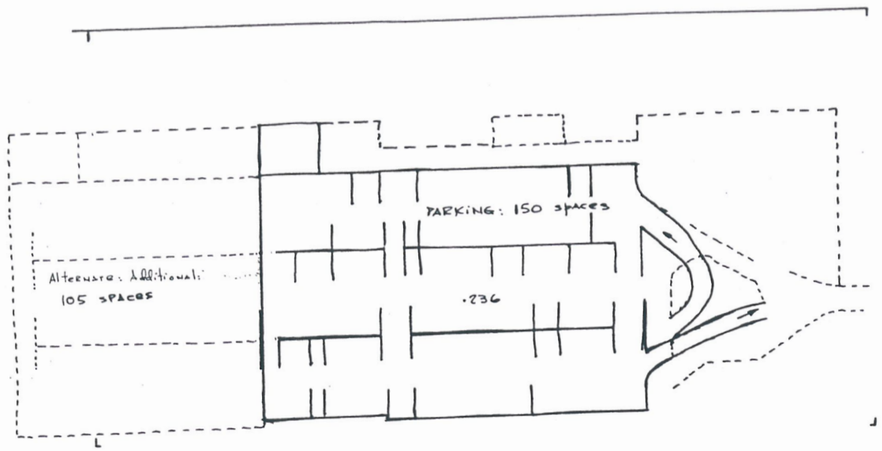
Since the hotel opened in 1976, we have always had our doors open to a great variety of community meetings and events. We have also pioneered innovative relationships with the U.S. Forest Service, the Town of Jackson and many community organizations, such as the Jackson Hole Ski Club. Virtually every 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. 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 Snow King will continue this practice into the future as a means of supporting our community.

Since its construction, Snow King Resort has contributed to the community a lively, multi-purpose facility. Summer and winter, Snow King's facilities have encouraged visitors to step out of their rooms and into the mountains. Indoors and outdoors, Snow King 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.

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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
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In addition, to the aforementioned community contributions that Snow King Resort makes as part of the 202018 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 mid-December 10 and mid-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 ... [106]
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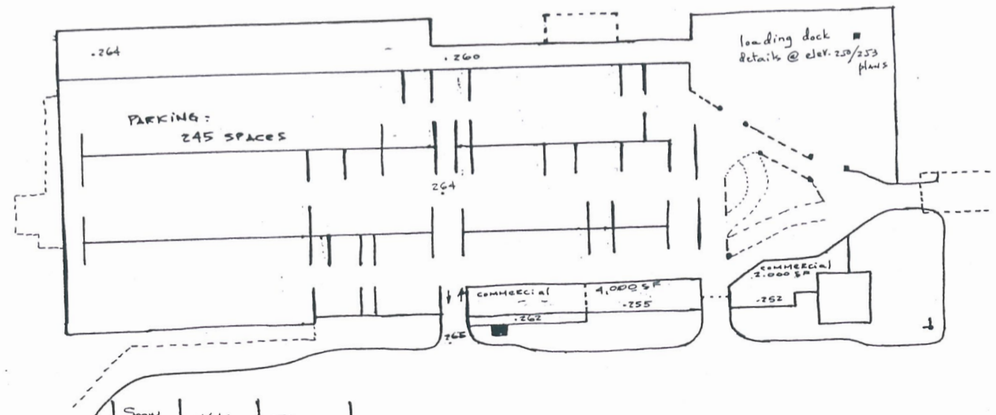
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	SNOW KING	KMG	TOTALS
PARKING SPACES	28	77	105 EA
PARKING & CIRCULATION SF	14,000	28,000	42,000 SF
MECH. & SUPPORT	2,000	2,000	4,000 SF

BASE BUILDING

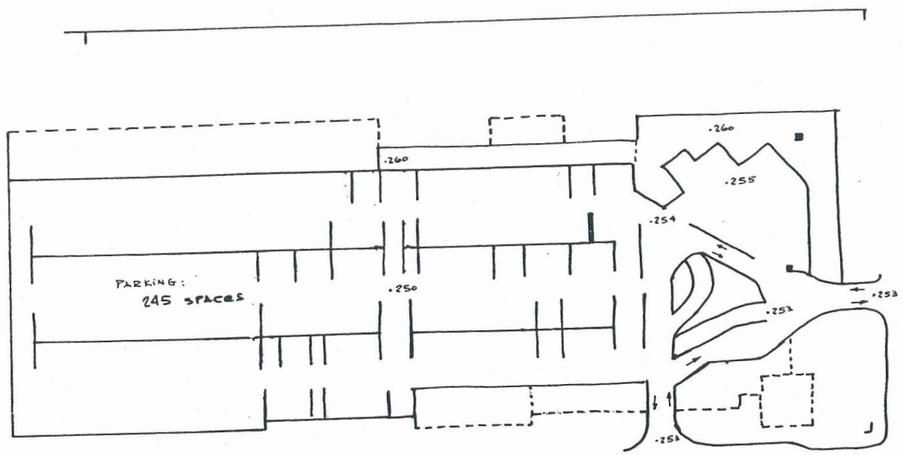
KMG: 150 parking spaces
64,000 SF PARKING & circul.
4,000 SF Mechanical & support (underg.)

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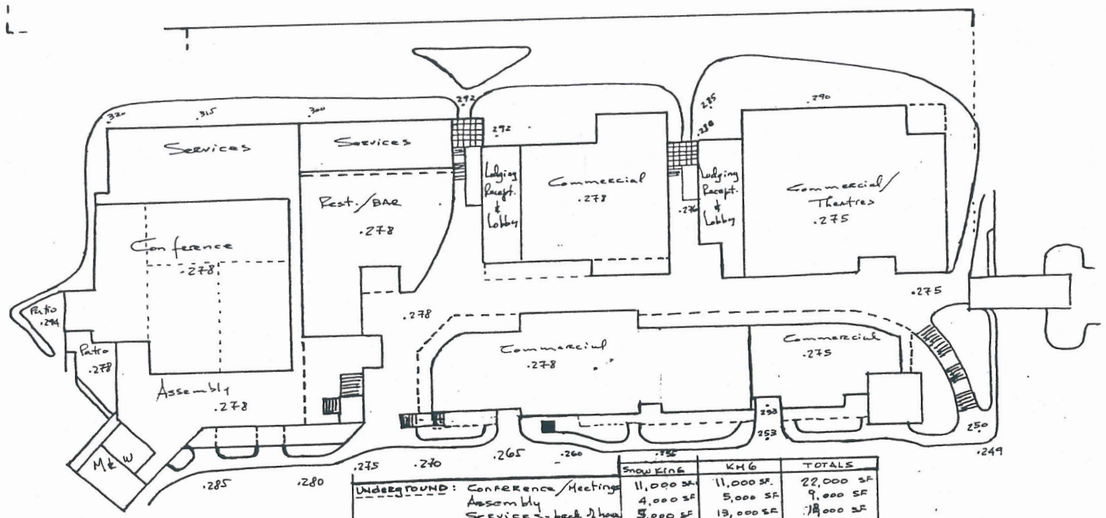
	Snow King	KMG	TOTALS
Parking Spaces	25	220	245
Parking & Circ. SF	13,000 SF	89,000 SF	102,000 SF
Underg. Support & Mech	3,000 SF	13,000 SF	16,000 SF
Commercial	–	6,000 SF	6,000 SF

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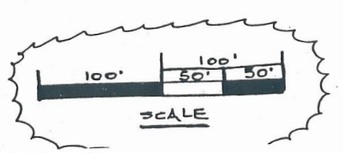
	Snow King	KMG	TOTALS
Parking Spaces	25	220	245
Parking & Circ. SF	13,000 SF	89,000 SF	102,000 SF
Underg. Support & Mech.	2,000 SF	6,000 SF	8,000 SF
Underg. Loading Dock	–	22,000 SF	22,000 SF

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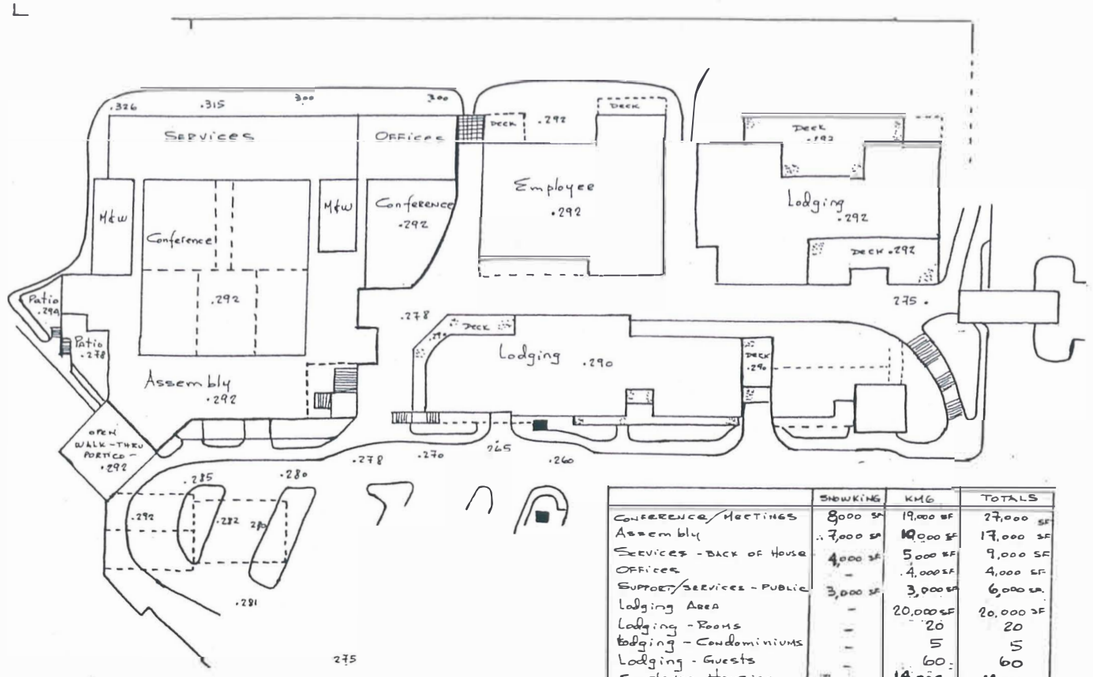


		Snow King	KMG	TOTALS
Underground:	Conference/Meetings	11,000 SF	11,000 SF	22,000 SF
	Assembly	4,000 SF	5,000 SF	9,000 SF
	Services - back of house	5,000 SF	13,000 SF	18,000 SF
	Support & Service - public	2,000 SF	–	2,000 SF
Above Ground:	Commercial (F&B)	–	11,000 SF	11,000 SF
	Commercial (Lodging)	–	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

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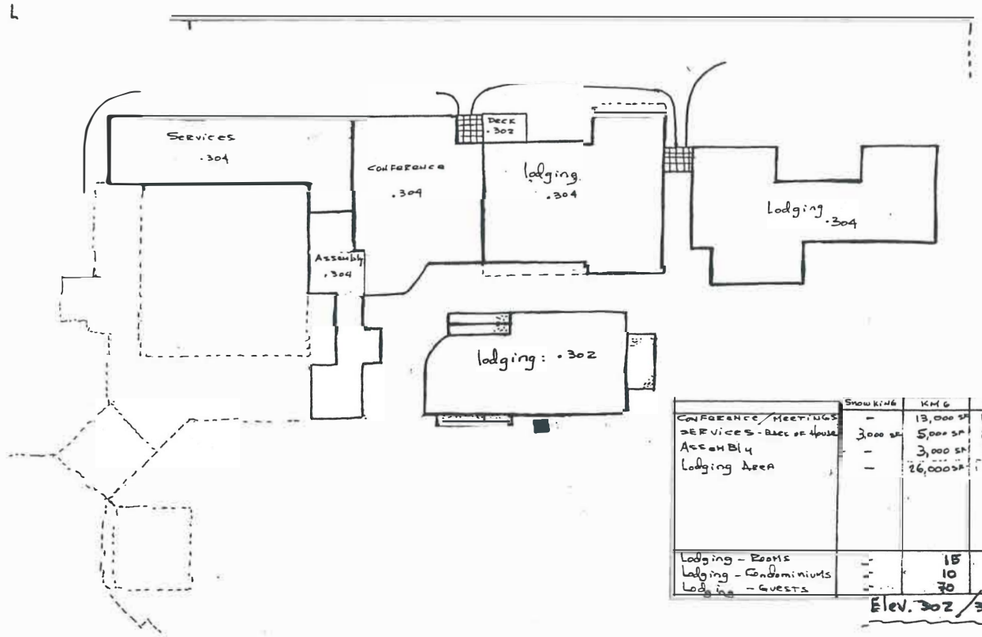


CONCEPTUAL BUILDING DESIGNS - SUB AREA 2



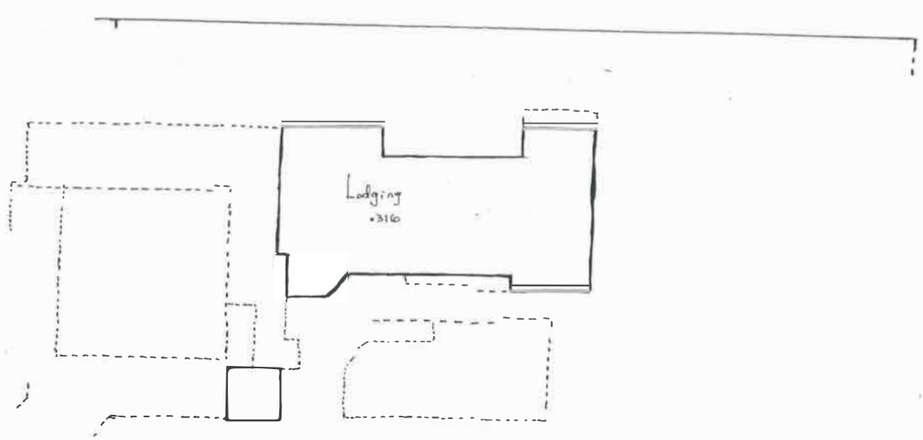
	SNOWKING	KMG	TOTALS
Conference/Meetings	8,000 SF	19,000 SF	27,000 SF
Assembly	7,000 SF	10,000 SF	17,000 SF
Services - Back of House	4,000 SF	5,000 SF	9,000 SF
Offices	–	4,000 SF	4,000 SF
Support/Services - Public	3,000 SF	3,000 SF	6,000 SF
Lodging Area	–	20,000 SF	20,000 SF
Lodging - Rooms	–	20	20
Lodging - Condominiums	–	5	5
Lodging - Guests	–	60	60
Employee Housing	–	14,000 SF	14,000 SF

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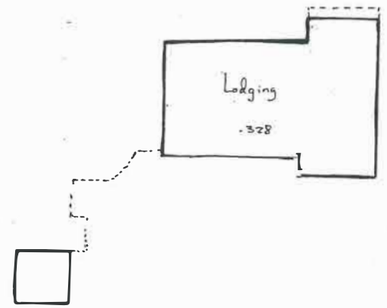
	SNOWKING	KMG	TOTALS
Conference/Meetings	–	13,000 SF	13,000 SF
Services - Back of House	3,000 SF	5,000 SF	8,000 SF
Assembly	–	3,000 SF	3,000 SF
Lodging Area	–	26,000 SF	26,000 SF
Lodging - Rooms	–	15	15
Lodging - Condominiums	–	10	10
Lodging - Guests	–	70	70

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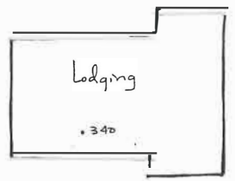
	KMG	TOTALS
Lodging Area	16,000 SF	16,000 SF
Lodging - Rooms	30	30
Lodging - guests	60	60

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	KMG	TOTALS
Lodging Area	12,000 SF	12,000 SF
Lodging - Rooms	18	18
Lodging - guests	36	36

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	KMG	TOTALS
Lodging Area	12,000 SF	12,000 SF
Lodging - Rooms	17	17
Lodging - guests	34	34

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TOWN OF JACKSON
TOWN COUNCIL
AGENDA DOCUMENTATION

PREPARATION DATE: APRIL 2, 2020
MEETING DATE: APRIL 6, 2020

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

SUBJECT:	**ITEM P20-037:** REQUEST FOR A WAIVER OF REVIEW FEES ASSOCIATED WITH FUTURE PHYSICAL DEVELOPMENT APPLICATIONS FOR A NEW AFFORDABLE HOUSING PROJECT AT 174 NORTH KING STREET
APPLICANT:	JACKSON HOLE COMMUNITY HOUSING TRUST – ANNE CRESSWELL
OWNER:	TOWN OF JACKSON

STATEMENT/PURPOSE

The applicant has requested a fee waiver for all future development review fees associated with a new affordable deed restricted housing project which include, but aren't limited to, building permit review, grading pre-application, administrative adjustment, encroachment agreement, trade permits and subdivision plat. The applicant has submitted this request pursuant to Ordinance 939 of the Town of Jackson and Municipal Code section 15.04.090.

The requested fee waiver would apply to a property located at 174 N. King Street.

BACKGROUND/ALTERNATIVES

Pursuant to Ordinance 939 the Town Council may reduce, defer or waive application fees upon the request of an applicant if the proposed project advances significant community goals, which include, but are not limited to the following:

1. *A project that is sponsored by a governmental entity or a project that receives public funding.*

2. *A project that provides extraordinary charitable, civic, educational, or similar benefits to the community.*

Should Town Council make the determination that this proposal advances significant community goals as described above, a motion has been provided below for the waiver of the fees.

The proposed project is for a new three-story mixed use building that includes 24 deed restricted affordable housing units with commercial space on the ground level. The Town has contributed the land along with a $1.24 million dollar subsidy to the Jackson Hole Community Housing Trust to develop this community project.

ATTACHMENT

Fee waiver request from applicant

FISCAL IMPACT

The approval of a fee waiver for this development review would result in the Town not receiving a minimum of $1,900 ($250 Building Permit Review; $1,000 Subdivision Plat; $150 Grading, Erosion Control permit, $500 Administrative Adjustment). The Town does not have an estimate for the cost of the Building Permit or an estimate for the trade permit fees. The Town will still charge the applicant for technical review fees charged by third parties for the Subdivision Plat, i.e. title review and surveyor reviews. In addition, the Town will charge the applicant for water and sewer fees at the time of Building Permit issuance and charge for Park and School Exaction fees at the time of Subdivision Plat recording because these are not “application” fees that can be waived.

STAFF IMPACT

None identified.

LEGAL REVIEW

Not applicable.

RECOMMENDATION

No recommendation has been provided by the Planning Director given the nature of this request. Please note that the Council has the option to reduce, defer or waive such application fees if desired.

SUGGESTED MOTION

I move to **approve** a request to waive the minimum $1,900.00 fees for the Jackson Hole Community Housing Trust, for the development review fees for an Administrative Adjustment, Grading Pre-app, Subdivision Plat, Grading and Erosion Control Permit, Building Permit and review fees and trade permit fee for a new affordable housing project at 174 N. King Street.

PLANNING PERMIT APPLICATION
Planning & Building Department

150 E Pearl Ave.
P.O. Box 1687
Jackson, WY 83001

ph: (307) 733-0440
www.townofjackson.com

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: 174 North King Street

Physical Address: 174 North King Street, Jackson, WY 83001

Lot, Subdivision: PT. SW1/4SW1/4 SEC. 27, TWP. 41, RNG. 116 PIDN: 22-41-16-27-3-00-021

PROPERTY OWNER.

Name: Town of Jackson Phone: 307-733-3932

Mailing Address: P O Box 1687, Jackson, WY ZIP: 83001

E-mail:

APPLICANT/AGENT.

Name: Jackson Hole Community Housing Trust Phone: 307-739-0665

Mailing Address: P O Box 4498, Jackson, WY ZIP: 83001

E-mail: anne@housingtrustjh.org

DESIGNATED PRIMARY CONTACT.

_____Property Owner X_____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

X **Other:** Fee waiver

_____Environmental Analysis

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

Pre-application Conference #: _____ Environmental Analysis #: _____

Original Permit #: _____ Date of Neighborhood Meeting: _____

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

Have you attached the following?

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

N/A **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.

Anne Cresswell — 3-2-2020

Signature of Property Owner or Authorized Applicant/Agent — Date

Anne Cresswell — Executive Director

Name Printed — Title

174 N King St

The Jackson Hole Community Housing Trust is developing 24 one, two and three bedroom condominiums for purchase at 174 N King St., all of which will be deed restricted Affordable in perpetuity.

The development is a collaboration with the Town of Jackson and benefits from the contribution of land from the Town in addition to a public subsidy of $1.25 million. The Housing Trust will leverage the Town's generous contributions with competitive construction financing and philanthropic donations. All funds raised will be used to subsidize the homes, ensuring they are affordable to individuals and families who earn no more than 120% of median family income.

174 N King St will provide housing for 40 to 60 hard-working members of our community in a downtown location, walking distance to Jackson Elementary School, the hospital, the Rec Center and immediately adjacent to public transportation.

Per the Town of Jackson Schedule of Fees documentation, The Town Council may reduce, defer, or waive application fees upon request if the proposed project advances significant community goals, which include but are not limited to, the following:
1. A project that is sponsored by a governmental entity, or a project that received public funding.
2. A project that provides extraordinary charitable, civic, educational, or similar benefits to the community.

The Housing Trust requests that the following fees associated with this project be waived:
Building permit fee
Building permit review fee
General Pre-application Conference fee for Grading and Erosion Control Application
Administrative Adjustment fee
Encroachment permit fee
Grading permit fee
Individual trade permit fee (plumbing, mechanical, electrical, fire sprinkler, etc)
Subdivision plat fee (when building can be condominium'ized)

Please note, because the Housing Trust is a 501c3 nonprofit affordable housing developer, all expense reduction remains with the project and will assist in the affordability of the homes being built.

TOWN OF JACKSON
TOWN COUNCIL
AGENDA DOCUMENTATION

PREPARATION DATE: APRIL 2, 2020
MEETING DATE: APRIL 6, 2020

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

SUBJECT: **ITEM P19-291:** HILLSIDE CONDITIONAL USE PERMIT (CUP) FOR A NEW THREE-STORY MIXED-USE BUILDING IN THE COMMERCIAL RESIDENTIAL – 3 ZONING DISTRICT LOCATED AT 1140 WEST HIGHWAY 22.

APPLICANT: KINSEY, LLC – CORNELIUS KINSEY

REQUESTED ACTION

This item was continued from the March 16, 2020 Town Council meeting as a result of the meeting being canceled.

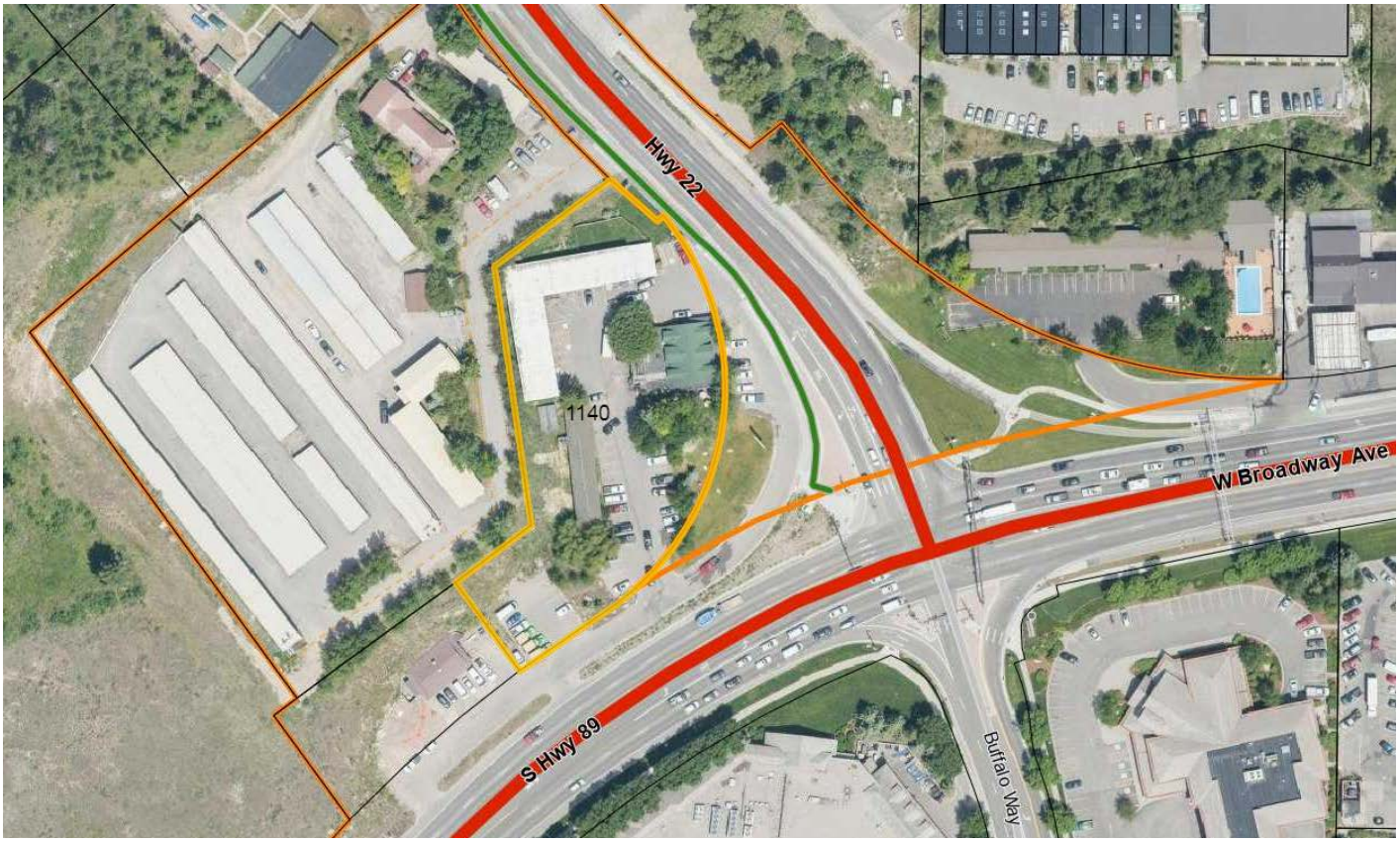
The applicant is requesting approval of a Hillside Conditional Use Permit (CUP) to redevelop the southern half of 1140 West Highway 22 with a new 3-story mixed-use building in the Commercial Residential – 3 (CR-3) zoning district.

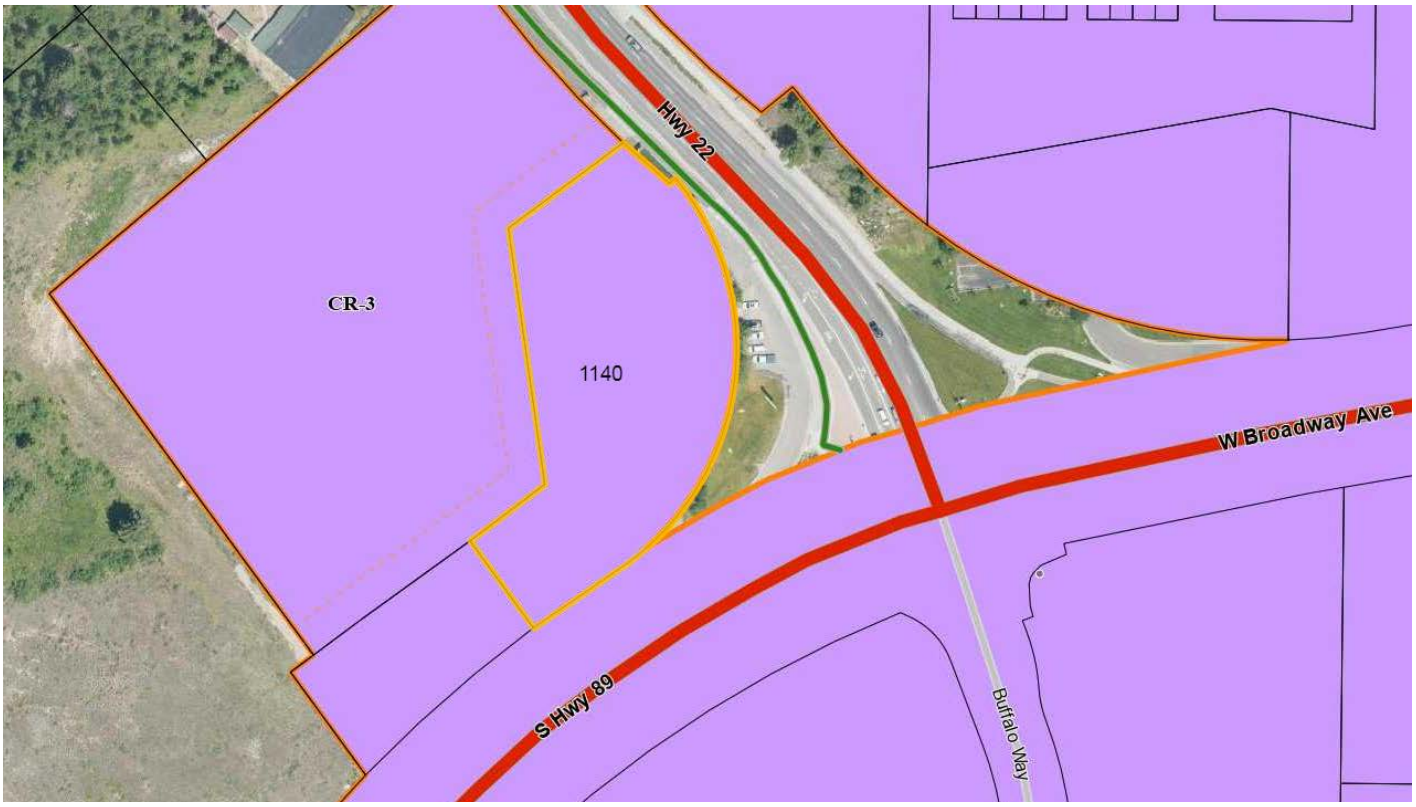
APPLICABLE REGULATIONS

Section 8.4.2 Conditional Use Permit
Section 5.4.1 Steep Slopes

LOCATION

The property is located at 1140 W. Hwy 22, legally described as PT SW1/4NE1/4, Section 32, Township 41, Range 116. An aerial photo and zoning map are shown below:


Hwy 22
1140
W Broadway Ave
S Hwy 89
Buffalo Way


CR-3
Hwy 22
1140
W Broadway Ave
S Hwy 89
Buffalo Way

BACKGROUND

The subject property is 1.40 acres (60,984 SF) and located at the west corner of the Y-intersection. The subject property was annexed from the County into the Town in 2016 and subsequently rezoned from Auto-Urban Commercial (AC) to Commercial Residential-3 (CR-3). To the west (side) of the property is Brushbuck Wildlife Tours and to the northwest (rear) is Old West Storage. The parcel's configuration is unique in that the front property line curves along both West Highway 22 and South Highway 89 while the side and rear property lines follow along abutting neighboring properties. The site consists of three existing buildings: two Teton Gables motel buildings (2,200 sf & 11,664 sf) built in 1971 and the Cutty's restaurant (4,921 sf) built in 1949. Vehicular access to the site is from both West Highway 22 and South Highway 89. Unique to this area of Town, the site has a WYDOT frontage road that wraps the front of the site which is commonly used as circulation and parking.

Zoning Compliance Verification (ZCV) to Exempt Project from Natural Resource Overlay (NRO) and Scenic Resource Overlay (SRO)

The property is also located within the NRO and SRO. Prior this application, the applicant met with Town staff to understand the LDR requirements for development within the NRO and SRO. Staff advised the applicant to apply for a ZCV to provide analysis to support their request to be exempted from the NRO and SRO. The applicant later applied for a Zoning Compliance Verification (ZCV) requesting to be exempted from the requirements in the NRO and SRO which is allowed under the LDRs provided supportive information is provided which justifies the request. Based on information submitted from Alder Environmental, it was demonstrated that the site is significantly disturbed, has low value vegetative cover types and is considered a low-use movement area for mule deer. Additionally, information was provided demonstrating how the site's location does not fall within the applicability of the SRO which in Town is intended to mostly prevent hillside developments from sky-lining. The site was exempted from the requirements of the NRO and SRO based on the ZCV (P19-239 attached).

