

**Snow King**

**Planned Resort District**

**Master Plan**

# SNOW KING RESORT MASTER DEVELOPMENT PLAN

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## AFFIDAVIT AFFECTING TITLE

### Re: Snow King Planned Resort District Master Plan

COMES NOW JEANNE JACKSON, MAYOR OF THE TOWN OF JACKSON, WHO, BEING SWORN ON HER OATH, DEPOSES AND SAYS:

That the Town of Jackson Town Council on December 18, 2000 did approve the Snow King Planned Resort District Master Plan and Conditions, attached. The Snow King Master Plan includes background information and explanations and is intended to specifically govern development at Snow King Resort.

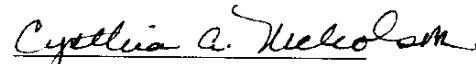
Further your Affiant sayeth naught.



STATE OF Wyoming  
COUNTY OF Teton

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.

  
Notary Public

My commission expires: 2/2002

RELEASED	
INDEXED	
ABSTRACTED	
SCANNED	

Grantor: TOWN OF JACKSON  
Grantee: THE PUBLIC  
Doc 0547519 bk 429 pg 1-211 Filed at 07:55 on 07/19/01  
Sherry L Daigle, Teton County Clerk fees: 444.50  
By KIMBERLEE JANSEN Deputy

## INTRODUCTION

### Background

In August of 2018, the Town of Jackson and Teton County adopted specific regulations to allow for the review and approval of Planned Resort districts within each jurisdiction. The regulations, included as Division 4.3 of the Town's Land Development Regulations (LDRs), outline the Purpose and Intent, Applicability, Procedure, Standing, Amendments, Expiration, Extension and Reconsideration, Standards Applying to all Planned Resorts, and Findings of Approval applicable in the Planned Resort District. In the Town of Jackson, the only Planned Resort District is the Snow King Ski and Summer Resort. Division 4.3.2 of the Town's LDRs specifically pertains to the review of the Snow King Ski and Summer Resort located within the Town of Jackson. Thus, this Snow King Resort Master Plan has been reviewed and approved according to the procedures outlined in Division 4.3 and is not be subject to the other requirements of the Town's LDRs.

This Snow King Resort Master Plan has gone through a series of Joint Town and County Planning and Zoning Commission, Town Council and Board of County Commissioners meetings and workshops prior to the submission and approval of this final document. The original approval of the Snow King Resort Master Plan took place on December 18, 2000.

Since the approval of the Snow King Resort Master Plan, the Town of Jackson and Teton County LDRs have been updated. Division 4.3.2 of the current (2018) LDRs provide clarity in regards to what square footage is included when calculating the total allowable square footage allowed in the Snow King Master Plan.

The review process of this Snow King Resort Master Plan included a thorough review of each Chapter of the plan by the Town and County Planning and Zoning Commissions. Subsequent to the comments and suggestions raised by the Commissions, the document was revised to address the identified issues. Staff made all the required findings for approval and recommended approval with conditions that have been incorporated into this final document.

At the December 13, 2000 Joint Town and County Planning and Zoning Commission meeting both Commissions forwarded a positive recommendation to Town Council on the proposed Master Plan. At their December 18, 2000 meeting, the Town Council unanimously approved this Master Plan. All the conditions for Approval that were part of the motion have been incorporated into this final document.

This Master Plan applies to all properties located within the Snow King Planned Resort District. This approved Master Plan acts as a Sketch Plan as per Division 8.3 Physical Development Permits of the Town's LDRs. Prior to commencement of construction or operation of a new land use within the Planned Resort District; each individual application will be required to obtain a development permit, grading permit and/or Building Permit from the Town per the regulations set forth in Division 8.3 of the LDRs for Physical Development Permits.

This Snow King Resort Master Plan addresses all the specific submittal components outlined in Section 4.3.1.D of the LDRs, which includes the following:

1. Statement of Purpose
2. Master Site Plan
3. Dimensional Limitation Plan
4. Design Guidelines
5. Transportation Demand Management Plan
6. Housing Mitigation Plan
7. Capital Improvements Plan
8. Land Use Plan
9. Phasing Plan

## **Chapter 1: Statement of Purpose and Existing Conditions**

The LDRs state that the intent of this Chapter is to describe the rationale for the proposed resort expansion and describe the design theme for the resort. In addition, the Chapter should also describe how the resort master plan fulfills the intent of this Division 4.3, as specified in Section 4.3.1.A, Purpose and Intent.

This document clearly articulates the overall intent of the resort master plan and the rationale for the expansion of the resort in statements such as the following:

"A primary purpose of this Master Plan is to create a vibrant mixed-use resort complex including a multi-faceted conference/convention center and community facility for Jackson, a facility that contributes to the economy of downtown and also serves as a permeable border between the town and the mountain."

"As a community partner Snow King offers the community, through this Master Plan, limits of development predictability, preserved open space, access to forest lands, and many other positive attributes discussed in this document."

The purpose and intent as described in Division 4.3.1.A is further defined and clarified by this plan on pages I.A.5 and 6 with an additional twenty-four bullet points describing the purpose and intent to be achieved by the Master Plan in terms of the built environment, impacts on the community and the role the resort will play in the greater Jackson Hole area.

The second purpose of this chapter is to provide a background for the master plan by describing the existing conditions, extent of the master plan, and land ownership within the subject area. This purpose has been additionally addressed through the inclusion of both written and visual descriptions of the subject property and explanation of both existing and planned resort development. This section also clarifies how the existing development already in place within the Planned Resort District is dealt with after this Master Plan was adopted.

## **Chapter 2: Consistent with the Comprehensive Plan**

The purpose of this chapter is to ensure that the resort master plan is consistent with the goals and objectives of the Jackson/Teton County Comprehensive Plan. This document provides a clear documentation as to how the proposed plan meets the goals and objectives of the Comprehensive

Plan. Staff concurred with this document's statement that a balance between what the resort brings to the community in terms of jobs, tax revenue, meeting space and recreational opportunities must be balanced with the associated impacts of these benefits on public infrastructure (roads, sewer and water systems, transit, etc.), and demand for employee housing. It is important to recognize that the Comprehensive Plan anticipated the growth and expansion of all resort areas in Teton County while at the same time maintaining the community character of Jackson Hole as shown in the following statements from the 2012 Comprehensive Plan:

“Nonresidential development not associated with agriculture should be clustered in Complete Neighborhoods and Planned Resorts where nonresidential character already exists.”

“In the future, the (Snow King Resort) subarea will complement Downtown (Subarea 2.3) lodging and tourist amenities. Lodging will be provided in a variety of types and forms from hotel rooms to condominiums, in order to support the local tourism-based economy. The size and scale of structures will often be larger than those typically allowed in other subareas of Town, as resorts typically require a larger critical mass necessary to support visitor functions. Though buildings will tend to be larger than in other districts, the subarea will maintain an abundance of open space in relation to the 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.”

Staff found that the proposed plan is consistent with the Comprehensive Plan by providing a well-designed and thought out plan that will be a benefit to local residents and visitors while at the same time addressing the associated impacts of the proposed expansion on the local community.

### **Chapter 3: Compliance with the Land Development Regulations**

The LDRs in Division 4.3 Planned Resort District state that an applicant for a Planned Resort master plan may propose, and the Town Council may approve, alternative standards for development that are consistent with the purpose and intent of Division 4.3. In addition, Division 4.3 states that it is fully consistent with the Division that Planned Resorts may have dimensional, design, and other development standards different from those described in other sections of these LDRs due to the unique circumstances of, and community objective for, resort development. Staff determined that this master plan meets the requirements for a sufficient application per Division 4.3 LDRs and is thus in compliance with the LDRs. Furthermore, as described in Chapter 1: Statement of Purpose and further described in this chapter the proposed master plan is consistent with Section 4.3.1.A which defines a Planned Resort District. Finally, the chapter addresses the required findings as per Section 4.3.1.D LDRs.

### **Chapter 4: Master Site Plans**

The master site plans depicted in this Chapter clearly illustrate the proposed development and the site characteristics. This Chapter stresses that the backbone of the master plan is the pedestrian circulation routes that run through the resort connecting the various outdoor and indoor facilities and activities. These routes are clearly shown by the Snow King Resort Circulation, Pathways and Sidewalks Map and the Snow King Resort Vicinity Trail Network Map included in this Chapter. The summer/winter master site plan clearly illustrates the location of development, vehicular and pedestrian circulation and interaction between the built and natural environment making up the resort. The inclusion of a sub-area plan shows the resort in more focused and centralized areas for more detailed discussion throughout the remainder of the master plan.

## **Chapter 5: Land Use Plan**

The intent of the land use plan is twofold. First, to identify the allowable land uses within a proposed Planned Resort. Second, to describe the amount and type of development that is to be expected as a result of the proposed master plan.

The land use designations are consistent with both the master plan's design theme and the character objectives for the resort, as specified in Chapter VI Design Guide lines of this master plan.

Various conditions for approval have been incorporated into the body of this Chapter.

This Chapter also includes a chart depicting the amount and type of development proposed in the master plan in an Example Development Chart. This proposed development example is only to be used as an example of what may be developed on site. The example development scenario is necessary in order to determine the possible impacts and required facilities and services as a result of the proposal. The proposed development example is consistent with the need for resort expansion as well as with the primary purpose of the master plan to: *"create a vibrant mixed-use resort complex including a multi: faceted conference/convention center and community facility for Jackson, a facility that contributes to the economy of downtown and also serves as a permeable border between the town and the mountain."*

## **Chapter 6: Design Guidelines**

The intent of this Chapter is to provide design guidelines to establish standards for buildings, spaces signs and lighting within the resort district along with a mechanism for the implementation. The LDRs state that the design theme of the resort shall be defined by the applicant and be consistent with the standards of Division 4.3.

Division 4.3.1.D.4 establishes seven individual criteria upon which the proposed Design Standards are to be evaluated.

The first criteria described as General in the LDRs establishes whether the proposed Guidelines will create a sense of place. The master site plan satisfies this requirement with three defined primary outdoor spaces. Each one of these locations (Entry Court, Pedestrian Plaza, Pool Courtyard) is designed for a specific function, provide connectivity between the various elements of the resort and take advantage of the natural features found in the area.

The second criteria: Architecture, is satisfied by the proposed Guidelines including sections on Building Form, Massing and Character, Roofs, Exterior Materials, Windows, Commercial Frontage, Entryway, Decks and Balconies, color and Sub-Area 2 Specific Guidelines. The description and criteria provided in these sections will provide base standards upon which individual Final Development Plans can be evaluated for consistency with the master plan.

The third criteria: Bulk and Scale, has been addressed in the Building Form, Massing and Character section of this Chapter. In addition, the Chapter VII Dimensional Limitations graphically shows the three-dimensional building envelope dimensions, Circulation Overlay Zone and Building Envelope Sections designed to control the bulk and scale of the proposed development.

The fourth and fifth criteria: signage and lighting, although addressed in the master plan, shall be further researched and approved as separate sections prior to the submission of the first Final Development Plan for the resort.

The sixth criteria: Site Planning, has been adequately addressed in the master plan in various chapters including Chapter II Master Site Plans, Chapter VJ Design Guidelines, Chapter VII Dimensional Limitations Plan and Chapter IX Transportation Elements.

The seventh criteria: Character element, as per Section 4.3.2- Section 4.3.7, has been incorporated successfully into the proposed Design Guidelines. The resort will have a definable architectural character and site design that meets the standards identified in Section 4.3.2-Section 4.3.7 of the LDRs for the Snow King Resort.

## **Chapter 7: Dimensional Limitation Plan**

The intent of the proposed Dimensional Limitation Plan is to specify dimensional limitations necessary to achieve the design theme identified for the master plan. The plan includes floor areas and floor area ratios, densities, landscape ratios, height, setbacks, building envelopes, etcetera, or other lines delineating areas on which restrictions of development are to be imposed and areas in square feet for each lot or building. Any dimensional limitations unspecified by the Planned Resort master plan shall follow the design theme identified in the resort Master plan.

This Master plan accomplishes this through a method of three-dimensional building envelopes presented primarily in graphic format. The proposed three-dimensional building envelopes provides the ability to review proposed Final Development Plans against the proposed envelopes for consistency with the master plan. The building envelopes provide both height and setback requirements for the plan. In addition, standards for setbacks, open space, landscape surface area, landscape surface ratio, building floor area, lodging capacity and floor area ratio are also included as part of the master plan. The various dimensional limitation standards provided in this Chapter ensure that the proposed resort character is maintained.

## **Chapter 8: Housing Element**

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

The Housing Element adequately addresses the estimated demand and proposed location of employee housing required as a result of the proposed master plan.

## **Chapter 9: Transportation Element**

The intent of the proposed transportation element is to ensure that the resort development does not produce an amount of vehicular traffic that undermines the community's character, and endangers the public health, safety and welfare (i.e. noise, air quality and traffic impacts). The Snow King Planned Resort master plan provides an optimum mix of automobile, transit and pathway facilities within the resort, encourage coordination of all resort transportation facilities with the County-wide transportation system, promote design and management which encourages shifts from single - occupancy vehicle trips to multi-occupancy trips, or other transportation modes, and provide equitable cost sharing for facilities and services.

The Traffic impact analysis adequately addresses the requirements described in Section 4.3.1.F.8 of the LDRs. The proposed plan demonstrates how the travel behavior of resort visitors and employees will be managed to minimize the number of vehicle trips on the roadway network resulting from the resort development. Thirteen strategies are proposed that may be used to influence mode choice and reduce automobile trips as required by the plan.

The proposed shared parking analysis in combination with the proposed onsite parking will more than adequately meet the anticipated supply and demand for parking at the resort based on the example development plan. In addition, the proposed Entry Plaza planned as the vehicular hub for the resort will adequately handle the volume and wide range of vehicle types that will be utilizing the facility.

## **Chapter 10: Capital Improvement Plan**

The intent of the capital improvements element is to ensure that infrastructure and essential services will be provided in an efficient and timely manner to accommodate projected resort demands. The capital improvements element identifies service providers, analyzes impacts and proposes a capital improvements plan for facilities and services needed by the resort.

This Masterplan accurately identified and acknowledged the necessary service providers required for the development of the proposed master plan. The impact analysis adequately meets the requirements outlined in Section 4.3.1.F.9.

The provided capital improvements program is consistent with the required impact analysis and clearly specifies how the deficiencies in infrastructure will be remedied or mitigated, including descriptions of the infrastructure improvements, the responsibility and sources of funding for the improvements, and the timing for completion of improvements. Concept plans for required improvements are also provided.

## **Chapter 11: Phasing and the Snow King Resort Master Association**

The intent of the phasing element is to ensure that development within the resort occurs in a logical sequence, including amenities and necessary public service expansions. The resort is required to not only provide the necessary improvements and services as a result of the resort expansion, they are also responsible for the monitoring and long-term maintenance and replacement of all facilities, both on and off site.

The proposal to have all responsibilities for the phasing plan and implementation of the master plan be controlled by the Snow King Master Association (SKRMA) meets this requirement. This Association will be able to implement, control and monitor the required improvements and services required as part of this master plan. Detailed descriptions of the duties of this Association are described in this chapter.

## **Chapter 12: Community Services Element**

The Snow King Resort has long played an important role in the community, providing facilities and recreational opportunities to both out of town visitors and the local community. Snow King is utilized as the primary conference/meeting room facility in the Town of Jackson. The Snow King

area provides an abundant array of recreational opportunities both summer and winter from hiking, mountain biking, and the alpine slide ride to skiing, tubing and ice skating.

## **Conditions of Approval**

When the Jackson Town Council approved this Master Plan certain conditions were incorporated into the approval. Most of them are incorporated into the body of the various Chapters of this Master Plan. Other conditions that were part of the approval are:

- All Final Development Plans shall include a detailed Landscape Plan for the review and approval by the Town.
- A detailed signage program for the entire resort will be prepared by the resort and reviewed and approved by the Planning Director prior to the first Final Development Plan application.
- A detailed exterior lighting program for the resort will be prepared by the applicant and reviewed and approved by the Planning Director prior to the first Final Development Plan application.
- The applicant shall provide an employee housing requirement for Indoor/Outdoor Recreational Facilities to be and reviewed and approved by the Planning Director prior to the first Final Development Plan Application.
- The applicant shall be required to implement a minimum of two and a maximum of all thirteen proposed Transportation Demand Management strategies in order to meet the goals as described in the Transportation Element of this Master Plan.
- The applicant shall be required to implement the Travel Demand Management Monitoring System as described in the Transportation Element of this Master Plan.
- The applicant shall be required to update the proposed shared parking analysis provided as part of the Transportation Element upon substantial completion of this Master Plan to ensure that the Example Development scenario used to develop the original analysis is working.
- The Capital Improvements Plan and other Chapters of this Master Plan include conditions of approval that were part of the approval of this Master Plan.
- The horizontal and vertical Building envelopes fronting Snow King Avenue have been revised in this final version of this Master Plan to comply with condition #28 of the Master Plan approval concerning the human scale aspect of Sub-Area 2 adjacent to the public thoroughfare.
- This Final Version of this Master Plan incorporates all the conditions that were part of the Town Council's approval and is the complete Final Version of the Snow King Master Development Plan as approved by the Jackson Town Council on December 18, 2000.

## **I. STATEMENT OF PURPOSE**

Snow King has been a community resource and a community partner for over 60 years. This Master Plan presents a well-balanced next-generation vision of this partnership.

As stated in Section 4.3.1.A, the purpose of the Planned Resort Zone is to provide for a mix of recreational, retail, and service-oriented activities which have a high degree of self-containment and provides economic and other benefits to the community. The planned Resort Zone is intended to guide the creation or continuation of a planned development configured around a major recreational activity.

Although sometimes repetitive, this Master Plan is consistent with the Comprehensive Plan, complies with the Land Development Regulations and adheres to all the procedures and standards of Division 4.3 of the Land Development Regulations. The Goals, Objectives and Criteria listed in this Statement of Purpose are the guiding principles of this Master Plan.

### **Prologue**

From a bird's eye view, the Town of Jackson is nestled into a narrow space between the Elk Refuge and the mountains, built at the fork of Cache Creek and Flat Creek and extending along the creeks at the foot of the mountains. The Town Square is at the center of this unique topography. The quality that makes the Town of Jackson attractive is the way in which it fits into this topography so that human habitation is seen as a natural part of the much larger landscape.

Snow King Resort, now and when developed as proposed in this Master Plan, aims to be an extension of this defining quality of the town of Jackson. As the border between the town and the mountains, Snow King "fits into the country" and it completes and compliments the downtown core.

As a blend between a visitor-serving resort and a community-serving facility, Snow King is a place where local residents and visitors share space comfortably. This proposed development is consistent with the traditional style of Jackson Hole hospitality: Snow King Resort invites visitors to join right in, relax and take part in the life of a unique community.

A primary purpose of this Master Plan is to create a vibrant mixed-use resort complex including a multi-faceted conference/convention center and community facility for Jackson, a facility that contributes to the economy of downtown and also serves as a permeable border between the town and the mountain.

Access to public lands (US Forest Service) from town through our private land in a seamless transition has always been a priority at Snow King. In fact, so unnoticeable is this transition that most people do not realize that they are entering private property. This tradition is intended to continue.

Among the stated purposes and intent of the resort district, as stated in the Land Development Regulations and the Comprehensive Plan, is to provide recreational opportunities that rely on indigenous natural attributes of the area. These opportunities are provided to both the community and the visitor through the development of Snow King's resort facilities. Snow King has provided the Town of Jackson, and the community at large, with in-town recreational facilities since 1939.

The ski area provides a venue for the junior ski racing programs, adult ski racing as well as recreational skiing and snowboarding, both day and night. During the summer the area provides a trail system, which has become a staple hiking, running, biking and riding area for residents and visitors alike. In turn other resort facilities and on mountain activities provide the financial and operational platform, which support and provide the ability to maintain and expand these recreational opportunities to both valley residents and visitors.

This Snow King Planned Resort Master Development Plan establishes the development standards and serves as a guide to all future development within the Snow King Planned Resort District. This Planned Development document represents a carefully balanced and well thought out development plans for the properties, it is organized in a clear manner responding to each Section of Division 4.3.1 of the Land Development Regulations and is intended to expand on prior foundations through a collaborative plan, design and approval process between Snow King, the Town of Jackson and Teton County. This foundation is defined in the Land Development Regulations and is consistent with prior approvals dating back to 1972 and with prior presentations approved under the Complete Neighborhood provisions of the old Town of Jackson Development Guidelines.

Since the first chair lift was built in 1939, Snow King has been a community resource and a community partner. When the hotel opened in 1976, Snow King Resort opened its doors to a great variety of community meetings and events. Snow King has pioneered innovative relationships with the U.S. Forest Service, with the Town of Jackson and with many community organizations such as the Teton County Parks and Recreation Department, the Jackson Hole Ski Club, the Jaycees and many other community organizations. Virtually every non-profit organization in Teton County uses Snow King facilities to bring people together. Many local people regularly use Snow King's hiking and skiing trails as well.

Snow King Resort has, for years, been one of the largest employers in the Town and County. Among the large employers, we pride ourselves in maintaining a very stable level of employment throughout the year.

A very important consideration in this plan is to develop the property with porous edges and inviting corridors that allow circulation to the National Forest lands from the Town. It also considers the property as a bridge connecting the East and West ends of the Town via trails and pathways. Rather than stand out at the base, Snow King Resort melts into the mountain.

As owners of the largest contiguous land parcels with in the Town of Jackson, we have planned and given a great deal of thought to the future development of these lands. We have also proven our slow and careful approach to development. As a community partner Snow King offers the community, through this Master Plan, limits of development, predictability, preserved open space, access to forestlands, and many other positive attributes discussed in this document. Additionally, Snow King is operationally integrated in the community. As resort operators we differ from the standard sub - division developer since we continue to operate the product of our construction/development phase providing assurances of ongoing responsibility to the community.

In addition to the recreational facilities, the Snow King Resort Hotel has provided the largest year round meeting and conference facilities in the county since 1976.

Within the resort core all buildings are interconnected by indoor and outdoor circulation corridors alleviating the need for guest and visitors to drive to services. Pedestrian and shuttle connections are planned to be developed and improved to connect the Multi Agency Campus, Town Square and Snow King. This Master Plan also encourages East/West and North/South pedestrian connections that complement the fabric of the Town and connect it to its mountain roots.

Functionally, visitors will be able to step out of our meeting rooms directly into the mountain environment. The pedestrian circulation system links the Resort to the mountain on both the north/south and the east/west axis so that Resort use is an integrated part of the mountain trail system. Outdoor recreation is the defining characteristic and largest land use of Snow King Resort summer and winter.

On the Town side, the entire downtown core is viewed as part of the resort in the sense that downtown amenities complement the convention facilities and lodging located on our site. Downtown shops and restaurants will be part of the immediate visitor experience, with both transit and pedestrian pathways linking Snow King to the Town Square conveniently. In the past, Jackson desired a full-service, year-round convention center to complete its array of visitor services; however, today, Jackson has a wide range of convention space that serves the community well. This proposed Master Plan offers the community the opportunity to shift from a focus on convention space to a greater focus on recreation in a manner that will benefit the entire downtown area.

The proposed development also blends sensitively with the adjacent residential neighborhood, as lodging facilities are bordered by condominiums and employee housing as a buffer for the residential neighborhood to the north and east. In addition, the Resort intends to provide an attractive Cache Street terminus that marks the end of the commercial development of the downtown core and the beginning of the residential neighborhood to the west.

## **Scale and Type of Development**

An objective of this Master Plan is to develop a high-intensity resort node of development, which is compatible with its location and with its crucial relationship with downtown Jackson. The size and character of the proposed development is appropriate to its position as the center for year-round recreational, conference and resort activities within the Town of Jackson for both residents and visitors.

On the mountainside of the Town/Forest border defined by Snow King Resort, the proposed development blends into the contours of the mountain both physically and functionally. The buildings take advantage of the complex contours at the base of the mountain. The scale and shape of the mountain will make these structures appear modest. The Design Guidelines Chapter addresses how large structures such as the existing hotel and the Snow King Center and future additions fit into the topography.

The regulations set forth four basic considerations for establishing the amount and type of development: (1) rationale and character objectives for the resort area; (2) overall development which can be permitted while preserving community character; (3) infrastructure capacity; and (4) resort self-sufficiency to minimize vehicle trips.

The first two issues are discussed in the context of consistency with the Comprehensive Plan, the Land Development Regulations and the Design Guidelines. The issue of infrastructure capacity is discussed as part of the Capital Facilities Element. The issue of resort self-sufficiency is generally

not applicable since the intention of this Master Plan is to be integrated with the down town area. However, the proposed uses do provide basic conveniences and amenities needed by on-site guests and conference center users. Land uses and intensity are consistent with the Land Development Regulations.

The proposed maximum scale of development is in keeping with Division 4.3.1. Three-dimensional building envelopes and design guidelines are used to provide a level of predictability. These physical parameters, in concert with the intensity of use thresholds, allow this document to provide long range planning for infrastructure, capital facilities and community land use patterns. These predictions should enable the Town and the resort to equitably share responsibility for future infrastructure and capital facility improvements.

## Goals and Objectives

Section 4.3.1.A of the Town of Jackson Land Development Regulations state that *the purpose of the Planned Resort District Standards is to provide and guide the creation or continuation of a planned development around a major recreational facility. The intent of this District is to:*

- A. *Encourage recreational activities that rely on indigenous natural attributes of the area, contribute to the community's character and economy and have had a long-standing, beneficial role in the community; and*
- B. *Provide flexibility for planning and developing recreational resort facilities in a creative, efficient and coordinated manner in order to provide quality visitor experiences; and*
- C. *Create a process in which applicants, Teton County and the Town of Jackson collaborate with landowners in planning and designing resort master plans that meet community goals and respond to the unique circumstances of the resort area; and*
- D. *Permit resort development that contributes to expanding the winter and shoulder economic seasons; and*
- E. *Ensure that resort plans incorporate a mix of land uses, promote alternative modes of transportation, and provide a pedestrian-oriented community in order to alleviate traffic related impacts; and*
- F. *Ensure resort plans are consistent with the Comprehensive Plan, and therefore, are beneficial to the community; and*
- G. *Enable long-range planning for infrastructure, capital facilities, and community land use patterns by establishing a level of predictability in the maximum potential size and character of each resort area; and*
- H. *Ensure a balance is maintained between tourism and community that promotes social diversity but does not cause undesired shifts away from rural, western community character; and*
- I. *Produce resort plans that make significant contributions toward protecting attributes of the community that are considered critical to the community's long-term health, welfare, and wellbeing.*

The Town of Jackson LDR 's also state that the Objectives of the Planned Resort District is:

*To be a mixed-use district configured around a resort complex. Resorts are to be well balanced they are to provide tourist accommodations as well as seasonal and year-round housing. The design of resorts is to be compatible with adjoining areas and is to be connected to the community at large by roads, transit and pathways. A portion of the resort workforce, particularly seasonal employees of hotels and restaurants are to be able to find housing within the resort district. Commercial development is to provide both tourist and local convenience shopping opportunities as appropriate.*

Division 4.3.2.B includes the following factors and resort characteristics that are important in Snow King's future development:

*Capitalization on the location at the terminus of Snow King Avenue.*

*Creation of a sense of arrival.*

*Creation of an active, attractive, pedestrian streetscape along the eastern end of Snow King Avenue.*

*An attractive, safe and direct pedestrian streetscape connection to the Town Square.*

*A layout that blends the edges of the resort into neighboring developments, creating a porous edge to the resort that encourages pedestrian travel into and through the area.*

*Structure sizes and layout that draw people into the resort area.*

*A continuity of architecture and activities within the resort, creating a multi-use sense of place.*

*Pathways throughout the resort and connections to the Jackson Hole pathways system.*

*Continued provision of the amenities of "town hill" skiing.*

All of these factors and characteristics are discussed and considered in detail throughout this Master Plan.

This Master Plan endorses and complies with all the above Goals and Objectives and adds this additional criterion:

- Create a vibrant year-round district in a unique resort-oriented urban commercial environment, serving both visitors and residents.
- Maintain and enhance access to public lands through private lands in a seamless transition. Preserve open space, ski runs and extend existing Town parks into the mountain.
- One dominant central hotel oriented towards conferences and meetings without lying accommodations of various types.
- Create meaningful outdoor activity areas that relate to both buildings and open space considering long vistas, and within a comfortable urban pedestrian framework.
- Solidify Snow King's role as the main convention and conference facility in the community.
- Create East/West trail networks that interconnect with other trails leading from Town up the mountain.
- Frame the access to the mountain West of the Snow King Center with a companion building, One Town Hill.
- Locate services and parking underground, wherever feasible, within a comfortable walking distance of destination, while creating building facades that conceal these uses.
- Separate service/delivery areas from the guest areas of the resort.
- Careful use of density to reduce the need for transportation within the district and from Snow King to the Town Square area.

- Create a Sense of Arrival at the Resort convenient for both visitors and local guests and with sufficient space for various concurrent functions and with clearly visible key destination points.
- Balancing activities to create an efficient distribution of usage throughout the day and the year.
- Create a festive resort-like atmosphere, with a variety of eating and recreational experiences. Lively all seasons.
- Integration into the town's fabric in a non-competitive symbiotic commercial relationship to downtown. Commercial areas should act as adjuncts to recreation, lodging and conference facilities.
- Community oriented Resort and Conference Center with a variety of year-round recreational activities and amenities for visitors and residents, achieving sufficient volumes of pedestrian circulation to create vibrant public spaces.
- Within the resort, pedestrian, bicycle and skier circulation shall be encouraged through the use of a pathways system. Pathways will be integrated into the resort and the Town's fabric and segregated, as much as possible from automobile circulation. The overall plan will be pedestrian friendly.
- Planning with landscape scenic values in mind.
- Design guidelines that enhance the natural attributes of the site and encourage architectural by distinctive design.
- Encourage design diversity with common themes.
- Create a Pedestrian Plaza from the hotel to the Snow King Center with porous building edges.
- Maintain the appearance of a resort set at the edge of town with public access through it to the National Forest Service land. Keeping a sense of connection to the mountains.
- Intercept as much vehicular traffic as possible at or near the Resort's entrance.

## **Submittal Components**

This Snow King Planned Resort Master Plan document considers, addresses and ultimately assists in achieving these Goals and Objectives, while taking advantage of the unique characteristics of the site.

When considered as whole, the Master Site Plans, Land Use Plan, Design Guidelines and Dimensional Limitation Plan provide a clear vision of the visual and physical character of the resort.

Other components such as the Housing, Transportation, Capital Improvements, Phasing and Community Service Elements address the impacts and remedies associated with the development of the Resort.

Various Chapters of this Master Plan identify, address and respond to all the requirements of Division 4.3.1 in a clear, complete and comprehensive manner.

## Introduction to Existing Conditions and Vicinity Maps

This chapter of the Snow King Master Plan defines the existing conditions within the Snow King Resort District (PRD) and its immediate neighborhood. The maps are designed to provide distinct information and to assist in the familiarization process as well as providing reference information with respect to the later chapters. The first three maps provide information about the current zoning in the Snow King Planned Resort District (PRD) vicinity, and the current status of the built environment at Snow King Resort. The fourth map builds upon the existing conditions by including the approved, and presently being built, Love Ridge Lodge Homes project. The fifth map in this section indicates the extent of this Master Plan.

The "Extent of the Master Plan" excludes areas within the PRD that have been previously developed and exist as separate subdivisions. They include the Pitchfork, Grand Vista, Clark's Knoll and Remington Condominiums as well as the Stevens' project. All these developments are represented as Sub-Area 6. The "guest (APO) count" allocated to these mostly existing developments in Sub- Area 6 (252) has been deducted from the maximum lodging capacity authorized in the District (2,460 guests), netting a maximum lodging capacity available for this Master Plan of 2,208 guests (APO).