Zoning Compliance Verification (ZCV) to Exempt Project from Steep Slopes

In addition to the NRO and SRO exemptions, the applicant's ZCV presented a third exemption request related to the steep slopes along the northwestern portions of the site which exceed 25%. Section 5.4.1. Steep Slopes of the LDRs prohibits the physical development of *natural* slopes greater than 25% unless a variance is granted. However Section 5.4.1.B.1 provides an exemption to this rule if it can be proven that the slopes over 25% are manmade. As part of the ZCV the applicant provided historical data and slope analysis to show that the areas of slope greater than 25% on the subject property are due to manmade activities associated with the development of the property and the lot to the northwest starting in the 1950s and continuing throughout the years thereafter. The applicant estimates that the natural slope between both of these properties is approximately 21.7%. The conclusion was that the construction cuts made to the toe of the slope creating manmade grades along the northerly portions of the property, sometimes exceeding 25%, were not present prior to the manmade activities. In conclusion, staff found the applicant's submitted materials and analysis to be fair and reasonable and that development of 1140 W. Highway 22 is not subject to a Variance. Staff did find that a Hillside CUP was still required which would require a geotechnical report.

PROJECT DESCRIPTION

Hillside CUP

The applicant is requesting approval of a Hillside CUP based on their plan to develop a lot having average cross-slopes greater than 10%. The plan includes removing the smaller 2,200 sf motel building and redeveloping the southern half of the property with a new 25,000 sf three-story mixed-use building which is mostly comprised of the 2:1 workforce housing bonus. The building will be located 10' from the rear

property line that abuts the Old West Storage property and 5' from the side property line that abuts the Brushbuck Wildlife Tours property. Along these side and rear property lines where the building is proposed is where the manmade slopes exceed 25%. The applicant intends is to push the building into the steep slopes to better anchor the hillside which will allow more of the site to be utilized.

Based on the LDRs, no Sketch Plan or Development Plan is required because the remaining base Floor Area Ration (FAR) of 7,808 sf is less than the 9,750 sf review threshold, so only Design Review Committee (DRC) approval and a Building Permit are required. Per the requirements of a Hillside CUP (Section 5.4.1 and 8.4.2), the applicant has provided the required findings for a CUP and has provided a geotechnical report (soil analysis), visual analysis, wildlife statement and preliminary utility plan.

In addition, the applicant is requesting a 2-year deadline for the CUP in place of to the 1-year deadline provided in the LDRs. This deadline sets the final date for submission of a building permit.

STAFF ANALYSIS

The scope of this Hillside CUP is limited to the findings in Section 8.4.2 - Conditional Use Permit and the standards/criteria in Section 5.4.1.C.4 - Criteria and Standards for Hillside Areas. This application does not include final review or approval of any physical development or LDR standards found within the CR-3 zone, such as FAR, density, parking, etc.

Hillside Conditional Use Permit (CUP)

Under Sec. 5.4.1.D Standards for Hillside Areas, any lot of record with an average cross-slope of 10% requires a Hillside CUP to allow any terrain disturbance, even if the proposed development would not disturb any slope of greater than 10%. The applicant's site requires a Hillside CUP for development.

The following standards and criteria are required to be met or considered for approval of a Hillside CUP:

1. *The amount of terrain disturbance related to the otherwise allowable or conditioned uses for the property and the proposed mitigation efforts;*

   The primary terrain disturbance associated with the project is related to the decision to build into the hillside up to about 25 feet in some areas. This is likely because the northern half of the site consisting of the larger motel and restaurant will remain and limit redevelopment to the southern half of the site. While the applicant could certainly reduce the amount of land disturbance by moving the units slightly closer to the road and/or reducing the total number of units, staff finds that the amount of proposed land disturbance does not appear to be excessive based on the slope stability study that indicates that any negative impacts should be able to be mitigated through proper building and site design. The fact that the proposed buildings are embedded into the hillside will act to support the hillside (rather than leaving an exposed and unsupported slope), and will likely help maintain the long-term integrity of the slope. Furthermore, any site disturbance will need to meet all of the grading requirements to the satisfaction of the Town Engineer.

2. *Retention or replacement of native, existing vegetation consistent with any proposed lawful use of the property;*

   Because the vast majority of slope is a manmade cut slope, the vegetation on the slope is largely disturbed and compromised with non-native grassland vegetation. Given these conditions, the amount of vegetation proposed to be impacted will be consistent with any proposed lawful use of the property as conditioned by staff.

3. *Mitigation measures for mitigating impacts on wildlife or crucial winter range; and*

   The applicant has provided a wildlife use and habitat review from Alder Environmental that analyses the potential impacts to wildlife from the proposed project. The report states that the project site is heavily disturbed and includes non-native and invasive plant species which are of low value to wildlife. Although the site is mapped within the Wyoming Game and Fish Department designated mule deer winter yearlong range, the site does not contain the vegetative cover types that mule deer use for crucial winter range. In addition, the high levels of human use and disturbed habitat indicate the site is of low-quality habitat for mule deer and unlikely to be used as winter range. The site is not crucial winter range for elk, moose or Trumpeter Swans. The closest Bald Eagle nest is 0.51 miles away with no nesting observed on-site. The report concludes that direct impacts from the proposed development to wildlife species would be negligible.

   Staff finds that the project is consistent with this Hillside CUP standard.

4. *Mitigation measures for avoiding or minimizing visual impacts, subsurface, and any other natural hazards associated with hillside development.*

   Visual analysis: The applicant has provided a visual analysis of the proposed development. The proposed building will be set into the base of the hillside in a manner that the rising hillside behind the building will help minimize its perceived mass. The building is as close as 60 feet to the curb on South Highway 89 which provides a reasonable buffer distance to help reduce the building's perceived mass. In addition, the LDRs require landscape screening within the first 20 feet of the property to soften the building and screen the surface parking. Furthermore, the Design Review Committee will review the project for compliance with the Town's Design Guidelines which specifically address breaking up the bulk, scale and mass of larger buildings. All of the above efforts will help reduce adverse visual impacts.

   Geotechnical study: The applicant has also provided a geotechnical and slope stability analysis of the proposed site. The study provides site-specific data (5 test pits). The study's conclusion is that the slopes appear to be generally stable and that there are no apparent 'red flags' or obviously high risks to developing the site. The report found no groundwater within any of the test pits. The report also provides recommendations for the soil nail design, measures to ensure that moisture is kept clear of loess soil, and construction considerations for the footings. The Town Engineer has reviewed the applicant's preliminary geotechnical report and is generally satisfied with its level of detail and conclusions.

   Staff finds that the project, as conditioned by staff, is consistent with this Hillside CUP standards for visual and geotechnical impacts.

   Finally, staff is supportive of granting a 2-year deadline for the CUP and has added a condition of approval related to this effect.

Planning Commission

The Planning Commission reviewed this project on February 19, 2020 and unanimously recommended approval to Town Council as presented. The Commission had a fundamental question about why such a 'potentially-large building' at a prominent location is not required to have a Development Plan and go through a public review process. Staff provided the Planning Commission with the following responses:

1. While we do not have final building plans, the proposed building will be larger than the regular 0.46 FAR because of the applicant's desire to use the 2:1 workforce housing bonus. As part of the 2018 LDR changes, the Town approved the 2:1 workforce housing bonus to incentivize developers to 'fill their box' with long-term market and long-term workforce restricted residential units in addition to the base FAR.
2. Also as part of the 2018 LDR changes, the Town increased the review thresholds in many zones to allow larger projects to be reviewed at the staff level. The Town also exempted the 2:1 workforce housing bonus from the review thresholds because we wanted to incentivize developers to use the housing bonus without additional review requirements. These changes were made to reduce development barriers and encourage the private sector to build more housing.
3. Staff explained that a Hillside CUP is a 'use permit' and use permits do not approve physical development, but rather review a use's visual impacts, impact on hillsides, and impacts to wildlife/natural resources. A Hillside CUP is a publically reviewed process, but is different from a Development Plan which approves most of the physical and site development.

STAFF FINDINGS

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 and use beyond the recommendations listed in the report itself.

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. *The proposed project is compatible with the desired future character of the area.*

   The proposed application is located in Character District #4 Midtown, specifically Sub-area 4.1 Midtown Corridor of the 2012 Comprehensive Plan. In order to review the application for conformance with the Comprehensive Plan, staff has reviewed the Policy Objectives for District 4 as follows:

   Common Value 1: Ecosystem Stewardship

   Policy 1.1.c: Design for wildlife permeability

   Complies. The subject property has been exempted from the standards of the Natural Resource Overlay based upon well-documented habitat information that demonstrates 1) the site has minimal wildlife use, 2) the site is significantly disturbed, and 3) the vegetative cover types are non-native and invasive species. Based on these findings from Alder Environmental that wildlife movement is essentially non-existent, staff finds that the proposed project design is not anticipated to have significant adverse impacts on wildlife movement.

Common Value 2: Growth Management

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

Complies. Although the final density has not yet been determined, staff finds that this Hillside CUP will encourage the use of the 2:1 workforce housing bonus ultimately providing a variety of housing types including several market apartments and several workforce restricted units.

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

Complies. As part of Jackson's economy, lodging is an important contributing factor that supports our tourism industry. Staff finds that this Hillside CUP will encourage the continuation of lodging uses which serve the tourism industry and helps maintain Jackson as the economic center of the region.

Policy 4.2.c: Create vibrant walkable mixed use subareas

Complies. Although the property is located on the outer edge of Town, this Hillside CUP would encourage a project that is envisioned to have some pedestrian use and need to access nearby amenities, such as START (along Buffalo Way), the grocery store (Albertsons), restaurants, and services (new Post Office and banks). Many of these amenities are within walking and biking distance by crossing either of the highways. Additionally, the site is adjacent to the existing bike path on Highway 22 and across the street from the bike path along the northern side of West Broadway.

Policy 4.3.a: Preserve and enhance stable areas

Not applicable.

Policy 4.3.b: Create and develop transitional areas

Complies. Staff finds that this Hillside CUP will encourage a development that would revitalize a large portion of the site in a prominent entry location to the Town. The proposed project is located within a transitional area and staff finds the development to be consistent with the desired future vision described for Subarea 4.1 by adding needed rental housing to the community.

Policy 4.4.b: Enhance Jackson gateways

Complies. As conditioned, this Hillside CUP would encourage a development that will enhance Jackson's gateways through redevelopment of a site that includes removing an old motel that is in need of redevelopment. The new owner of the property has already completed a remodel of the existing larger motel which has helped to improve the exterior appearance and quality of rooms. This is one of the most visible sites as you enter the Town from Highway 22 and the proposed development will further improve the visual appearance of the site. Although the final design and materials have not been determined, this project will be required to go before the Design Review Committee and receive approval prior to approval of a building permit. Staff has added a condition requiring the applicant to provide a final landscape plan that adequately screens the parking lot and softens the development.

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

Complies. Although the large majority of site and hillside has been disturbed over the years, staff finds that the proposed development does enhance remaining natural features through placement of a

building into portions of the steep slopes which will enhance their stability over the long term. In addition, staff is able to make the necessary finding required for a Hillside CUP which is designed to protect our steep slopes from the impacts of development.

Common Value 3: Quality of Life

Policy 5.2.d: Encourage deed-restricted rental units

Complies. This Hillside CUP will encourage a project that will be required to provide a housing mitigation plan at the time of Building Permit submittal demonstrating compliance with both affordable housing and workforce housing. The proposed project is anticipated to include several deed-restricted workforce rental units.

Policy 5.3.b: Preserve existing workforce housing stock

Not applicable.

Policy 6.2.b: Support businesses located in the community because of our lifestyle

Not applicable.

Policy 6.2.c: Encourage local entrepreneurial opportunities

Not applicable.

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

Complies. Staff finds that this Hillside CUP would encourage a project that does increase the capacity for use of alternative transportation modes such as pathways and the START bus. A bike path runs adjacent to Highway 22 and across the street along West Broadway. In addition, the closest bus stop at Buffalo Junction is approximately 0.1 miles away. The site is also located within walking distance to banking, restaurants, a grocery store and the post office.

Policy 7.2.d: Complete key Transportation Network Projects to improve connectivity

Not applicable.

Policy 7.3.b: Reduce wildlife and natural and scenic resource impacts

Complies. According to the environmental statement done for the site, no negative impacts to wildlife are expected to result from the proposed action. No significant impacts to other natural resources, such as wetlands or watercourses, are anticipated either. Furthermore, based on the submitted visual analysis, the proposed project should not have any skylining impacts or other major adverse visual impacts given the location at the base of the hillside. Staff finds the proposed project is consistent with this policy.

In addition, staff finds that the application should be reviewed for consistency with subarea 4.1 Midtown Highway Corridor which states as follows as the desired vision for the subarea:

This mixed use, TRANSITIONAL Subarea is dominated by West Broadway Avenue, Highway 22 and the Y intersection. Development intensity should be oriented towards these roadways and configured

in two to three story mixed use buildings with adequate setbacks and screening proportional to these busy highway corridors and intersections. Along the north side of West Broadway four stories buildings will be allowed when they are built into and used to screen the adjacent hillside. All building designs should incorporate techniques to mitigate height such as stepping back upper floors from the streetscape. Parking areas should be predominantly in the rear or screened from view. The lower levels of buildings should contain a variety of non-residential uses including retail, service and office uses catering to locals, while residential uses should be located predominantly on the upper levels of mixed use buildings or to the rear of a site and away from the highway. Future structures will be predominantly mixed use, while multifamily will be allowed if it properly addresses the street. It will be important to successfully integrate the land uses and patterns in this area with adjacent subareas.

A goal of the subarea will be to implement complete street amenities, balancing the needs of vehicle and alternative transportation users. Pedestrian connectivity across West Broadway Avenue will be needed to ensure access to the neighborhood amenities located in the southern portion of the district. Some single use and auto-oriented uses (e.g. gas stations and auto dealers) will still be needed in the future. These uses should follow the desired building form and pattern as much as possible, including providing connectivity by all travel modes to adjacent lots. A key challenge in this area will be to identify a solution to accommodate a wildlife crossing along West Broadway Avenue.

As conditioned, staff finds that this Hillside CUP will encourage a project that is consistent with the desired vision for this transitional subarea. Two to three-story buildings oriented toward the highway are envisioned at the Y-intersection which the proposed project will include. The project will meet other desired design techniques such as a third story step-back and screened parking. Although the ground level will not include uses such as retail, service or office, the building will be mixed-use with residential on the upper floors which is encouraged based on the above vision. The site has access to pathways and several amenities within walking distance such as a grocery store, post office, banks and restaurants. Staff finds the proposed project meets the above vision by developing a mixed-use transitional area.

2. *The proposed projects complies with the use specific standards of Division 6.1.*

   Complies. Staff finds that this Hillside CUP will encourage a project that complies with the use specific standards of Division 6.1. The proposal is for apartments which is an allowed use in the CR-3 zone. In addition, Section 1.9.3.D.4 – Discontinuance of a nonconforming use allows the willful removal and replacement of a nonconforming use (i.e. motel outside lodging overlay) provided that all listed standards are met related to obtaining all necessary permits, timing for construction, and timing for re-establishing the use.

3. *The proposed project minimizes adverse visual impacts.*

   Complies. Staff finds that based on the submitted visual analysis that the proposed project will minimize adverse visual impacts through the site design, proposed landscaping and the existing hillside behind the development. The proposed project will constitute a major visual improvement compared to the existing site development and will improve site circulation by removing the southwestern-most parking lot which is isolated from the main parking area in the center of the site. In addition, half of the building will be setback approximately 60 feet from the highway curb while the other half will be much further away from the highway as the buildings turns further north into the site. All of the above mentioned efforts will help minimize visual impacts.

4. *The proposed project minimizes adverse environmental impacts.*

Complies. Based on the wildlife and habitat summary prepared by Alder Environmental and based on the NRO exemption determination from ZCV P19-239, staff finds the proposed project has minimal adverse environmental impacts due to the site's lack of wildlife and habitat significance.

5. *The proposed project minimizes adverse impacts from nuisances.*

   Complies. The proposed residential and lodging development is not anticipated to have any nuisances. In addition, noise and other impacts are anticipated to be far less than what occurs on the adjacent highways.

6. *The proposed project minimizes adverse impacts on public facilities.*

   Complies. Staff finds that this Hillside CUP will encourage a project that is not anticipated to have adverse impacts on public facilities including Police, Fire, and EMT. The applicant is coordinating with the Town Engineer to properly address storm-water runoff and to identify the necessary water service improvements to ensure available capacity to serve the development. In regards to traffic circulation, the southwestern-most parking lot will be eliminated which will help direct traffic to the middle of the site versus having multiple parking lots spread out. The site also is served by Pathways, is within walking distance to START service and close to a grocery store, restaurants and banks.

7. *The proposed project complies with all other relevant standards of these LDRs and all other Town Ordinances.*

   Complies. Staff finds that this Hillside CUP will encourage a project that will be required to comply with Town Ordinances and all relevant standards of these LDRs.

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

   Not applicable.

PUBLIC COMMENT

None at this time.

STAFF IMPACT

Applicant Submittal
Department Reviews

FISCAL IMPACT

None at this time.

LEGAL REVIEW

Ongoing as needed.

ATTACHMENTS

Applicant Submittal
Department Reviews

RECOMMENDATIONS/ CONDITIONS OF APPROVAL

The Planning Director and Planning Commission recommend **approval** of a Hillside Conditional Use Permit for a new 3-story mixed-use building for the property located at 1140 W. Highway 22 subject to the department reviews attached hereto and the following conditions:

1. A landscape plan prepared by a Wyoming-licensed landscape architect shall be provided at the time of DRC review. The landscape plan shall not only comply with the zone-specific standards, but also adequately screen the parking and soften the building from the highway.
2. The Hillside CUP shall expire in 2 years from the date of approval unless a Building Permit is submitted.

SUGGESTED MOTIONS

Based upon the findings as presented in the staff report and as made by the applicant for Item P19-291, I move to make findings 1-8 as set forth in Section 8.4.2.C (Conditional Use Permit Standards) of the Land Development Regulations relating 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 move to **approve** a Hillside Conditional Use Permit for the property located at 1140 W. Highway 22, subject to the department reviews and this staff report dated March 16, 2020, and the following conditions:

1. A landscape plan prepared by a Wyoming-licensed landscape architect shall be provided at the time of DRC review. The landscape plan shall not only comply with the zone specific standards, but also adequately screen the parking and soften the building from the highway.
2. The Hillside CUP shall expire in 2 years from the date of approval unless a Building Permit is submitted.

Project Plan Review History

PLANNING

Project Number	P19-291		**Applied**	12/30/2019	STOL
Project Name	Hillside CUP - Teton Gables		**Approved**		
Type	CUP		**Closed**		
Subtype	HILLSIDE		**Expired**		
Status	STAFF REVIEW		**Status**		

Applicant Cornelius Kinsey **Owner** TETON GABLES, LLC

Site Address	City	State	Zip
1140 W HIGHWAY 22	JACKSON	WY	83001

Subdivision	Parcel No	General Plan
	22411632100031	

Type of Review / Contact / Notes	Status	Dates: Sent	Due	Received	Remarks
Building Kelly Sluder (12/31/2019 2:16 PM KS) The new construction shall meet the adopted building codes of the Town of Jackson	APPROVED W/CONDITI	12/30/2019	1/20/2020	12/31/2019	
Fire Kathy Clay (1/2/2020 1:53 PM CLAY) Structure shall be built under 2018 IFC, fire sprinklered and alarmed. Further comments will be made as plans evolve.	APPROVED W/CONDITI	12/30/2019	1/20/2020	1/2/2020	please see notes
Joint Housing Dept Stacy Stoker (2/6/2020 1:18 PM SAS) No Housing Requirement at this time.	NO COMMENT	12/30/2019	1/20/2020	1/7/2020	please see notes
Legal Lea Colasuonno (1/6/2020 9:46 PM LC) A conditional use permit is to provide an individual and public review of a use that is generally compatible with the character of a zone, but requires additional, site-specific conditions to limit and mitigate effects that may be adverse to the desired character of the zone. The findings required for approval of the application are: 1. Compatible with the desired future character of the area; 2. Complies with the use specific standards of Div. 6.1.; 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 these LDRs and all other Town Ordinances; and 8. In substantial conformance with all standards or conditions of any prior applicable permits or approvals.	APPROVED W/CONDITI	12/30/2019	1/20/2020	1/6/2020	
Parks and Rec Steve Ashworth (1/21/2020 8:58 AM STOL) Tiffany, No comments from P&R regarding P19-291. Thanks. Andy Erskine Parks Manager	NO COMMENT	12/30/2019	1/21/2020	1/21/2020	

Type of Review / Contact / Notes	Status	Dates: Sent	Due	Received	Remarks
Pathways Brian Schilling (1/21/2020 8:32 AM STOL) No comments from Pathways.	NO COMMENT	12/30/2019	1/21/2020	1/20/2020	
Planning Tyler Valentine		12/30/2019	1/21/2020		
Police Todd Smith (12/31/2019 2:57 PM STOL) The only request the police have is for each unit to be clearly marked with an address to allow for emergency responders to easily locate the unit. Thanks, Todd Smith	APPROVED W/CONDITI	12/30/2019	1/20/2020	12/31/2019	
Public Works Jeff Silliman (1/20/2020 3:22 PM JSIL) HILLSIDE CONDITIONAL USE PERMIT– APPROVED w CONDTITIONS P19-291 ADDRESS: 1140 W Highway 22 OWNER: Teton Gables APPLICANT: Cornelius Kinsey 1/20/2020 Jeff Silliman, 733-3079 DATE OF SUBMITTAL: December 30, 2019 DATE OF MATERIALS: October 16, 2019 REVISION No.: 00 The engineering division has reviewed your application for a HILLSIDE CONDITIONAL USE PERMIT submitted on and with application materials as dated above. CONDITIONS OF APPROVAL: 1. LDRs 5.4.1: Bond for Required Improvements. Prior to the issuance of any building permit pursuant to this Section, the applicant shall post a performance bond for all restorative and mitigative treatments pursuant to Sec. 8.2.11. 2. The parking lot and underground parking structure stormwater system shall include a sand/oil separator prior to discharge to the WYDOT Storm system.	APPROVED W/CONDITI	12/30/2019	1/20/2020	1/20/2020	see notes
START Darren Brugmann		12/30/2019	1/21/2020		
WYDOT <none>	APPROVED W/CONDITI	12/30/2019	1/21/2020	2/4/2020	darin.kaufman@wyo.gov

Type of Review	Status	Dates			
Contact		Sent	Due	Received	Remarks

Notes
(2/4/2020 12:26 PM STOL)
Thank you for the opportunity to comment.

WYDOT has no objections for the proposed redevelopment.

Utilities
If utility licenses have not been obtained, the utility owner will need to obtain new utility licenses for any new connections (i.e. storm drain system) within the highway right-of-way.

For any new utility connections within WYDOT right-of-way, the utility companies/owner shall obtain the necessary M-54 utility license via the new on-line permitting process, MainStar, located at https://usa.maintstar.co/Wyoming/Logon.aspx. Currently WYDOT requires any utility company needing access to the MaintStar system to contact the local District Office for the license or permit, or to email dot.utilities@wyo.gov to set up your login credentials.

WYDOT Utilities Section can be found at the following link:
http://www.dot.state.wy.us/home/engineering_technical_programs/utilities_section.html

Access
A permit for the access improvements on the backside of the access road is not necessary, this work would be considered as a cosmetic or maintenance activity. Only thing required is this case is written documentation and concurrence of work. As shown in the site plan (dated 10/16/19), the proposed access modifications seem acceptable.

Landscaping
Any new landscaping within the highway right--of-way will need to obtain a M-26 landscape agreement. Landscaping must not obstruct access drive intersection sight distance, obscure view to highway signage, Shrubs and trees must comply with roadside clear zone requirements per WYDOT Operating Policy 20-1.

if you have any questions or require additional information, please let me know.

Thanks,
Darin Kaufman, P.E., PTOE

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: Gables Redevelopment

Physical Address: 1140 West Highway 22

Lot, Subdivision: PT SW1/4NE1/4, SEC. 32, TWP.41, RNG 116 PIDN: 22-41-16-32-1-00-031

PROPERTY OWNER.

Name: Teton Gables, LLC - Tyler Davis Phone: 407.952.1735

Mailing Address: P.O. Box 991, Jackson, WY ZIP: 83002

E-mail: tylerdavis34@yahoo.com

APPLICANT/AGENT.

Name: Cornelius Kinsey - Kinsey, LLC Phone: 413.2485

Mailing Address: P.O. Box 12258, Jackson, WY ZIP: 83002

E-mail: kinseycornelius@yahoo.com

DESIGNATED PRIMARY CONTACT.

_____Property Owner X Applicant/Agent

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

Use Permit

_____Basic Use

X 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

X **Other:** Hillside

_____ 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 #: P18-344 Environmental Analysis #: Exempted by P19-239

Original Permit #: _____ Date of Neighborhood Meeting: _____

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

Have you attached the following?

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

_____ **Notarized Letter of Authorization.** A notarized letter of consent from the landowner is required if the applicant is not the owner, or if an agent is applying on behalf of the landowner. Please see the Letter of Authorization template at 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

12/27/19
Date

Tyler Davis
Name Printed

Owner
Title

28 December 2019

Paul Anthony
Town of Jackson Planning and Development
150 East Pearl Avenue
Jackson, WY 83001

Mr. Anthony,

The applicant, Teton Gables, LLC (Tyler Davis - Owner), is requesting approval for Hillside Conditional Use Permit, for 1140 W. Highway 22.

BACKGROUND:
The applicant/owner is Teton Gables, LLC. The applicant owns the lot defined as PT SW1/4NE1/4, SEC 32, TWP. 41, RNG. 116, (commonly known as 1140 W. Highway 22 or the Cutty's). The lot is zoned CR-3 (Commercial Residential - 3). The lot currently has a restaurant and hotel, the restaurant constructed in approximately 1940's with the hotel built in the 1971. The site has been heavily disturbed over the years and no longer features native vegetation nor does it provide habitat to species of concern protected by Teton County. The lot is approximately 1.40 ac. The applicant proposes replacing the one of the existing hotel structures with one structure that will serve as an employee and local workforce housing also well as lodging units to replace the ones being torn down. On 4 December 2019, the town has determined the property is exempt from the Scenic Resource Overlay (SRO) and the Natural Resource Overlay (NRO) and the hillside slopes were naturally 21.7% so it will exempt from a Variance through Zoning Compliance Verification (ZCV) P19-239. The applicant is applying for a Hillside Conditional Use Permit

Conditional Use Permit (8.4.2.C) FINDINGS:

1. Is compatible with the desired future character of the area;
   The site is located in District 4.1, Midtown Highway Corridor of the Comprehensive Plan (Comp Plan) for Jackson and Teton County. The future as described by the Comp Plan is 2-3 stories buildings, pedestrian connectivity to the south side of the Highway and buildings with adequate setbacks and screening proportional to the highway, with the four stories buildings when they are built into and used to screen the adjacent hillsides. The proposed building is three stories, possibly four stories, built into the hillside, hence the reason the applicant is requesting the Hillside CUP to push the building back from the highway. The parking on the lower floor will be screened from the highway per 2.2.13.E.6 of the Town of Jackson LDR's and extend at least 20 feet down the side of the facades. The existing parking will remain as it has and the new parking will be screened from view. Though this building is not multi-use, the property already has a restaurant and offices, which is what the comp plan proposes for the district. The Comp Plan wants to connect the north and south sides since Highway 191 bifurcates the district, the light at the junction of Highway 191 and 22 is pedestrian friendly and specifically addresses pedestrians crossing the highway.

2. Complies with the use specific standards of Div 6.1;
   Per 6.1.1 Use Schedule, Residential apartment or Attached Single-Family Unit in CR-3 are a Basic Use Permit. There are seven conventional lodging units from the existing building to be

demolished that were grandfathered, built in 1971, that will be incorporated into the proposed project. Conventional lodging units in the CR-3 are a "Use not allowed."

3. Minimizes adverse visual impacts;
The reason for the Hillside CUP is to reduce the visual impact on the 191 Highway corridor by pushing the building into the hill. The Comp plan actually wants development built with adequate setbacks and built into the adjacent hillside. The third floor sets back at some locations to reduce the mass seen from the street. If a fourth floor is proposed then it will completely be stepped back from the face of the building, except for the stair and elevator tower. The first minimization is to hide the renter's storage units so that they could not be seen from the street. The storage units for this project are located in the rear of the building in the basement, which will be underground and cannot be seen from the street. The dumpster is hidden under the building in a closed fence with doors.

4. Minimizes adverse environmental impacts;
The indirect and direct natural environmental impacts caused by the proposed redevelopment have been assessed by Alder Environmental LLC professionals. For the purpose of their review, *environment* can be defined as natural resources such as air, soil, water, plants and wildlife. *Adverse environmental impacts* are defined as any harmful effects on the natural environment that reduce flora or fauna habitat, impair the function of components in the natural environment (e.g. wetlands), or make the local environment socially unacceptable. *Minimize* is defined as not increasing impacts beyond what already exists.

The proposed apartment and motel building with parking garage will be located on a property within the Town of Jackson that has a history of land disturbing activities and development pre-dating 1955 (Teton County GIS Mapserver). The property is currently surrounded by developed land including storage units, the busiest intersection in Wyoming and an old gas station. The current land use of the property and vicinity have adversely affected the natural environment and replaced any natural habitat, plants and soils with developed conditions. The property does not constitute meaningful wildlife habitat as presented in the December 20, 2019 Wildlife Review Letter prepared by Alder Environmental LLC. Since no industrial type exhaust or air pollutant activities are proposed, impacts to air quality should remain the same as existing conditions. Impervious surface will remain relatively the same and stormwater runoff will continue to connect into the WYDOT system.

Since the proposed development is similar in use and extent as the current developed property no additional adverse environmental impacts are expected.

5. Minimizes adverse impacts from nuisances;
The project minimizes adverse impacts from nuisances, for example is light pollution from the garage parking. The garage parking beneath the building is enclosed on both Hwy 191 and 22 sides except for the entrances to block the light emitted from the fixtures. The storage units for this project are located in the rear of the building in the basement or on the first floor, which will be underground and cannot be seen from the street. For this project, renters will be allowed to have one pet, either a dog or a cat to reduce the number of animals allowed on the property. The two existing dumpsters will be enclosed with a roof and doors to reduce the birds and other animals from trying to use the trash as a food source.

6. Minimizes adverse impacts on public facilities;
This project minimizes impacts to existing public facilities due to its location. The project site is located within 900 feet of the Buffalo Way START bus stop adjacent to Albertson's. Striping or other traffic guiding devices can be utilized at the property entrances to promote right turn movements onto the adjacent streets. The property is located adjacent to Wyoming Highway 22 and Broadway Avenue (S HWY 89). Due to the very high volumes observed during all times of years on these streets, it is highly unlikely that traffic generated by any developments on this property would influence traffic on adjacent streets in any way. Since the prospected residents of the planned development are expected to work in Jackson, it is not likely that trips generated from the development would contribute to the traffic density problems on Highway 22.

The project is adjacent to the pedestrian and bicycle corridor created by the Teton County and Town of Jackson pathways systems. This provides the development with more than adequate multi-modal transportation options. It would be anticipated that many residents of the development would choose to utilize pedestrian and bicycle facilities for a commute to the downtown area.

Water for the planned development will be provided from an existing 6" water main near the north corner of the property. Water flow modeling was performed during an off-site utilities investigation in the spring of 2019 found that a demand of 400 gallons per minute can be supplied to the property with a 35-psi residual pressure in the water system. Peak wastewater flows were calculated using fixture unit analysis. This analysis indicated an increase from 45 gallons per minute to 60 gallons per minute for the peak wastewater flow rates. Discussions with the Town of Jackson Engineering Department indicate that the existing sewer system in this area has capacity for increased flows.

The police, fire, and EMS stations are located less than 2 miles from the project. Due to the location on Broadway Avenue (S Highway 89), it can be assumed that no additional police patrols would be required. Broadway Avenue is already patrolled heavily by the town, county and state. Since the proposed building would be fire sprinklered, small fires would be extinguished by the fire sprinkler system. The location on Broadway Avenue would also see quick response times from EMS and fire crews in the event of a large fire or serious injury.

7. Complies with all other relevant standards of these LDR's and all other Town Ordinances: and
The two-story building, restaurant/office was built into the front setback in the 1940's before the county (at the time the property was in the county) had setback requirements. This building was grandfathered due to the length of time of existing and no work is proposed for this building. There are two parking places on the north side of the property next to the hotel office that are not in the parking setback that are grandfathered since no work is to be complete in that area. The remaining parking spots that are in the parking setback on the south side of the property will be removed from the proposed project. The proposed project will comply with all other relevant standards of the Town of Jackson LDR's and Town Ordinances.

8. Is in substantial conformance with all standards or conditions of any prior applicable permits or approvals.
The last building permits (B17-0712, B18-001, B18-0014, B18-0017 and B18-0019) were closed by Jim Green on 4 May 2018. The work inspected under the listed permits and associated trade permits were found to be in compliance with the applicable codes and ordinances of the Town

of Jackson and the construction documents at the time of inspection. The final inspections for the permits range from 26 January 2018 to 27 April 2018.

HILLSIDE CUP (5.4.1.C.5) FINDINGS:

5. 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 options, or subdivision.
The materials presented for the submittal requirements under 5.4.1.C.6 adequately illustrate the efficacy of constructing the proposed physical development. The Geotechnical Report discusses soil nail wall construction and associated slope stability for the excavations that facilitate building construction. In soil nail wall construction, soil is excavated incrementally from the top down as the wall is installed. This mitigates temporary slope instabilities associated with other types of wall or shoring installations. Steep slopes at the project site will be treated with erosion control measures and revegetated to prevent any localized slope instabilities.

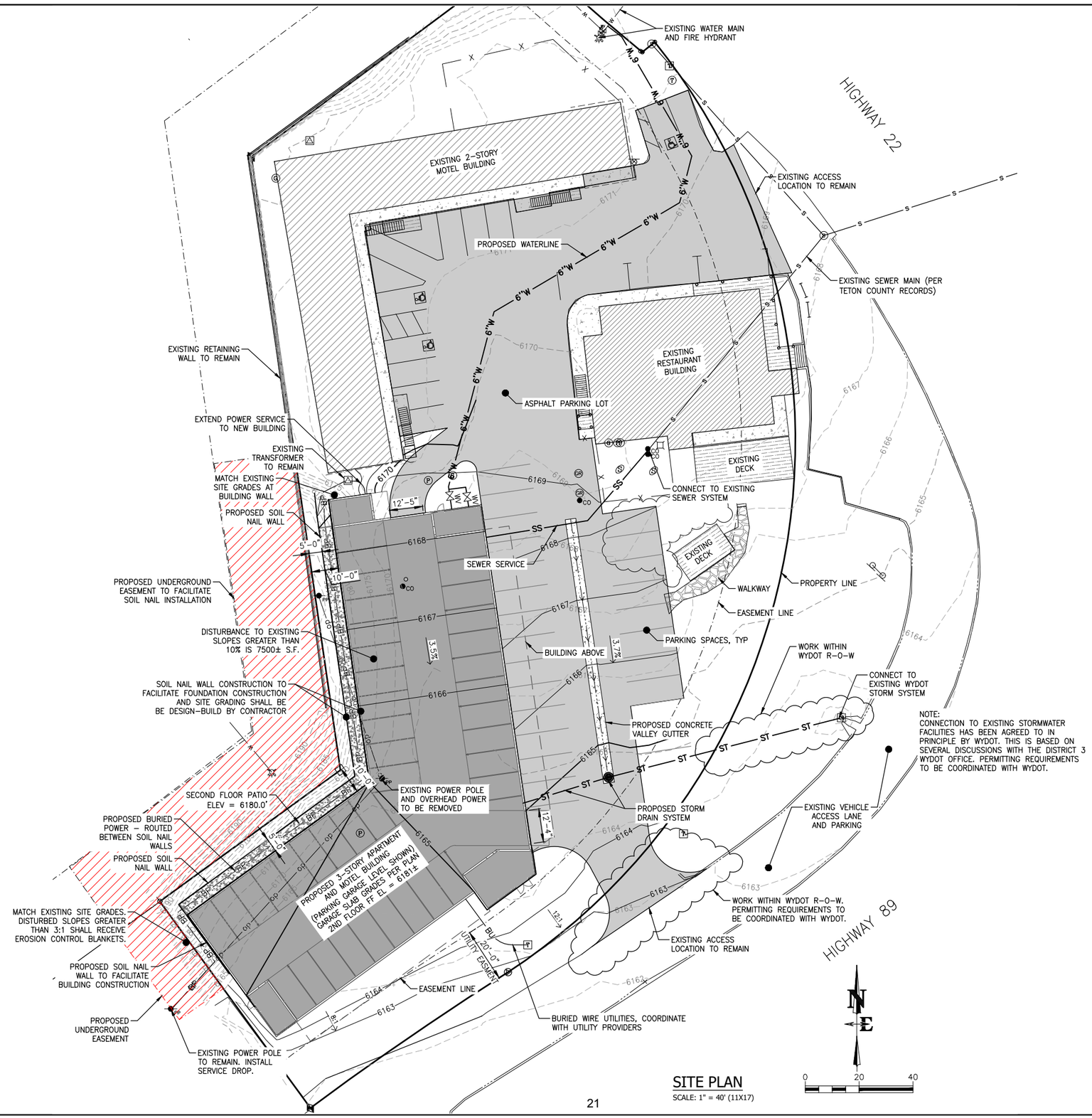
REQUEST:
The applicant respectfully requests based on the above findings that the planning department recommends the approval of this Hillside Conditional Use Permit for 1140 W. Highway 22.

Thank you for your assistance with this request. Please contact me should you have any questions or concerns regarding this request.

Best Regards,

Cornelius Kinsey, AIA NCARB

Enclosed:
Executed Hillside CUP application
Alder Environmental Report
Nelson Engineering Geotech Report
(3) 3-d Rendering of the proposed project
Nelson Hillside CUP Site Plan
Weaver Landscape Plan



SITE PLAN

SCALE: 1" = 40' (11X17)

DATE	10/16/19	REV.
SURVEYED	NE	
ENGINEERED	AL	
DRAWN	AL	
CHECKED	MB	
APPROVED	MB	

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

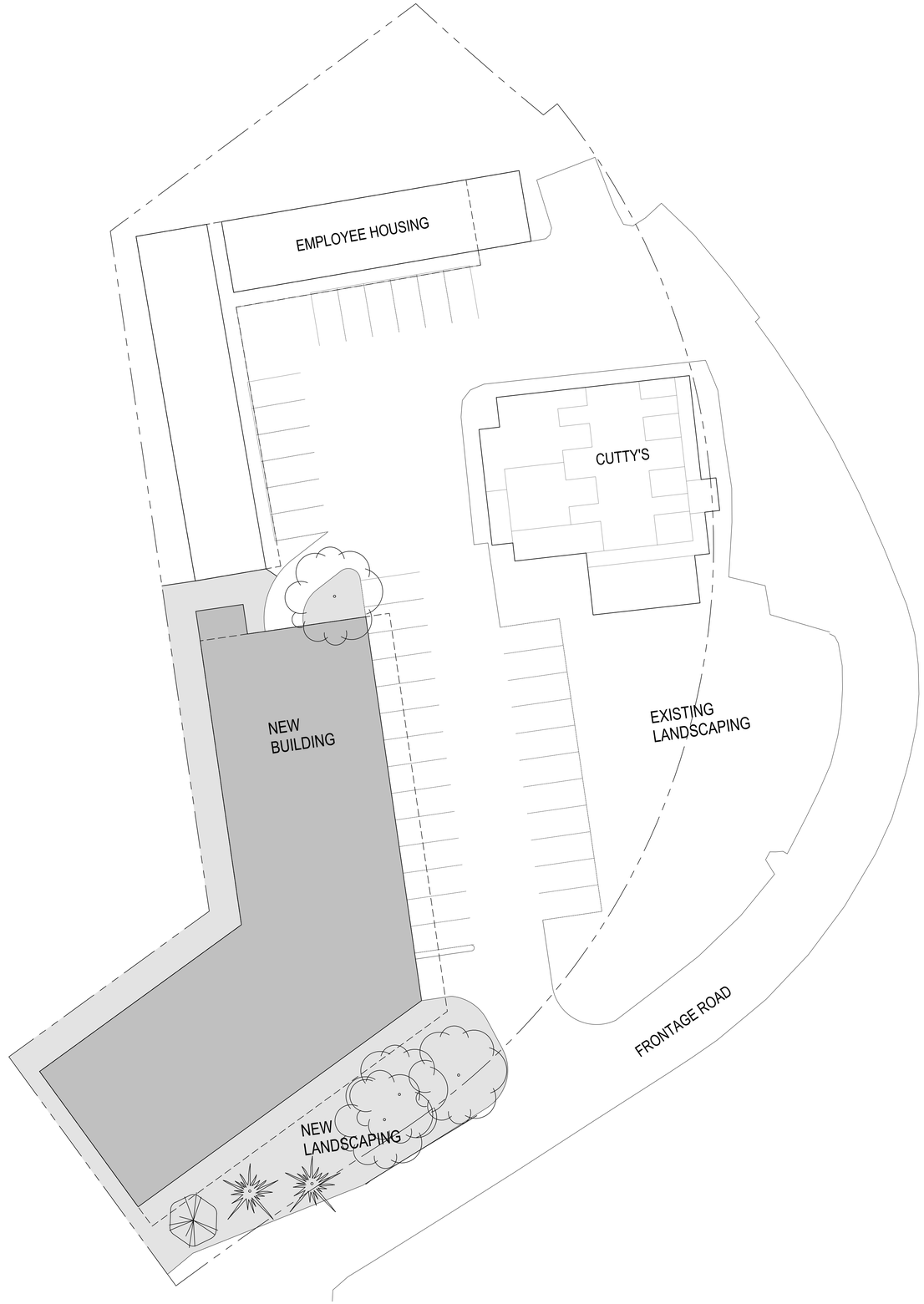
DRAWING TITLE: HILLSIDE CUP SITE PLAN

JOB TITLE: TYLER DAVIS GABLES MOTEL JACKSON, WY

DRAWING NO: CUP-1

JOB NO: 18-282-04

S:\Proj\2018\282-04 (Teton Gables Hillside CUP Assistance)\4 Drawings\Civil\GABLES GRADING.dwg <SITE PLAN> - Dec 13 2019 01:01:16 pm PLOTTED By: Lee DWG FORMAT: 23D



PRELIMINARY

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WEAVER & ASSOCIATES PA
LANDSCAPE ARCHITECTURE - LAND PLANNING
1605 SOUTH WOODRUFF AVENUE
IDAHO FALLS, IDAHO 83404
(208) 529-9504

GABLES PHASE II
TOWN OF JACKSON
TETON COUNTY, WYOMING

12-27-19

PRELIMINARY
LANDSCAPE PLANTING PLAN

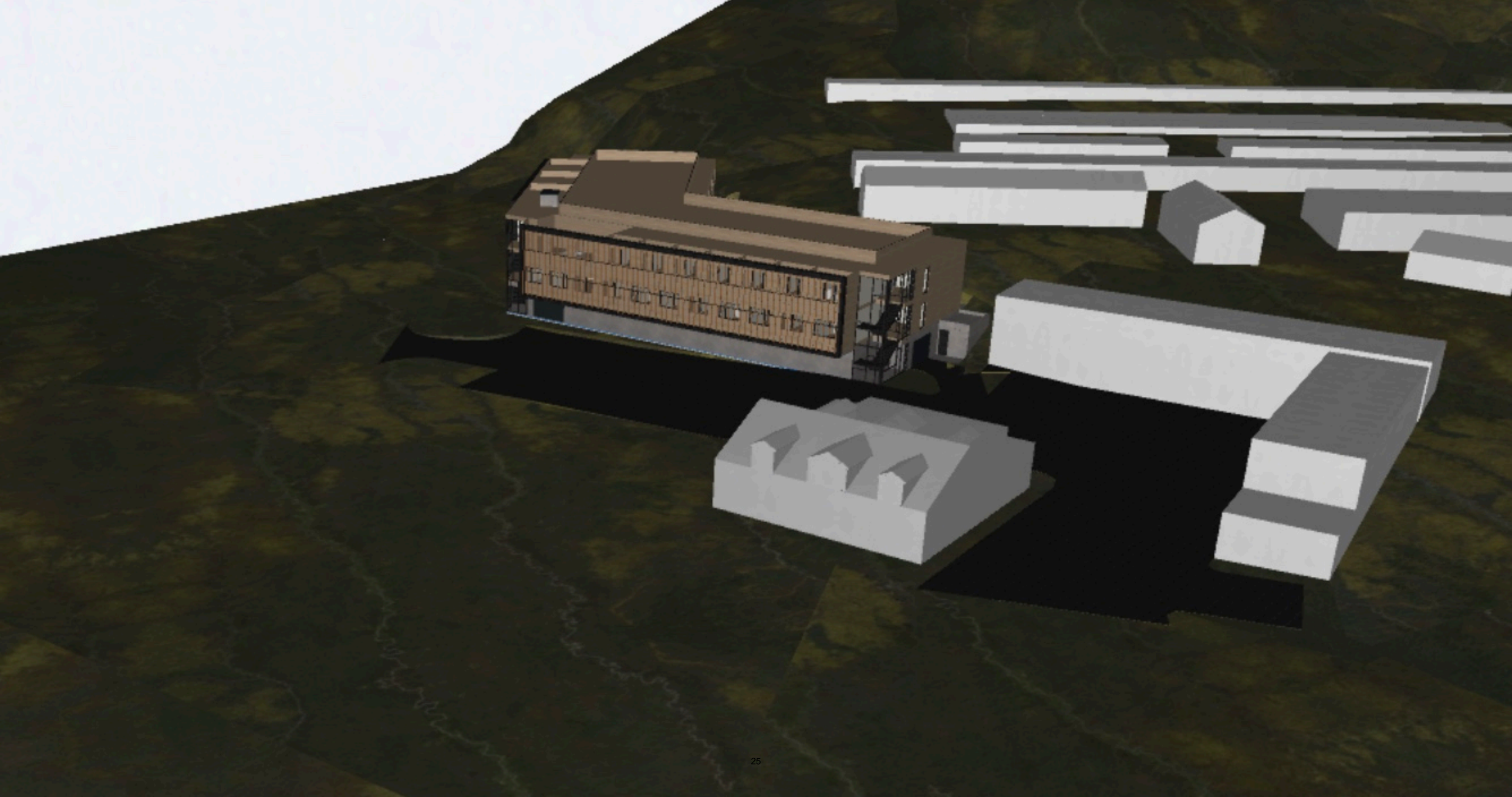
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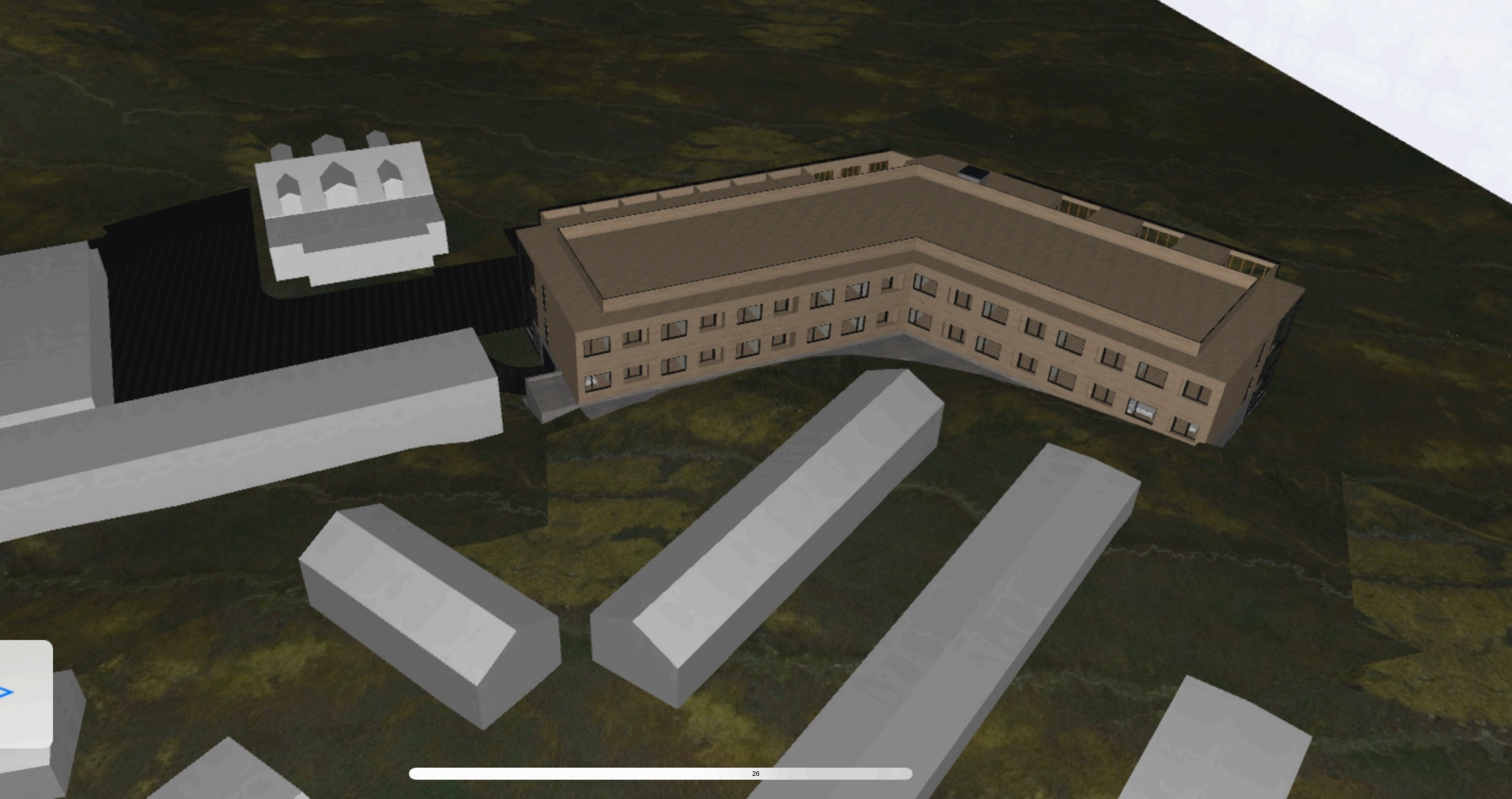
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GEOTECHNICAL INVESTIGATION

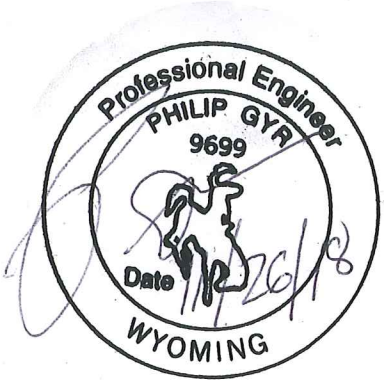
TETON GABLES MIXED USE STRUCTURE
SCHEMATIC DESIGN PHASE
JACKSON, WYOMING

PREPARED
FOR:

TYLER DAVIS
JACKSON, WYOMING

PREPARED
BY:

NELSON ENGINEERING
JACKSON, WYOMING



NOVEMBER 2018
Project No. 16-306-02

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GENERAL AND PROJECT DESCRIPTION

This report pertains to a geotechnical investigation performed for a mixed use structure located in the south east part of Jackson, Wyoming. Recommendations for this report are specific to Schematic Design level plans as prepared Cornelius Kinsey (Architect). A three-story structure is planned. The ground level will be occupied by parking and the upper two levels will be residential. The structure will be inset into existing cut slopes along its western perimeter. Retaining walls will be required to accomplish the cuts.

Scope of Services

The scope of services for this investigation was to provide geotechnical recommendations based on subsurface investigations and soils laboratory testing for the proposed facility. The purpose of the subsurface investigation was to determine soils and groundwater characteristics. The results of the subsurface investigation and subsequent laboratory testing were utilized in an engineering analysis for foundation, paving and construction recommendations. Additional test pits/points of exploration are recommended in the south east area of the project.

Preliminary stability analysis of proposed shored cuts required for excavation was performed sufficient to ensure the feasibility of the proposed cut slopes. The Owner is responsible for obtaining final analysis and design of shoring and/or underpinning from a professional engineer when final plans for construction are prepared. Specific recommendations for drainage and surface water conveyance are not within the scope of work for this report.

The foundation analysis and resulting recommendations contained herein are based on typical loads for the type of structures assumed in this report. In the final design phase, it will be critical that structural loads be properly communicated to the Geotechnical Engineer to verify that the imposed loading conditions on the proposed foundation configuration do not cause excessive settlement, exceed the bearing capacity of the site soils, or exceed the seismic loading capacity of the foundation elements. Lateral earth pressure recommendations contained within this report are general in nature; it is critical that final retaining wall designs are reviewed by the Geotechnical Engineer for review and approval. For this report, it is assumed that foundation elements would not be subjected to unusual loading conditions such as eccentric loads or vibratory equipment. Unusual load conditions can induce settlement or reduce the bearing capacity of foundation elements.

SITE CONDITIONS

Description

The project is located on the northern lower slopes of High School Butte near Antelope Pass, Development of various commercial facilities at the site is evident in historic photos from the last century. Existing structures and improvements include: 1) a two-story restaurant and commercial office building constructed in 1949 2) a 7-room single story motel building constructed in 1949 which currently unused and in disrepair, and 3) a two-story 30-room motels constructed in 1971. Various underground utilities traverse the project.

Existing facilities are located on relatively flat topography that that gently slopes from north/northwest to south/southeast to northwest towards Flat Creek. The flat area was created by excavation into the hillside and is bounded by steep cut slopes that rise 15 to 20

created by excavation into the hillside and is bounded by steep cut slopes that rise 15 to 20 plus feet up to the west. Historic aerial photos show the cuts were accomplished in the middle part of the twentieth century. The neighboring property to the south and west is occupied by a storage facility.

West of the 7-room motel, the northeast facing slopes are about 1.5(H):1(V) and lead up to a concrete retaining wall that supports a roadway on the property to the south. The wall continues to the north and west of the 30-room building. Historic aerial photography shows the wall was constructed in a fill scenario above existing ground in the years between 1999 and 2001. To the south, the south east facing cut slopes are steeper, ranging from 1.5 to 1. 3H:1V with exposed loess at ground surface.

Geology and Soil Mapping

The area's surface geology is mapped on the USGS "Geologic Map of the Jackson Quadrangle, Teton County, Wyoming," J.D. Love and H.F. Albee, 2004. Surficial deposits within proposed developments are described as "Ql – Loess – Silt, light-gray, structureless, homogenous; deposited by wind."

The US Natural Resources Conservation Service's Soil Survey of Teton County has mapped the Tetonia-Lantonia silt loams within the area of development. The soils are loess deposits found on 6 to 10 percent slopes. This soil is described as very deep, well drained, and composed of silt loam.

Seismic Hazard

Jackson Hole and the project site are located within the Intermountain Seismic Belt, a zone extending from southern Utah through eastern Idaho and western Montana, and encompassing western Wyoming and the Teton Range as referenced by Smith, Robert B., and Walter J. Arabasz. "Seismicity of the Intermountain seismic belt. "Neotectonics of North America," 1991. The USGS Earthquake Hazards Program has mapped Quaternary faults and folds in the United States as displayed on Google Earth with the following active faults near the project site: the Teton Fault, the Phillips Valley Fault, and secondary faults within the Jackson Hole Valley. In particular, the Teton Fault is thought to be capable of producing major earthquakes of a magnitude of six or greater. The portion of the Teton Fault mapped as active in the Quaternary is approximately 6.3 miles northwest of the site. The USGS "Geologic Map of the Jackson Quadrangle, Teton County, Wyoming," J.D. Love and H.F. Albee, 2004, shows the postulate trace of the Cache Creek Thrust Fault a quarter mile south of the project site. The Cache Creek Thrust Fault is not classified by the USGS as an active fault. Multiple minor earthquakes with epicenters near the site have occurred in recent years (USGS Earthquake Database).

SITE INVESTIGATIONS

On October 9, 2018, five test pits, TP-1 through TP-5, were excavated within and near the proposed structure footprint as shown in the Appendix on the **Test Pit Location Map**. Test pits were located using a handheld Trimble GeoXT GPS unit. Test pit locations and depths were selected to determine subsurface conditions applicable to the proposed developments at the time of the investigation. Schematic design plans have since changed to enlarge the structure to the south and west. **ADDITIONAL** test pits in the south and west will be dug and a supplement to this report issued based on the updated plans. Test pits were backfilled with excavated material after logging was completed.

Fish Creek Excavation of Jackson, Wyoming, excavated the test pits with a John Deere 135 track hoe. Andy Pruett, a Professional Geologist at Nelson Engineering, logged the pits and directed sampling. Soil classifications, moisture conditions, and presence of organic or other notable features were recorded in the field logs. Bulk samples were sealed in plastic bags and transported to our laboratory for testing and further classification. Groundwater observations were made at the time of the excavation based on field observations of soil moisture conditions. Field observations and laboratory testing results are presented both on the test pit logs and in the test result presentation sheets in the Appendix.

The stratification lines shown on the test pit logs represent the approximate boundary between soil types. The actual in-situ transition may be either gradual or abrupt. Due to the nature and depositional characteristics of natural soils and fills, care should be taken in interpolating subsurface conditions beyond the location of the test pits. Soil conditions can change rapidly in both the lateral and vertical directions. Groundwater conditions shown on the logs are only for the dates indicated.

The subsurface conditions were interpreted from the described test pits. The soil properties inferred from the field and laboratory analyses supported by our experience formed the basis for developing our conclusions and recommendations.

Laboratory Investigations

Samples obtained during the field investigation were taken to the laboratory where they were visually classified in accordance with ASTM Test Method D-2487-93, which is based on the Unified Soils Classification System (USCS). Representative samples were selected for testing to determine the physical properties of the in-place soils and to estimate engineering properties. Engineering properties of concern at this location included bearing capacity, seismic response, shear strength, and site-specific construction recommendations that are influenced by soil type and condition.

Laboratory testing was conducted to provide additional information to determine the suitability of the soils for use as foundation and subgrade materials and to verify field observations and classification estimates. The finalized laboratory observations were used to estimate soil strength and compressibility characteristics for bearing capacity determinations, consolidation and settlement determinations, lateral and vertical pile load response analysis, and pavement designs. Specific tests included Atterberg Limits Tests - ASTM Designation D4318, Grain Size Analysis - ASTM Designation C117 & C136, Soil Moisture Content Determinations - ASTM Designation D2226, and Soil Classification - ASTM Designation D2487.

The soil samples stored in our laboratory will be discarded after 30 days from the date this report is submitted unless we receive a specific request to retain them.

SUBSURFACE CONDITIONS

Soil Profiles

WYDEQ Monitoring Wells

Wyoming DEQ drilled and logged several monitoring wells as part of a closed leaky underground storage tank investigation. Available records are attached in the Appendix and

wells are shown on the test pit location map. Soil profiles in the monitoring wells show loess of thickness varying from less than 5 feet to greater than 12 feet overlying dense cobble, gravel and sand alluvial deposits.

TP-1, 2, and 3, Loess Slopes

Trenches were cut into the slope west of the old motel structure to expose native soils within the slope. Soil profiles in the cut slope were very similar, surficial soils consisted of 1.5 feet of dry, brown/dark brown silt topsoil with minor grass roots. Topsoil was very stiff to hard with pocket penetrometer readings greater than 3.5 tons per square foot (TSF). Below topsoil and to the base of the slope, loess deposits along the entire length of the trenches. Loess was composed of dry, light brown/tan, silty clay with trace amounts of fine-grained sand. The loess contained minor to moderate amounts of pinhole voids and a very stiff to hard consistency corresponding to pocket penetrometer readings greater 3.5 TSF.

TP-4 and TP-5

Similar soil profiles were found consisting of fill overlying glacial gravels and cobbles. Surficial deposits in TP-4 to 5.5 feet were undocumented fills composed of dry, very stiff to hard, brown and light brown, silty clay loess, silt topsoil, and gravelly silt with cobbles and boulders up to 24-inches maximum dimension. Surficial deposits in TP-5 to 3.5 feet were a half foot of silt topsoil overlying fills composed of dense silty gravel with sand, cobbles, and boulders up to 18-inches maximum dimension, round to sub-round clasts. Below fills to the bottom of each test pit at 11 feet in TP-4 and 10 feet in TP-5, soils in both test pits were glacial fluvial deposits composed of dry, brown, gravel with silt, sand, cobbles, and boulders up to 24-inches maximum dimension. These soils were very dense and contained approximately 70-percent round to sub-round gravels, cobbles, and boulders and 30-percent sand with silt matrix. Hard digging in glacial gravels was noted and minor caving of test pit walls was observed.

Interpretation

Test trenches, test pits, and monitoring well logs indicate the native soil profile prior to grading consisted of loess overlying dense gravel and cobble alluvium. The former ground surface sloped down to the east, intersecting with the existing ground in the near vicinity of the edge of the WY22/189 roadway. Loess thickness at the west project pre-grading is estimated to be about 20 feet based on elevation of the cut slope and projecting pre-existing ground. Gravels form the subgrade at the base of the cut slope in the test pit where the loess has been removed in its entirety. Monitoring well profiles show top of gravel contact to the east at zero to 11 feet. Interpolation of depth to gravel along the eastern building edge results in depth to gravel of 3 to 8 feet.

Groundwater

Groundwater was not encountered in the test pits. Groundwater depths of greater than 10 feet are shown on the WYDEQ records.

GEOTECHNICAL ANALYSIS & RECOMMENDATIONS

General

A three-story residential structure with at grade parking on the lower level is proposed. The western walls of the building are located in the existing cut slope. An external retaining wall

is proposed to the west of the second story to create a walk out area. The building wall and external retaining wall combined height will be 10 to 20 feet. Soil nail and shotcrete permanent retaining walls are recommended for the building and external retaining wall. Permanent retaining walls shall be designed during the final design phase to the appropriate seismic and static Factors of Safety per the International Building Code and accepted standards. The remainder of the structure will be supported by columns supported by conventional spread footings bearing on underlying gravels. Recommendations herein emphasize concerns at depths at and below the anticipated bottom footing depth in soils influenced by foundation loading.

Loess

Loess is defined as a wind-deposited soil with a low-density structure. Loess at this site will exhibit undesirable characteristics including collapse and/or loss of strength when wetted. Schematic level plans show portions of retaining walls hardscapes may be supported on loess. Wetting of loess beneath hardscapes and retaining structures is likely to cause excessive settlement and damage.

Drainage and Moisture Infiltration Prevention

It is critical to prevent moisture from penetrating loess beneath hardscapes and retaining structures. Measures to prevent moisture migration include:

1. Subgrade Compaction: Where loess the forms subgrade under all structures, slabs, footings, and hardscape shall be compacted to a depth of 8 inches to greater than 95% of maximum density per Standard Proctor (ASTM-D698). A well-documented testing program shall be conducted to ensure compliance. Compaction of native loess subgrade creates a dense low permeability barrier that prevents moisture infiltration into underlying collapsible soils.

2. Drains: Retaining wall and hardscapes shall be properly drained. Subgrade drains shall be carefully designed and constructed. Drainage to daylight is recommended. Drainage design shall be submitted to and approved by this office prior to construction.

3. Irrigation Systems: Systems must be properly installed and well maintained. Irrigation waters SHALL NOT result in ponding in low areas with loess subgrades. Irrigation piping shall be placed a minimum of 10 feet from foundations and hardscapes.

4. Surface Drainage: Stormwater and snowmelt shall be directed away from structures and hardscape. Ponding near structures and hardscape shall be prevented.

Conventional Spread Footings

Structure foundations can be supported by conventional spread footings bearing on underlying alluvium composed of very dense gravel, cobble and boulders with sand and silt. A net allowable bearing capacity of **3500 PSF** is appropriate. Surficial topsoil and loess deposits will be found in eastern and southern portions of the building footprint. Depth to dense alluvium ranging from 3 to 9 feet is estimated. Loess and fine-grained soils shall be removed beneath footings down to competent gravel and cobbles. Structural fill shall be then be placed to achieve subgrade elevation beneath footings. Structural fill below footings shall extend horizontally beyond the perimeter of all footers a minimum of 2 feet or a distance equal to the total depth of structural fill, whichever is less.

Structural fill placed above the existing ground surface to achieve footing grade, beyond the 2-foot minimum level from the footings, shall have a maximum slope of 1.5(H):1(V).

All subgrades below footings and structural fills shall be compacted to a depth of 10 inches to 95% of maximum density per ASTM D 698 (Standard Proctor).

A typical foundation and backfill configuration are shown in **Foundation Backfill Typical** drawing in the Appendix**.** The minimum burial depth of footings shall be **36 inches** for frost protection.