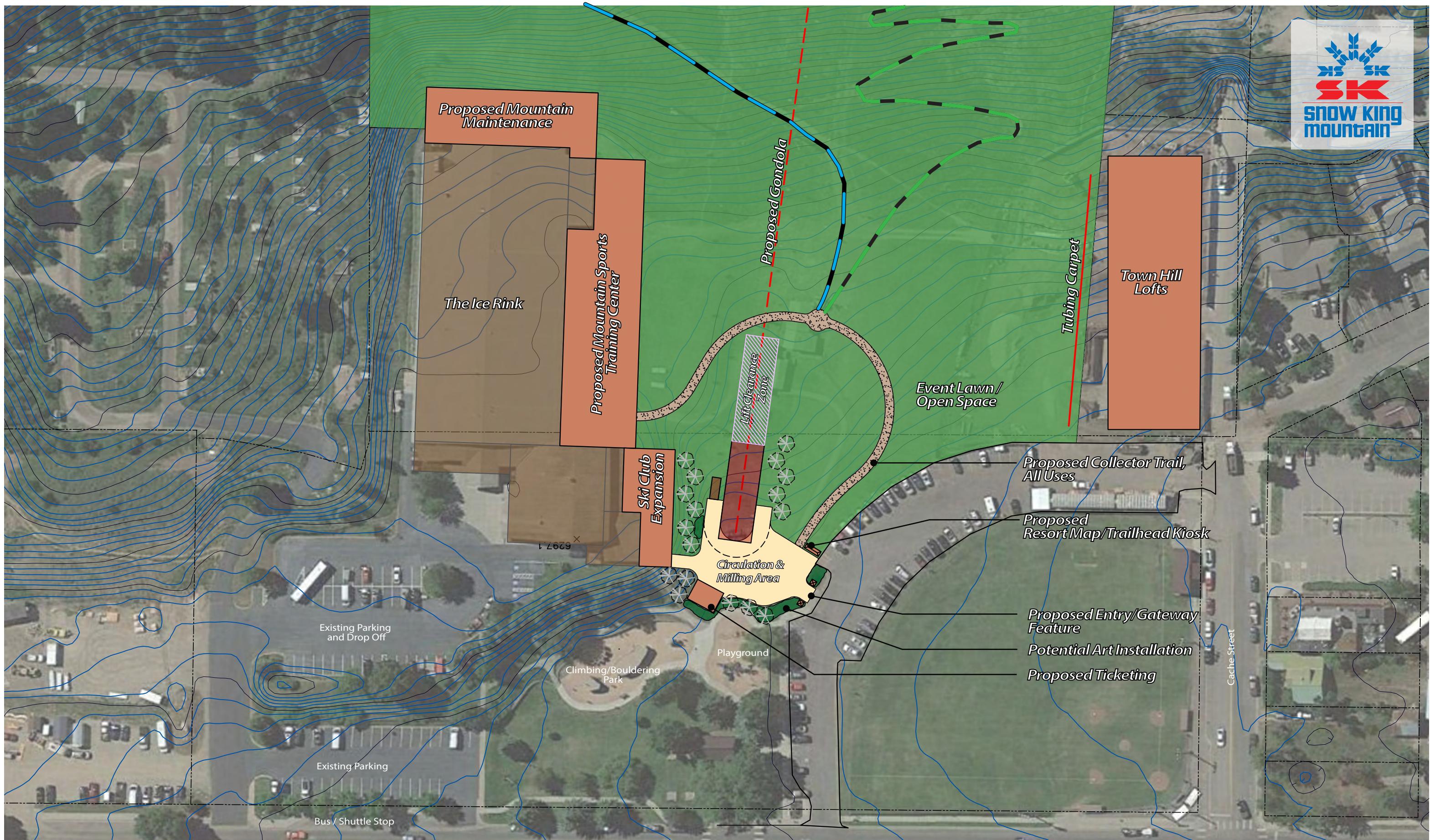
The next map in this chapter is the Land Ownership Map that indicates the mosaic of private owners, as well as US Forest Service and Town of Jackson parcels, which comprise the base of the resort.

All the owners within the Master Plan Area (Extent of Master Plan) have agreed to this submission and are presenting this Master Plan jointly. Property owners within the "Existing Condominiums Areas" are participating to a limited extent since most development on these parcels has already occurred. The "Statement Regarding Existing Condominiums" details the development permitted within the Existing Condominium Areas (Sub- Area 6).

The Extent of this Master Plan is therefore limited to a 62.364-Acre area, all within the PRD district. This area has been divided, for presentation purposes, into 5 Sub-Areas defined in the "Sub-Area Plan". These Sub-Areas are used for presenting the Master Plan into better manageable components.

## Extent of this Master Plan

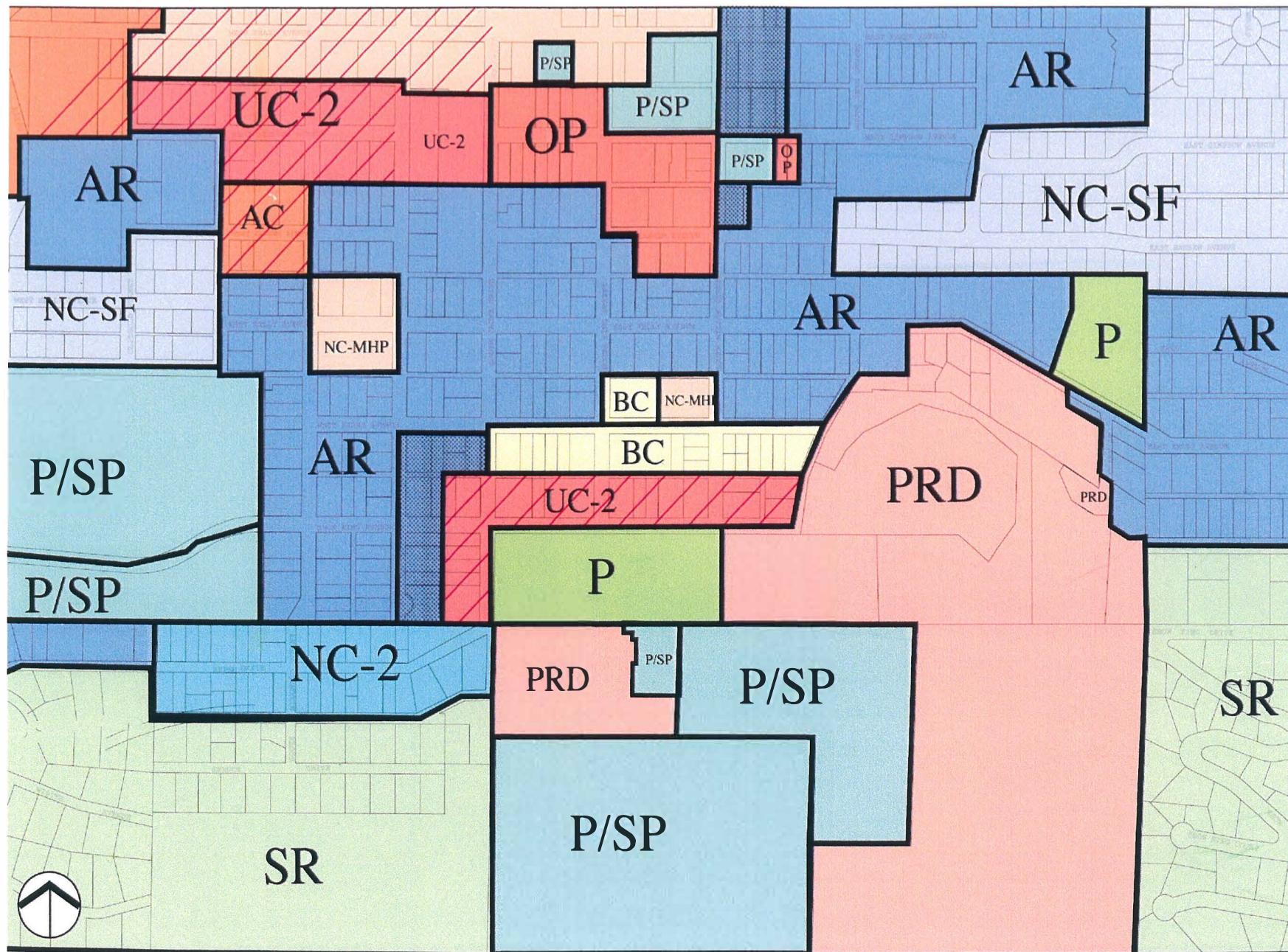




**West Portal and Phil Baux Park  
Concept Plan**

JULY 2019





**D. Neighborhood Zoning Map**

AC	Auto-Urban Commercial
AR	Auto-Urban Residential
BC	Business Conservation
NC-2	Neighborhood Conservation - Two Family
NC-MHP	Neighborhood Conservation - Mobile Home Park
NC-SF	Neighborhood Conservation - Single Family
OP	Office Professional
P	Public Park
P/SP	Public / Semi-Public
PRD	Planned Resort District
SR	Suburban Residential
PRD	Planned Resort District
SR	Suburban Residential
UC-2	Urban Commercial - Two
	Lodging Overlay
	Office Overlay



## E. Existing Conditions Map

This Plan reflects the Snow King Resort Area as it is in its present state. Structures Include:

- The Snow King Resort Hotel
- The Grand View Lodge Conference Center
- The Snow King Sports and Event Center
- Grand View and Love Ridge Condos
- Rafferty Center

## Major Site Features include:

- Snow King Ball Park
- Phil Baux Park
- Rafferty, Cougar, and Summit Ski Lifts
- Alpine Slide, Mountain Coaster
- Miniature Golf, and Maze



## E. Existing Conditions Plus Approved Plan

This Plan reflects the existing Snow King Resort Area with the addition of the approved KM6 and Snow King Hotel Development. Included in the approved development are:

- Proposed buildings A-E of the Snow King Hotel.
- Proposed conference center, commercial development, and housing on the KM6 parcel.
- Pine Lodge development now known as One Town Hill condominiums.
- Storage facility behind ice rink.
- Mid-mountain lodge, accessory buildings, and pavillion.
- Condominium building 27 located on lot 58 above Grand View Condominiums.
- Mountain maintenance facility located on Vine Street.
- Cabins located on lots 53 and 57 above Grand View condominiums.

## **I. G. Extent of This Master Plan**

The previous map, I.G., indicates the extent of area in the Snow King Planned Resort District area that is pursuant to this Master Plan. This map differs from the "Extent of the PRD" map, J.B., because it excludes the "Existing Condominium Areas" (Parcels 2- A, 2-B, 2-C, 2-D and 2-E and also referred to as "Sub-Area #6"). For planning purposes, the remaining 62.364 Acres has been subdivided into five Sub-Areas. These areas are described on page IV D., SUB-AREA PLAN. Extent of This Master Plan• Sub-Areas 1-6

## **I. H. 2. Statement Regarding Existing Condominiums**

The following projects, all located in Sub-Area 6, have a limited part in this Master Plan presentation:

- Pitchfork Townhomes	- Grand Vista Townhouses
- Remington Townhomes	- Stevens Property
- Clark's Knoll Townhouses	

These projects encompass a total of approximately 4.85 acres and can accommodate a maximum of 252 guests. These 252 guests reduce the maximum lodging capacity remaining in the balance of the Snow King Planned Resort District to 2,208 (2,460 - 252 = 2,208). Legal descriptions of the parcels encompassing these projects are attached in the Addendum Section.

The Pitchfork, Clark's Knoll and Grand Vista projects were constructed from 1990 through 1996 and are expected to remain as they are regarding dimensional limitations, parking and impervious surfaces.

The Remington and Stevens properties have been assigned 20 and 24 guests respectively.

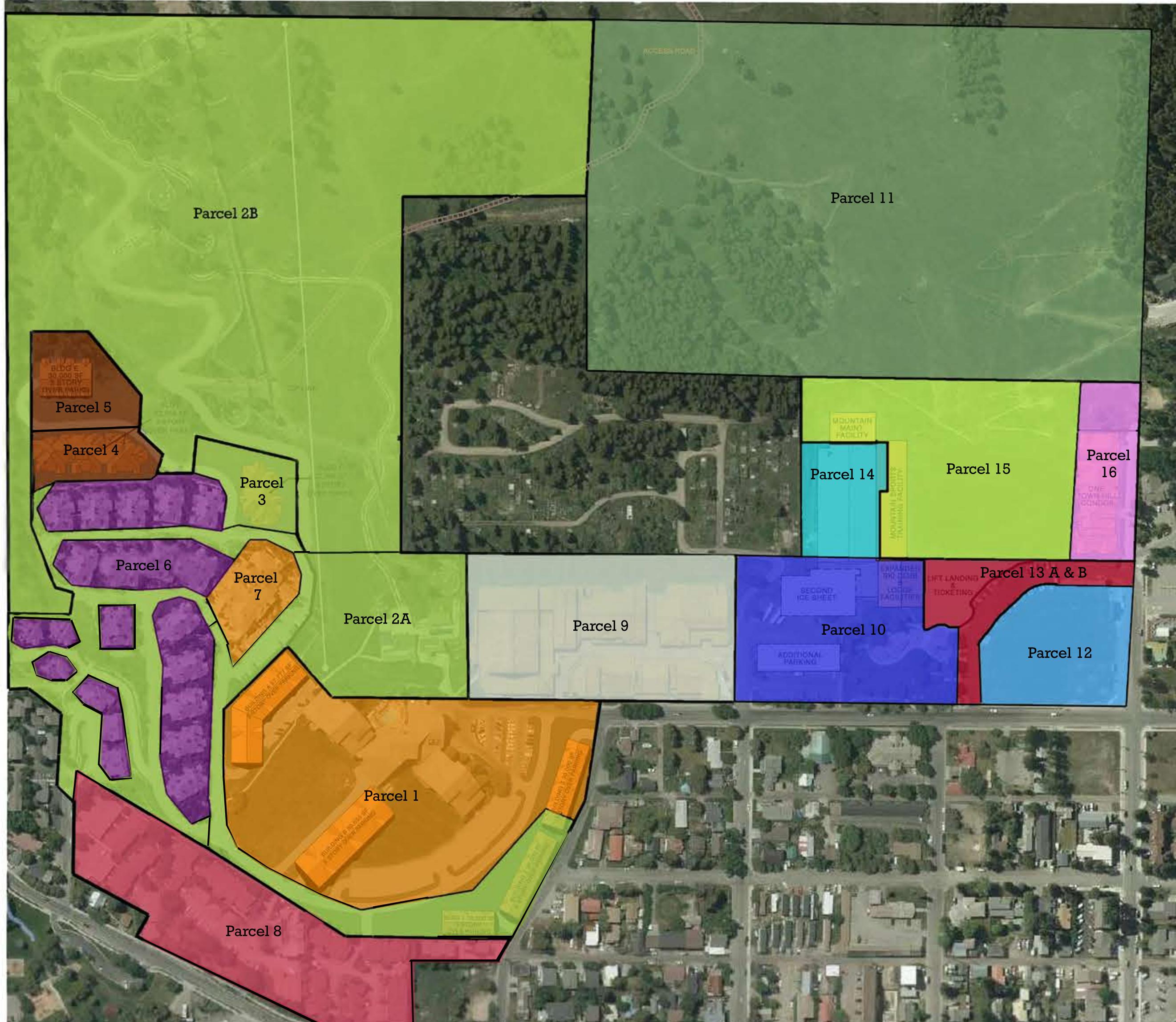
- Units within all these projects can be rented for short-term purposes.
- These properties have historically been excluded from SKRMA; however, this master plan amendment proposes that all properties within the district contribute to SKRMA to better ensure long term maintenance of facilities within the resort district.
- The Remington project is allowed a maximum 20 guests (APO's) and therefore is allowed to build an additional unit sized similarly to the 4 existing units.
- The Stevens lot is allowed a maximum of 24 guests (APO's) and 9600 SF of livable space.
- The Remington lot has been built with one employee unit and will remain so.
- The Stevens lot will need to provide its own employee unit or make an arrangement for compliance with the Housing Mitigation Plan for the Snow King Planned Resort District.
- Any redevelopment may not exceed these maximum Floor Areas

-Pitchfork	95,200 SF	-Grand Vista	6,800 SF
-Clark's Knoll	44,000 SF	-Stevens	9,600 SF
-Remington	9,400 SF		

and cannot exceed the # of guests assigned in the table *below*.

All applicable sections of the Town of Jackson Land Development Regulations, including but not limited to, parking, employee housing, landscape ratios, height restrictions and impervious surface ratios, apply to any redevelopment that may occur within these developments. The Town of Jackson under Section 4.3.1 shall review all these properties after approval of this Master Plan.

	Pitchfork	Clark's Knoll	Grand Vista	Stevens	Remington	TOTALS
Condominium Units #	30	19	3	6	5	63
Doors#	48	19	3	12	10	92
Guests#	120	76	12	24	20	252
Site Area - Acres	2.8	1.3	0.2	0.28	0.27	4.85 Acres
Site Area - SF	122,000	56,400	8,700	12,300	12,000	211,400 SF
Parking Spaces - #	60	38	6	16	10	130
Employee Units - #				As needed	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 condominiums pertain to this Master Plan. These parcels are:

### KDG Capital LLC:

- Parcel 1 8.29 Acres
- Parcel 7 (Grand View Lodge Commercial) .83 Acres

### Snow King Mountain Resort LLC:

- Parcel 2A & 2B 35.2 Acres
- Parcel 3 .83 Acres
- Parcel 15 5.2 Acres

### KM6 LLC:

- Parcel 9 4.92 Acres

### ABSK LLC:

- Parcels 4 & 5 1.89 Acres

### CCC's Town Hill Lofts LLC:

- Parcel 16 1.3 Acres

Privately owned condos at Grand View, Love Ridge, and Simpson Patent:

- Parcel 6 4.73 Acres

**Total Extent of this Master Plan 62.364 Acres**

Legal description of these parcels can be found on the Teton County Map Server.