The above analysis assumes **a maximum width of 3.0 feet** for continuous footings and a maximum dimension of **12.0 feet for isolated footings**. Construction of larger footing sizes can lead to increased settlement as the bearing pressure bulb can extend deeper into the soil profile resulting in settlement of greater than that specified. The net allowable soil pressure includes dead load plus maximum live load. These calculations assume a minimum depth of burial of the footing of 36 inches and that a maximum total settlement of **0.5 inches** can be tolerated on any one footing and the maximum differential settlement between footings that can be tolerated is **0.5 inches**. Bearing capacity values and settlement should be checked for each combination of load to determine whether settlement or bearing capacity will control the response of the footing. This office shall be consulted to verify specific footing loads and sizes. Isolated footings with bearing areas larger than 100 square feet or those foundation elements supporting large concentrated loads such as stone fireplaces shall be analyzed on an individual basis to determine settlement and bearing characteristics. Other foundation parameters are as noted below:

1. A **one-third** increase in allowable bearing capacity may be used for short duration loads such as wind or seismic.
2. Backfill against shallow foundations and stem walls shall conform to the **Foundation Backfill Typical** drawing in the Appendix. In no case shall material greater than 6 inches in diameter bear directly on or against foundation elements. Placing oversized material against rigid surfaces can damage the structure and interferes with proper compaction.
3. Lateral loads may be resisted by friction between the footing base and supporting soil and lateral bearing pressure against the sides of the footings. For design purposes, a **coefficient of friction of 0.45** at the footing base is appropriate. A lateral passive bearing pressure of **350 psf per foot of depth** is appropriate.

Any soil type encountered other than those described in the test pit logs or in this report shall be analyzed by Nelson Engineering. Isolated boulders at footing grade shall be excavated and removed, unless approved by Nelson Engineering, and the void backfilled with structural fill. Any excessively loose material or soft spots encountered in the footing subgrade will require over-excavation and backfilling with structural fill. All footings shall be suitably reinforced to make them as rigid as possible.

Surface Drainage

Moisture penetration into bearing soils of footings at frost depth should be avoided. Site grading plans should be carefully reviewed to ensure surface waters, snowmelt, and irrigation systems drain away from all structures and that pavements and slabs are well drained.

WESTERN SLOPE SOIL NAIL WALL FEASIBILITY LEVEL DESIGN

General

Slope stability was evaluated for construction of a permanent soil nail and shotcrete retaining wall cut into the western slope. The wall would permanently retain the slope adjacent to the planned structure. Test pit logs, WYDEQ monitoring well logs, laboratory testing, geologic mapping and geologic references were used to evaluate slope stability along the profiles shown on the test pit location map.

Interpolated, extrapolated, and interpreted subsurface conditions were used to formulate slope stability models in SLOPE/W™, a product of Geo-Slope International. The program calculates the Factor of Safety (FOS) of two-dimensional slope model using limit equilibrium theory. Analysis results delineate critical failure surfaces as well as the minimum FOS for the failure surfaces under static and earthquake loading with the soil nails as modeled.

Stability Analyses

Selection of Acceptable Factor of Safety and Seismic Coefficient

The results of a pseudostatic analyses are critically dependent on the selection of a seismic coefficient value. In recognition that actual slopes are not rigid and that the peak acceleration exists for short periods, the maximum peak bedrock acceleration is generally not applied to this type analysis. Hynes-Griffin and Franklin (1984) concluded that for large earthen dams, with pseudostatic Factors of Safety (FOS) of greater than 1.0, a seismic coefficient of 0.5 that of peak bedrock acceleration resulted in acceptable deformation. Seed (1979) concluded that a factor of safety of 1.15 was acceptable for seismic coefficients of 0.10g for Magnitude 6.5 earthquakes. For this analysis, a seismic coefficient of 0.19 was selected as appropriate and conservative, corresponding to half of the peak ground acceleration with a 7 percent probability of exceedance in 75 years.

In selecting a minimum FOS for the analyses, the following factors were evaluated:

1. The consequences of slope failure;
2. The adequacy of field and laboratory investigations;
3. The reliability of the assumptions included in the failure mode;
4. The ability to predict adverse conditions such as ground water conditions and maximum earthquake accelerations;
5. Judgment based on experience and the above discussion of Seismic Coefficient;

For this study, the chief considerations included in the selection of a minimum FOS were uncertainties associated with modeling the subsurface aquifer and soil/rock profiles in between borings, and the possibility of loss of life for a slope failure destroying occupied buildings.

For this preliminary feasibility level design for an inhabited structure, the minimum FOS selected for an inhabited structure for static stability was 2.5 and for seismic stability 2.0. Consideration of the reduction in FOS from existing to final conditions after construction is also important.

Stability Model Formulation

Cross-section topography was generated from site topographic surveys by Nelson Engineering. Subsurface profiles and assumptions were developed from our interpretation of the subsurface conditions. Slope stability sections are shown on the Test Pit location map and slope stability output drawings in the Appendix.

The models consist of two soil types, loess and dense gravel alluvium. Material properties were assigned conservatively using material properties based field cohesion tests, our experience with loess in Jackson Hole, and from generally accepted empirical correlations. Table 1 lists properties assigned. Additional testing of loess properties from additional field work is proposed.

Material	Material Model	Unit Weight (PCF)	Internal Friction Angel	Cohesion (psf)
Alluvium	Mohr-Coulomb	135	34	0
Loess	Mohr-Coulomb	100	28	500

Table 1: Material Model and Strength Properties

Preliminary soil nail wall layouts were modeled using grout to soil assumed bond strength of 1000 psf, a 6-inch diameter grout body and nails at 4 feet on center in the horizontal direction. Circular failure surfaces were analyzed for both static and seismic conditions. The failure surfaces were limited to entry and exit angles corresponding with active and passive wedge movements at the head and toe of the slopes with search criteria designated appropriately for local and global failure surfaces. The Morgenstern-Price (M-P) method of slices was used to search for and analyze failure surfaces. The Morgenstern-Price method satisfies moment and force equilibrium and is mathematically rigorous. Interslice forces in the M-P method were modeled using a half-sine function. Seismic acceleration of 0.19 g was transmitted through the slope models without attenuation or amplification. This acceleration is applied as a constant multiplied by the weight of the failure mass in a pseudostatic stability analysis. No attempt was made to assess strong ground motion transmission through underlying soils based on frequency spectra.

Conclusion

Satisfactory results were achieved in preliminary soil nail layouts analyzed. Seismic analysis results are shown in the Appendix. Based on these results, it is our opinion that properly designed soil nail walls can permanently retain site slopes for the proposed structures. conditions. Alternatively, soldier pile and wood lagged walls with anchors may also perform this function. It is anticipated that soil nails will extend beyond property boundaries, requiring subsurface easements.

Loess soils in the existing cut slope exhibit high cohesion per field tests. Loess in the Jackson Hole Valley typically exhibits cohesion of greater than 1000 psf and stable vertical cuts of 15 feet height or more are commonly performed. ADDITIONAL TESTING of cohesive strength of loess is in progress to eliminate unnecessary conservatism in final design. Slope stability analysis of two cross sections was conducted which confirms the feasibility of proposed construction using soil nail walls. Slope stability analysis discussion and results are given in the Appendix.

In final design, soil nail walls or other retaining structures should be designed by an experienced licensed engineer and installed by an experienced contractor.

Lateral Earth Pressures, Gravity Retaining Walls
These recommendations apply to gravity retaining walls backfilled with Structural Fill per the typical gravity stem wall drawing in the Appendix.

For walls restrained from movement such that active earth pressures are will not be allowed to develop, an at-rest equivalent fluid pressure of **60PCF** is appropriate.

The Mononobe-Okabe (M-O) equations are often used to estimate dynamic forces against retaining walls. The M-O analysis is theoretically derived using active earth pressure conditions. Although there is debate about the theoretical applicability of this methodology to restrained or rigid walls, the method has been used for many years for the seismic design of such walls. The performance record of underground walls during earthquakes has generally been good. Appropriate parameters for the M-O analysis are: 1) soil unit weight 130 pounds per cubic foot, and 2) Internal Friction Angle= 32°, and 3) K_h of 0.12g (half of the maximum horizontal seismic acceleration in rock with a 10% exceedance in 50years). The more limiting case, at-rest or active seismic pressure, shall be utilized in the structural design of restrained or rigid retaining walls.

Slabs-On-Grade
Slabs shall be founded upon the following section from top to bottom: **1)** 3 inches of crushed base composed of a ¾-inch minus free draining material (WYDOT Grade CR or equivalent) compacted to a minimum of 95% of maximum density as determined by ASTM D1557, **2)** 12-inches of Structural Fill, and **3)** the upper 8 inches of dense gravel alluvial deposits compacted to a minimum of 95% of maximum density as determined by ASTM D698. Where NE determines dense native gravels form the subgrade, structural fill may be omitted. Any excessively loose material or soft spots encountered in slab subgrade will require over-excavation and backfilling with structural fill. The recommended Modulus for Subgrade Reaction for use in Slab design per "The American Concrete Institute Design of Slabs on Grade, ACI 360R-92" is **300 lbs/in^3.**

Concrete slab-on-grade control joints should be saw-cut as early as possible. Nelson Engineering recommends the use of a soft cut system, which allows saw cutting as soon as the concrete can support foot traffic. Successful crack control is dependent upon proper joint spacing. Control joints should be placed in accordance with current Portland Cement Concrete Paving Association guidelines.

Sidewalks and Exterior Slabs
Sidewalks and exterior concrete slabs for foot traffic shall be placed upon a minimum of 3 inches of ¾-inch minus crushed gravel placed upon 8 inches of structural fill. Native subgrade must be compacted to a minimum of 95% of maximum dry density per ASTM D698 and inspected to 8-inch depth. Where NE determines dense native gravels form the subgrade, structural fill may be omitted. Any fill required to increase the elevation of the slab should meet the requirements for granular structural fill. (Refer to the section on structural fill for requirements). All fill material within one foot of the slabs must be compacted to a minimum 95% of the maximum density as determined by ASTM D698.

Roadway and Parking Lot Sections
The sections given below assume the existing asphalt, crushed base, and pit run section is removed and replaced. Proper drainage is essential for satisfactory road and parking area performance. The structural fill and geotextile requirements given below can be waived when acceptable subgrade conditions exist. **Nelson Engineering shall inspect and approve all pavement subgrades prior to waiving the structural fill requirement.**

Pavement Section Components	Newly Paved Areas
Asphaltic Concrete	3 inches
WYDOT Grade GR Crushed Aggregate	4 inches
Structural Fill subbase	12 inches
Compacted Subgrade	Surficial 8 inches of native soil compacted as much as moisture and subgrade conditions permit

*See Discussion above

CONSTRUCTION CONSIDERATIONS

Earthwork and Site Grading
Excavation work and heavy equipment access will be difficult when wet conditions exist. A protracted period of wet conditions can be expected during and after seasonal snowmelt and during periods of rainfall. **Placement of imported gravels supported by geotextiles and/or geogrid may be required to provide construction access and to provide platforms for equipment.** General recommendations for earthwork suitability, placement, and compaction procedures are provided below:

- Within the building footprints and areas to be paved, all organic material, deleterious undocumented fill, and debris shall be removed regardless of depth below the surface. Loose and disturbed native soils should be scarified, moisture-conditioned, and compacted. Finished surfaces shall be sloped away from foundations.

- Fill materials shall not be placed, spread, or compacted while the ground is frozen or during unfavorable weather conditions. Fill materials shall be at the proper moisture content prior to compaction and shall contain no frozen soil.

- Native subgrade shall be compacted with compaction equipment appropriate for the soil types described in this report. Where soft, loose or wet areas are encountered over-excavate and replace with structural fill or consult Nelson Engineering.

- Clays and silts with will be encountered throughout the excavations. These soils will exhibit undesirable engineering properties when wetted. **Every effort shall be made to ensure that moisture from rainfall and groundwater does not infiltrate clay and silt foundation bearing, slab, and roadway subgrade soils.** Measures to prevent moisture infiltration may include the placement of tarps or membranes; maintain grading during construction to drain storm water from exposed excavations during precipitation and snowmelt events, and others. When moisture has infiltrated

problem soils, Nelson Engineering shall be notified to inspect soils prior to resuming construction.

- **Structural Fill** shall consist of imported gravels (USCS classification GW or GP) with the following characteristics: 4-inch maximum rock size for geogrid reinforced fills, 6-inch maximum particle size for other uses, no more than 40% greater than ¾", and less than 8% fines passing the #200 sieve. Fines shall have a plasticity index of less than 15.

  Structural Fill shall be placed in layers of not more than 8 inches in thickness. Each layer of Structural Fill should be moisture conditioned to within 2% of optimum moisture content and compacted to a minimum density of 95% of the maximum dry density as determined by ASTM Designation D 698. The maximum density of material containing more than 30% oversize (greater than ¾" diameter) cannot be determined by use of the ASTM Designation D 698. In this case, a field maximum density may be determined by a test strip method. The material shall be compacted at or near optimum moisture content and a field density test shall be taken after each pass of the compaction equipment. This sequence shall continue until the maximum field density is achieved. This maximum field density shall be used for subsequent field compaction tests. Enough density tests should be taken to monitor proper compaction.

  Clean Rock Fill may be used in lieu of structural fill. Clean Rock fill shall be hard, durable crushed or screened rock of less than 6-inch maximum dimension with less than 1% passing the ¼ inch sieve. Nelson Engineering shall review and approve clean rock fill source and gradation prior to use.

- Safety of construction personnel including safe trenches and excavations are the responsibility of the contractor. Excavations for retaining walls and foundations shall conform to the applicable OSHA and Wyoming safety standards. Excavations and utility trenches shall be laid back to safe slopes or properly shored. Excavations and shoring operations shall be conducted in accordance with the most recent versions of the OSHA Construction Standards for Excavations, Part 1926, Subpart P and Wyoming Public Works Standard Specifications. Excavations for utilities shall be shored if the proper slope cannot be maintained.

- During earthwork phases of the project, a representative of Nelson Engineering shall be present to observe exposed native soils and fill materials for suitability and consistency. A documented testing program should be conducted to determine that soil compaction is in accordance with requirements.

- Backfill against structures (i.e., pipes and walls) shall be placed manner that will not damage the structure. In no case shall material greater than 6 inches in diameter bear directly on or against structures. Placing oversized material against rigid surfaces can damage the structure and interferes with proper compaction.

GENERAL COMMENTS

It is critical that the structural engineer and other project designers review this report. When project plans and specifications are complete, a consultation with this office should be arranged to ensure compliance with this report. Additional or supplementary recommendations concerning foundations and earthwork may be required at this time.

Monitoring and testing should be performed to verify that suitable materials are used for structural fills and backfills and that fills are properly placed and compacted. Concrete testing and special inspections should be performed prior to and during placement of all concrete to ensure concrete and reinforcing steel bar comply with project plans and specifications. Nelson Engineering can provide concrete testing and special inspections if requested.

WARRANTY AND LIMITING CONDITIONS

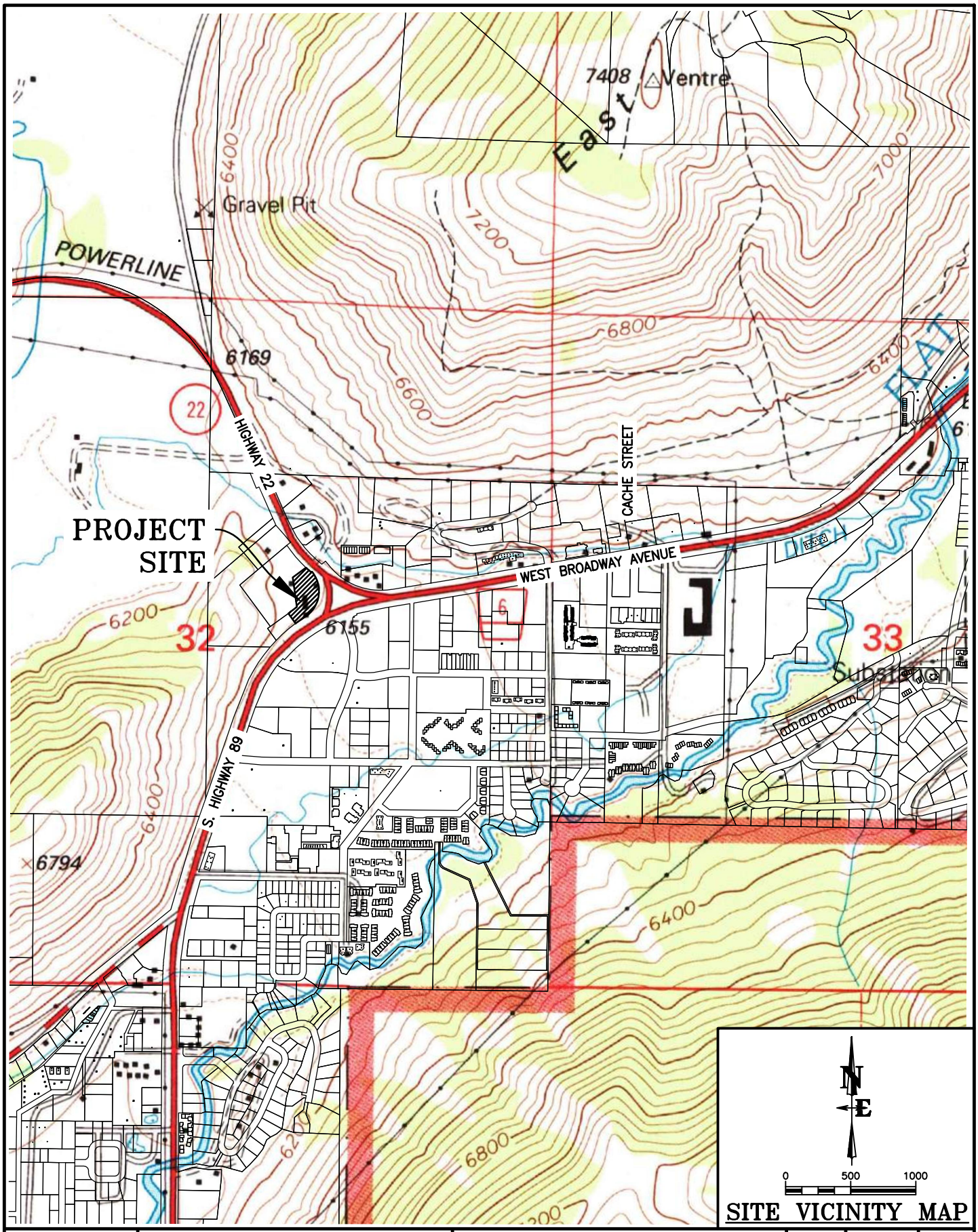
The field observations and research reported herein are considered sufficient in detail and scope to form a reasonable basis for the purposes cited above. Nelson Engineering warrants that the findings and conclusions contained herein have been promulgated in accordance with generally accepted professional engineering practice in the fields of foundation engineering, soil mechanics, and engineering geology, only for the site described in this report. No other warranties are implied or expressed.

These engineering methods have been developed to provide the client with information regarding apparent or potential engineering conditions relating to the subject property within the scope cited above and are limited to the conditions observed at the time of the site visit and research. There is a distinct possibility that conditions may exist which could not be identified within the scope of the investigation or which were not apparent during the site investigation. The report is also limited to the information available at the time it was prepared. In the event additional information is provided to Nelson Engineering following this report, it will be forwarded to the client in the form received for evaluation by the client. This report was prepared for use by Tyler Davis in Jackson, Wyoming ("Client") and the conclusions and recommendations presented in this report are based on the agreed-upon scope of work outlined in the report and the contract for professional services between Client and Nelson Engineering ("Consultant"). Use or misuse of this report, or reliance upon the findings hereof by any parties other than the Client, is at their own risk. Neither the Client nor Consultant may make any representation of warranty to such other parties as to the accuracy or completeness of this report or the suitability of its use by such other parties for any purpose whatsoever, known or unknown, to the Client or Consultant. Neither Tyler Davis, nor Nelson Engineering shall have any liability to, or indemnifies or holds harmless third parties for any losses incurred, by the actual or purported use or misuse of this report. No other warranties are implied or expressed.

Prepared By:
Philip Gyr, PE
Geotechnical Engineer

APPENDIX

DRAWINGS



SITE VICINITY MAP

DRAWING NO 1	TITLE TETON GABLES 1140 W HIGHWAY 22 GEOTECHNICAL INVESTIGATION	NELSON ENGINEERING P.O. BOX 1599, JACKSON WYOMING (307) 733-2087	DATE	10/22/18	REV.
JOB NO 18-262-02			SURVEYED	-	
			DRAWN	BJG	
			CHECKED	AP	
			APPROVED	PG	

WYDEQ MONITORING WELL 124

WYDEQ MONITORING WELL 318

1140 HIGHWAY 22

SOUTH HIGHWAY 89

PROPOSED BUILDING FOOTPRINT

EXISTING HOTEL TO AND AUXILIARY SHED TO BE REMOVED

SLOPE STABILITY SECTION NORTH

SLOPE STABILITY SECTION SOUTH

CUT SLOPE: EXPOSED LOESS V.STIFF TO HARD

CONCRETE RETAINIING WALL

DRIVEWAY ABOVE

PROPOSED RETAINING WALL AT SECOND FLOOR ELEVATION

PROPERTY BOUNDARY

TP-1

TP-2

TP-3

TP-4

TP-5

1+00

0+00

0+00

+01

6162

6163

6164

6165

6166

6167

6168

6169

6170

6175

6180

6185

0 20 40

NOTES: SITE SURVEY BY NELSON ENGINEERING. SCHEMATIC DESIGN LEVEL BUILDING AND SITE FEATURES SHOWN. TEST PIT/TRENCH LOCATION AND SIZE ARE APPROXIMATE. TEST PITS AND WYDEQ MW LOCATED IN RELATION TO SITE FEATURES AND BY GPS TO 5'± ACCURACY.

REV.	DATE	DRAWN	CHECKED
-	11/26/2018	AP	PG

SURVEYED — APPROVED — PG

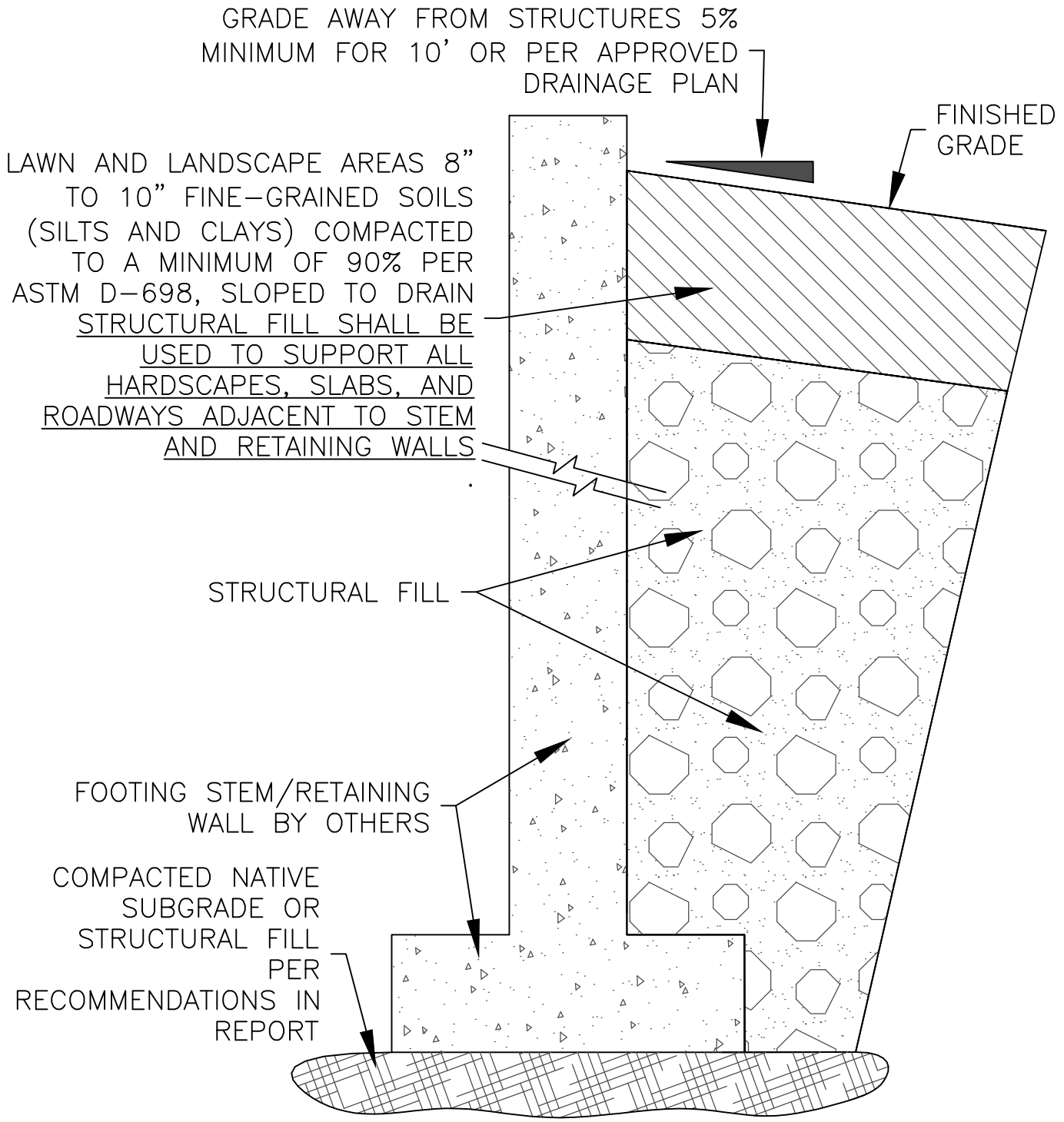
NELSON ENGINEERING
P.O. BOX 1599, JACKSON WYOMING (307) 733-2087

DRAWING TITLE
TEST PIT LOCATIONS AND
SLOPE STABILITY SECTIONS

JOB TITLE
TETON GABLES
1140 W HIGHWAY 22
GEOTECHNICAL INVESTIGATION

DRAWING NO
EXHIBIT

JOB NO
18-262-02



FOUNDATION BACKFILL TYPICAL
NOT TO SCALE

DRAWING NO 3	TITLE TETON GABLES FOOTING AND GRAVITY WALL FOUNDATION BACKFILL TYPICAL	NELSON ENGINEERING P.O. BOX 1599, JACKSON WYOMING (307) 733-2087	DATE	11 26 18	REV.
JOB NO 18-262-01			SURVEYED	N/A	
			DRAWN	PG	
			CHECKED	PG	
			APPROVED	PG	

TEST PIT LOGS

CORRECTED SPT: Standard Penetration Test values corrected to 60% of the theoretical free-fall hammer energy and for corrected for overburden pressure per AASHTO LRFD 6th ED Article 10.4.6.2.4.

DRILLING, SAMPLING, AND SOIL PROPERTIES ABBREVIATIONS AND SYMBOLS

N: Standard Penetration Test
U_c: Unconfined compressive strength, Pounds/ft^2 (PSF)
Pp: Pocket Penetrometer values, Ton/ft^2 (TSF)
FILGC: Fragments indicate gravels and cobbles larger than split spoon diameter.
w: Water content, %
LL: Liquid limit, %
PI: Plasticity index, %
gd: In-situ dry density, lbs/ft^3 (PCF)
: Ground water level
SS: Split-Spoon Sample
ST: Shelby Tube Sampler
CS: Cylindrical Brass Lined Sample


Monitoring Well, diagonal hatching indicates screen and sand packed interval

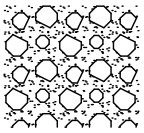
SOIL RELATIVE DENSITY AND CONSISTENCY CLASSIFICATION

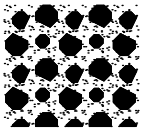
Non-Cohesive Soils	Standard Penetration Resistance	Cohesive Soils	Pp-(tons/ft^2)
Very Loose	0 - 4	Very Soft	0 - 0.25
Loose	4 - 10	Soft	0.25 - 0.50
Slightly Compact	8 - 15	Firm (Medium)	0.50 - 1.00
Medium Dense	10 - 30	Stiff	1.00 - 2.00
Dense	30 - 50	Very Stiff	2.00 - 4.00
Very Dense	50+	Hard	4.00+

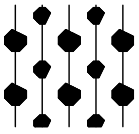
PARTICLE SIZE

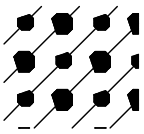
Boulders:	12 in.+	**Coarse Sand:**	5 mm(#4)-2 mm(#10)	**Silts and Clays: <#200**
Cobbles:	12 in.-3in.	**Medium Sand:**	2 mm(#10)-0.4mm(#40)	
Gravel:	3in.-5mm(#4)	**Fine Sand:**	0.4mm(#40)-0.075mm(#200)	

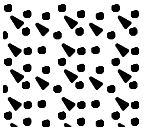
SOIL GRAPHICS

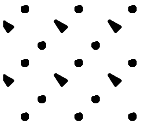
GW 

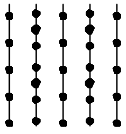
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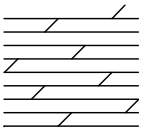
GM 

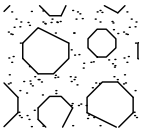
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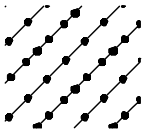
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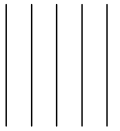
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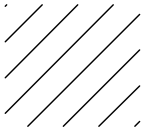
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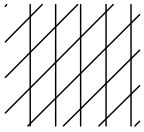
BEDROCK 

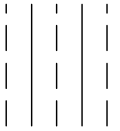
COBBLES/BOULDERS 

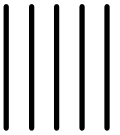
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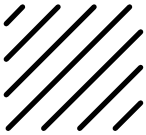
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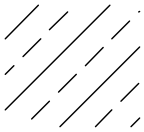
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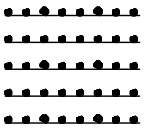
ML–CL 

OL 

MH 

CH 

OH 

PT 

NOTE: ANGLED DEMARCATIONS ON THE LOGS INDICATE APPROXIMATE OR POORLY DEFINED BOUNDARIES BETWEEN SOIL TYPES.

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PROJECT NAME: **TETON GABLES PARKING STRUCTURE**	**TEST PIT No.** 1 PAGE: 1
DATE STARTED / FINISHED: **10/09/2018**	OPERATOR: **FISH CREEK EXCAVATION**
LOGGED BY: **ANDY PRUETT**	EXCAVATOR TYPE: **JOHN DEERE 135 TRACK HOE**
BOREHOLE LOCATION/ELEVATION: **SEE TEST PIT LOCATION MAP**	

WELL LOG	GRAPHICS LOG	TRENCH LENGTH ON SLOPE FROM TOP (FT)	SAMPLES: UNDISTURBED	SAMPLES: BULK	SAMPLE ID	MATERIAL DESCRIPTION	LIQUID LIMIT	PLASTIC LIMIT	DRY DENSITY (PCF)	MOISTURE (%)	REMARKS
		1 2 3 4 5 6 7 8 9 10 11 12 13 14 15				*DUG TRENCH APPROX.1.5' DEPTH FROM TOP, 1.5' OF LOESS DERIVED TOPSOIL DRY BROWN/DARK BROWN, SILT TOPSOIL, MINOR GRASS ROOTS THROUGHOUT, PP>3.5 TSF, VERY STIFF TO HARD* *UNDERLYING SOIL, ENTIRE TRENCH, DRY, LIGHT BROWN/TAN, SILTY CLAY, LOESS, TRACE FINE SAND, HOMOGENOUS, MINOR TO MODERATE PINHOLE VOIDS, PP>3.5 TSF THROUGHOUT, VERY STIFF TO HARD*					*TEST TRENCH EXCAVATED ALONG CUT SLOPE. TRENCH DEPTH 1 TO 2 FEET BOTTOM OF TRENCH AT OR BELOW ADJACENT LEVEL GROUND ELEVATION. GRASS & MUSK THISTLE COVERED SLOPE* *EASY DIGGING THROUGHOUT* *NO CAVING*

This log is part of a report prepared by Nelson Engineering for this project and should be read with the report. This summary applies only at the location of the test pit and at the time of the excavation. Subsurface conditions may differ at other locations and may change at this location with passage of time. The data presented is a simplification of actual conditions encountered.