### Other Parcels within the PRD:

#### Existing Condominium Areas:

- Parcel 8 4.85 Acres

See: Statement Regarding Existing Condominiums

Other Parcels presented here, although not part of this Master Plan:

Parcels owned by Town of Jackson under lease to Snow King Mountain Resort LLC

- Parcels 11, 13 A & B, and Parcel 12 in winter only
- Approximately 32 Acres.

USDA Forest Service Special Use Permit

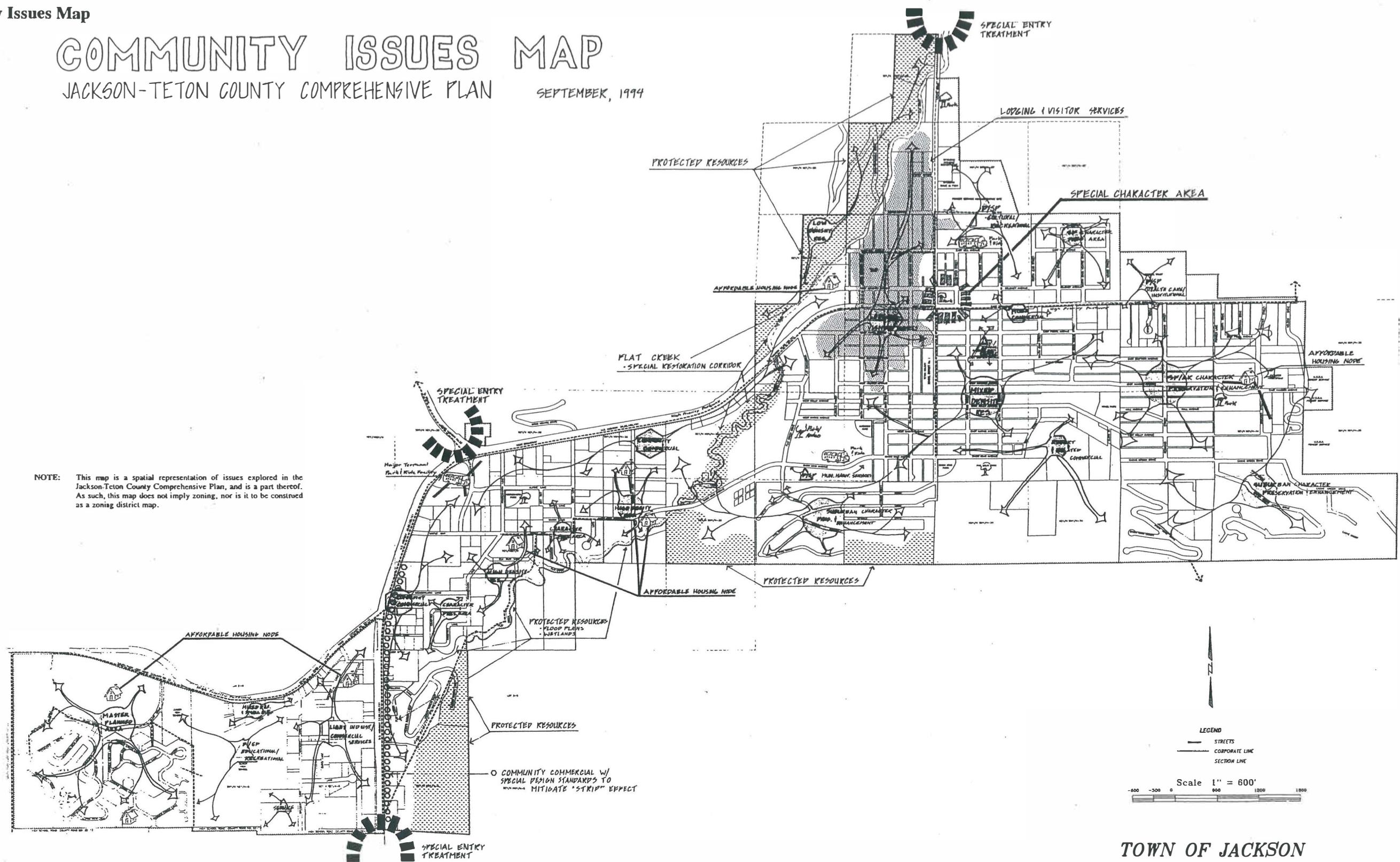
Issued to Snow King Mountain Resort LLC - 369.51 Acres

## I. Community Issues Map

# COMMUNITY ISSUES MAP

JACKSON-TETON COUNTY COMPREHENSIVE PLAN

SEPTEMBER, 1994



**TOWN OF JACKSON  
TETON COUNTY, WYOMING**

1"=1200'

ORTHOPHOTO  
USGS-1976

TOPOGRAPHY  
NELSON  
ENGINEERING  
HORIZONS FILE  
4-1853

Prepared:  
August 18, 1998



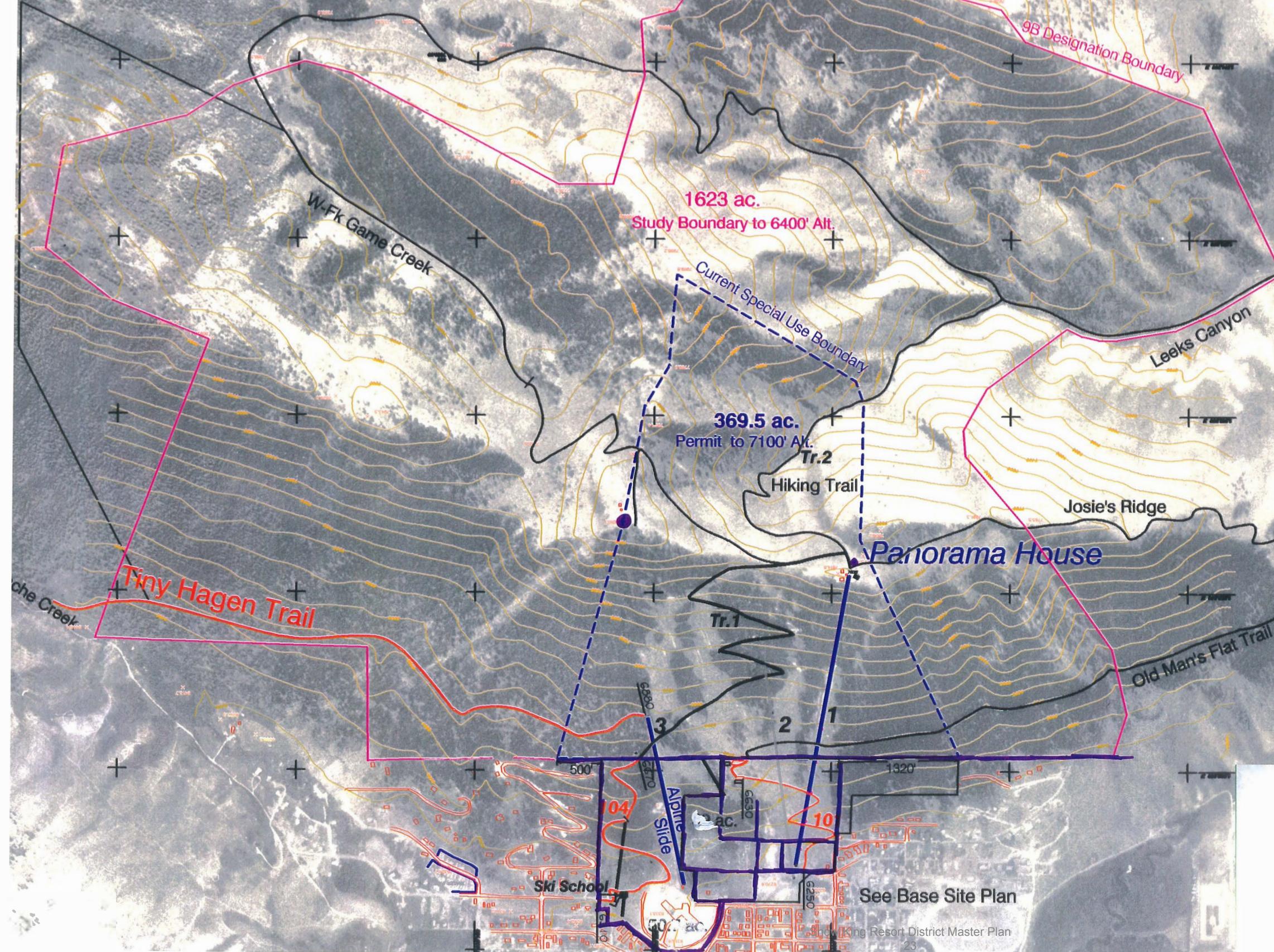
Salt Lake City, Utah

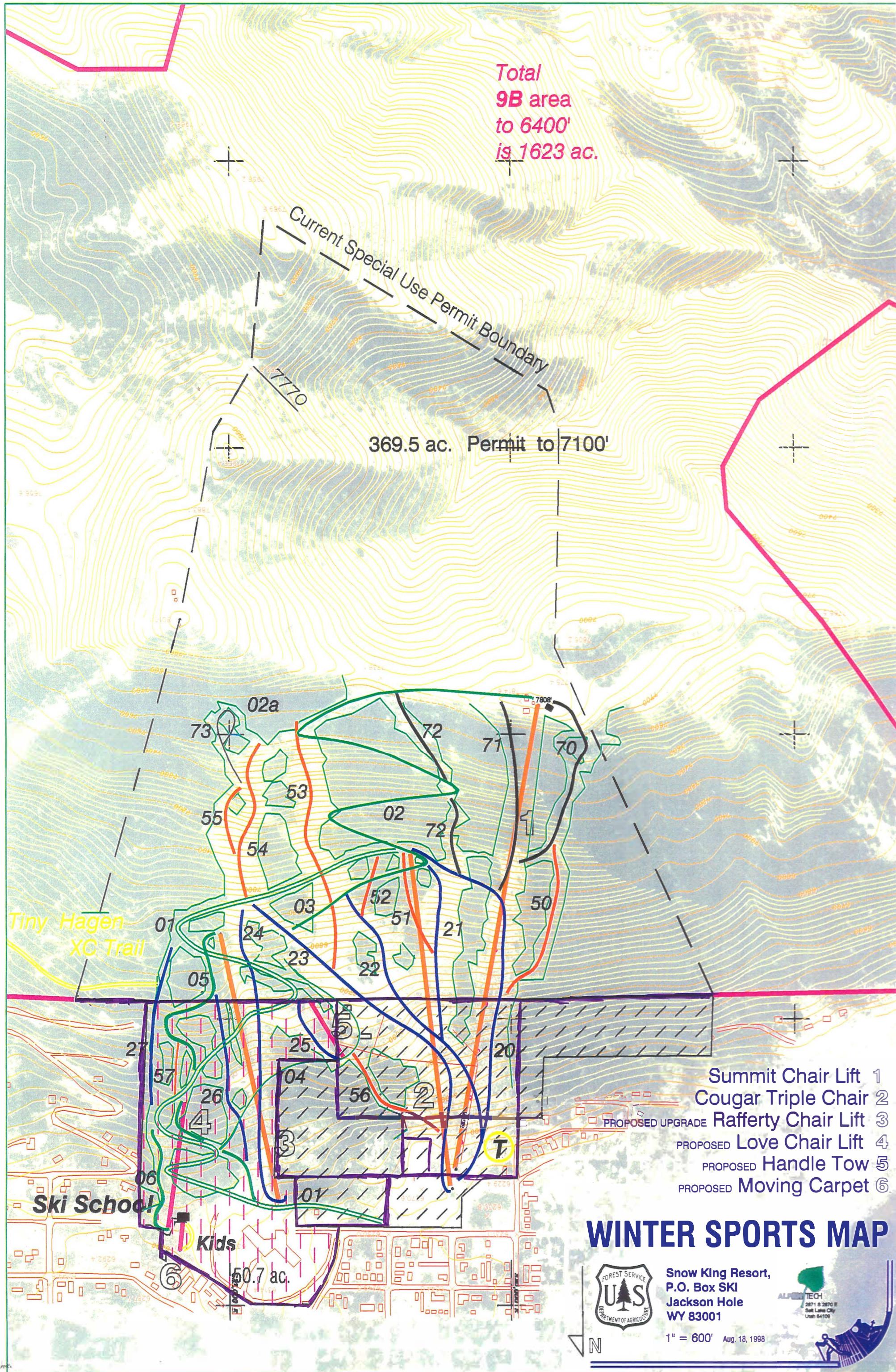
# SUMMER USE, MOUNTAIN Snow King Resort

Box SKI  
Jackson Hole  
WY. 83001

USFS Special Use Permit Area  
Ortho Photo

Trail Improvement Program  
Snowking/ Cache Creek  
(see Scoping Document of May 12, 1998 by Jackson  
Ranger District, Bridger-Teton NF)





## LEGEND

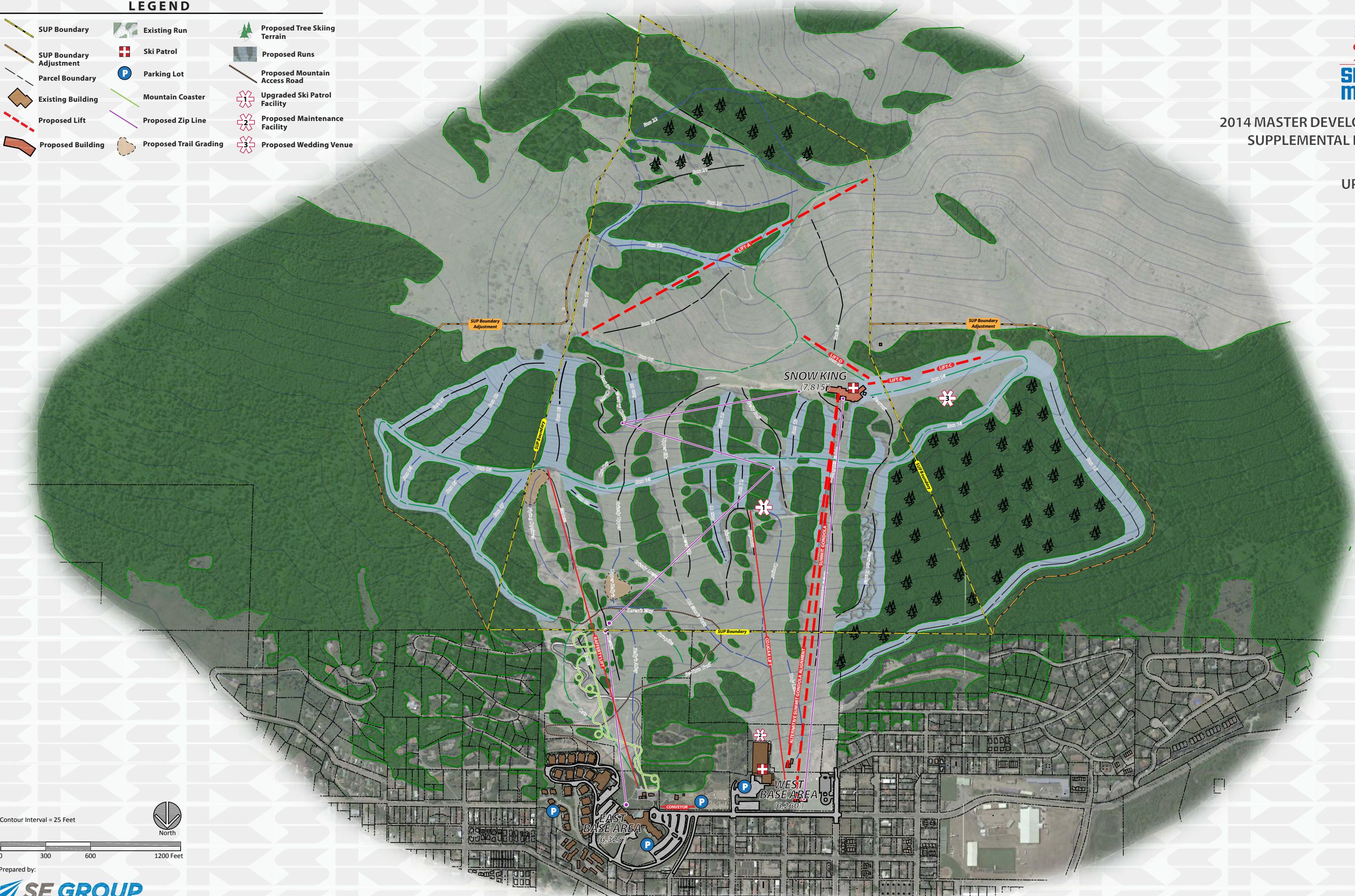
-  SUP Boundary
-  SUP Boundary Adjustment
-  Parcel Boundary
-  Existing Building
-  Proposed Lift
-  Proposed Building
-  Existing Run
-  Proposed Tree Skiing Terrain
-  Ski Patrol
-  Parking Lot
-  Proposed Runs
-  Proposed Mountain Access Road
-  Mountain Coaster
-  Upgraded Ski Patrol Facility
-  Proposed Maintenance Facility
-  Proposed Wedding Venue
-  Proposed Zip Line
-  Proposed Trail Grading

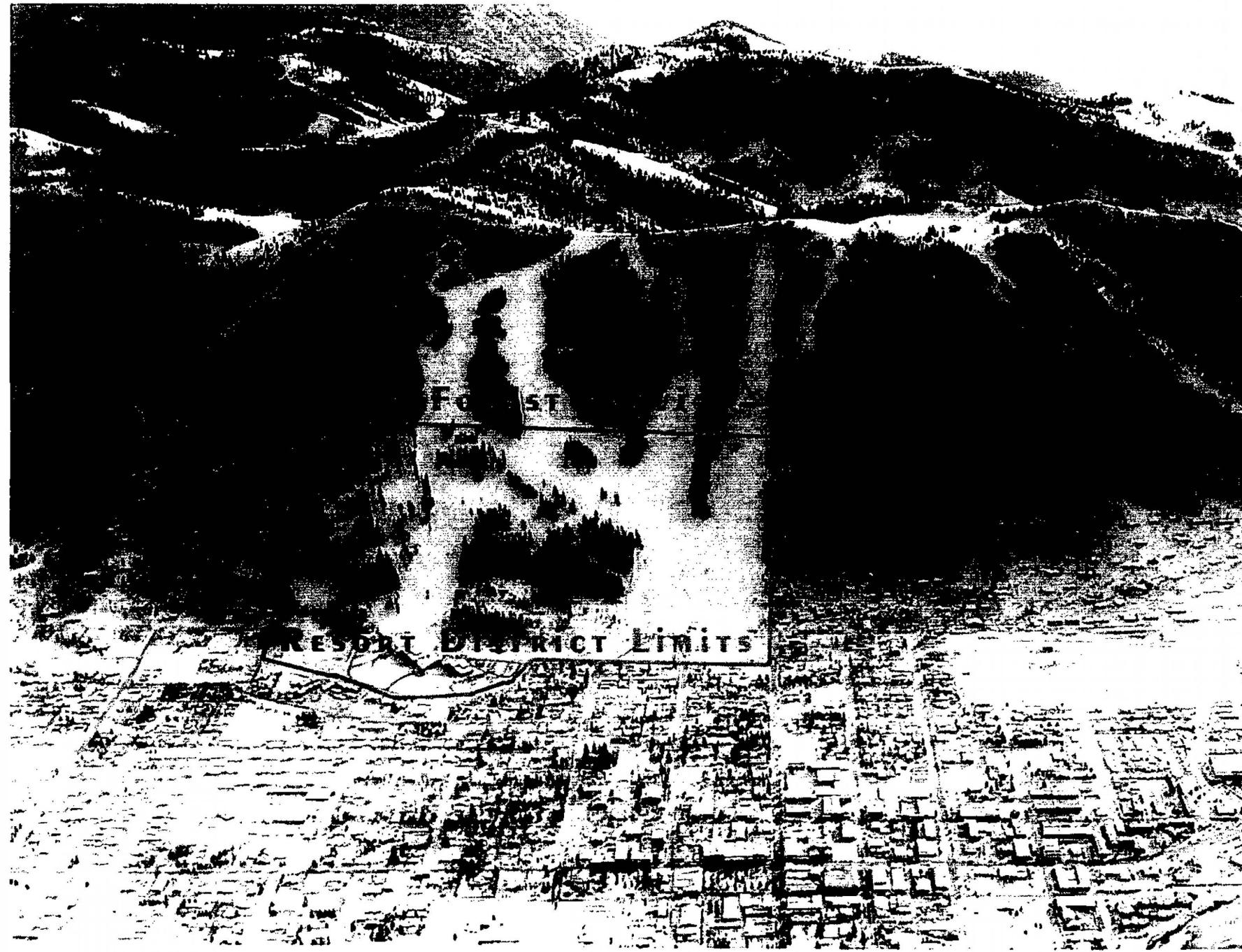


2014 MASTER DEVELOPMENT PLAN  
SUPPLEMENTAL INFORMATION  
SEPTEMBER 2017

## UPGRADE PLAN

Fig. 5





## II. CONSISTENT WITH COMPREHENSIVE PLAN

This Master Plan is designed to help realize the vision statement and to reflect the guiding principles adopted by Teton County and the Town of Jackson as part of the Comprehensive Plan, and is consistent with both the 1994 and 2012 Comprehensive Plan as a whole and specifically addresses goals and objectives in every Chapter of the Plan. In addition to the statements in this Chapter, other submittal components further articulate the relationships between the Snow King Master Plan and various community goals.

The Snow King Resort is indicated on the Community Issues Map (of the 1994 Comprehensive Plan) as having a unique role serving both the residents of the community and the visitor-based economy of the valley. The Resort is intended to be a "Community Resort" with unique access to residents. This access is exemplified by the pathway and trail system, which is the integral fabric of the Resort.

It should also be noted that the 1994 Comprehensive Plan preceded the adoption of Division 2500 of the Land Development Regulations referring to Snow King. Therefore, Division 2500 already incorporates, within its body, most pertinent issues concerning the Comprehensive Plan. Various impacts were addressed in economic, planning and other studies that were part of the process of adopting the Snow King Planned Resort District Ordinance.

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

This proposed development is intended to help the Town of Jackson realize the vision statement in the 1994 Comprehensive Plan (pages 1-6 and 1-7), as follows:

***"It is the vision of the citizens, planners and elected officials, who have all contributed to this plan, to guide and manage change and development to:***

***• Support and promote a diverse social and economic population that includes a resident work force:***  
Snow King Resort currently employs over 260 persons in a variety of professional levels most of them on a year-round basis and expects to continue this pattern in its expansion. Snow King is among the top five year-round employers in Teton County. The proposed housing plan will assist us in housing more of our employees in Town. The conference facilities assist in attaining a stable year-round work force.

***• Preserve the traditions and character of the Rocky Mountain West and Wyoming, including ranching and through architectural design;***

The design of the proposed development will help to preserve the traditional character of the region, both architecturally and functionally. The traditional character of Jackson Hole is the outcome of blending outdoor recreation, visitor services and community life and is expressed not only through architecture and appearance, but also through its functions. Snow King has proven for over 60 years our commitment to the community.

***• Promote economic sustenance that does not depend on population growth;***

Sustainable, sensitive tourism, concentrated in already-developed areas, designed with the landscape and outdoors in mind, benefits this community economically and functionally. This proposed development aims to continue and enhance this kind of low-impact tourism.

- ***Set aside, for generations to come, scenic vistas and wildlife habitat;***

Unlike other resort development in Teton County, Snow King takes advantage of all the infrastructure and commercial development in the downtown core. It concentrates visitor impacts in the downtown core and invites them to "step outside" and enjoy our natural resources. Snow King has a proven track record of harmonious relationship with the U.S. Forest Service. This Master Plan provides generous areas of meaningful open space.

- ***Maintain and enhance environmental quality, including air and water quality;***

All new buildings will make use of technologies that help enhance environmental quality, and be connected to the existing Town of Jackson utility network. The Snow King Resort Master Association will assist in controlling air and water quality. The resort already has a strong recycling program that will continue and be expanded.

- ***Maintain outdoor recreation and adventure opportunities;***

This proposed development provides varied outdoor recreational opportunities as part of the downtown experience. Enabling both locals and visitors to ski, skate and hike right in town, minutes from the Town Square, is one of Snow King's primary contributions to the community. Outdoor recreation at Snow King will be enhanced by this proposed development and access to the mountain through private lands preserved.

- ***Offer a spectrum of housing types, especially for resident workers.***

This proposed development meets the Town's employee housing requirement, with the overwhelming majority being provided within the limits of the Town, as an integral part of the Town and the town's housing stock.

The guiding principles adopted in the Comprehensive Plan (pages 1 - 7 and 1-8), state that "*Teton County is a community first and a resort second*" and "*it is the intent of this Plan to create conditions for a sustainable visitor-based economy...that reflects the unique, small-town, Western commercial character of Jackson, and the outdoor recreational opportunities of Teton County as key components of the visitor experience.*" Snow King Resort is shown on the Community Issues Map as having a unique role serving both residents and visitors because of its location and history. This proposed development would make a crucial contribution to the long-term sustainability of the downtown, visitor-based economy.

In reference to Chapter 2 of the Comprehensive Plan (Population, Economy and Growth), this proposed project directly serves two goals stated on page 2-1. It will "*enhance visitor services that emphasize the area's unique outdoor attributes*" by providing a conference center that opens to the mountains as well as through its use of outdoor recreational spaces and pedestrian circulation and plazas. The Master Plan also "*defines the future boundaries of growth necessary to preserve community character.*"

This project contributes directly to maintaining community character in three ways.

- It will help to maintain social and economic diversity both by providing a range of employment opportunities and through an exceptionally strong employee-housing program. The project also enhances the social and economic diversity within the resort itself by greatly expanding the mix of uses for both visitors and residents.

- It will help to maintain a balance between visitation and community life by serving these two functions within a single facility. The conference facilities are intended to be used by visitors and residents alike, as they are now.

- This project will also help to maintain community character through redevelopment and improvements of the existing economic center at Snow King. Snow King is the largest lodging facility and resort in the Town of Jackson and currently plays a key role in the area's economy.

In Chapter 3 (Community Character), it is noted that part of the process of maintaining community

character is through providing for a style of tourism that highlights regional differences and unique characteristics. *A recent study stated that "it is a joy to encounter places that preserve, enhance and celebrate those things that set them apart and give them a meaning and personality all their own."* (Page 3-1) Snow King's role is an interface between the town center and the mountain and combines the use of its facilities by residents and visitors alike. This integration sets Snow King apart and gives it its own personality. The seamless transition from Town to Resort is emphasized in this Master Plan.

In Chapter 4 (Natural and Scenic Resources), this project addresses three objectives (pages 4-7 and 4-8).

- It will *"improve the visual quality of existing development"*. Visual quality is addressed throughout this Master Plan and buildings are carefully placed to minimize visual impacts. A visual impact study is part of this Master Plan.
- It will help to *"preserve open space"* by providing for ample open space as part of the site plan design.
- It will help to *"provide and manage access to natural resource areas in a manner consistent with natural resource protection goals"* through a network of trails which improve access as well as concentrate other uses in specific, already-impacted areas.

Regarding Chapter 5 (Housing), this project will *provide a variety of affordable and employee housing as the resort continues to develop*, as called for in the Town's housing goals shown on pages 5-6 and 5-7. Because of stable year-round employment, this development also helps the resort's workforce afford available housing. The Housing element proposes housing both within the PRD and in other locations in the Town of Jackson. It also proposes a variety of housing types to meet the needs of different levels of employees. Snow King is proud of the broad spectrum of employment opportunities it offers and intends to support this spectrum with appropriate housing.

In Chapter 6 (Commercial and Resort Development), tourism and related services are recognized as the economic base of the community. The conference center is a key component of this sector. The Comprehensive Plan also calls for *avoiding strip development and encouraging outdoor-oriented tourism*. With the ski hill, hiking and biking trails, skating and other outdoor amenities located near the center of town, this proposed development addresses both of these goals. An additional plus is the ready accessibility to the community of our resort facilities. The proposed development also fulfills the goal of creating a full-service conference/convention center and provides a stabilizing year-round foundation to our seasonal economy.

In Chapter 7 (Community Facilities), this Master Plan will enable us to *collaboratively anticipate community facility needs*, a primary goal (page 7-19). It also helps locate demand for community infrastructure in an appropriate location.

In regards to Chapter 8 (Transportation), the Comprehensive Plan calls for *transportation planning, which helps to preserve and enhance community character*. The location of a conference center within walking distance of downtown, helps to minimize traffic demands. The transportation element of this Master Plan takes into consideration transit, pathways, traffic impacts, parking and airport capacities.

The recurring theme of this chapter is balance: seeking a balance between what the resort gives to the community in terms of jobs, tax revenue, meeting space, and recreation and, in turn, what the resort requires in terms of water, sewer, mass transit and employee housing. The theme of balance also relates to the scale and character of the development and how well it fits into the fabric of the community and the landscape. As mentioned in the Statement of Purpose, this proposed development is an excellent example of balance.

In all of these ways, and many others, the proposed Master Plan is consistent with the 1994 Comprehensive Plan and helps to meet its community goals. The Master Plan is also consistent with the 2012 Comprehensive Plan.

The Snow King Resort is part of the Town Commercial Core district as indicated in the 2012 Comprehensive Plan, which serves as the economic hub of Teton County. The 2012 comprehensive plan highlights the following character defining features for Snow King Resort:

*"This district is anchored by two primary economic and community centers, each with their own identity and role – Snow King Resort and Downtown. A key goal of the district will be to better connect*

these subareas in order for each to benefit from the other's vitality, complementary uses, and activities while supporting the overall success of the district as the center for our tourist-based economy.”

“This transitional Subarea is currently subject to the Snow King Resort Master Plan. The plan seeks to create a vibrant mixed-use resort complex, including a multi-faceted conference/convention center and community facility that contributes to the economy of Downtown and also serves as a permeable border between the Town and Snow King Mountain. The resort has long been an integral part of the community, playing the role of the ‘Town Hill,’ providing a host of winter and summer recreational amenities. In the future, Snow King Resort will complement Downtown lodging and tourist amenities.”

“In the future, the subarea will complement Downtown lodging and tourist amenities. Lodging will be provided in a variety of types and forms from hotel rooms to condominiums, in order to support the local tourism-based economy. The size and scale of structures will often be larger than those typically allowed in other subareas of Town, as resorts typically require a larger critical mass necessary to support visitor functions. Though buildings will tend to be larger than in other districts, the subarea will maintain an abundance of open space in relation to the built environment as a key to a successful resort experience.”

“Consistent with the master plan, Snow King Avenue will be developed into a mixed-use corridor that includes a variety of commercial uses while still serving as a major transportation corridor in the community. Along with this it will be important to create a more visible and attractive base area along Snow King Avenue to attract residents and visitors to the many amenities and recreational opportunities found there.”

### III. COMPLIANCE WITH LAND DEVELOPMENT REGULATIONS

All the lands within this Master Plan are zoned “Planned Resort District” in the Official Zoning District Map, and all development is governed by Division 4.3.1, Planned Resort District, of the Town of Jackson’s Land Development Regulations. This Division specifies the purpose, intent procedures and standards applying to such developments and guides all aspects for this Master Plan. This Master Plan is fully consistent with the regulations in Division 4.3.1.

The Master Site Plan utilizes and complies with the intensity of use and performance- based thresholds established in Section 4.3.2 of the regulations. The land under this Master Plan will be used as a mixed-use district designed in such a manner as to preserve open space by concentrating development only in specific portions of the district, and allocating access routes to the national Forest and to pathways that connect the East and West sides of the Town.

This document, as a whole, responds and complies with all the sections of the zoning and development regulations relevant to Snow King. Even when compared with other zoning Districts, the proposed Landscape Surface Ratio (.50 for the total of Sub-Areas 1, 2, 4, 5 and 6 and .30 for the area within Sub-Areas 1, 2 and 4) and Floor Area Ratio (.40 for the total of Sub-Areas 1, 2, 4, 5 and 6 and .60 for the area within Sub-Areas 1, 2, and 4 compare favorably even with those for residential areas and with the requirements of Division 4.3.1.

As specifically stated in Section 4.3.1.F.2, *“it is fully consistent with the Division that Planned Resorts may have dimensional, design and other development standards different from those described in other Sections of these LDR’s due to the unique circumstances of, and community objectives for, resort development.”* This Master Plan presents its own Dimensional Limitation Plan in accordance with Section 4.3.1.F, that takes into account the specific topography and location of the lands encompassed in this Master Plan.

The Dimensional Limitation Plan explains its rationale and establishes vertical and horizontal dimensional limitations that are a product of the existing build environment and the topographical context of this site. Floor areas are necessarily large to insure Snow King’s position as the largest conference facility in the valley. These aspects of the built environment are tempered by a three-dimensional building envelope system specific to all the high use areas. The types of allowable uses are many and varied to insure community needs, diversity, synergy and increased economic viability. These uses are consistent with a high-intensity resort development node tucked against the base of Snow King Mountain.