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CLIENT: **TYLER DAVIS**
1140 HIGHWAY 22
JACKSON, WYOMING

JOB NO. 18-262-02

PROJECT NAME: **TETON GABLES PARKING STRUCTURE**	**TEST PIT No. 2** PAGE: 1
DATE STARTED / FINISHED: **10/09/2018**	OPERATOR: **FISH CREEK EXCAVATION**
LOGGED BY: **ANDY PRUETT**	EXCAVATOR TYPE: **JOHN DEERE 135 TRACK HOE**
BOREHOLE LOCATION/ELEVATION: **SEE TEST PIT LOCATION MAP**	

This log is part of a report prepared by Nelson Engineering for this project and should be read with the report. This summary applies only at the location of the test pit and at the time of the excavation. Subsurface conditions may differ at other locations and may change at this location with passage of time. The data presented is a simplification of actual conditions encountered.

WELL LOG	GRAPHICS LOG	DEPTH (FT)	SAMPLES: UNDISTURBED	SAMPLES: BULK	SAMPLE ID	MATERIAL DESCRIPTION	LIQUID LIMIT	PLASTIC LIMIT	DRY DENSITY (PCF)	MOISTURE (%)	REMARKS
		1				*DUG TRENCH APPROX.1.5' DEPTH FROM TOP, 1.5' OF LOESS DERIVED TOPSOIL DRY BROWN/DARK BROWN, SILT TOPSOIL, MINOR GRASS ROOTS THROUGHOUT, PP>3.5 TSF, VERY STIFF TO HARD*					*TEST TRENCH EXCAVATED ALONG CUT SLOPE. TRENCH DEPTH 1 TO 2 FEET BOTTOM OF TRENCH AT OR BELOW ADJACENT LEVEL GROUND ELEVATION. GRASS & MUSK THISTLE COVERED SLOPE*
		2				*UNDERLYING SOIL, ENTIRE TRENCH, DRY, LIGHT BROWN/TAN, SILTY CLAY, LOESS, TRACE FINE SAND, HOMOGENOUS, MINOR TO MODERATE PINHOLE VOIDS, PP>3.5 TSF THROUGHOUT, VERY STIFF TO HARD*					
		3									
		4									
		5									*EASY DIGGING THROUGHOUT*
		6		X	*TP2-1 6'-7'*	*USCS CLASSIFICATION – CL-ML, SILTY CLAY*	*25*	*21*		*10*	*NO CAVING*
		7									
		8									
		9									
		10									
		11									
		12									
		13									
		14									
		17									

PROJECT NAME: **TETON GABLES PARKING STRUCTURE**	**TEST PIT No. 3** PAGE: 1
DATE STARTED / FINISHED: **10/09/2018**	OPERATOR: **FISH CREEK EXCAVATION**
LOGGED BY: **ANDY PRUETT**	EXCAVATOR TYPE: **JOHN DEERE 135 TRACK HOE**
BOREHOLE LOCATION/ELEVATION: **SEE TEST PIT LOCATION MAP**	

This log is part of a report prepared by Nelson Engineering for this project and should be read with the report. This summary applies only at the location of the test pit and at the time of the excavation. Subsurface conditions may differ at other locations and may change at this location with passage of time. The data presented is a simplification of actual conditions encountered.

WELL LOG	GRAPHICS LOG	DEPTH (FT)	SAMPLES: UNDISTURBED	SAMPLES: BULK	SAMPLE ID	MATERIAL DESCRIPTION	LIQUID LIMIT	PLASTIC LIMIT	DRY DENSITY (PCF)	MOISTURE (%)	REMARKS
		1				*DUG TRENCH APPROX.1.5' DEPTH FROM TOP, 1.5' OF LOESS DERIVED TOPSOIL DRY BROWN/DARK BROWN, SILT TOPSOIL, MINOR GRASS ROOTS THROUGHOUT, PP>3.5 TSF, VERY STIFF TO HARD*					*TEST TRENCH EXCAVATED ALONG CUT SLOPE. TRENCH DEPTH 1 TO 2 FEET BOTTOM OF TRENCH AT OR BELOW ADJACENT LEVEL GROUND ELEVATION. GRASS & MUSK THISTLE COVERED SLOPE*
		2				*UNDERLYING SOIL, ENTIRE TRENCH, DRY, LIGHT BROWN/TAN, SILTY CLAY, LOESS, TRACE FINE SAND, HOMOGENOUS, MINOR TO MODERATE PINHOLE VOIDS, PP>3.5 TSF THROUGHOUT, VERY STIFF TO HARD*					
		3									
		4									
		5									*EASY DIGGING THROUGHOUT*
		6									*NO CAVING*
		7									
		8									
		9									
		10									
		11									
		12				*MINOR ROOTS & DEBRIS (PLASTIC) AT BASE OF SLOPE IN LOESS AND SURFICIAL ROUND GRAVELS & COBBLES, INDICATING PORTION OF THIS AREA SLOPE HAS BEEN DISTURBED AND FILLED*					
		13									
		14									
		15									

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CLIENT: **TYLER DAVIS**
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JACKSON, WYOMING

JOB NO. 18-262-02

PROJECT NAME: **TETON GABLES PARKING STRUCTURE**	**TEST PIT No. 4** PAGE: 1
DATE STARTED / FINISHED: **10/09/2018**	OPERATOR: **FISH CREEK EXCAVATION**
LOGGED BY: **ANDY PRUETT**	EXCAVATOR TYPE: **JOHN DEERE 135 TRACK HOE**
BOREHOLE LOCATION/ELEVATION: **SEE TEST PIT LOCATION MAP**	

This log is part of a report prepared by Nelson Engineering for this project and should be read with the report. This summary applies only at the location of the test pit and at the time of the excavation. Subsurface conditions may differ at other locations and may change at this location with passage of time. The data presented is a simplification of actual conditions encountered.

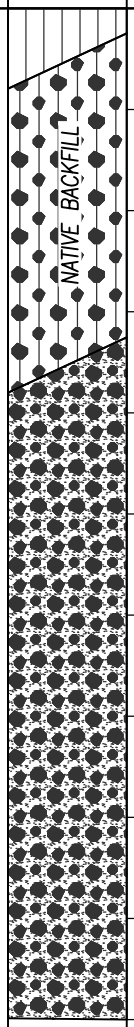
WELL LOG	GRAPHICS LOG	DEPTH (FT)	SAMPLES: UNDISTURBED	SAMPLES: BULK	SAMPLE ID	MATERIAL DESCRIPTION	LIQUID LIMIT	PLASTIC LIMIT	DRY DENSITY (PCF)	MOISTURE (%)	REMARKS
	UNDOCUMENTED BACKFILL	1–15			TP4–1 8'–9'	0'–5.5' VARIABLE UNDOCUMENTED FILL INCLUDES DRY, BROWN & LIGHT BROWN, SILTY CLAY LOESS, SILT TOPSOIL, GRAVELLY SILT WITH COBBLES AND BOULDERS UP TO 24", PP>3.5 TSF, VERY STIFF TO HARD					FLAT GRASS & THISTLE AREA ADJACENT TO MOTEL STRUCTURE AND UTILITY SHED EASY DIGGING TO 5.5'
						5.5'–BOP DRY BROWN GRAVEL WITH SILT, SAND, COBBLES & BOULDERS UP TO 24", POORLY GRADED, ~70% ROUND TO SUB–ROUND GRAVELS, COBBLES, AND BOULDERS, ~30% SAND WITH SILT MATRIX, ABUNDANT LARGE COBBLES/SMALL BOULDERS, VERY DENSE					4"ø DUCTILE IRON PIPE BURIED AT 5' PARALLELS BUILDING HARD DIGGING BELOW 5.5'
		11				BOP=11' NO GROUNDWATER ENCOUNTERED					MINOR CAVING IN GRAVELS

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JOB NO. 18–262–02

PROJECT NAME: **TETON GABLES PARKING STRUCTURE**	**TEST PIT No. 5** PAGE: 1
DATE STARTED / FINISHED: **10/09/2018**	OPERATOR: **FISH CREEK EXCAVATION**
LOGGED BY: **ANDY PRUETT**	EXCAVATOR TYPE: **JOHN DEERE 135 TRACK HOE**
BOREHOLE LOCATION/ELEVATION: **SEE TEST PIT LOCATION MAP**	



WELL LOG	GRAPHICS LOG	DEPTH (FT)	SAMPLES: UNDISTURBED	SAMPLES: BULK	SAMPLE ID	MATERIAL DESCRIPTION	LIQUID LIMIT	PLASTIC LIMIT	DRY DENSITY (PCF)	MOISTURE (%)	REMARKS
		0				This log is part of a report prepared by Nelson Engineering for this project and should be read with the report. This summary applies only at the location of the test pit and at the time of the excavation. Subsurface conditions may differ at other locations and may change at this location with passage of time. The data presented is a simplification of actual conditions encountered.					
						0'–0.5' DRY, DARK BROWN SILT TOPSOIL WITH ABUNDANT GRASS ROOTS					*FLAT GRASS & THISTLE AREA ADJACENT TO MOTEL STRUCTURE*
		1				*0.5'–3.5' FILL: SILTY GRAVEL WITH SAND, COBBLES, AND BOULDERS UP TO 18", ROUND TO SUBROUND CLASTS, DENSE*					*4"ø TAR PAPER PIPE ENCOUNTERED AT 3'*
		2									*MODERATE DIGGING TO 3.5'*
		3									
		4				*3.5'–BOP DRY BROWN GRAVEL WITH SILT, SAND, COBBLES & BOULDERS UP TO 24", POORLY GRADED, ~70% ROUND TO SUB–ROUND GRAVELS, COBBLES, AND BOULDERS, ~30% SAND WITH SILT MATRIX, ABUNDANT LARGE COBBLES/SMALL BOULDERS, VERY DENSE*					*HARD DIGGING BELOW 3.5'*
		5									
		6									*1"ø GALVANIZED PIPE AT 6.5'*
		7									
		8									*MINOR CAVING OF GRAVELS*
		9									
		10				*BOP=10' NO GROUNDWATER ENCOUNTERED*					*POTHOLED TOE OF SLOPE ADJACENT TO TEST PIT TO VERIFY DEPTH TO GRAVELS, ENCOUNTER GRAVELS BELOW LOESS ~1' BELOW GROUND SURFACE ELEVATION OF TEST PIT 5*
		11									
		12									
		13									
		14									
		15									

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CLIENT: **TYLER DAVIS**
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JOB NO. 18–262–02

LABORATORY RESULTS

Sample ID	TP2-1	Depth (ft)	6-7 ft

Unified Soils Classification
Silty Clay (CL-ML)

Gravel	**0%**
Sand	**10%**
Fines	**90%**

Liquid Limit:	**25**
Plastic Limit:	**21**
Plasticity Index:	**4**

In-Situ Moisture Content	**9.8%**

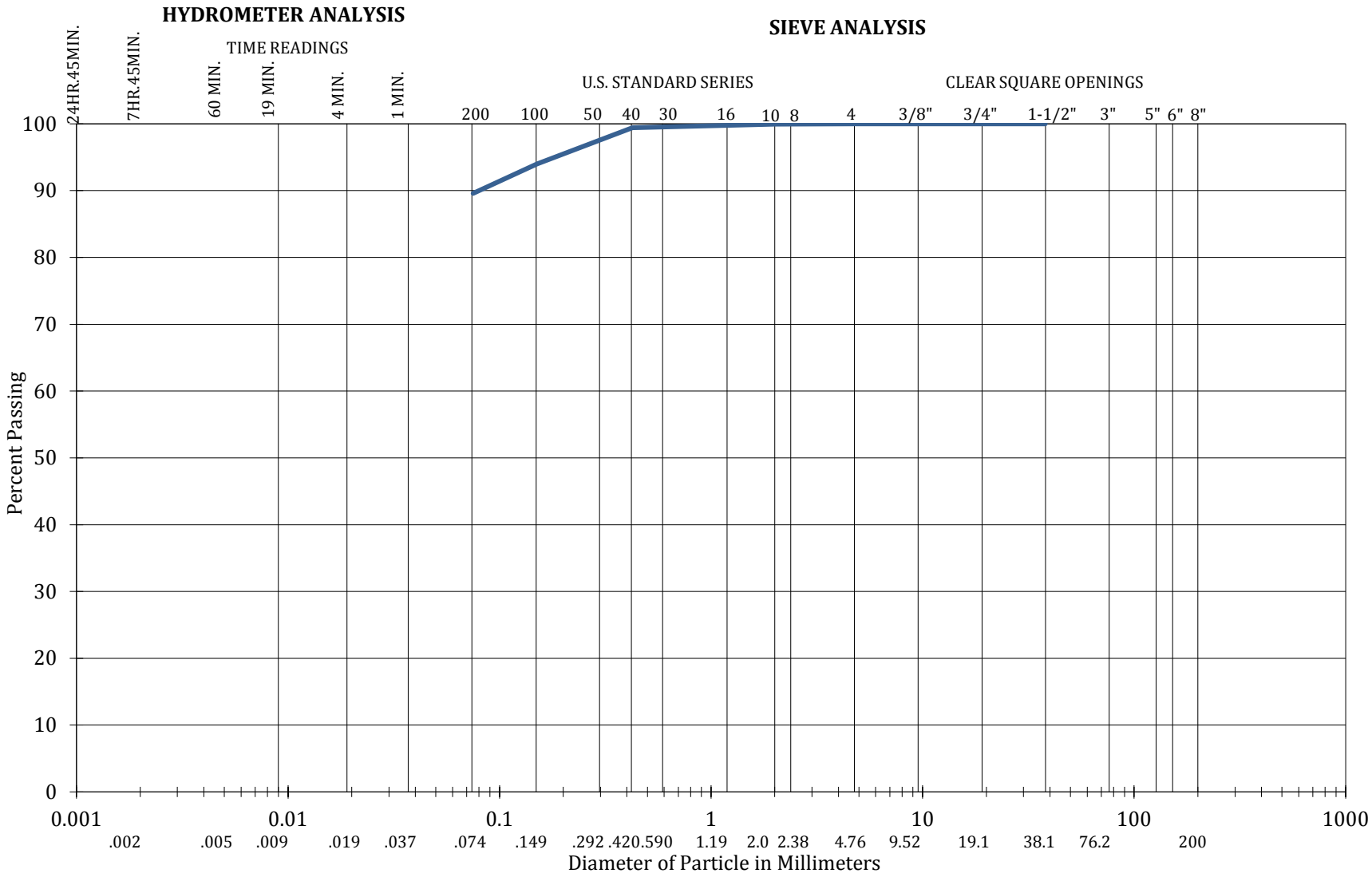
Standard Sieve No.	Particle Size (mm)	Tare Weight (g)	Sample + Tare (g)	Sample Weight (g)	Cumulative % Retained	Percent Passing
1.5"	38	171.0	171.0	0.0	0%	100%
1"	25	171.0	171.0	0.0	0%	100%
3/4"	18.75	171.0	171.0	0.0	0%	100%
3/8"	9.5	171.0	171.0	0.0	0%	100%
#4	4.75	171.0	171.0	0.0	0%	100%
#10	2.00	171.0	171.4	0.4	0%	100%
#40	0.425	171.0	176.0	5.0	1%	99%
#100	0.15	171.0	220.2	49.2	6%	94%
#200	0.075	171.0	210.7	39.7	10%	90%
Pan	0	171.0	983.3	812.3	100%	0%
		Total Weight of Sample (g)		**906.7**		

Moisture Content	
Wet Wt + Tare (g)	1164.8
Dry Wt. + Tare (g)	1076.3
Wt of Water (g)	88.4
Tare Wt. (g)	169.7
Dry Wt. (g)	906.7
Moisture Content	9.8%
Wash	
Wet Wt. + Tare (g)	1164.8
Pre Wash Dry (g)	906.7
Post Wash Dry (g)	94.3
Tare Wt. (g)	0.0
Wt.Of Minus #200 =	812.3

Project:	Teton Gables Parking Structure	Sampled By:	AP
Job Number	18-262-02	Date:	10/9/2018
Visual ID:	Light brown silt loess	Tested By:	JM
		Date:	10/22/2018

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USCS CLASSIFICATION SIEVE CHART

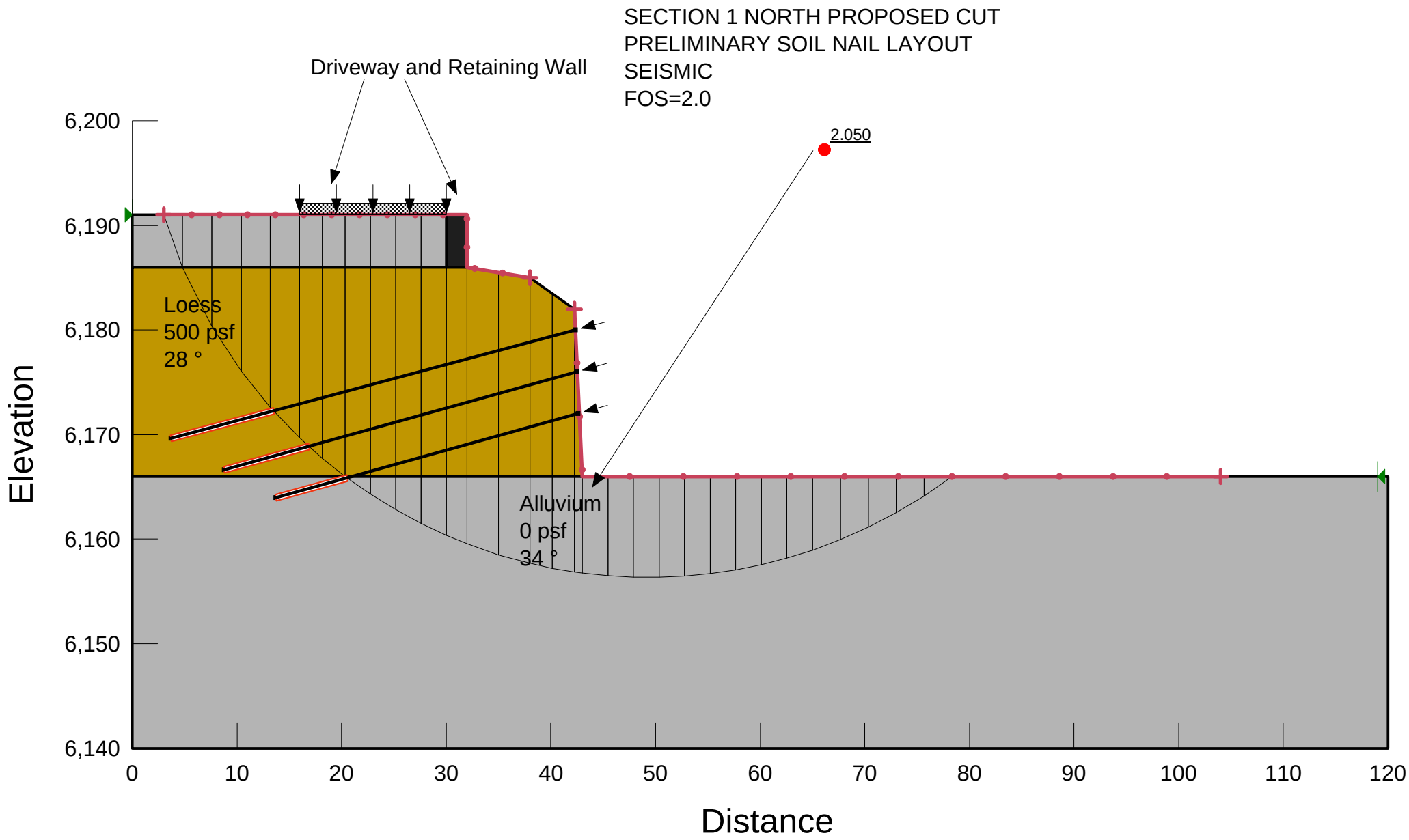


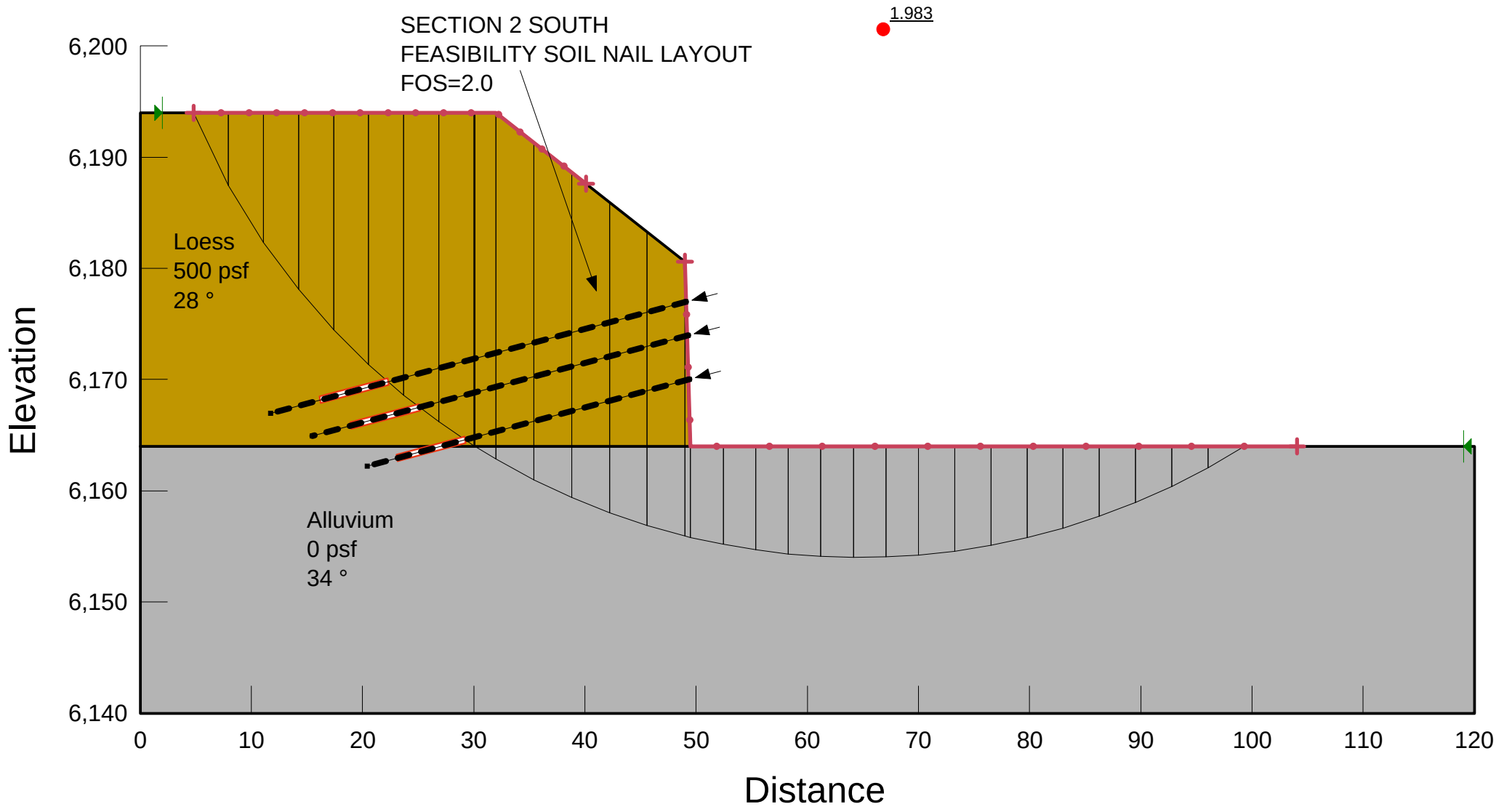
CLAY (plastic) TO SILT (non-plastic)	SAND			GRAVEL		COBBLES
	FINE	MEDIUM	COARSE	FINE	COARSE	

TP2-1

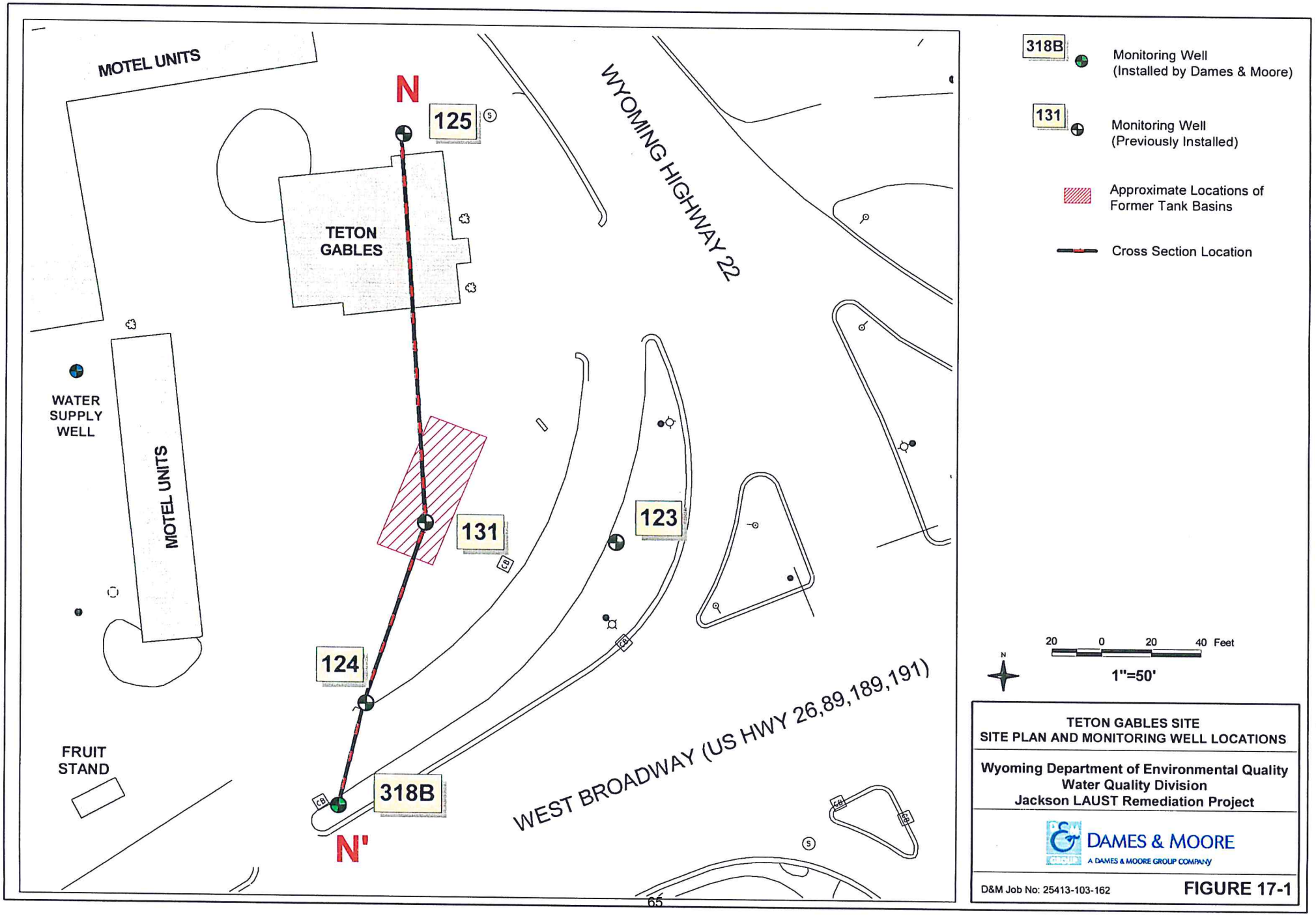
Teton Gables Parking Structure

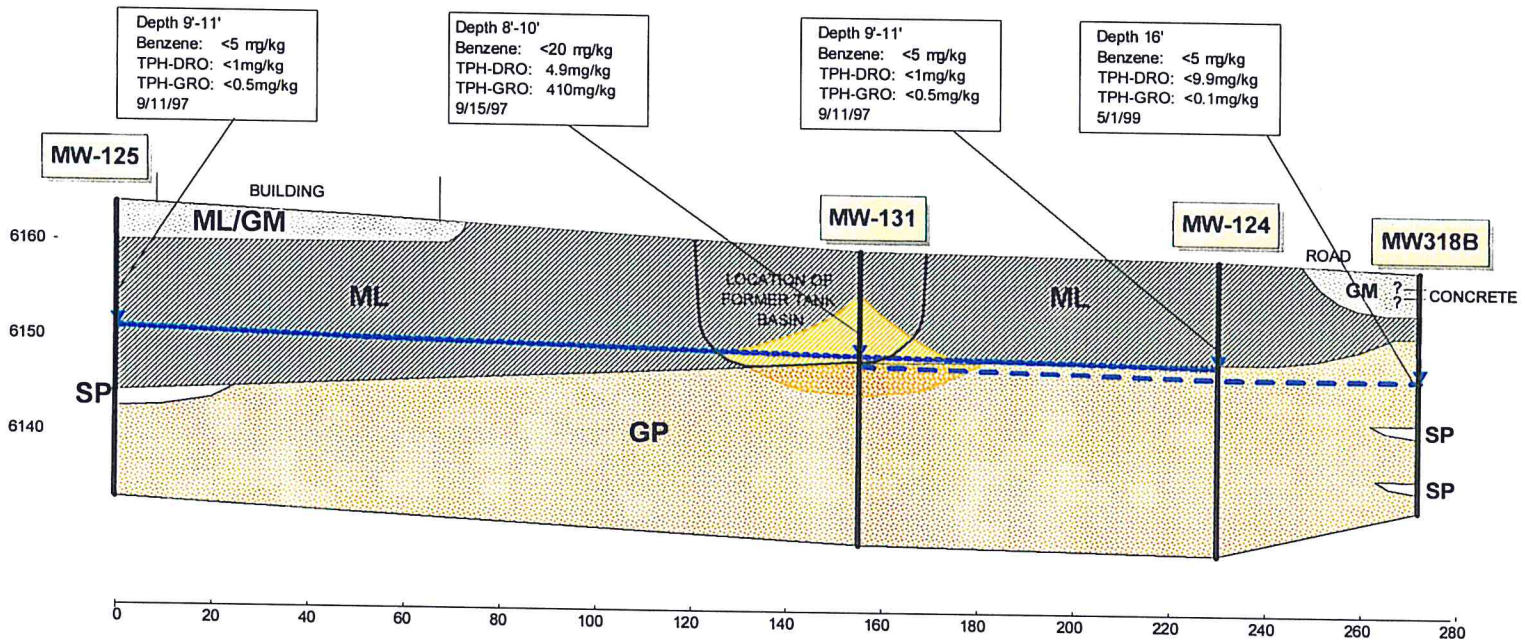
SLOPE STABILITY ANALYSES


SECTION 1 NORTH PROPOSED CUT
PRELIMINARY SOIL NAIL LAYOUT
SEISMIC
FOS=2.0
Driveway and Retaining Wall
2.050
Loess
500 psf
28 °
Alluvium
0 psf
34 °
Elevation
6,200
6,190
6,180
6,170
6,160
6,150
6,140
0
10
20
30
40
50
60
70
80
90
100
110
120
Distance


SECTION 2 SOUTH
FEASIBILITY SOIL NAIL LAYOUT
FOS=2.0
1.983
Loess
500 psf
28 °
Alluvium
0 psf
34 °
Elevation
6,200
6,190
6,180
6,170
6,160
6,150
6,140
0
10
20
30
40
50
60
70
80
90
100
110
120
Distance

WYDEQ MONITORING WELL RECORDS


MOTEL UNITS
N
125
WYOMING HIGHWAY 22
TETON GABLES
WATER SUPPLY WELL
MOTEL UNITS
131
123
124
FRUIT STAND
318B
N'
WEST BROADWAY (US HWY 26,89,189,191)
318B
Monitoring Well (Installed by Dames & Moore)
131
Monitoring Well (Previously Installed)
Approximate Locations of Former Tank Basins
Cross Section Location
20 0 20 40 Feet
1"=50'
TETON GABLES SITE
SITE PLAN AND MONITORING WELL LOCATIONS
Wyoming Department of Environmental Quality
Water Quality Division
Jackson LAUST Remediation Project
DAMES & MOORE
A DAMES & MOORE GROUP COMPANY
D&M Job No: 25413-103-162
FIGURE 17-1



Horizontal l Scale in Feet (1"=40'), Vertical Exaggeration: 2X

Description of Units

ML	Brown and Tan Silt, Brown Sandy Silt
ML/GM	Brown Sandy Silt with Gravel
SP	Fine to Medium Sand, Brown Sand, Gray Gravelly Sand
GM	Dark Brown Silty Sandy Gravel
GP	Brown Sand and Gravel with some Silt, Brown Sandy Gravel with Silt and Cobbles, Brown Coarse Sand and Gravel with Cobbles