The following is a summary of how this Master Plan meets the requirements of each section of Division 4.3.1 and the required findings for approval.

#### SECTION 4.3.1.A PURPOSE AND INTENT

Division 4.3 of the Town of Jackson Land Development Regulations defines the Planned Resort District Zoning District as follows:

*“Planned resort (PR) District. The purpose of the Planned Resort Zone is to provide for a mix of recreational, retail, and service-oriented activities which have a high degree of self-containment and provides economic and other benefits to the community. The Planned Resort Zone is intended to guide the creation or continuation of a planned development configured round a major recreational activity.”*

The Snow King Resort Master Plan is responsive to every objective of Division 4.3. As the largest convention facility and resort in the Town of Jackson, and encompassing a large contiguous undeveloped land located between Town and forest, the proposed development represents perhaps the only opportunity available to the Town to meet these objectives. The goals of this Master Plan and the purposes of these regulations are closely matched. The purposes of these regulations are stated as to:

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

Snow King Resort blends conference facilities and other visitor services with varied year-round recreation on the mountain, including skiing, skating, tubing, hiking, biking, horseback riding, activities for children and a summer chairlift and alpine slide. Snow King has evolved as an important part of Jackson's community character because of the way it functions, as a gathering place for both residents and visitors. The existing conference and hotel facilities have benefited Jackson Hole residents and visitors since 1976, while the ski hill and other mountain recreation uses represent a tradition going back to 1939.

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

The proposed development has been planned within the context of the entire downtown area and is coordinated with plans for the Multi-Agency Campus and the Community Center for the Arts to contribute to an animated, viable and vibrant downtown. Snow King's development encourages a concentration of services in the downtown area, leading to more pedestrian activity and efficient corridor use that will bring people to the Town Square. Snow King is an integral part of a holistic downtown vision, and the proposed convention facilities will be the mainstay of a year-round downtown economy.

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

This Master Plan is another step in a long-standing pattern of collaboration and partnership between Snow King and the Town of Jackson, which includes the joint development of Snow King Center and many aspects of the ski operation including snowmaking water and land leases. All the landowners within the more than 62 Acres extent of this Master Plan are acting in unison.

*D. Permit resort development that contributes to the winter and shoulder economic seasons;*  
Convention facilities are key because they attract year-round use. Currently our meetings and convention business provide us with a better off-season occupancy than the Teton County average. With the proposed development, we will be able to accommodate a much broader variety of meetings, and as a result, expect a better spring and fall occupancy rate.

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

As expressed in various Chapters of this Master Plan, non-motorized pathways are the backbone of this mixed -use resort. In addition to the obvious benefits of providing convention facilities in the immediate downtown area with pedestrian and shuttle access to all the Town Square Businesses Snow King also provides pedestrian access to the mountain. Many people take advantage of Snow King's trails and recreational facilities to enjoy the outdoors without leaving town. Snow King's unique mix of land uses helps ease transportation demands in various ways. This Master Plan includes all the required components of a transportation element and proposes a transportation plan that will serve the goals adopted in the Town's Transportation Plan. Snow King will be an integral part of a multi-modal downtown transportation system. In addition, Snow King's trails and pathways will add a valuable amenity above and beyond what is required by the regulations.

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

Consistency with the Comprehensive Plan is discussed in detail in another Chapter.

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

This Master Plan establishes maximum development potential in keeping with the maximum established in Division 4.3, and provides the framework for collaboration in the provision of infrastructure needed for a successful development.

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

Snow King's development is a continuation of a pattern of use, which is already well established for our property. This development will maintain the existing balance between visitor and resident use of the facilities and bring much-enhanced benefits to the community as a whole. We cannot claim that it will not contribute to the shift away from rural character, but this shift is a consequence of other factors as well. No doubt each discreet development small or large, contributes to this change. Although some portions of the site will be developed in an urban manner, over half of the land is dedicated to open recreational space.

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

The proposed convention facilities will make a significant contribution toward a sustainable economy for the Town of Jackson, as documented in prior studies. The Resort as a whole will make a large contribution to the economic health of the downtown area. The proposed employee-housing element will make a significant contribution to the housing stock for working people in the downtown area. The proposed recreational development will benefit the entire community and existing recreational uses will be maintained. The design will be a visual enhancement of the mountain base area.

#### SECTION 4.3.1.B APPLICABILITY

Snow King Resort is specifically named.

#### SECTION 2530 PROCEDURE

This Master Plan is in compliance with the procedures outlined in Section 2530.

Section 4.3.1.D. Require the following submittal components:

- (a) *Statement of Purpose*
- (b) *Master Site Plan*
- (c) *Dimensional Limitation Plan*
- (d) *Design Guidelines*
- (e) *Transportation Demand Management Plan*
- (f) *Housing Mitigation Plan*
- (g) *Capital Improvements Plan*
- (h) *Land Use Plan*
- (i) *Phasing Plan*
- (j) *Community Services Element*

The Chapters of this Master Plan are organized, as much as possible, in response to this requirement.

#### SECTION 4.3 STANDARDS APPLYING TO ALL PLANNED RESORTS

This Master Plan application is complete as per Section 4.3 requirements. Each section of this Master Plan explains how it intends to meet the standards for various components and elements set forth in Section 4.3.

#### SECTION 4.3.2 STANDARDS SPECIFIC TO SNOW KING RESORT

These standards fall into six categories:

- a. *Character and design*
- b. *Capacity*
- c. *Land use*
- d. *Landscape surface area*
- e. *Environmental analysis*
- f. *Relationship to Town Square*

Regarding (a) character and design, this is discussed in detail under "Design Guidelines", Chapter VJ of this Master Plan. The proposed development meets and exceeds every one of the specific design standards for Snow King. Although some of the buildings are necessarily large, the scale needs to be considered in the whole context of the goals and objectives of this Planned Resort District.

Regarding (e) environmental analysis, the site does not contain any wetlands and does not interfere in wildlife migration routes. Environmental and hazardous materials assessments have been conducted and no underground storage tanks are located in any of the parcels under consideration. Soils analysis has included studies of the maps prepared by Dr. Love and Harry Covington pertaining to steepness of slopes, ground stability, geologic maps, loam y soils and snow slides possibilities. In addition, visual inspections have been conducted with Dr. Love and results of soil test borings, pits and actual foundation excavations have been analyzed.

All structures in this Master Plan are located in appropriate and stable soil areas. Some of the small

structures located within the steeper slopes of Sub- Area 4 are located on soils that will require engineered foundations. Visual impacts are discussed in detail in various chapters of this Master Plan.

As an operating business, consideration has also been given to operational efficiency and the wise use of resources. Snow King presently follows, and will continue to adhere to, OSHA, DEQ, EPA, ADA and BATF regulations regarding the storage, handling and disposal of dangerous materials as well as other employee and guest related requirements. Impacts are also minimized through the use of management guidelines, such as the National Ski Area Association's Environmental Principles for Ski Areas.

Regarding (f) relationship to Town Square, the transportation element of this Plan describes components, which encourage non-motorized access and public transit access to the Town Square.

Other various aspects are presented in written or graphic form throughout this Master Plan.

#### SECTION 4.3.1.D FINDINGS FOR APPROVAL

This Master Plan positively responds to and meets or exceeds all the findings for approval described in Section 4.3.1.D:

- A. Consistency with Comprehensive Plan. The Planned Resort master plan is consistent with the goals and objectives of the Jackson/Teton county Comprehensive Plan.*
- B. Consistency with purpose and intent. The Planned Resort master plan is substantially consistent with the purpose and intent of this Division, as set forth in Section 4.3.1.A, Purpose and Intent.*
- C. Affordable and employee housing. The Planned Resort master plan ensures a supply of affordable and employee housing that is in accordance with the requirements for housing created by development within the Planned Resort.*
- D. Design guidelines. The Planned Resort master plan contains design guidelines that*
  - 1. Establish standards for buildings, spaces, signs and lighting within the Planned Resort*
  - 2. Promote the design concepts set forth in Section 4.3.1.F.7, Design element; and*
  - 3. Establish a method for consistent implementation of the guidelines.*
- E. Transportation element. The Planned Resort master plan contains a traffic impact analysis and transportation demand management plan that:*
  - 1. Promote multimodal forms of transportation that are consistent with the transportation goals of Jackson /Teton County Comprehensive Plan;*
  - 2. Manage the generation of resort related traffic to avoid undermining community character and endangering the public health, safety and welfare; and,*
  - 3. Identify an equitable cost sharing plan for transportation facilities and services*
- F. Capital improvements plan. The Planned Resort master plan contains a capital improvements plan that ensures infrastructure and essential services will be provided in an efficient and timely manner to accommodate projected resort demands.*

G. *Land use element. The Planned Resort master plan promotes land uses that support and maintain the character of the resort as specified in Section 4.3.1.F.7, Character Element.*

H. *Phasing plan. The Planned Resort master plan contains a phasing plan.*

I. *Character element. The Planned Resort master plan ensures the resort 's development will be in keeping with the community's goals.*

This Master Plan is consistent with the Comprehensive Plan and the purpose and intent of all these regulations. In the following chapters, the introduction for each chapter specifies how this Master Plan meets the requirements for affordable and employee housing, design, transportation capital improvements, land use and phasing. We believe that this Master Plan meets and exceeds the standards for each of these elements.

The final finding required for approval is that the Master Plan "ensures the resort's development will be in keeping with the community's character and the planned character for the vicinity of the resort." This issue is addressed in the Statement of Purpose.

Among the many features of this Master Plan is that it meets the present and future needs of the Town of Jackson by enhancing an already-existing pattern of use. By expanding Snow King's capacity, the Town of Jackson can attain several desired goals with minimum impact. The impacts that are anticipated are generally compatible with the resort' s vicinity NH-1 zoning.

A particular and unique strength of this Master Plan is its conformance to the Community Services standards (Section 4.3.1.F.12, which call for the Resort to function as "*integral parts of the community by participating in civic initiatives and by implementing the goals of the community.*" These standards encourage "*programs designed to retain access to the resort's main recreational activity and facilities, ... help to maintain a balance between out-of-town visitors and the community, and contribute to the quality of life of the community.*" As a community partner for over 60 years, Snow King is proud of its close relationship with the community. The various Chapters of this Master Plan clearly address all of the impacts and the rationale 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 2,460 guests and the maximum building square footage of 915,000 SF are to remain in adherence to the intensity of use established in Section 4.3.2.C as amended.

This appropriate capacity and size of the resort was discussed in detail during the process of adoption of Division 4.3. Independent studies conducted by the Town and County took into consideration

not only the site characteristics of each resort, but the inter-relationship between Snow King and other resorts, mainly Teton Village. The size of private land parcels, floor area ratios, landscape surface ratios and other specific site factors were also considered in the process. The size of the resort was also determined to be appropriate in relation to the conference/convention facilities desired by the community and the need to make this conference center financially feasible.

These and other aspects were factors determining the optimum size of the Snow King District Planned Resort and these results were incorporated into Division 4.3 of the Land Development Regulations.

When fully developed, Snow King Resort's goal is to have the best-equipped conference facility in the State of Wyoming. As proposed these facilities will be highly flexible, much more pleasant than most urban conference centers and will be visually and functionally connected to the surrounding landscape with ready access to the outdoors. When enhanced by Jackson's allure as an exciting destination, this facility will have the potential to attract meetings from all around the region as well as from the highly competitive national market. The objective will be to accommodate conferences for 100 to 300 participants with sufficient space for breakout rooms and to accommodate concurrent groups and functions. This scale is compatible with our community's transportation systems and other commercial infrastructure.

Additionally, Snow King hosts many conferences that use other lodging facilities in town. As their enrollment and programming needs expand, more conference and exhibit space are required to accommodate these town-wide meetings. These meetings provide a stable, low-impact base for the visitor services sector of our economy and, as envisioned in these regulations, contribute to other long-term community goals.

In this context, it is important to note the purpose of this Master Plan is to define maximum build-out for Snow King Resort. This proposal represents the complete facility that will be available to Jackson and these facilities will be developed in phases, over a period of time. As time passes space requirements for individual uses change, while the overall caps remain in place.

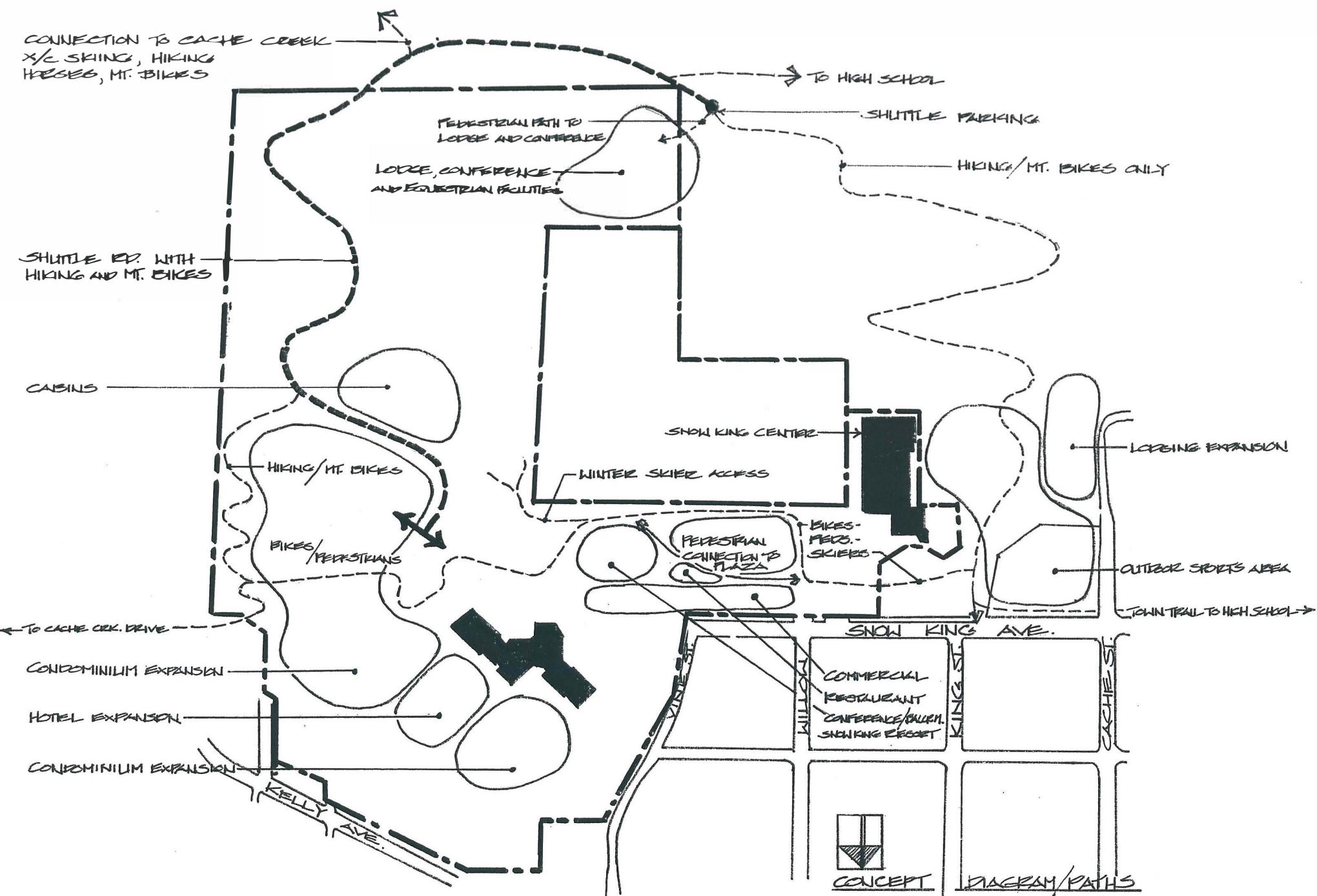
Regarding (c) land use, the standard calls for convention facilities capable of competing successfully in the *"year-round convention market."*

Regarding proposed commercial development, the health club, daycare and ski school are all integral parts of a full-service facility and will benefit the lodging guests and other community needs. New food and beverage facilities are proposed in addition to the existing restaurant and kitchens, as well as unassigned commercial space for neighborhood convenience business and for on-site guest services. The proposed movie theatres will be able to be used for conferences during the day and attract visitors to invigorate the pedestrian plaza at other times.