Groundwater Level (Fall 97)

Groundwater Level (Summer 99)

Petroleum Staining/Odor with PID>100 Units

TETON GABLES SITE
GEOLOGIC CROSS SECTION N - N'

Wyoming Department of Environmental Quality
Water Quality Division
Jackson LAUST Remediation Project

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

D&M Job No: 25413-013-162

FIGURE 17-2

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

PAGE 1 of 1

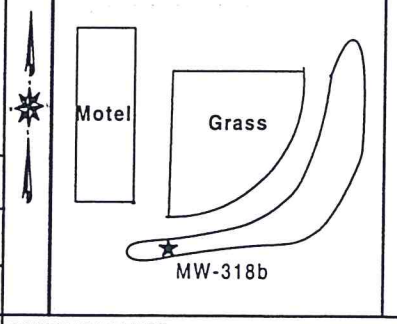
WELL CONSTRUCTION LOG

BORING/WELL NO. MW-318b	LOCATION Teton Gables Jackson, Wyoming
PROJECT NAME Jackson LAUST	FIELD GEOLOGIST Jim Blankenau, Staff Geologist
DRAWN BY Remmet deGroot, Env. Scientist	APPROVED BY Lori Robison, Senior Geologist
DRILLING EQUIP./METHOD ODEX Air Rotary	SIZE/TYPE OF BIT
CASING: 2.0" Sch. 40 PVC	SCREEN: 0.02 slotted, 2.0" Sch. 40 PVC

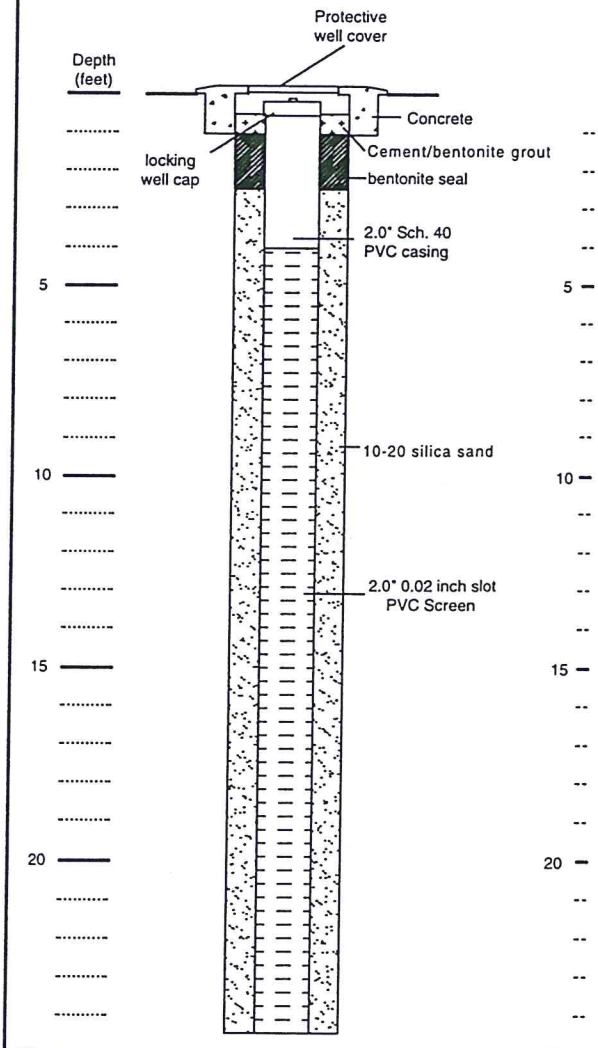
SAMPLING METHOD: Grab Sample

DATE STARTED/COMPLETED: 5/25/99

WELL LOCATION MAP



WELL CONSTRUCTION



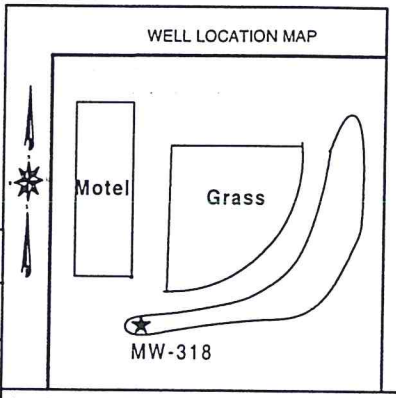
GRAPHIC LOG	DESCRIPTION	PID (PPM)
GM Fill	Dark brown silty gravel (GM), fill, slightly moist, no odor	
	Concrete	
GM-GP	Brown silty sandy gravel (GM-GP), slightly moist to moist, well rounded,no odors	
SM	Silty sand (SM), trace clay brown, moist, low plasticity, no odor, some gravel	0.0
		0.0
	Sandy gravel (GP), brown, moist to slightly moist, well rounded, no odor	3.0
GP		3.0
	wet@14'	19.7
	Note: High background on PID	3.0
SP	Brown sand (SP), poorly graded, wet, no odor , med sand	
GP	Sandy gravel (GP), same as above	0.0
	Sandy Gravel (GP), well rounded gravel w/med sand	0.0
GP		0.0
SP	Gray gravelly sand (SP), med grained sand, wet, no odor	0.0

DAMES & MOORE
A DAMES & MOORE GROUP COMPANY

PAGE 1 of 1

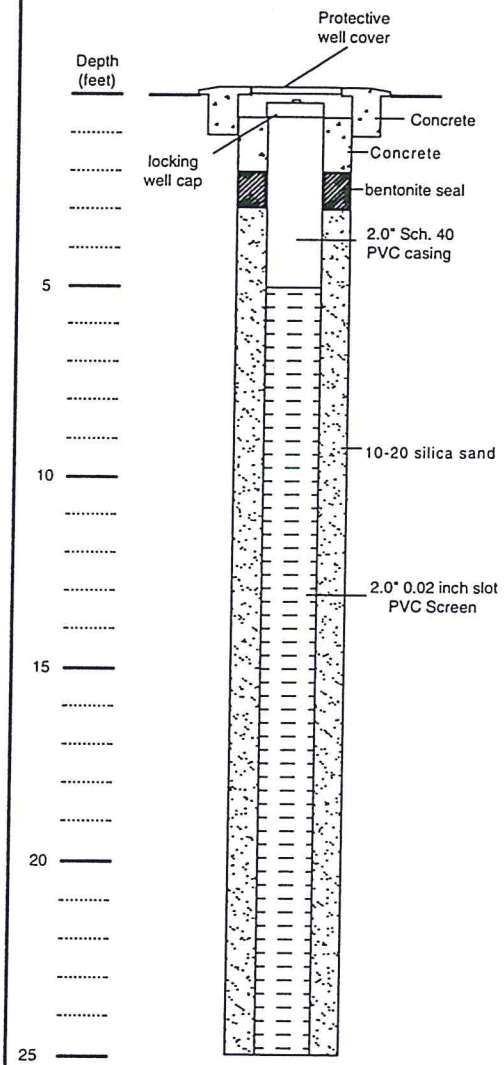
WELL CONSTRUCTION LOG

WELL LOCATION MAP



BORING/WELL NO. MW-318	LOCATION Teton Gables Jackson, Wyoming	
PROJECT NAME Jackson LAUST	FIELD GEOLOGIST Jim Blankenau, Staff Geologist	
DRAWN BY Remmet deGroot, Env. Scientist	APPROVED BY Lori Robison, Senior Geologist	
DRILLING EQUIP./METHOD Hollow Stem Auger	SIZE/TYPE OF BIT 7 7/8" / HSA	SAMPLING METHOD 2' Split Spoon
CASING: 2.0" Sch. 40 PVC	SCREEN: 0.02 slotted, 2.0" Sch. 40 PVC	DATE STARTED/COMPLETED 5/1/99

WELL CONSTRUCTION



LITHOLOGY

GRAPHIC LOG	DESCRIPTION	PID (PPM)	SOIL SAMPLE
GM	Dark brown silty gravel (GM), fill, slightly moist		
	Concrete		
	Cobbles & gravel		
GM-GP	Silty sandy gravel (GM-GP), brown, moist, no odor, coarse gravel, 2 in max clast size	0.8	
	Cobbles		
	(No sample- Crushed Rock)		
	Wet @ 14'		
SM	Brownish yellow silty sand (SM), wet, no odor, med to fine sand	0.0	
GM-GP	Silty sandy gravel (GM-GP), brownish yellow, wet, no odor, coarse gravel, rounded		15.5-16' bgs
	Cobbles & gravel		
SM	Silty sand (SM), brownish yellow, wet, no odor	0.0	
GM-GP	Silty sandy gravel (GM-GP), brownish yellow, wet, no odor, well rounded, coarse gravel, up to 2 inch diameter		
SP	Gray poorly graded sand (SP), no odor, subrounded, wet	0.0	
GP	Poorly graded gravel (GP), fine gravel, no odor, wet, well rounded to subrounded		

To: Town of Jackson Planning & Building Department

Cc: Cornelius Kinsey, Kinsey LLC

From: Brian Remlinger, Principal, Alder Environmental, LLC
Julie Polasik, Wildlife Ecologist, Alder Environmental, LLC

Date: December 20, 2019

Re: **Proposed Teton Gables Motel Phase II, *Wildlife Use / Habitat Review***
PIDN: 22-41-16-32-1-00-031

The developers of the Teton Gables Motel Phase II are proposing a parking structure with housing and lodging above (Nelson Engineering Exhibit 10/16/19) on the property located at 1140 W Highway 22 within the Town of Jackson limits. Mr. Cornelius Kinsey, agent for the developers of the structure, requested the services of Alder Environmental, LLC to assist with submittal requirements related to the standards in the Town of Jackson Land Development Regulations (LDRs) Section 5.4.1. Steep Slopes. The submittal requirement for the proposed development includes a:

> *Report summarizing wildlife use of the subject property and any potential impacts from the proposed development.* (LDR *5.4.1.C.6.a*)

For the purposes of this review, *wildlife* shall be defined as those species and associated habitat protected in the in the current LDRs (Div. 5.2) and those species identified in the Teton County Focal Species Habitat Mapping Project (Alder 2017). *Impacts* shall be defined as development and/or uses that will detrimentally affect the food supply and/or cover provided by the habitat or detrimentally affect the potential for survival of the protected and focal wildlife species.

SITE INVENTORY & DATA REVIEW

A site visit was conducted on November 1, 2018 to evaluate existing wildlife habitat conditions and use. Photos 1 & 2 depict current site conditions consisting of developed impervious surfaces and disturbed lands with non-native and invasive plant species. The project site is entirely surrounded by development with active human use and activities. No signs of ungulate use (tracks, trails or scat) or bird nests (raptors specifically) were observed on the project location during the field inventory.



PHOTO 1 – Looking west at proposed parking structure.



PHOTO 2 – Looking northwest at slope behind existing motel.

Three sources of wildlife habitat data were reviewed: 1) Wyoming Game and Fish Department (WGFD) designated ungulate crucial winter ranges and migration routes and Bald Eagle Nests, 2) the 2013 WYDOT / Teton Science Schools mule deer movement and habitat use study (Riginos et. al, 2013) and 3) the Teton County

Focal Species Habitat Mapping Project (Alder 2017). The only protected or focal wildlife species potentially using the project site or impacted by the proposed development is mule deer.

The entire project site is mapped within WGFD designated mule deer crucial winter yearlong range (WGFD 2012, Figure 1). However, WGFD range maps were drawn at a very coarse scale and while the maps identify important areas, they are not useful for site specific analysis. The project site consists of disturbed and agricultural meadow cover types thus it does not contain the vegetative cover types that mule deer use for crucial winter range (xeric and mesic sagebrush-grasslands and mixed shrub types; *LDR Section 5.2.1.B.3.d*). Wyoming Game and Fish designated mule deer crucial winter range is also mapped northeast of the project site across Highway 22, and an elk migration corridor is mapped within 0.5 miles southwest of the project site. Although WGFD designated mule winter range is mapped within and near the project site, the high levels of human use and disturbed habitat types at the project site indicate that the site is of low-quality habitat for mule deer and is unlikely to be used as winter range.

The 2013 WYDOT/TSS Mule Deer Study designates the project site as a *low use movement area* for mule deer and *moderate probability of winter use* due to the project site's proximity to *high probability winter use* areas on High School Butte southwest of the project site and North Gros Ventre Butte to the north (Figure 2). Therefore, mule deer are more likely to use the higher quality habitat on High School Butte and North Gros Ventre Butte than the low-quality habitat at the project site. The site inventory, 2013 WYDOT/TSS Study and 2017 County Focal Species mapping also suggest that the crucial winter range that is mapped by WGFD does not exist at the project site (Riginos 2013, Alder 2017).

The nearest Bald Eagle nest to the project site is located 0.51 miles southwest of the site (WGFD 2019), and the site does not contain suitable habitat for nesting or wintering Bald Eagles. The project site also does not contain any crucial winter or nesting habitat for Trumpeter Swans, spawning habitat for Snake River cutthroat trout, or crucial moose winter habitat.

The Teton County Focal Species Habitat Map quantified the relative habitat values for the project site as ranging from 7 to 10 (low value) out of a possible 42 (highest value) (Alder 2017, Figure 2). This indicates that the project site is of low quality for wildlife habitat. The relative values habitat map was created by combining 20 weighted focal species habitat maps that are based on well documented species habitat data, expert knowledge and peer reviews, and environmental variables, providing a thorough assessment of relative wildlife habitat values in Teton County. The Countywide Habitat Value Map also designates the property and location of the proposed development as *Low Value Habitat* (EcoConnect 2018).

FINDINGS & OPINION

Wildlife use of the subject property is considered minimal and non-existent based on the site inventory and data reviews. Direct impacts from the proposed development to wildlife species and habitat protected by the Town of Jackson LDRs and those focal species identified in the Teton County Focal Species Habitat Mapping Project are negligible, if essentially non-existent.

REFERENCES

Alder 2017. Final Report: Focal Species Habitat Mapping for Teton County, WY. Alder Environmental LLC. Jackson, WY. April 2017.

EcoConnect 2018. Focal Species Habitat Mapping for Teton County, WY. Report Addendum. EcoConnect Consulting LLC. June 2018.

Riginos, C., Krasnow, K.D., Hall, E., Graham, M., Sundaresan, S., Brimeyer, D., Fralick, G., & Wachob, D. 2013. Mule Deer (*Odocoileus hemionus*) Movement and Habitat Use Patterns in Relation to Roadways in Northwest Wyoming. FHWA-WY-13/08F.

WGFD. 2012. Big Game Ranges Geographic Information Systems Layers. Cheyenne, WY.

WGFD. 2019. Bald Eagle Nest Flight Survey Data. Wyoming Game and Fish Department. Jackson, WY.

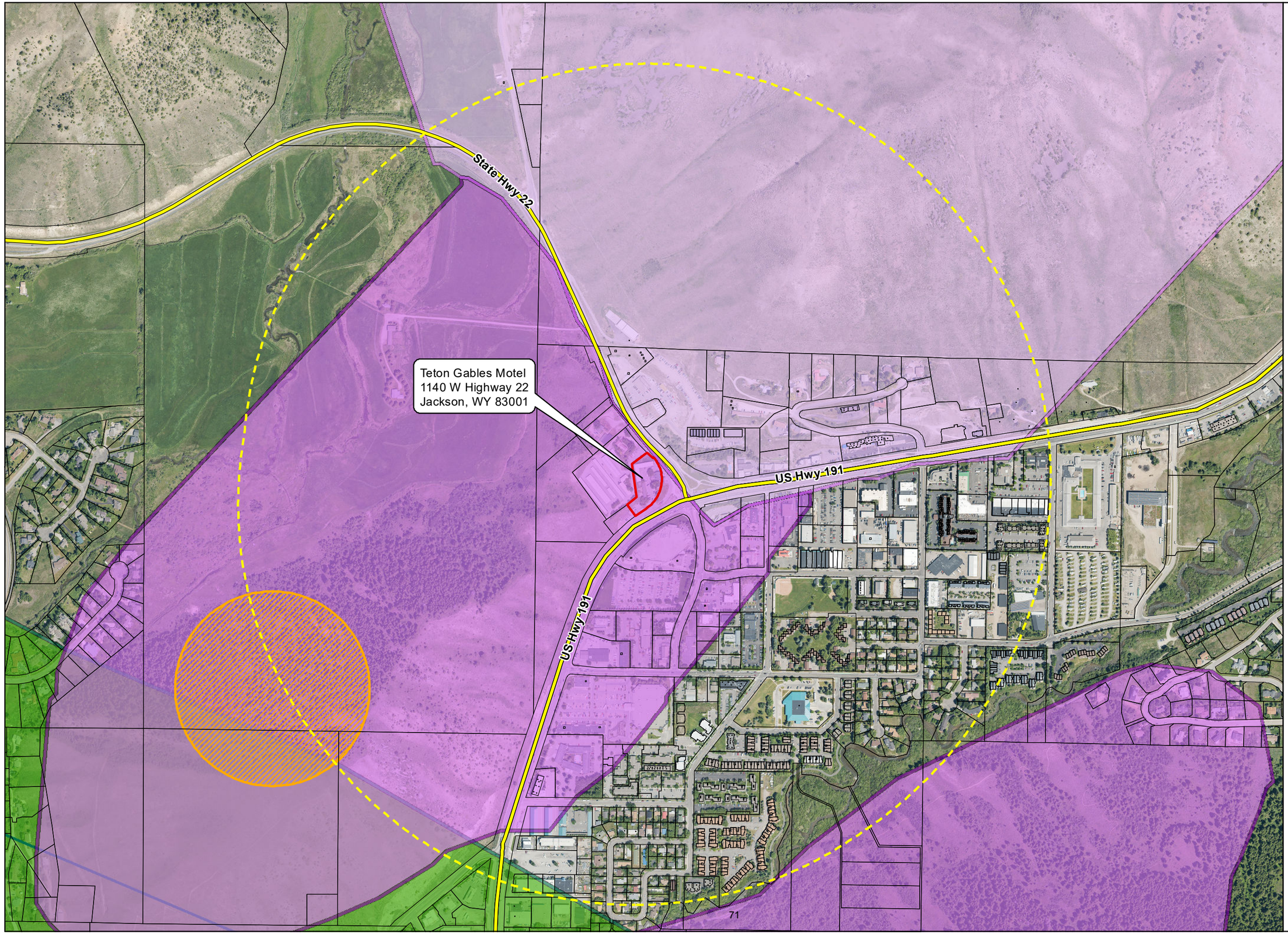


FIGURE 1

Mule Deer Crucial Winter Range and Elk Migration Corridor

Teton Gables LLC
TETON GABLES MOTEL PHASE II
1140 W Highway 22
Jackson, WY 83001

Legend

- Property Boundary
- 1/2 Mile Property Buffer
- Teton County Ownership
- State & County Roads
- Bald Eagle Nest Buffer
- Mule Deer Crucial Winter Range
- Mule Deer Crucial Winter/Yearlong Range
- Elk Migration Route 1/2 Mile Buffer

Sources

TETON COUNTY
- Aerial Imagery, June 2019
- Ownership Boundaries
- Roads
- Natural Resources Overlay (NRO)

WGFD
- Big Game Crucial Ranges and Migration Routes (2012)

1 in = 600 feet
0 150 300 600 Feet
N

December 20, 2019

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Jackson, WY alderenvironmental.com

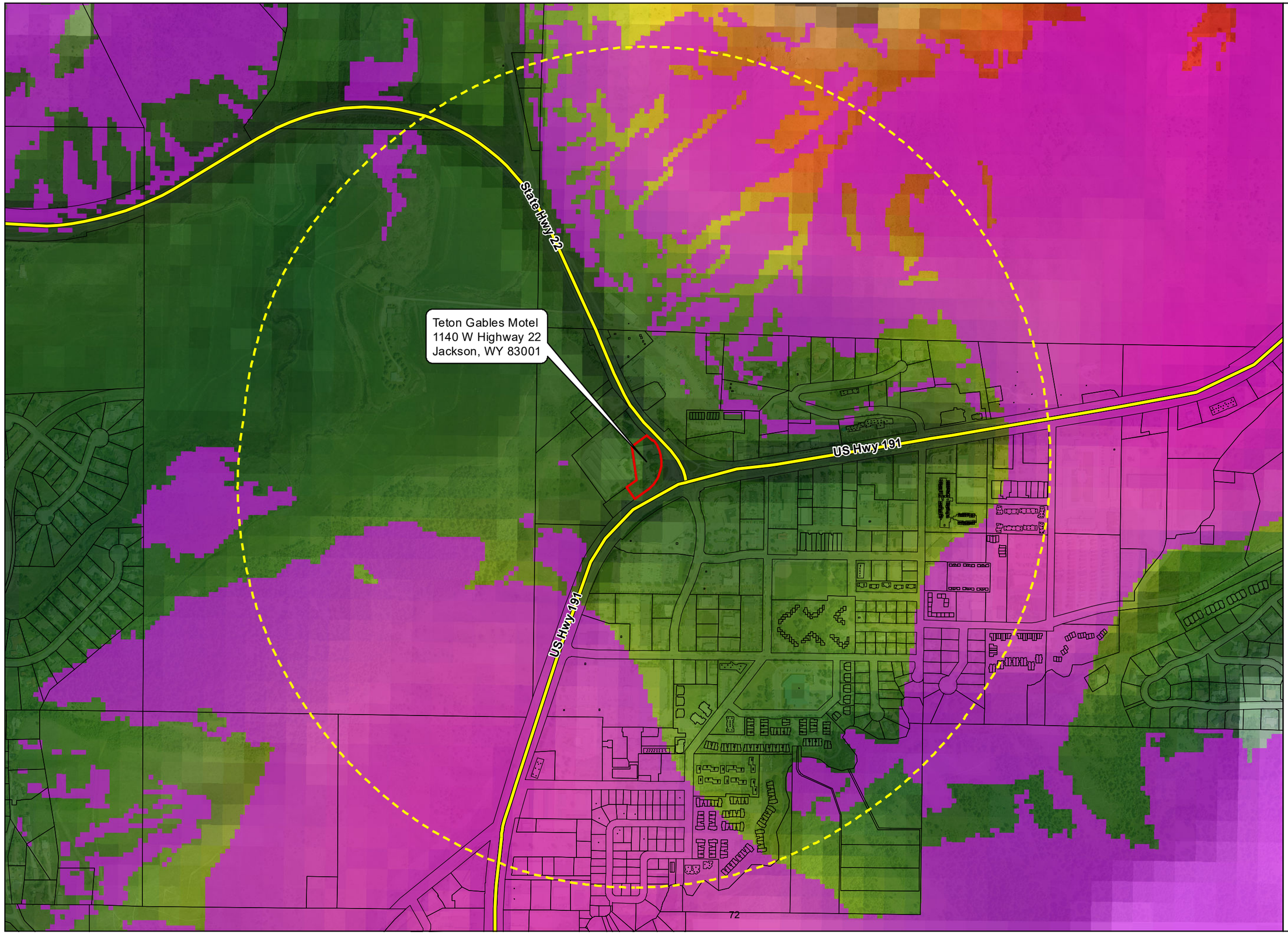


FIGURE 2

Focal Species Habitat & CRC/WYDOT Mule Deer Ranges

Teton Gables LLC
TETON GABLES MOTEL PHASE II
1140 W Highway 22
Jackson, WY 83001

Legend

- Property Boundary
- 1/2 Mile Property Buffer
- State & County Roads
- Teton County Ownership
- Mule Deer Winter Habitat (Alder 2017)

Mule Deer Use (TSS/WYDOT 2013)

Winter 2011 & 2012 Kernel Density / Utilization Distribution

HIGH PROBABILITY

MODERATE PROBABILITY

Sources

Teton County
- Aerial Imagery, June 2019
- Ownership Boundaries

Alder Environmental (2017)
- Focal Species Habitat Map - Mule Deer

Conservation Research Center of Teton Science Schools/WY Dept. of Transportation (2013)
- Mule Deer Kernal Density and Utilization Distribution

1 in = 600 feet

0 150 300 600 Feet

N

December 20, 2019

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TOWN OF JACKSON
TOWN COUNCIL
AGENDA DOCUMENTATION

PREPARATION DATE: APRIL 2, 2020
MEETING DATE: APRIL 6, 2020

SUBMITTING DEPARTMENT: Planning
DEPARTMENT DIRECTOR: Paul Anthony
PRESENTER: Tyler Sinclair

SUBJECT: **ITEM P19-187:** Amendment to the text of the Land Development Regulations, pursuant to Section 8.7.1, LDR Text Amendments, to revise portions of Division 8.10 Duties and Responsibilities and other related LDR sections to update Section 8.10.1 Planning Director and to add the position of Community Development Director with related duties and responsibilities.

APPLICANT: Town of Jackson

REQUESTED ACTION

To amend Section 8.10 Duties and Responsibilities and other related sections of the Town of Jackson Land Development Regulations (LDRs) to modify and update Section 8.10.1 Planning Director and to add the position of Community Development Director with related duties and responsibilities

APPLICABLE REGULATIONS

Sec. 8.7.1. LDR Text Amendment

BACKGROUND

With the creation of the Community Development Director for the Town of Jackson it is necessary to amend the LDRs to articulate the duties and responsibilities for Planning Director and Community Development Director positions.

LOCATION

The amendments apply Town-wide.

PROJECT DESCRIPTION

The Community Development position was created by the Town to allow the Town the opportunity to focus more on long range planning and strategic planning not only in the Planning Department but more importantly across the entire organization. Specifically, there are many portions of the Comprehensive Plan that are not only a land use issue but rely on all aspects of Town government to ensure their implementation including housing, transportation, core services, budgeting and community education and outreach. Regarding the LDRs the Community Development Director will be responsible for the following three (3) areas with the majority of the duties remaining with the Planning Director:

1. *To initiate or review, consider, and recommend to the Town Council a decision on the following legislative applications:*
    a) *LDR text amendments pursuant to Sec. 8.7.1.,*
    b) *Zoning Map amendment pursuant to Sec. 8.7.2.,*
    c) *Planned Unit Development pursuant to Sec. 8.7.3.;*

2. *To review the effectiveness of these LDRs and the Official Zoning Map in implementing the Comprehensive Plan; and*

3. *To lead and provide recommendations to the Town Council on strategic, long range planning efforts on behalf of the Town including by not limited to the Comprehensive Plan, Integrated Transportation Plan, Housing Action Plan, etc.*

These three duties have been assigned to the Community Development Director as they are legislative policy decisions related to implementation of the Comprehensive Plan. All other duties will remain the sole responsibility of the Planning Director.

Please see the attached Division 8.10 Duties and Responsibilities revised in a clean revised and track changed version and a table indicating other LDR sections that require updating as a result of adding the Community Development Director.

STAFF ANALYSIS

The issue and the related rationale for the proposed change is provided in the attached table. As this is an LDR text amendment it must be approved by ordinance. Based upon Council direction at this meeting staff will prepare the required ordinance for consideration at future meetings.

STAKEHOLDER ANALYSIS

To date no public comment has been received on this application.

STAFF FINDINGS

Pursuant to Section 8.7.1.C of the Town of Jackson Land Development Regulations, the advisability of amending the text of these LDRs is a matter committed to the legislative discretion of the Town Council and is not controlled by any one factor. In deciding to adopt or deny a proposed LDR text amendment the Town Council shall consider factors including, but not limited to, the extent to which the proposed amendment:

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

    Complies. The purpose of the LDRs is to predictably implement the Comprehensive Plan. The proposed amendment updates portions of the LDRs in order to allow staff and the public to better understand the roles and responsibilities of the Planning Director and Community Development Director.

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

    Complies. The proposed amendment clarifies portions of the LDRs in order to resolve inconsistent text in different parts of the LDRs as it relates to the roles and responsibilities of the Planning Director and Community Development Director.

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

    N/A

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

   Complies. The proposed amendment clarifies portions of the LDRs in order respond to the recent creation of a Town Community Development Director specifically as it relates to the roles and responsibilities of the Planning Director and Community Development Director

5. ***Improves implementation of the Comprehensive Plan; and***

   Complies. The proposed amendment improves the implementation of the Comprehensive Plan by increasing the oversite and personal responsible for implementation of the Comprehensive Plan.

6. ***Is consistent with other adopted Town Ordinances.***

   Complies. The proposed amendment does not conflict with any other Town Ordinances.

PLANNING COMMISSION

This item appeared before the Planning Commission on March 4, 2020 and received a unanimous recommendation of approval to the Town Council.

ATTACHMENTS

1. Division 8.10. Duties and Responsibilities – Revised Clean
2. LDR Text Amendment – Community Development Director (P19-187) – Amendment Table
3. Town of Jackson Organizational Flow Chart – Revised
4. Division 8.10. Duties and Responsibilities – Revised Redline

LEGAL REVIEW

Complete.

RECOMMENDATION

The Planning Director recommends approval of P19-187.

SUGGESTED MOTION

Based upon the findings pursuant to Section 8.7.1.C for an amendment to the text of the Land Development Regulations, as presented by staff and made by the Planning Commission for Item P19-187, the application: 1) Is consistent with the purposes and organization of the LDRs; 2) Improves the consistency of the LDRs with other provisions of the LDRs; 3) Provides flexibility for landowners within standards that clearly define desired character; 4) Is necessary to address changing conditions, public necessity, and/or state or federal legislation; 5) Improves implementation of the Comprehensive Plan; and 6) Is consistent with other adopted Town Ordinances, I move to **approve** the requested text amendment to Division 8.10 Duties and Responsibilities and associated sections of the Town Land Development Regulations as presented.

Div. 8.10. Duties and Responsibilities

The following Town bodies and staff shall have the following powers and responsibilities in administering and reviewing applications under the LDRs.

8.10.1. Community Development Director

A. Creation and Appointment

The Community Development Director shall be appointed by and serve at the pleasure of the Town Administrator.

B. Jurisdiction, Authority, and Duties

In addition to the jurisdiction, authority, and duties which may be conferred upon the Community Development Director by other provisions of the Jackson Municipal Code and the Town Council, the Community Development Director shall have the following jurisdiction, authorities, and duties under these LDRs:

1. To initiate or review, consider, and recommend to the Town Council a decision on the following legislative applications:
    a. LDR text amendments pursuant to Sec. 8.7.1.,
    b. Zoning Map amendment pursuant to Sec. 8.7.2.,
    c. Planned Unit Development pursuant to Sec. 8.7.3.;
2. To review the effectiveness of these LDRs and the Official Zoning Map in implementing the Comprehensive Plan; and
3. To lead and provide recommendations to the Town Council on strategic, long-range planning efforts on behalf of the Town including by not limited to the Comprehensive Plan, Integrated Transportation Plan, Housing Action Plan, etc.

C. Delegation

Any authority or duty of the Community Development Director may be delegated to a professional- level employee of the Community Development Department or Planning Department, unless specified otherwise by these LDRs.

8.10.2. Planning Director (1/1/15, Ord. 1074)

A. Creation and Appointment

The Planning Director shall be the agency head of the Planning Department appointed by and serve at the pleasure of the Town Administrator.

B. Jurisdiction, Authority, and Duties

In addition to the jurisdiction, authority, and duties which may be conferred upon the Planning Director by other provisions of the Jackson Municipal Code and the Town Council, the Planning Director shall have the following jurisdiction, authorities, and duties under these LDRs:

1 To administer the pre-submittal requirements of these LDRs pursuant to Sec. 8.2.1.-Sec. 8.2.3.;

2 To receive applications under these LDRs pursuant to Sec. 8.2.4.-Sec. 8.2.5.;

3. To coordinate review and recommendation under these LDRs pursuant to Sec. 8.2.6.-Sec. 8.2.7.;

4. To administer post-decision requirements of these LDRs pursuant to Sec. 8.2.11.-Sec. 8.2.13.;

5. To ensure that adequate public notice is provided for public hearings on applications under these LDRs pursuant to Sec. 8.2.14.;

6. To review, consider, and decide the following permit applications:

   a. sign permit pursuant to Sec. 8.3.5.,

   b. basic use permit pursuant to Sec. 8.4.1.,

   c. development option plan pursuant to Sec. 8.5.2.,

   d. exempt land division pursuant to Sec. 8.5.4., and

   e. administrative adjustment pursuant to Sec. 8.8.1.;

7. To review, consider, and decide the following requests for interpretation:

   a. formal interpretation pursuant to Sec. 8.6.1., and

   b. zoning compliance verification pursuant to Sec. 8.6.2.;

8. To review consider, and decide on the zoning compliance of the following applications:

   a. building permit pursuant to Sec. 8.3.3. and

   b. grading permit pursuant to Sec. 8.3.4.;

9. To review, consider, and recommend a decision to the Planning and Zoning Commission and/or Board of Adjustment or Town Council on the following applications:

   a. sketch plan pursuant to Sec. 8.3.1.,

   b. development plan pursuant to Sec. 8.3.2.,

   c. conditional use permit pursuant to Sec. 8.4.2.,

   d. special use permit pursuant to Sec. 8.4.3.,

   e. subdivision plat pursuant to Sec. 8.5.3., and

   f. variance pursuant to Sec. 8.7.2.;

10. To initiate actions to revoke permits where the physical development, use, or development option is not in compliance with the terms and conditions of the permit;

11. To initiate requests to the Town Attorney to institute proceedings against the violators of these LDRs;

12. To undertake the day to day administration of the LDRs;

13. To serve as the Secretary to the Planning and Zoning Commission/Board of Adjustment pursuant to the terms of the LDRs;

14. To take such other action and perform such other duties as may be provided for in the LDRs.

C. Delegation

Any authority or duty of the Planning Director may be delegated to a professional-level employee of the Planning Department, unless specified otherwise by these LDRs.

8.10.3. Plan Review Committee (XX/XX/XX, Ord. XXX)

A. Purpose

The purpose of the Plan Review Committee (PRC) is to advise and assist the Planning Director and Community Development Direction in reviewing, making recommendations, and deciding applications by providing technical assistance regarding compliance with the LDRs.

B. Composition

The PRC consists of representatives of federal, state and local agencies who oversee regulations that are related to physical development, use, development options, and subdivision. The exact members of the PRC may vary from application to application, depending on the nature and magnitude of the application. Potential PRC members are listed below, however the Planning Director may alter or expand the list if an application warrants other technical expertise.

1. Town Engineer
2. County Surveyor
3. Town Clerk
4. Building Official
5. Fire Marshal
6. Teton Conservation District
7. Parks and Recreation Department
8. Pathways Coordinator
9. START
10. Jackson Police Department
11. Sheriff's Department
12. Integrated Solid Waste and Recycling
13. Jackson/Teton County Housing Department
14. Public Works
15. Teton County Public Health
16. Teton County Scenic Preserve Trust
17. Teton County Weed and Pest
18. Teton County School District
19. Teton County
20. Wyoming Department of Game and Fish
21. Wyoming Department of Transportation

22. Wyoming Department of Environmental Quality
23. US Army Corps of Engineers
24. US Fish and Wildlife Service
25. National Forest Service
26. National Park Service

8.10.4. Town Engineer

- No changes

8.10.5. Design Review Committee

- No changes

8.10.6. Planning and Zoning Commission

- No changes

8.10.7. Board of Adjustment

- No changes

8.10.8. Town Council

- No changes

8.10.9. Hearing Officer

- No changes

8.10.10. Town Attorney

In addition to the jurisdiction, authority and duties which may be conferred upon the Town Attorney by law, and the Town Council, the Town Attorney shall have the following authority and duties under the LDRs:

A. To review and approve as to form all resolutions drafted by the Community Development Director, Planning Director, Planning and Zoning Commission, Board of Adjustment, or Town Council in connection with any requirement of the LDRs;

B. To review and approve as to form all proposed new regulations or amendments to these LDRs, all Development Agreements, easements, declarations of covenants, letters of credit, performance guarantees or other such documentation in connection with any requirement of the LDRs; and

C. To advise the Town Administrator, Community Development Director, Planning Director, Planning and Zoning Commission, Board of Adjustment, and/or Town Council in regard to legal issues that may arise during implementation of the LDRs.

D. To enforce the provisions of the LDRs.

8.10.11. Housing Director

In addition to the jurisdiction, authority, and duties, which may be conferred upon the Jackson/Teton County Affordable Housing Director by other provisions of the Jackson Municipal Code and the Town Council, the Housing Director shall have the following authority and duties under these LDRs:

A. To advise and provide technical assistance to the Town Administrator, Community Development Director, Planning Director, Planning and Zoning Commission, Board of Adjustment, and Town Council in regard to the housing issues which may arise during implementation of these LDRs; and

B. To review, consider, and decide the following applications, where the Housing Director or Department is identified as the decision maker:

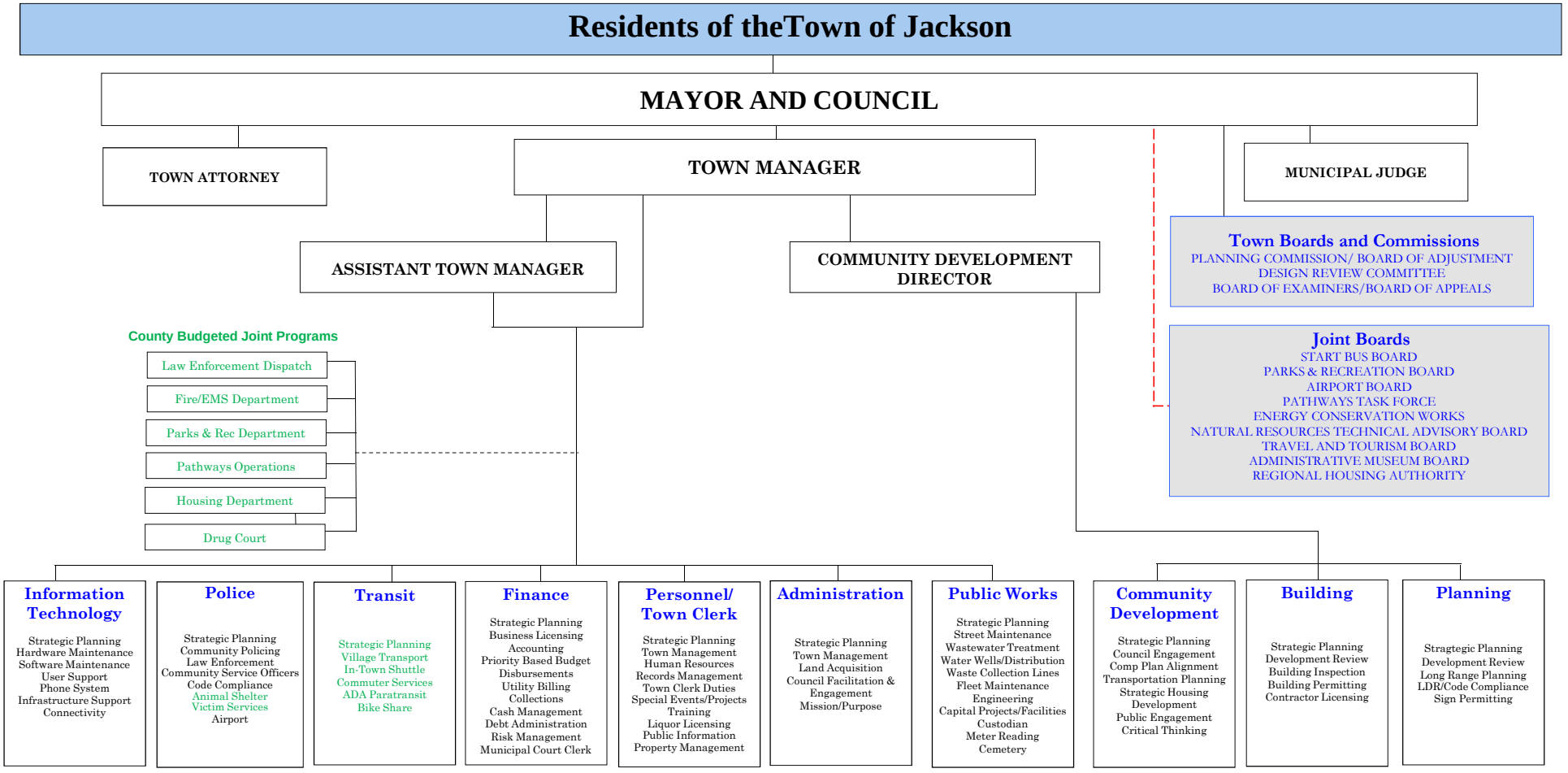
1. minor deviation pursuant to Sec. 8.2.13.B.2,
2. formal interpretation pursuant to Sec. 8.6.1.,
3. zoning compliance verification pursuant to Sec. 8.6.2., and
4. administrative adjustment pursuant to Sec. 8.8.1.

LDR Text Amendment – Community Development Director (P19-187)

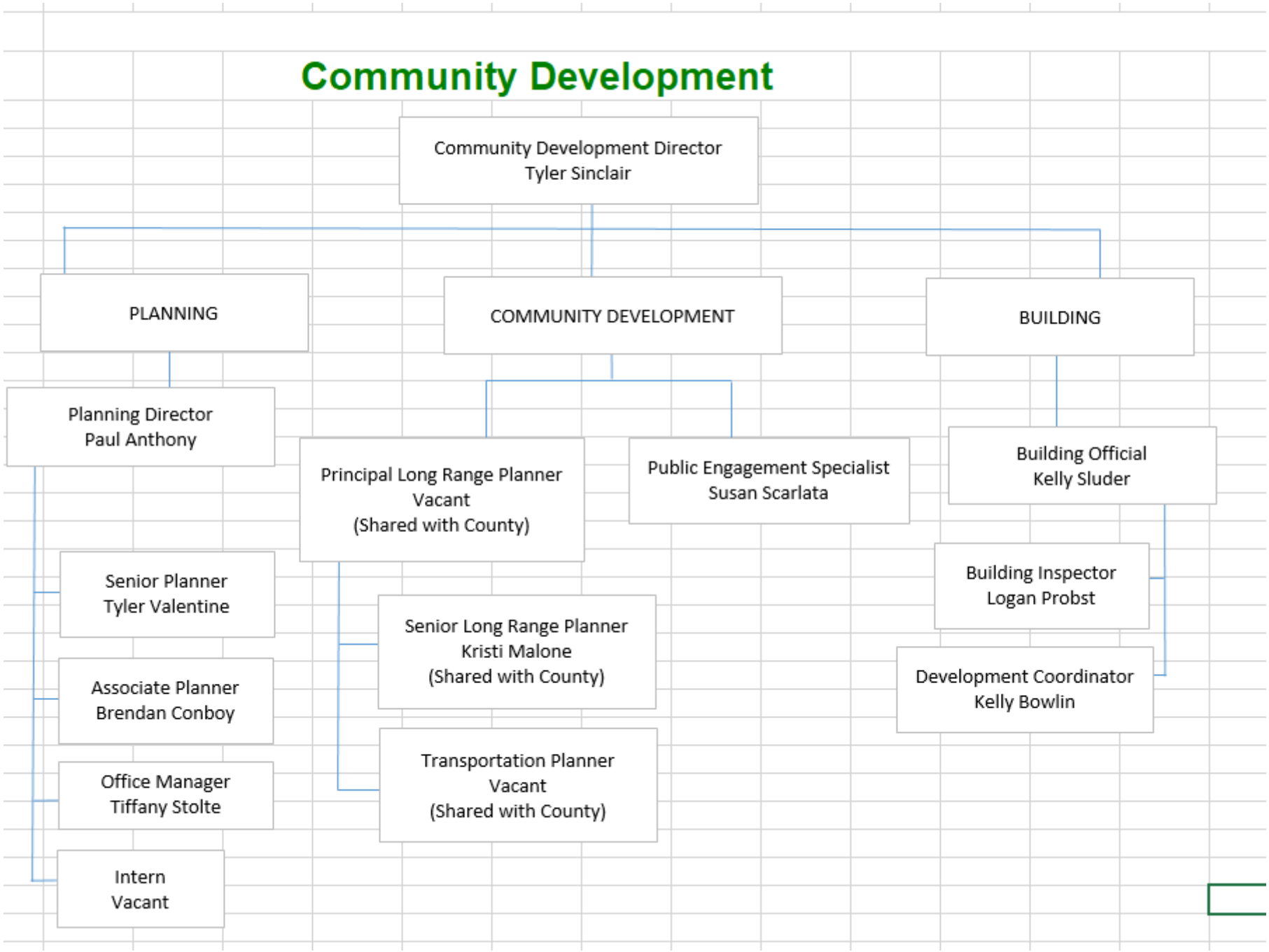
Draft: February 26, 2020

	LDR Division Section	Issue and Staff Recommendation	Proposed Amendment
1	8.10	Insert a Community Development Director (CDD) section, stipulating the CDD responsibilities under the Land Development Regulations and to adjust all portion of the Division as applicable	See attached
2	4.3.1	It is the authority of the Community Development Director not the Planning Director to provide recommendation on all Planned Unit Developments pursuant to Sec. 8.7.3	Replace "Planning Director" with "Community Development Director" throughout
3	8.2.4.D & F	As the CDD has authority over some applications of the LDRs, they need to be listed along with the Planning Director in this section	Insert a Community Development Director along with Planning Director
4	8.6.2	As the CDD has authority over some applications of the LDRs, they need to be listed along with the Planning Director in this section	Insert a Community Development Director along with Planning Director
5	8.7.1	It is the authority of the Community Development Director not the Planning Director to provide recommendation on all LDR Text Amendments pursuant to Sec. 8.7.1	Replace "Planning Director" with "Community Development Director" throughout
6	8.7.2	It is the authority of the Community Development Director not the Planning Director to provide recommendation on all Zoning Map Amendments pursuant to Sec. 8.7.2	Replace "Planning Director" with "Community Development Director" throughout
7	8.7.3	It is the authority of the Community Development Director not the Planning Director to provide recommendation on all Planned Units Developments pursuant to Sec. 8.7.3	Replace "Planning Director" with "Community Development Director" throughout
8	8.9	As the CDD has authority over some applications of the LDRs, they need to be listed along with the Planning Director in this section	Insert a Community Development Director along with Planning Director

TOWN OF JACKSON ORGANIZATION



Community Development



Div. 8.10. Duties and Responsibilities

The following Town bodies and staff shall have the following powers and responsibilities in administering and reviewing applications under the LDRs.

8.10.1. ~~Planning~~ Community Development Director ~~(1/1/15, Ord. 1074)~~

A. Creation and Appointment

The Community Development~~Planning~~ Director shall ~~be the agency head of the Planning Department and shall~~ be appointed by and serve at the pleasure of the Town Administrator.

B. Jurisdiction, Authority, and Duties

In addition to the jurisdiction, authority, and duties which may be conferred upon the Community Development~~Planning~~ Director by other provisions of the Jackson Municipal Code and the Town Council, the Community Development~~Planning~~ Director shall have the following jurisdiction, authorities, and duties under these LDRs:

~~1. To administer the pre-submittal requirements of these LDRs pursuant to Sec. 8.2.1.-Sec. 8.2.3.;~~

~~2. To receive applications under these LDRs pursuant to Sec. 8.2.4.-Sec. 8.2.5.;~~

~~3. To coordinate review and recommendation under these LDRs pursuant to Sec. 8.2.6.-Sec. 8.2.7.;~~

~~4. To administer post-decision requirements of these LDRs pursuant to Sec. 8.2.11.-Sec. 8.2.13.;~~

~~5. To ensure that adequate public notice is provided for public hearings on applications under these LDRs pursuant to Sec. 8.2.14.;~~

~~6. To review, consider, and decide the following permit applications:~~

~~a. sign permit pursuant to Sec. 8.3.5.,~~

~~b. basic use permit pursuant to Sec. 8.4.1.,~~

~~c. development option plan pursuant to Sec. 8.5.2.,~~

~~d. exempt land division pursuant to Sec. 8.5.4., and~~

~~e. administrative adjustment pursuant to Sec. 8.8.1.;~~

~~7. To review, consider, and decide the following requests for interpretation:~~

~~a. formal interpretation pursuant to Sec. 8.6.1., and~~

~~b. zoning compliance verification pursuant to Sec. 8.6.2.;~~

~~8. To review consider, and decide on the zoning compliance of the following applications:~~

~~a. building permit pursuant to Sec. 8.3.3. and~~

~~b. grading permit pursuant to Sec. 8.3.4.;~~

~~9. To review, consider, and recommend a decision to the Planning and Zoning Commission and/or Board of Adjustment or Town Council on the following applications:~~

~~a. sketch plan pursuant to Sec. 8.3.1.,~~

~~b. development plan pursuant to Sec. 8.3.2.,~~

~~c. conditional use permit pursuant to Sec. 8.4.2.,~~

~~d. special use permit pursuant to Sec. 8.4.3.,~~

~~e. subdivision plat pursuant to Sec. 8.5.3., and~~

~~f. variance pursuant to Sec. 8.7.2.;~~

1. To initiate or review, consider, and recommend to the Town Council a decision on the following legislative applications:

    a. LDR text amendments pursuant to Sec. 8.7.1.,

    b. Zoning Map amendment pursuant to Sec. 8.7.2.,

    c. Planned Unit Development pursuant to Sec. 8.7.3.;

~~2. To initiate actions to revoke permits where the physical development, use, or development option is not in compliance with the terms and conditions of the permit;~~

~~3. To initiate requests to the Town Attorney to institute proceedings against the violators of these LDRs;~~

~~4. To undertake the day to day administration of the LDRs;~~

~~5. To serve as the Secretary to the Planning and Zoning Commission/Board of Adjustment pursuant to the terms of the LDRs;~~

2. To review the effectiveness of these LDRs and the Official Zoning Map in implementing the Comprehensive Plan; and

~~6.~~3. To lead and provide recommendations to the Town Council on strategic, long-range planning efforts on behalf of the Town including by not limited to the Comprehensive Plan, Integrated Transportation Plan, Housing Action Plan, etc.

~~To take such other action and perform such other duties as may be provided for in the LDRs.~~

C. Delegation

Any authority or duty of the Community Development Director may be delegated to a professional- level employee of the Community Development Department or Planning Department, unless specified otherwise by these LDRs.

8.10.2~~1~~. Planning Director (1/1/15, Ord. 1074)

A. Creation and Appointment

The Planning Director shall be the agency head of the Planning Department appointed by and serve at the pleasure of the Town Administrator.

B. Jurisdiction, Authority, and Duties

In addition to the jurisdiction, authority, and duties which may be conferred upon the Planning Director by other provisions of the Jackson Municipal Code and the Town Council, the Planning Director shall have the following jurisdiction, authorities, and duties under these LDRs:

1. To administer the pre-submittal requirements of these LDRs pursuant to Sec. 8.2.1.-Sec. 8.2.3.;
2. To receive applications under these LDRs pursuant to Sec. 8.2.4.-Sec. 8.2.5.;
3. To coordinate review and recommendation under these LDRs pursuant to Sec. 8.2.6.-Sec. 8.2.7.;
4. To administer post-decision requirements of these LDRs pursuant to Sec. 8.2.11.-Sec. 8.2.13.;
5. To ensure that adequate public notice is provided for public hearings on applications under these LDRs pursuant to Sec. 8.2.14.;
6. To review, consider, and decide the following permit applications:
    a. sign permit pursuant to Sec. 8.3.5.,
    b. basic use permit pursuant to Sec. 8.4.1.,
    c. development option plan pursuant to Sec. 8.5.2.,
    d. exempt land division pursuant to Sec. 8.5.4., and
    e. administrative adjustment pursuant to Sec. 8.8.1.;
7. To review, consider, and decide the following requests for interpretation:
    a. formal interpretation pursuant to Sec. 8.6.1., and
    b. zoning compliance verification pursuant to Sec. 8.6.2.;
8. To review consider, and decide on the zoning compliance of the following applications:
    a. building permit pursuant to Sec. 8.3.3. and
    b. grading permit pursuant to Sec. 8.3.4.;
9. To review, consider, and recommend a decision to the Planning and Zoning Commission and/or Board of Adjustment or Town Council on the following applications:
    ~~g.~~a. sketch plan pursuant to Sec. 8.3.1.,
    ~~h.~~b. development plan pursuant to Sec. 8.3.2.,
    ~~i.~~c. conditional use permit pursuant to Sec. 8.4.2.,
    ~~j.~~d. special use permit pursuant to Sec. 8.4.3.,
    ~~k.~~e. subdivision plat pursuant to Sec. 8.5.3., and
    ~~l.~~f. variance pursuant to Sec. 8.7.2.;

~~7. To initiate or review, consider, and recommend to the Town Council a decision on the following legislative applications:~~

~~a. LDR text amendments pursuant to Sec. 8.7.1.,~~

~~b. Zoning Map amendment pursuant to Sec. 8.7.2.,~~

~~c. Planned Unit Development pursuant to Sec. 8.7.3.;~~

10. To initiate actions to revoke permits where the physical development, use, or development option is not in compliance with the terms and conditions of the permit;

11. To initiate requests to the Town Attorney to institute proceedings against the violators of these LDRs;

12. To undertake the day to day administration of the LDRs;

13. To serve as the Secretary to the Planning and Zoning Commission/Board of Adjustment pursuant to the terms of the LDRs;

~~14. To review the effectiveness of these LDRs and the Official Zoning Map in implementing the Comprehensive Plan; and~~

~~15.~~14. To take such other action and perform such other duties as may be provided for in the LDRs.

C. Delegation

Any authority or duty of the Planning Director may be delegated to a professional-level employee of the Planning Department, unless specified otherwise by these LDRs.

8.10.3~~2~~. Plan Review Committee (~~1~~XX/XX~~4~~/XX~~17~~, Ord. XXX~~1165~~)

A. Purpose

The purpose of the Plan Review Committee (PRC) is to advise and assist the Planning Director and Community Development Direction in reviewing, making recommendations, and deciding applications by providing technical assistance regarding compliance with the LDRs.

B. Composition

The PRC consists of representatives of federal, state and local agencies who oversee regulations that are related to physical development, use, development options, and subdivision. The exact members of the PRC may vary from application to application, depending on the nature and magnitude of the application. Potential PRC members are listed below, however the Planning Director may alter or expand the list if an application warrants other technical expertise.

1. Town Engineer

~~1.~~2. County Surveyor

~~2.~~3. Town Clerk

~~3.~~4. Building Official

~~4.~~5. Fire Marshal

~~5.~~6. Teton Conservation District

~~6.~~7. Parks and Recreation Department

~~7.~~8. Pathways Coordinator

~~8.~~9. START

~~9.~~10. Jackson Police Department

~~10.~~11. Sheriff's Department

~~11.~~12. Integrated Solid Waste and Recycling

~~12.~~13. Jackson/Teton County Housing Department

~~13.~~14. Public Works

~~14.~~15. Teton County Public Health

~~15.~~16. Teton County Scenic Preserve Trust

~~16.~~17. Teton County Weed and Pest

~~17.~~18. Teton County School District

~~18.~~19. Teton County

~~19.~~20. Wyoming Department of Game and Fish

~~20.~~21. Wyoming Department of Transportation

~~21.~~22. Wyoming Department of Environmental Quality

~~22.~~23. US Army Corps of Engineers

~~23.~~24. US Fish and Wildlife Service

~~24.~~25. National Forest Service

~~25.~~26. National Park Service

8.10.~~43~~. Town Engineer

- No changes

8.10.~~54~~. Design Review Committee

- No changes

8.10.~~65~~. Planning and Zoning Commission

- No changes

8.10.~~76~~. Board of Adjustment

- No changes

8.10.~~87~~. Town Council

- No changes

8.10.~~98~~. Hearing Officer

- No changes

8.10.109. Town Attorney

In addition to the jurisdiction, authority and duties which may be conferred upon the Town Attorney by law, and the Town Council, the Town Attorney shall have the following authority and duties under the LDRs:

A. To review and approve as to form all resolutions drafted by the Community Development Director, Planning Director, Planning and Zoning Commission, Board of Adjustment, or Town Council in connection with any requirement of the LDRs;

B. To review and approve as to form all proposed new regulations or amendments to these LDRs, all Development Agreements, easements, declarations of covenants, letters of credit, performance guarantees or other such documentation in connection with any requirement of the LDRs; and

C. To advise the Town Administrator, Community Development Director, Planning Director, Planning and Zoning Commission, Board of Adjustment, and/or Town Council in regard to legal issues that may arise during implementation of the LDRs.

D. To enforce the provisions of the LDRs.

8.10.110. Housing Director

In addition to the jurisdiction, authority, and duties, which may be conferred upon the Jackson/Teton County Affordable Housing Director by other provisions of the Jackson Municipal Code and the Town Council, the Housing Director shall have the following authority and duties under these LDRs:

A. To advise and provide technical assistance to the Town Administrator, Community Development Director, Planning Director, Planning and Zoning Commission, Board of Adjustment, and Town Council in regard to the housing issues which may arise during implementation of these LDRs; and

B. To review, consider, and decide the following applications, where the Housing Director or Department is identified as the decision maker:

1. minor deviation pursuant to Sec. 8.2.13.B.2,
2. formal interpretation pursuant to Sec. 8.6.1.,
3. zoning compliance verification pursuant to Sec. 8.6.2., and
4. administrative adjustment pursuant to Sec. 8.8.1.

TOWN OF JACKSON
TOWN COUNCIL
AGENDA DOCUMENTATION

PREPARATION DATE: APRIL 2, 2020
MEETING DATE: APRIL 6, 2020

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

SUBJECT: **ITEM P20-009 & 010:** DEVELOPMENT PLAN & HILLSIDE CONDITIONAL USE PERMIT (CUP) FOR A FUTURE 5-LOT SUBDIVSION AT 984 BUDGE DRIVE.

APPLICANT: JORGENSEN ASSOCIATES – BRENDAN SCHULTE

OWNER: BLUFFS DEVELOPMENT GROUP, LLC

REQUESTED ACTION

The applicant is requesting approval of a Development Plan and Hillside Conditional Use Permit (CUP) for a future 5-lot subdivision of a 1.47 acre lot at 984 Budge Drive located in the Neighborhood Low Density – 5 (NL-5) zoning district. These applications are required prior to submitting a subdivision plat.

Staff is requesting that these items be continued to the regularly scheduled Town Council meeting on May 4, 2020.

SUGGESTED MOTIONS

I move to **continue** these items to the Town Council meeting scheduled for May 4, 2020.

TOWN OF JACKSON
AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: Public Works **PRESENTER**: Johnny Ziem

MEETING DATE: April 6, 2020

SUBJECT: **Approval of Resolution 20-05: A Resolution of the Town Council of the Town of Jackson to Adopt a Goal to Achieve Carbon Neutrality by 2030**

STATEMENT/PURPOSE

The purpose of this item is to seek Council approval of Resolution 20-05: A Resolution of the Town Council of the Town of Jackson to Adopt a Goal to Achieve Carbon Neutrality by 2030.

BACKGROUND/ALTERNATIVES

Climate change is a serious problem, caused primarily by the carbon dioxide released from burning fossil fuels like oil, coal, and gas. In order to solve the problem of climate change, communities and organizations will need to take account of their carbon emissions and make continued efforts to reduce and offset them.

Carbon neutrality, or having a net zero carbon footprint, refers to achieving the net zero carbon dioxide emissions by balancing carbon emissions with carbon removal (often through carbon offsetting) or simply eliminating carbon emissions altogether (the transition to a "post-carbon economy"). Carbon emissions is used in the context of carbon dioxide-releasing processes associated with transportation, energy production, agriculture, and industrial processes. A carbon-neutral status can be achieved in two ways:

1. Balancing carbon dioxide emissions with carbon removal beyond natural processes, often through carbon offsetting, or the process of removing or sequestering carbon dioxide from the atmosphere to make up for the emissions elsewhere.
2. Reducing carbon emissions (low-carbon economy) through changing energy sources and industry processes. Shifting towards the use of renewable energy (e.g. wind and solar power) has shown to be effective in reducing carbon emissions.

Mountain Towns 2030

At the December 2, 2019 Special Joint Information Meeting, both the Town of Jackson and Teton County approved signing the MT2030 pledge. MT2030 is comprised of cities, towns and counties and their elected officials, government staff, local leaders and grassroots citizens. MT2030 also includes the businesses, ski resorts, citizens, investors, and non-profits that support and shape the mountain and outdoor lifestyle of our communities. Why 2030? The world's climate scientists agree, to control global warming at 1.5 degrees, the earth needs drastic reductions in carbon emissions by the year 2030. By signing onto the MT2030 pledge, the Town of Jackson committed to:

1. Leading community conversations about setting courageous and action-based climate goals that make significant impacts by 2030.
2. Engaging other leaders in our community, region, and state in aligning climate action.
3. Actively sharing and collaborating with other communities on implementing best practices and creating new solutions.

So far, over 40 attending organizations have signed the MT2030 pledge to demonstrate a bold commitment to action. This includes the Town of Jackson and Teton County, Wyoming.

COMPREHENSIVE PLAN ALIGNMENT

Our vision: Preserve and protect the area's ecosystem in order to endure a healthy environment, community and economy for current and future generations.

- Common Value 1: Ecosystem Stewardship
- Common Value 2: Growth Management

- Common Value 3: Quality of Life

STAKEHOLDER ANALYSIS

Current stakeholder analysis for this item included internal staff collaboration to create a draft carbon resolution. Further external conversations took place with other MT2030 organizations to further the understanding of similar resolutions passed by their respective municipal organizations. Future stakeholder analysis will include collaborations with community members, non-profits, local governments, and MT2030 partnering organizations.

FISCAL IMPACT

There is no current/immediate fiscal impact for this item. Future fiscal impacts may include (and is not limited to) funding to prepare a carbon neutrality plan, executing specific carbon-focused projects, and implementing a more robust green purchasing plan.

STAFF IMPACT

Staff impact for this item required roughly 5 hours to prepare the draft ordinance and complementing staff report. Future staff impacts for this item may include specific work plans focused on implementation of carbon-based plans, projects and policies, legal review of said policies, collaboration with MT2030 partnering organizations, conferences, data tracking for emission assessments, and community outreach implementation, training.

LEGAL REVIEW

Complete.

ATTACHMENTS

- Resolution 20-05: A Resolution of the Town Council of the Town of Jackson to Adopt a Goal to Achieve Carbon Neutrality by 2030
- Resolution 17-16: A Resolution of the Town of Council of the Town of Jackson in Support of the Paris Agreement
- MT2030 Pledge
- Public Comment

RECOMMENDATION

Staff recommends approval of Resolution 20-05, A Resolution of the Town Council of the Town of Jackson to Adopt a Goal to Achieve Carbon Neutrality by 2030.

SUGGESTED MOTION

I move to approve Resolution 20-05, A Resolution of the Jackson Town Council to Adopt a Goal to Achieve Carbon Neutrality by 2030.

RESOLUTION 20-05

A RESOLUTION OF THE JACKSON TOWN COUNCIL TO

ADOPT A GOAL TO ACHEIVE CARBON NEUTRALITY BY 2030

WHEREAS, there is scientific consensus regarding climate change, and climate scientists worldwide agree that the Earth is warming rapidly to a degree that is perilous to human civilization and to the global ecosystem; and

WHEREAS, the Town has a responsibility to protect the natural environment, economy, and health of its citizens and guests; and

WHEREAS, at the 73rd Annual U.S. Conference of Mayors meeting in Chicago in 2005, elected officials from throughout the United States, including Mayor Barron of Jackson, endorsed the Climate Protection Agreement, which was subsequently endorsed by the Town of Jackson; and

WHEREAS, the Town, pursuant to Resolution 12-001 ("A Resolution Certifying the Illustration of Our Vision Chapter of the Jackson/Teton County Comprehensive Plan as Part of the Comprehensive Master Plan for the Town of Jackson, Wyoming and Teton County, Wyoming") is committed to preserving and protecting the area's ecosystem in order to ensure a healthy environment, community and economy for current and future generations; and

WHEREAS, the Town, pursuant to Resolution 17-16 ("A Resolution of the Town Council of the Town of Jackson in Support of the Paris Agreement") is committed to: reducing greenhouse gas emissions through the implementation of a Climate Action Plan, supporting and adopting the goals of the Paris Agreement, exploring the potential benefits and costs of adopting policies and programs that promote the long-term goal of greenhouse gas emissions reductions while maximizing economic and social co-benefits, maintaining a commitment to the Town 40 x 20 goal, and affirming the appointment of and participation in the Energy Conservation Works Joint Powers Board; and

WHEREAS, the quality of our area's ecosystem attracts numerous visitors and is the primary reason many residents live here; and

WHEREAS, climate change is affecting our community through extreme weather patterns; and

WHEREAS, the impacts of unmitigated climate change will pose serious threats to our area's economy, ecology and heritage; and

WHEREAS, Jackson is situated in the Greater Yellowstone Ecosystem, the largest ecosystem in the lower 48 states, and is dependent on world-class snow and consistent temperatures to sustain our resort economy and support our high quality of life; and

WHEREAS, our community has expressed deep concern for the environment in which we live, and many citizens have chosen to move to Jackson because of our beautiful natural setting, clean air, expansive open spaces, and snow-covered mountains; and

WHEREAS, local governments are the front line of climate change, inaction by the federal government pushes the burden on local communities to act and local efforts are nimble and more directly able to address the impacts of climate change; and

WHEREAS, as a world-class destination, we have an opportunity to broadly influence opinions on climate change and an international brand known for our natural setting and recreation; and

WHEREAS, we have a disproportionately sized carbon footprint due to our mountain climate, large homes, visitor travel and complex infrastructure and are not sustainably utilizing our current energy sources.