Regarding (d) landscape surface area, the standard calls for a minimum LSR of .25 within developed areas of the Resort. This Master Plan provides a higher minimum LSR of .30 within these developed Sub-Areas. As called for in this standard, the Plan also provides an attractive streetscape along Snow King Avenue, a porous edge and high quality outdoor public space for events and interaction. The goal is to achieve a festival marketplace atmosphere for the plaza area by combining the multiple functions of conference center, commercial space, food and beverage service and open space. The creative mix of businesses and functions will be the key to success.

#### IV. A. Introduction to Site Plans

The Master Site Plan on the following pages is a refined product of the Conceptual Master Plan submitted in 1995 during the Planned Resort District presentations that were the basis of the PRD ordinance. While slight variations occur, the foundations of the proposed Master Plan are based on the attached Concept Plan and is consistent with prior presentations and masterplans dating back to 1973.



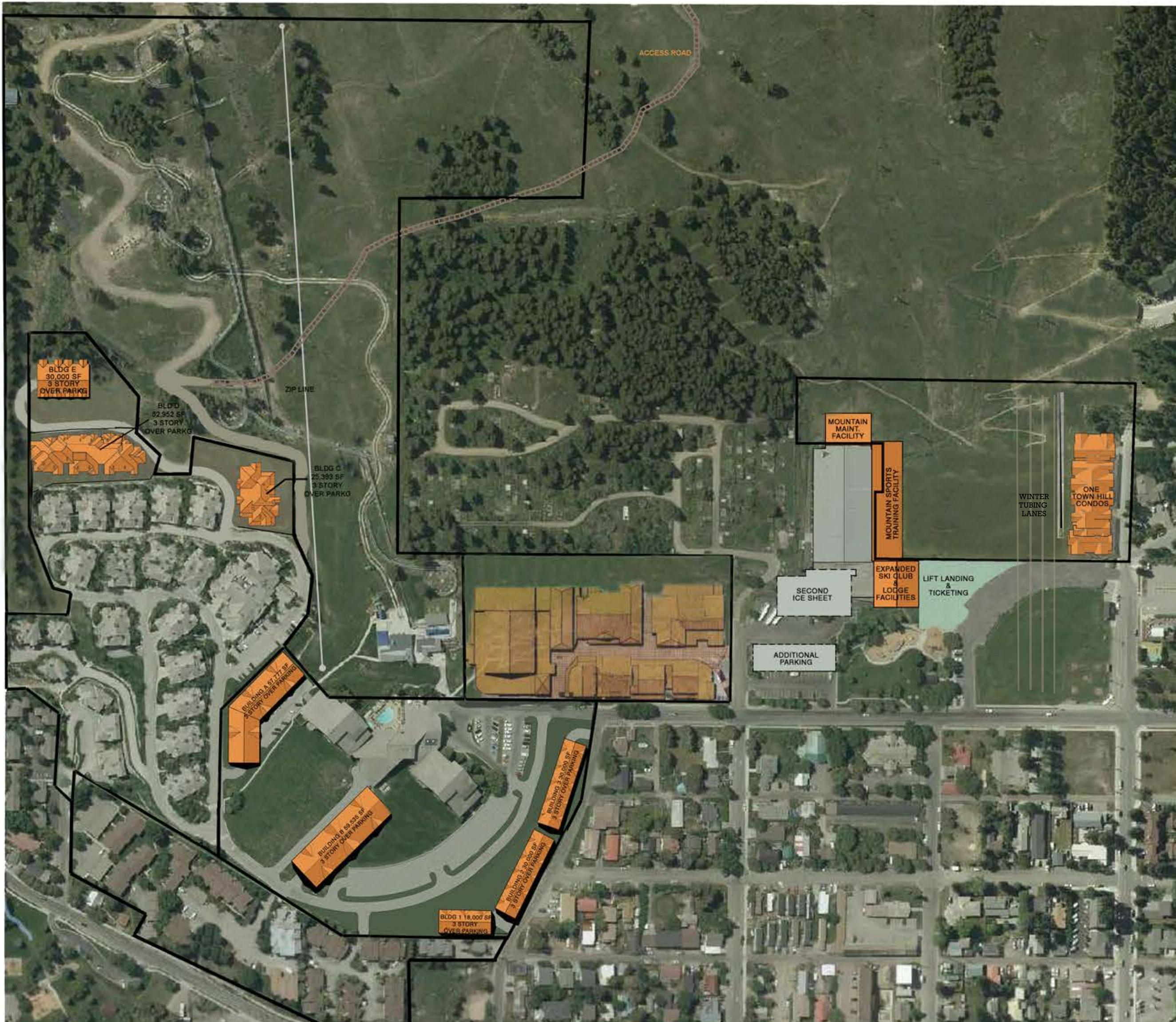
The large contiguous undeveloped land holdings being considered in this Master Plan afford a great opportunity in designing a successful project. Careful consideration has been given to its topography, vegetation, and location. Hiking trails, wind, soils, vehicular, pedestrian and services access, orientation, light and other aspects of the site have been inventoried and considered. This plan is the result of many years of careful thought and studies.

The backbone of This Master Plan is the pedestrian circulation routes connecting Town to Forest lands and the various functions of the Resort. Pedestrian and vehicular circulation is separated as much as possible and East/West and North/South pedestrian/bike connectors are of primary importance. Two primary hiking, riding and bike trails cut across the face of Snow King providing summer shuttle access to the mid-mountain area and additional opportunities for hikers and mountain bikers. The KM6 area (Sub-Area 2) fully develops the pedestrian plaza with connections to Willow Street and the downtown area of Jackson, as well being the nexus of the East/West pedestrian/bike trail network.

This Master Plan places various functions in the most appropriate location and within reasonable walking distances of one another. Dense lodging and conference facilities are located in close proximity to allow conference participants mostly interior circulation. At the same time, priority is given to convenient access to the outdoors from lodging and conference areas, as well as to the availability of natural light to most meeting rooms. The Conference Center is centrally located in close proximity to parking, porte cochere, lodging, underground services and within walking distance to the existing hotel meeting rooms and the Snow King Center.

Building envelopes are a result of their relationship to many aspects, but most importantly indoor and outdoor pedestrian circulation, proximity and access to recreation/assembly areas and intended to create meaningful outdoor spaces. Other Chapters of this Master Plan discuss the rationale for the many aspects of the proposed development. The resulting design accomplishes the goals and objectives of this master plan in a manner complimentary to its location and site characteristics.

This Chapter presents graphic information about the proposed development after build-out. Two separate maps present the proposed Site Plan. The Summer Master Plan depicts the proposed development with both existing and approved features, as they would appear during the summer season. The Winter Master Plan does the same for the winter season. The importance of pedestrian circulation is better portrayed in these two separate maps and in the Transit Routes, Trails, Pathways and Sidewalks plans. The Snow King trail map puts the Master Plan into the larger context of the Snow King massif. The Sub-Area plan sub-divides the total area of this Master Plan into smaller sections for purposes of clarity and ease of analysis.



## C. Proposed Master Plan

The proposed Summer / Winter Master Plan depicts the proposed development along with existing and approved features. Proposed site development features include:

## **Love Ridge / Grand View Vicinity**

- Grand View Lodge & Conference Center
- Grand View & Love Ridge Condos
- Proposed development on lots 53, 57, & 58

## Hotel Additions

- Buildings A & B
- Paved Parking Areas, Roads and Walks

## KM6 Area

- Conference Center / Indoor Recreation
- Buildings K, L, M
- Walks and Stairs
- Heated Plaza, Walks and Stairs
- Existing Miniature Golf and Maze

## East Base Area

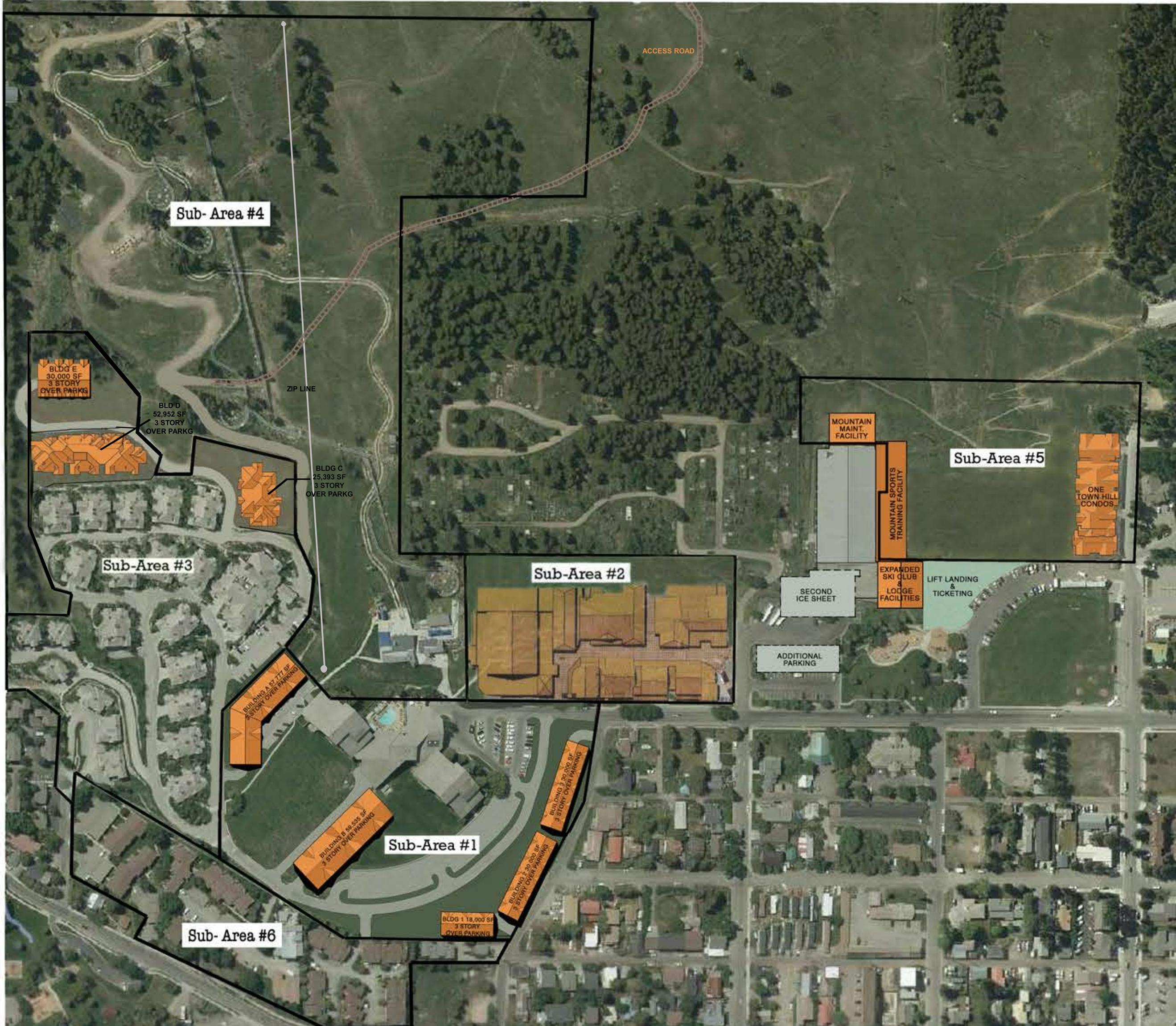
- Rafferty Center & Mountain Coaster
- Alpine Slide & Rafferty Lift
- Zip-line

## West Base Area

- One Town Hill Condos
- Proposed Mountain Sports Training Facility
- Proposed Mountain Maintenance Facility
- Snow King Sports and Event Center
- Proposed Expanded Lodge Building
- Proposed Gondola