NOW, THEREFORE, be it resolved by the Town Council of the Town of Jackson, Wyoming, that it hereby commits to a goal of achieving carbon neutrality by the year 2030.

This Resolution shall become effective upon adoption.

PASSED, APPROVED, AND ADOPTED this __ day of _____ 2020.

TOWN OF JACKSON

By:_____
Pete Muldoon, Mayor

ATTEST:

By: _____
Sandra P. Birdyshaw, Town Clerk

RESOLUTION 17-16

A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF JACKSON IN SUPPORT OF THE PARIS AGREEMENT

WHEREAS, consensus exists among the world's leading climate scientists that global warming caused by emissions of greenhouse gases from human activities is among the most significant problems facing the world today; and

WHEREAS, documented impacts of global warming include but are not limited to increased occurrences of extreme weather events (e.g. droughts and floods), adverse impacts on ecosystems, demographic patterns and economic value chains; and

WHEREAS, responding to the climate change provides communities an opportunity to access first mover advantage in the range of products, services and know-how that transitioning to a climate-compatible future brings; and

WHEREAS, regardless of one's belief in climate change, 194 countries have committed to policies that will increase reliance on renewable energy sources that Wyoming is well qualified to provide, thereby creating an economic opportunity for the citizens and businesses of Wyoming; and

WHEREAS, the Paris Agreement resulted in a commitment from almost every nation to take action and enact programs to limit global temperature increase to less than 2 degrees Celsius, with an expectation that this goal would be reduced to 1.5 degrees in the future;

WHEREAS, at the 73rd Annual U.S. Conference of Mayors meeting in Chicago in 2005, elected officials from throughout the United States, including Mayor Barron of Jackson, endorsed the Climate Protection Agreement and was subsequently endorsed by the Town of Jackson.

WHEREAS, in August of 2011 the Energy Conservation Works Joint Power Board met and duly organized as a Joint Power Board. The Board was charged with development, management and oversight of community wide cost effective energy/resource conservation programs; reducing and maintaining low energy costs; renewable energy generation projects; energy efficiency building retrofits; and policy development/advocacy for building infrastructure codes focusing on energy efficiency.

NOW, THEREFORE, BE IT RESOLVED THAT THE TOWN OF JACKSON:

1. Indicates its commitment to reducing greenhouse gas emissions through an implementation of a Climate Action Plan; and
2. Joins other U.S. cities in the Climate Mayors network in adopting and supporting the goals of the Paris Agreement; and
3. Commits to exploring the potential benefits and costs of adopting policies and programs that promote the long-term goal of greenhouse gas emissions reduction while maximizing economic and social co-benefits of such action.
4. Maintains commitments to the ambitious 40x20 goal, seeking to increase energy efficiency, reduce waste, and reduce water usage in all town owned buildings and vehicles by 40% by the year 2020.
5. Affirms participation in the Energy Conservation Works Joint Powers Board, working jointly with Teton County and Lower Valley Energy to support programs which promote energy conservation, renewable energy, and emissions reductions in the agencies facilities, businesses, and homes of Teton County.

PASSED, APPROVED, AND ADOPTED THIS 5TH DAY OF JUNE, 2017.

TOWN OF JACKSON

BY: _____
Pete Muldoon, Mayor

ATTEST:

BY: _____
Sandra P. Birdyshaw, Town Clerk

THE TOWN OF JACKSON INCORPORATED 1914 TETON COUNTY, WYOMING SEAL

Mountain Towns & Ski Industry Leaders Commit to Climate Action

Mountain towns are comprised of passionate citizens, vibrant businesses, and natural splendor. However, we are threatened by the impacts of climate change in our economic stability, water scarcity, wildfires, snowfall, and our way of life. The climate crisis is the defining issue of our generation and must be addressed at all levels. As leaders in mountain communities, it is our obligation to address this issue in a bold, timely, and meaningful way.

In the next year, we commit to:

1. Support community conversations about setting courageous and action-based climate goals that make significant impacts by 2030.
2. Engage other leaders in our community, region, and state in aligning climate action.
3. Actively share and collaborate with other communities on implementing best practices and creating new solutions.

Our actions will demonstrate that mountain towns, local businesses, and other stakeholders can and should lead the nation in the sustainability movement. We invite any community, business, non-profit worldwide to join us in taking courageous steps to transition to a carbon-free economy.

Teton County
Board of County Commissioners

Natalia D. Macker, Chairwoman

STATE OF WYOMING COUNTY CLERK TETON COUNTY

Attest: _____
Sherry L. Daigle, Teton County Clerk

Town of Jackson
Town Council

Pete Muldoon, Mayor

THE TOWN OF JACKSON INCORPORATED ★ SEAL ★ 1914 TETON COUNTY, WYOMING

Attest: _____
Sandra P. Birdyshaw, Town Clerk

Teton County
P.O. Box 3594
200 South Willow Street
Jackson, Wyoming 83001

Phone: (307) 733-8094
Fax: (307) 733-4451
www.tetoncountywy.gov

Working Together to Serve the Community

Town of Jackson
P.O. Box 1687
150 East Pearl
Jackson, Wyoming 83001

Phone: 307) 733-3932
Fax: (307) 739-0919
www.jacksonwy.gov

From: Hans N Flinch
To: Town Council; Pete Muldoon
Subject: Net Zero 2030
Date: Monday, March 16, 2020 9:15:42 AM

Good morning Council and Mayor,
I was looking forward to attending the meeting today to give comment on the Net Zero 2030 resolution however I am not attending due to Covid 19 so here is my comment.
I'd urge you to support and pass the Net Zero 2030 resolution. I know that you all understand the realities of Climate Change so I won't waste your time describing the future that is in store for us if we don't act (I'll simply refer you to the Charture Institutes Report, The Coming Climate as a reminder)

So why should our small town act? We should act because it aligns with our Comp Plans goals for the community. Climate action in JH is synonymous with reducing our traffic, housing our workers locally, making a walkable town and leaving open spaces for wildlife. We should also act because even though there is a lack of global leadership on this issue currently, that doesn't mean we can give up our own responsibilities to our ecosystem. We should act because if you take the long view, this is the fiscally responsible thing to do.

I realize the Resolution is a symbolic gesture but it is only a symbolic gesture if this Council chooses it to be so. I'd urge you to pass this resolution and then work to create a sustainability department that can actively work to make Net Zero 2030 a reality.

Thank you for your time and stay healthy!
Hans
Hans N. Flinch, PLA

From: noreply@civicplus.com
To: Town Council
Subject: Online Form Submittal: Email the Town Council
Date: Saturday, March 14, 2020 1:52:27 PM

If you are having problems viewing this HTML email, click to view a Text version.

Email the Town Council

Subject:

Email Content:*

Your Name:*

Your Company Name:

Your Phone Number:

Your Email Address:*

Your City:

Your State:

Your Zip Code:

* indicates required fields.

View any uploaded files by signing in and then proceeding to the link below:
http://www.jacksonwy.gov/Admin/FormHistory.aspx?SID=1293

The following form was submitted via your website: Email the Town Council

Subject:: Net Carbon Zero Resolution 2030

Email Content:: Since we are not attending in person, I just want to express my strong support for this Resolution, with the idea that our next step will be developing a roadmap to achieve this goal. Happily, there are good models for this effort from other communities as well as EPA. Thanks for your consideration to allow us to move forward in a positive way toward action about climate change.

Your Name:: Candra Day

Your Company Name::

Your Phone Number:: 307 413 5847

Your Email Address:: canday@wyoming.com

Your City:: Jackson

Your State:: WY

Your Zip Code:: 83001

Additional Information:
Form submitted on: 3/14/2020 1:53:28 PM
Submitted from IP Address: 184.167.6.204
Referrer Page: https://www.jacksonwy.gov/256/Mayor-Town-Council
Form Address: http://www.jacksonwy.gov/Forms.aspx?FID=190

TOWN OF JACKSON
TOWN COUNCIL
AGENDA DOCUMENTATION

PREPARATION DATE: APRIL 2, 2020
MEETING DATE: APRIL 6, 2020

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

SUBJECT: **FIRST READING OF ORDINANCES O** AN ORDINANCE AMENDING AND REENACTING SECTION 2 OF TOWN OF JACKSON ORDINANCE NO. 1074 (PART) AND AMENDING THE TOWN OF JACKSON OFFICIAL ZONING DISTRICT MAP TO CHANGE THE CURRENT ZONING DESIGNATION OF ALL ADDRESSES WITHIN 66 ACRES OF LAND CURRENTLY ZONED PLANNED RESORT – SNOW KING TO PLANNED UNIT DEVELOPMENT – PLANNED RESORT (P19-201) (PUD-PR (P19-201)); AND ESTABLISHING AN EFFECTIVE DATE.

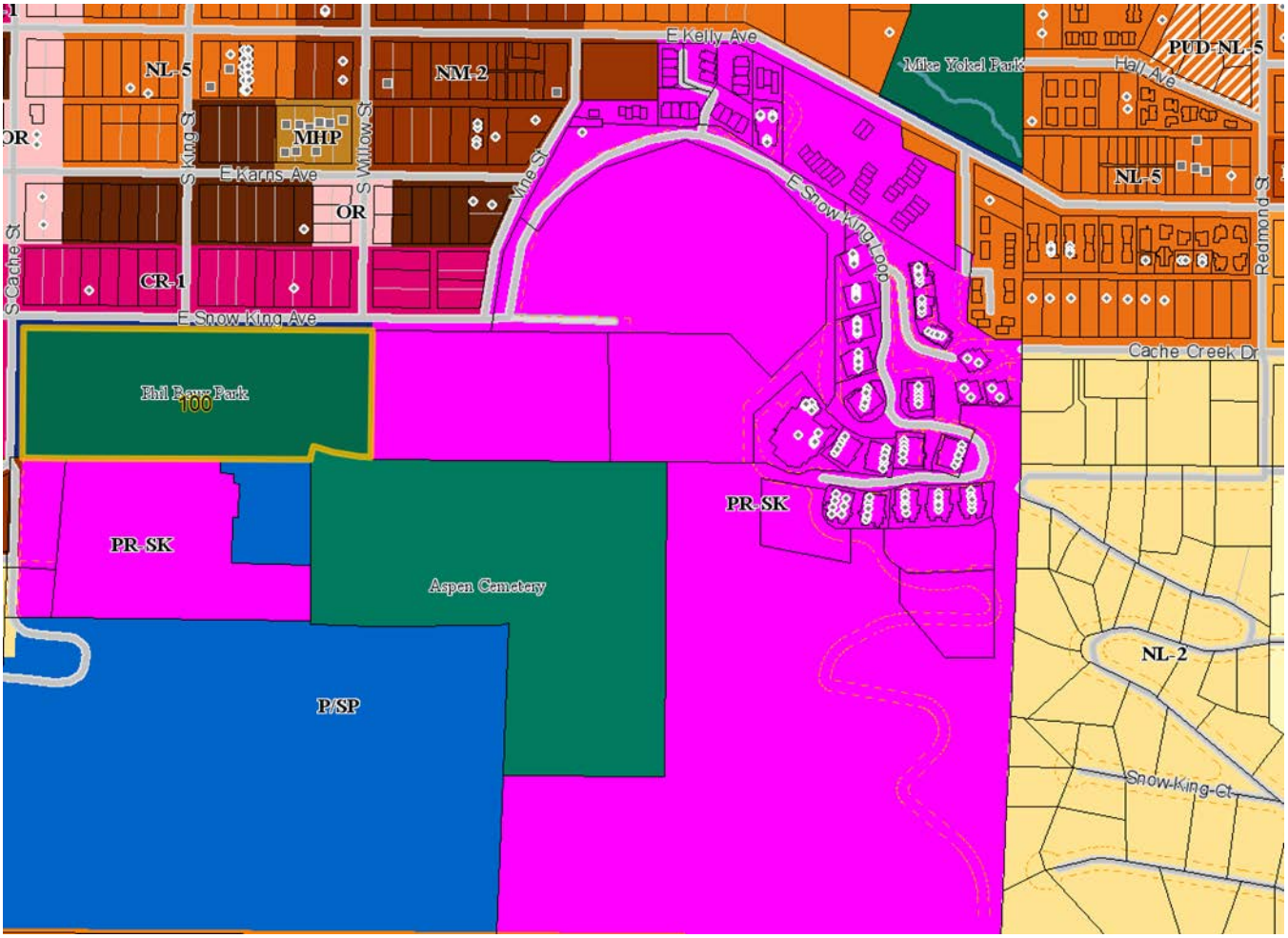
APPLICANT: SNOW KING RESORT MASTER ASSOCIATION - SKRMA

REQUESTED ACTION

FIRST READING OF ORDINANCE O AMENDING AND REENACTING SECTION 2 OF TOWN OF JACKSON ORDINANCE NO. 1074 (PART) AND AMENDING THE TOWN OF JACKSON OFFICIAL ZONING DISTRICT MAP TO CHANGE THE CURRENT ZONING DESIGNATION OF ALL ADDRESSES WITHIN 66 ACRES OF LAND CURRENTLY ZONED PLANNED RESORT – SNOW KING TO PLANNED UNIT DEVELOPMENT – PLANNED RESORT (P19-201) (PUD-PR (P19-201)); AND ESTABLISHING AN EFFECTIVE DATE.

PRIOR TOWN COUNCIL ACTION

The Town Council approved application P19-201 on April 6, 2020 to amend the zoning classification of the following parcels from Planned Resort – Snow King (PR-SK) to Planned Unit Development – Planned Resort (P19-201 (PUD-PR (P19-201)). Both the Planning Director and Planning Commission recommended approval of the amendments.



LOCATION

The amendment would apply as shown in the map above.

STAFF ANALYSIS

This amendment is necessary as part of the applicant's desire to amend its Resort Master Plan pursuant to Section 8.7.3 Planned Unit Development of the Town Land Development Regulations.

LEGAL REVIEW

Complete.

FINDINGS FOR APPROVAL

Below are the findings approved by the Town Council on April 6, 2020, for a PUD amendment:

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.

ATTACHMENTS

Ordinance O

RECOMMENDATIONS/ CONDITIONS OF APPROVAL

Staff recommends approval of Ordinance O as presented.

SUGGESTED MOTION

I move to approve Ordinance O on first reading.

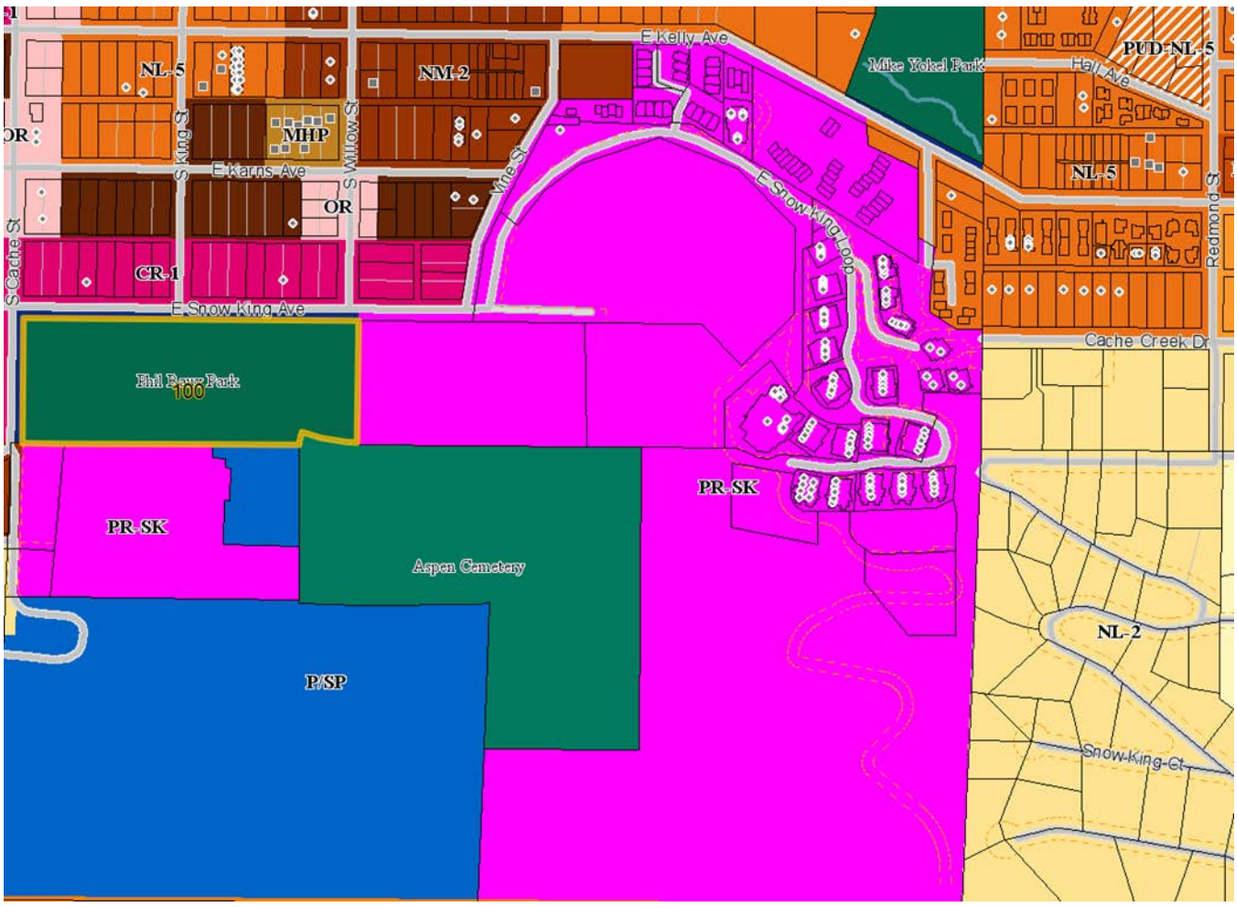
ORDINANCE O

AN ORDINANCE AMENDING AND REENACTING SECTION 2 OF TOWN OF JACKSON ORDINANCE NO. 1074 (PART) AND AMENDING THE TOWN OF JACKSON OFFICIAL ZONING DISTRICT MAP TO CHANGE THE CURRENT ZONING DESIGNATION OF ALL ADDRESSES WITHIN 66 ACRES OF LAND CURRENTLY ZONED PLANNED RESORT – SNOW KING TO PLANNED UNIT DEVELOPMENT – PLANNED RESORT (P19-201) (PUD-PR (P19-201)); AND ESTABLISHING AN EFFECTIVE DATE.

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

SECTION I.

Section 2 of Town of Jackson Ordinance 1074 (part) and the Official Zoning District Map of the Town of Jackson are hereby amended to change the zoning classification of the following parcels from Planned Resort – Snow King (PR-SK) to Planned Unit Development – Planned Resort (P19-201 (PUD-PR (P19-201)), to wit:



SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION IV.

This Ordinance shall become effective after its passage, approval and publication.

PASSED 1ST READING THE_____DAY OF____, 2020.
PASSED 2ND READING THE _____ DAY OF ____ , 2020.
PASSED AND APPROVED THE___ DAY OF_____, 2020.

TOWN OF JACKSON

BY:_____
_____
Pete Muldoon, Mayor

BY: _____
Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance No. _____ was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the _____day of_____, 2020.

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

_____
Town Clerk

TOWN OF JACKSON
AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: Administration

PRESENTER: Roxanne Robinson

MEETING DATE: April 6, 2020

SUBJECT: **Council Salaries Ordinance P**

STATEMENT/PURPOSE

Town Council directed staff to bring forward an ordinance change to increase Mayor and Council salaries to account for inflation since the last time they were increased.

BACKGROUND/ALTERNATIVES

At the January 2020 Town Council retreat, Council directed staff to bring forward an ordinance to adjust Council salaries for inflation from the last time salaries were set. Salaries were last updated in 2005. Current salaries are listed below along with the history since 1926:

Mayor and Council Salary History					
Ordinance	**787**	**717**	**326**	**226**	**1**
Year Effective	**2005**	**2002**	**1984**	**1977**	**1926**
Mayor	$30,000 Annually	$12,000 Annually	$4,800 Annually	No Change	$25 Annually
Council	$25,000 Annually	$150/meeting	$50/meeting	No Change	$20 Annually

At the retreat, Councilman Schechter calculated that salaries should be adjusted to $40,425 and $33,700 for the Mayor and Council respectively based on inflation since 2005.

Below is a small chart showing the number of Council meetings during that time frame. However, the chart below neither shows the length of the meetings nor the additional constituent meetings. It also does not show the additional meetings with staff regarding the complexity of projects before the Mayor and Council. Should this ordinance be adopted, because there are three seats on the Council that are up for election in November, those three new elected officials or re-elected officials will be receiving a higher wage for two years than the 2 Councilmembers whose current term of office will not expire until December 31, 2022.

Number of Council Meetings				
2019	2015	2010	2008	2005
76	80	84	92	75

Additionally, staff is also proposing to update the title of the Section from ‘Mayor and Councilmen’ to ‘Mayor and Councilmembers.’

Based on Council’s direction from the retreat, staff recommends the Town Council adopt Ordinance P as presented.

The Town Council has many options available to them including:

1. Approve Ordinance P on first reading as presented.
2. Discuss the proposed salaries, make any changes, and adopt Ordinance P on first reading as amended.
3. Continue the discussion to a future Town Council meeting.
4. Take no action.
5. Other.

COMPREHENSIVE PLAN ALIGNMENT

The Town Council serves as one of the partners in setting policy direction, providing course corrections, adopting action plans and work plans related to implementation of the Comprehensive Plan.

STAKEHOLDER ANALYSIS

Stakeholders include current Councilmembers intending to run for office and

FISCAL IMPACT

The fiscal impact would be the difference between the current salaries and the proposed salaries along with associated FICA costs, etc. The ultimate fiscal impact in salaries would be an additional annual increase of $45,225 per year (beginning in 2023). The fiscal impact of 2021 and 2022 would be an additional annual increase of $27,825 in salaries.

There are also fiscal impacts associated with advertising ordinances upon adoption.

STAFF IMPACT

Staff impact would be minimal. The staff impact of preparing the ordinance and staff report is approximately 2 hours. It would include payroll changes that are minimal.

LEGAL REVIEW

Complete.

ATTACHMENTS

Ordinance P.

RECOMMENDATION

Based on Council's direction from the retreat, staff recommends the Town Council adopt Ordinance P as presented.

SUGGESTED MOTION

Should the Council be ready to take action, one possible motion would be:

I move to approve Ordinance P as presented on first reading.

ORDINANCE P

AN ORDINANCE AMENDING AND REENACTING SECTION 1 OF TOWN OF JACKSON ORDINANCE NOS. 787, 717, 326, AND 226 AND SECTIONS 1-3 OF TOWN OF JACKSON ORDINANCE NO. 1 AND SECTION 2.08.010 OF THE MUNICIPAL CODE OF THE TOWN OF JACKSON REGARDING COMPENSATION FOR MAYOR AND COUNCILMEN; AND PROVIDING FOR AN EFFECTIVE DATE.

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

SECTION I.

Section 1 of Town of Jackson Ordinance Nos. 787, 717, 326, and 226 and Sections 1-3 of Town of Jackson Ordinance No. 1 and Section 2.08.010 Compensation for Mayor and Councilmen of the Municipal Code of the Town of Jackson is hereby amended and reenacted to read as follows:

2.08.010 Mayor and Councilmembers.

A. Commencing with officers sworn into office after January 1, 2021, the compensation of the Mayor of the Town shall be forty thousand four hundred twenty five dollars ($40,425.00) per year, payable in twelve equal monthly installments. The salary for each councilmember shall be thirty three thousand seven hundred dollars ($33,700.00).

B. The compensation schedule set forth in subsection A of this of this section shall apply to the Mayor and councilmembers sworn into office after January 1, 2021. In all other instances, the ordinance codified in this section shall not be applied to increase the salary of any officer during the term for which they are elected.

(Ord. _____, § 1, 2020); Ord. 787 § 1, 2004; Ord. 717 § 1, 2002; Ord. 326 § 1, 1984; Ord. 226 § 1, 1977; Ord. 1 §§ 1—3, 1926.)

SECTION II.

All ordinances and parts of ordinances in conflict with the provisions of this ordinance are hereby repealed.

SECTION III.

If any section, subsection, sentence, clause, phrase or portion of this ordinance is for any reason held invalid or unconstitutional by any court of competent jurisdiction, such portion shall be deemed as a separate, distinct and independent provision and such holding shall not affect the validity of the remaining portions of the ordinance.

SECTION IV.

This Ordinance shall become effective after its passage, approval and publication.

PASSED 1ST READING THE ____ DAY OF ____, 2020.
PASSED 2ND READING THE ____ DAY OF ____, 2020.
PASSED AND APPROVED THE ____ DAY OF ____, 2020.

TOWN OF JACKSON

BY: _____
Pete Muldoon, Mayor

ATTEST:
BY: _____
Sandra P. Birdyshaw, Town Clerk

ATTESTATION OF TOWN CLERK

STATE OF WYOMING)
) ss.
COUNTY OF TETON)

I hereby certify that the foregoing Ordinance _____ was duly published in the Jackson Hole News and Guide, a newspaper of general circulation published in the Town of Jackson, Wyoming, on the ____ day of ____, 2020. I further certify that the foregoing Ordinance was duly recorded on page ____ of Book ___ of Ordinances of the Town of Jackson, Wyoming.

_____
Sandra P. Birdyshaw, Town Clerk

TOWN OF JACKSON
AGENDA DOCUMENTATION

SUBMITTING DEPARTMENT: **PRESENTER**: Roxanne Robinson

MEETING DATE: February 4, 2019

SUBJECT: **COVID-19 Issues for Discussion**

STATEMENT/PURPOSE

The purpose of this item is to present a number of issues staff and the Council have been made aware of for possible research and consideration related to COVID-19.

BACKGROUND/ALTERNATIVES

Town Council and staff have received numerous emails containing ideas for consideration to help flatten the curve of COVID-19 infectivity and further community transmission as well as ideas to soften the current financial situation for Town of Jackson citizens that require Town services. Any decision that would affect Town of Jackson revenue must be seriously considered in light of the Town's current significant revenue shortfall forecast. Below is a list of possible ideas the Council may want to consider. Should the Council want to pursue any of these, it would be appropriate to direct staff to research those items and the implications and bring them back to Council at the next earliest opportunity.

Plastic Bag Ban

a. Temporarily reducing the fee for paper bags from 20 cents to 10 cents.
b. Temporarily eliminating the fee for paper bags.
c. Temporarily prohibiting use of reusable bags.
d. Temporarily suspending ban on plastic bags.

COMPREHENSIVE PLAN ALIGNMENT

Would be dependent on Council action.

STAKEHOLDER ANALYSIS

Stakeholders include store owners, patrons, ISWR, and the larger community.

FISCAL IMPACT

Would be dependent on Council action.

STAFF IMPACT

Staff would need to develop ordinances regarding temporary moratoriums on selected items.

LEGAL REVIEW

Legal research and review would be required should the Council direct staff to proceed with any options.

ATTACHMENTS

None.

RECOMMENDATION

Staff makes no recommendation.

SUGGESTED MOTION

I move to direct staff to research _____ and bring it back to Council for consideration at the next earliest opportunity given the current workload and priorities.

MEMORANDUM

TO: Mayor and Town Council

FR: Larry Pardee, Town Manager

DT: April 6, 2020

RE: Town Manager's Report

Budget Meetings

Below is the updated budget meeting schedule.

FY2021 DRAFT TOWN COUNCIL BUDGET MEETINGS SCHEDULE - ***UPDATED***				
There may be many other meetings occurring during this time - the below list only reflects those associated with the FY2021 Budget				
Date	Day	Time	Event	Location
4/6/2020	Monday	5:00 P.M.	Send Council Program Scoring Instructions - Not a Meeting	n/a
4/13/2020	Monday	5:00 P.M.	Council Scoring Due to Staff - Not a Meeting	n/a
4/16/2020	Thursday	10:00 - 12:00	Special Town Council Workshop (Review Program Scores) 2 hrs.	Town Council Chambers
4/29/2020	Wednesday	n/a	Budget Distributed/Released to Town Council - Not a Meeting	n/a
5/4/2020	Monday	9:00 - 12:00	Special Town Council Workshop - Budget Discussion, Revenue Review	Town Council Chambers
5/7/2020	Thursday	9:00 - 5:00	Special JIM - Budget Joint Departments	County Commissioner's Chambers
5/11/2020	Monday	9:00 - 12:00	Special Town Council Workshop - Budget Discussion, Capital Project Review; Follow-Up	Town Council Chambers
5/18/2020	Monday	9:00 - 12:00	Special Town Council Workshop - Budget Discussion (if needed)	Town Council Chambers
5/18/2019	Monday	3:00 P.M.	Regular Town Council Workshop Meeting - Budget Discussion (if needed)	Town Council Chambers
6/1/2020	Monday	6:00 P.M.	Regular Town Council Meeting - Budget Discussion (if needed)	Town Council Chambers
6/15/2020	Monday	6:00 P.M.	Regular Town Council Meeting - Budget Adoption	Town Council Chambers

March Sales and Lodging Tax

The Town budgeted a total of $1,161,493 in lodging tax revenues for FY20 from the 30% visitor impact portion combined with the 10% general fund portion. We have collected $993,657 thus far for FY20 which is 85.5% of total projected collections. Accumulated collections are up 4.7% over this same time last year. March 2020 revenue represents January, 2020. These amounts are tracked through the Special Revenue Fund for the Lodging Tax.

The Town budgeted a total of $16,249,500 in sales tax for FY20. March collections are up 7% over the same collection period last year. Collections are currently tracking at $250,156 more than budgeted. Please remember that we have 3 months of collections remaining for FY20 to account for before realizing any unanticipated revenue or overall shortage, and we are currently preparing for a significant shortage. March 2020 revenue represents collections from January 2020.

Pay as You Throw

Integrated Solid Waste and Recycling (ISWR) is currently conducting preparation research that would lead towards a Pay as You Throw (PAYT) system for the community. ISWR now has the capacity to handle more recycling if PAYT is implemented. They have 4 college students from the Haub School at the University of Wyoming researching and exploring all options for implementing a system. ISWR expects a report back in June of this year from those research students. That report will then inform ISWR on options for moving forward. Some of those options may require

participation from the Town of Jackson in its regulatory capacity but some options may not. Options may include a fee for bag system, a price differential for different sized garbage cans or other options. Johnny Ziem in Public Works and Roxanne Robinson in Administration will continue to coordinate any Town efforts with ISWR and provide updates to the Town.

Ride to Fly and Top Floor Parking Garage

The Jackson Hole Airport provided a notice of termination to the Town of Jackson for the Lease of Parking Spaces in the Parking Structure for airline passengers effective April 15, 2020. Moving forward, in order to accommodate maintenance for the uncovered portion of level 4 of the structure, staff is proposing an amendment to Section 10.04.225 of the Municipal Code. This amendment would prohibit overnight parking in the winter for that uncovered portion of level 4 so that safe and efficient snow removal operations can occur. With the Council's acceptance of the Town Manager's report, staff will bring forward an ordinance for Council action to accomplish this provision. Depending on necessary timing, the ordinance may come forward independently or may be combined with the comprehensive legal review of Title 10. In order to accommodate snow removal, the ordinance would need to become effective on or prior to November 1, 2020. Please do not hesitate to contact me if you need further information on this issue.

Retaining Wall on Aspen Drive

There is a retaining wall on private property at 80 Aspen Drive that is 'bulging' and at risk of sudden failure. In order to reduce the potential for liability for cars parked in the public right of way adjacent to this wall, staff recommends erecting 'no parking' signs adjacent to this retaining wall. This is a private property issue that endangers the public and private property (cars). With the acceptance of the Town Manager's report into the record, staff will proceed to erect signs and make this immediate area a 'no parking' area.