## **Vine Street Area**

#### - Employee Housing / Apartments

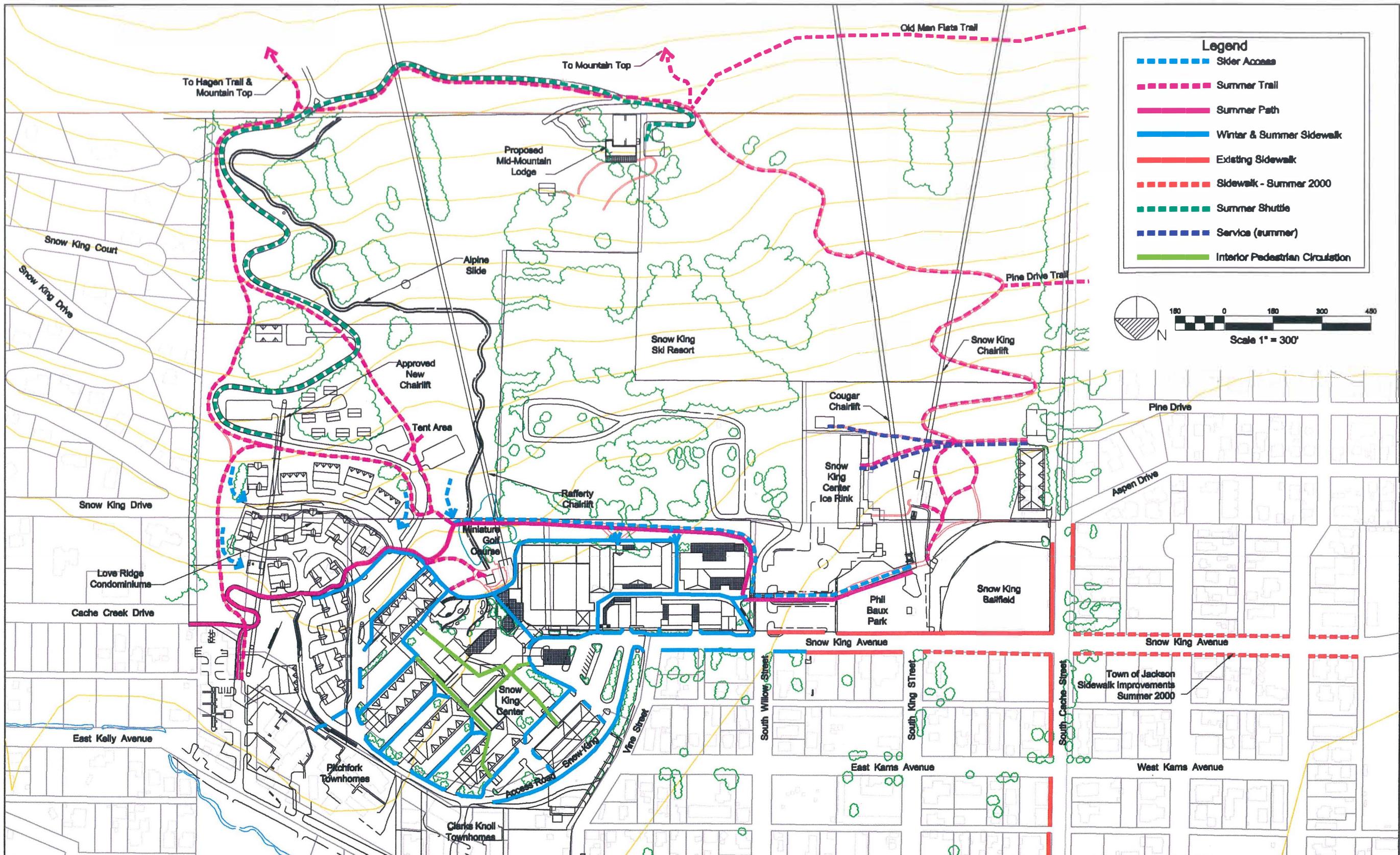


## B./D. Sub-Area Plan

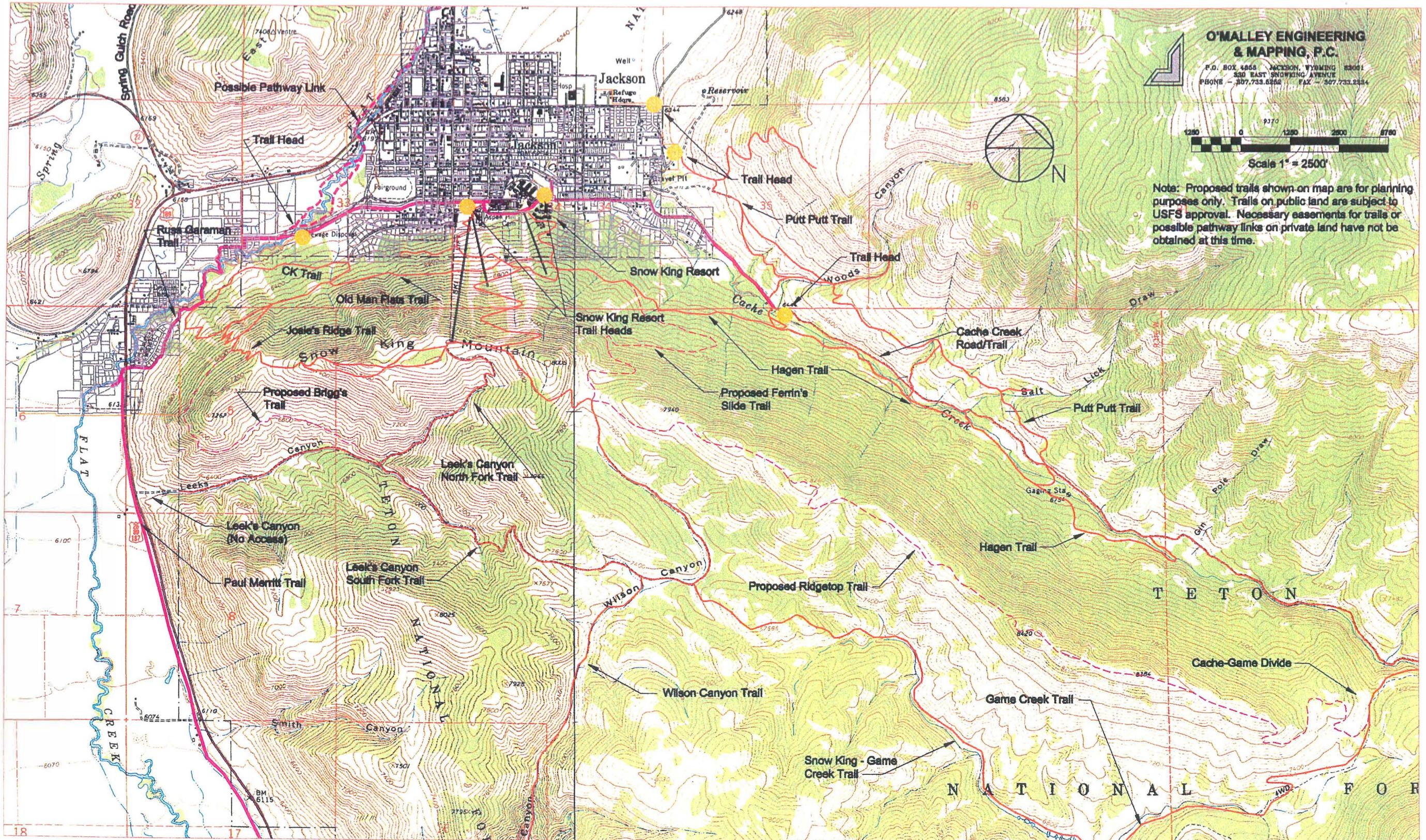
For planning purposes the land in the Snow King Planned Resort District has been reconfigured as follows:

- Sub-Area #1: Existing Hotels, Hotel Additions and employee housing.
- Sub-Area #2: KM6 Area between Hotel and Snow King Center
- Sub-Area #3: Existing and proposed condominiums
- Sub-Area #4: Snow King Mountain Recreation area
- Sub-Area #5: Snow King Mountain West Base area and One Town Hill
- Sub-Area #6: Existing Condominium Area \*

\* Sub-Area #6 - See statement regarding existing condominiums



**SNOW KING RESORT - CIRCULATION  
TRAILS, PATHWAYS AND SIDEWALKS**



**SNOW KING RESORT AND VICINITY  
TRAIL NETWORK**

## V. THE LAND USE PLAN

### Introduction to Land Use Plan

Section 4.3.1.F.10 of the PRO regulations requires a Land Use Element that supports and maintains the character of the resort. The regulations set forth permitted uses and guidelines for the amount and type of development.

As stated in other Chapters of this Master Plan, a major goal is to create a vibrant mixed-use resort. To attain this goal, many varied uses are allowed and the whole site is considered as an integral unit in order to maximize efficiency and create the desired results. The objective of this Master Plan is to develop a high-intensity resort node of development, which is compatible with its location in the neighborhood, and with its crucial relationship with downtown Jackson.

Permitted uses are defined in Section 4.3.1.F.10. Permitted uses include residential uses, uses necessary to support the resort's primary recreational activities and uses necessary to support the resort's lodging, day visitors, employees and use by local residents. In the case of Snow King, conference center uses are emphasized and commercial uses serving on-site guests and the adjacent neighborhood are permitted. Special events are also permitted. Prohibited uses include regional serving commercial uses and commercial amusement activities, which are deemed detrimental to community goals and character.

The regulations set forth basic considerations for establishing the amount and type of development:

(1) Rationale and character objectives for the resort area; (2) overall development which can be permitted while preserving community character; (3) infrastructure capacity; and (4) resort self-sufficiency to minimize vehicle trips.

The first two issues are discussed in Chapters JI, III, VI and VII, in the context of Consistency with the Comprehensive Plan, Compliance with the Land Development Regulations, Design Guidelines and Dimensional Limitations Plan. The issue of infrastructure capacity is discussed as part of Chapter X, Capital Improvements Plan. The issue of resort self-sufficiency is generally not applicable since the intention of this Master Plan is to be integrated with the downtown area. However, the proposed uses do provide basic conveniences and amenities needed by on-site guests and conference center users and assists in decreasing vehicle trips.

### Overview of Permitted Uses

The uses allowed in this Master Plan provide a balanced mix that will enliven the resort and support its dual purpose as a center for both visitors and residents. All the allowed uses fall within the scope of permitted uses, and most descriptions are derived directly taken from the definitions provided in Section 4.3.1.F.10 of the Town of Jackson Land Development Regulations.

Although future uses cannot be completely anticipated, the intent is to comply with the overall goals and objectives of this Master Plan. The Resort District can be characterized as having similarities either in part or in whole, to all zoning districts. These similarities are mixed together into a constantly evolving balance. In order to maintain a healthy balance for the future, flexibility in the type and intensity of use is essential.

The Land Use Plan and its associated land uses are divided into two broad categories; those uses allowed within the building envelopes and those uses allowed outside the building envelopes (Recreation Land Use Zone).

Uses within the building envelopes are generally characterized as residential, commercial institutional, amusement /recreation and home uses. Recreation Land Uses are allowed to spill into the building envelopes.

Uses outside the building envelopes can generally be classified as non-residential, amusement/recreation and temporary uses. While these uses may require the need for structures or other physical improvements they are usually small in scale and quite specific in use. To attempt to confine development, which is related to the recreational activities such as skiing, biking, horseback riding, alpine slide etc. seems an impractical, if not impossible task. Hence the rationale for allowing recreational use flexibility outside the building envelopes.

Other various recreational uses such as swimming pools, hot tubs, playgrounds, picnic areas and shelters, pathways, trails, tennis and volleyball courts, alpine slide, miniature golf, outdoor function areas, sign structures, bridges, ticket windows, barns, tents, performing stages and platforms, dance floors, band stands, BBQ areas, ski lifts, decks, loading areas, nurseries, equestrian operations, ski school and day care facilities are allowed both within and outside the Building Envelope areas.

The following descriptions are intended to familiarize the reader with the uses particular to this Master Plan, as well as other uses which the resort feels are appropriate consequently establishing the nexus between this multiple use district and the LOR's. Definitions will be as per 4.3.1.F.13.C of the current Land Development Regulations unless otherwise noted. Thresholds for size and number of permitted uses is discussed in the Dimensional Limitations Plan.

### **Uses Permitted Within Building Envelopes.**

***Residential Uses*** - Snow King anticipates the following residential uses: Conventional Single Family Units, Accessory Residential and Institutional Residential. Employee housing is also to be located throughout the site and integrated within the Resort in various nodes.

While it appears that residential use within the Snow King PRD will be limited, Snow King believes that residential uses may still have a place in the resort. Consequently, the previously stated uses as defined by Section 4.3.1.F.10 are allowed.

***Accessory Residential Unit.*** -While these types of residential uses are highly unlikely within the resort area, Snow King does not want to preclude their use.

***Institutional Residential-Employee Housing.*** Units of this type are permitted. Institutional-Residential Employee Housing is meant to comply with this Master Plan's Employee Housing requirements. Unit types may vary and may include, but not limited to, dormitories and multiple occupancy units.

***Institutional Residential. Other.*** Like accessory units this type of use is currently not being considered by the resort. However, it is not out of the realm of possibility that a private school dormitory housing or some type of group living facility or dormitory might be a future possibility.

**Non-Residential Uses** - Snow King has the following commercial uses included in this Master Plan: Commercial Lodging (including hotel, condominiums, condominium-hotel, interval ownership units and support facilities associated with residential and non-residential short-term rentals), Commercial Retail, Office uses, Restaurant /Bars and Service uses. Although not currently in the group of contemplated commercials uses the resort believes that Bed and Breakfast operations could increase the Resort's ability to provide a viable center for both visitor and residents. These uses are all defined by Section 6.1.8, and are appropriate to include herein.

*Commercial Lodging* - Commercial Lodging (or simply lodging) can take the form of hotel rooms, cabins, lodges, townhouses, condominiums, condominium-hotels or interval ownership units.

Condominiums or other units can be sub-divided into separate sub-units called "lock-offs". A lock - off is a portion of a larger residential unit that can be used, or rented, separately from the rest of the unit. A unit can have more than one-lock off portion; for instance, a 3-bedroom condominium unit can be subdivided into 3 separate rental units, each with a separate entrance door. Interval ownership unit is defined as "Condominium-Time Share" in the Land Development Regulations Definitions.

This Master Plan indicates four hotel areas within the resort that are intended for lodging: the existing hotel and additions, Sub-Area's 2 and 3, and the One Town Hill condominiums. The vast majority of new lodging is proposed in the area of the existing hotel and additions. Uses are interchangeable and only limited by the capacity limits in the Schedule of Dimensional Limitations. Although for purposes of the Example Development a larger ratio of hotel rooms than condominiums have been used in the breakdown of the total guests allowed, it is not believed that this will be the ultimate lodging breakdown. Since hotel rooms have a greater per square foot and per guest impact on traffic, parking and housing the "worst case scenario" was chosen in order to calculate impacts.

*Conference and Assembly Facilities*. - Conference space is defined as the actual square footage of the meeting rooms whereas assembly space is defined as foyer or gathering space outside of the conference rooms. Assembly space accommodates registration tables, displays, receptions and other activities associated with a meeting event. The majority of the new conference and assembly space is anticipated for the Sub-Area 2 and 3.

*Restaurant and Bar*. -Expanded Food and Beverage facilities are contemplated throughout the Resort, but mostly concentrated in the core areas. Smaller Food and Beverage outlets are envisioned within the ropes course and miniature golf areas. Outdoor food and beverage facilities are also contemplated throughout.

*Commercial Retail*. These types of retail sales operations are contemplated for the street level shops along Snow King Avenue as well as within and surrounding the pedestrian plaza. The locations provide efficient access for neighborhood local convenience as well as access to lodging and parking and assists in creating vibrant pedestrian spaces. The close proximity to dense neighborhoods and the numbers of guests staying at the resort should increase the diversity and viability of retail operations. Any single commercial retail space exceeding 15,000 SF shall require a Conditional Use Permit, all other commercial retail is permitted by right.

*Office.* Commercial office space is planned for the spaces above the commercial retail and is envisioned as including professional services and other activities, which are conducted in an office environment. Similar to the Commercial Retail these types of use are appropriate throughout the resort and will provide a consistent level of local traffic to diversify the mix of activity and commercial viability of the area. Resort uses, such as the Resort management itself, will also require office space.

*Service Use.* The successful balance of local convenience and visit or services is intended by allowing this use type as defined in Section 4.3.1.F.10. These diverse types of uses will be allowed and encouraged within the building envelope system.

*Bed and Breakfast.* This type of use shall require a Conditional Use Permit.

*Residential Short-Term Rental.* This use is allowed throughout the extent of the PR District.

*Institutional Uses.* As defined in Section 6.1.8 three non-residential institutional uses are considered. Snow King Resort considers all to be valid and appropriate uses within the building envelope areas. Additionally, utility uses outside the envelopes are also allowed particularly in consideration of Snow King Mountain's expanding role in providing a base for valley wide telecommunications. Although the current plan does not contemplate most of the types of institutional uses named in Section 6.1.8, these uses are allowed since in almost every instance large segments of the community would utilize the resort and its many activities and services.

*Day Care Center Group.* This operation complies with the Group Day Care definition under the institutional designation in Section 6.1.8. Day care can also take the form of a "Discovery Center" and can be operated in conjunction with the Ski School. Snow King Mountain currently offers a summer day camp program to local school age children from ages 6 to 14. Day Care/Education is allowed as a Basic use in all Building Envelopes. In winter, the Snow King Mountain Sports School serves as a de-facto after school day care program for school age children who are interested in learning to ski after school.

***Amusement and Recreation Uses.*** Within the building envelope area, the following uses are appropriate; Commercial Amusement and, Indoor Recreation. In addition, the uses of Outdoor Recreation, Tour Operators / Outfitters and Ski Area may in whole or in part of their operation occur within the building envelope area.

*Commercial Amusement.* Commercial Amusement uses are permitted as follows:

- Permitted by Right: noncommercial theatres and music halls, video arcades, and indoor skating rinks.
- Conditional Use: bowling alleys, commercial movie theatres and music halls, pool and billiard halls and shooting arcades.
- Other uses shall require a Conditional Use Permit unless determined to be unnecessary by the Town Planning Director.
- A zip-line in sub-area 4 as indicated in the included master plan maps and sketches.

*Indoor Recreation.* Planned Indoor Recreational uses include a health club and spa, intended for use by both residents and guests. A large indoor/outdoor pool is also planned. In addition, similar types of operations may be feasible and are appropriate from the standpoint of providing diverse opportunities to visitors and residents.

***Home and Temporary Uses.*** While none of the uses defined under the Home Uses and Temporary Uses designations are currently contemplated, the Resort believes that they are compatible, appropriate and may have a place in the future of the resort. The presence of home businesses, small day care operations and cottage industry would help to diversify the social fabric within the Resort. Temporary Uses such as Special Events are perfectly adapted to the plaza in Sub Area #2.

### **Uses Permitted within the Recreation Land Use Zone**

***Outdoor Amusement/recreation.*** Outdoor Recreational uses are permitted as follows:

- Permitted by Right: youth recreation camps, bicycle facilities and uses, swimming pools and hot tubs, tennis, volleyball courts, paddle tennis, stables and corrals not associated with an agricultural use, cross country ski trails and facilities, playground, picnic areas and shelters, zip lines, yurts, splash pads and water features, mountain coasters, mazes, ropes courses, outdoor food and beverage facilities, pathways, trails, alpine slide, miniature golf, outdoor function areas, performing stages and platforms, dance floors, band stands, BBQ areas, ski lifts, summer and winter tubing park, decks, climbing walls, loading areas, ski school facilities and other related ski facilities and amenities.

One of the greatest assets provided by Snow King to the community is the continuing existence of both summer and winter recreational opportunities. Summer outdoor recreation uses considered in the Master Site Plan include, but are not limited to, indoor and outdoor climbing walls, miniature golf, and an expanded trail system for hiking, biking and riding including both cross country and downhill bike trails. Phil Baux Park, and its seamless expansion into Snow King's private lands is also an integral part of this Master Plan.

Winter outdoor recreation includes tubing, skating (both indoors and outdoors) and of course skiing and snowboarding. Skiing and snowboarding activities comprise the bulk of these activities from the perspective of land and support facilities. In addition to the existing base facilities and lifts near term improvements include a new gondola to the summit and continuing improvements to the snowmaking operations. A proposal for a modest expansion of the ski area on USFS managed land to include a safe access road to the summit has been presented to the USFS and is included as part of this master plan. While the Teton County Comprehensive Plan states in 3.1.d that existing planned resorts should be limited to their footprint, this reference specifically applies to areas of the county zoned Planned Resort (PR) where lodging and commercial activity can occur. This reference specifically excludes public lands under administration of the United States Forest Service as noted in the Town LDRs (4.3.2.A). Snow King supports the definitions for Outdoor Recreation and Ski Slopes provided in Section 6.1.3.C since it allows the flexibility to construct and operate all the ancillary facilities associated with both summer and winter activities.

Other uses such as Day Care Center, summer day camp, ski school, utilities and nursery, allowed within the Building envelope area, will also be allowed in the Recreational Land Use Zone.

Ski slopes are obviously allowed, as well as all the facilities required to operate the ski area such as maintenance and storage spaces, snowmaking facilities, explosive storage, lifts and ski slopes lighting.

- Conditional Use Permit will be needed for Skateboard parks, equestrian centers.
- Other uses not mentioned above shall require a Conditional Use Permit unless determined to be unnecessary by the Town Planning Director.

***Agricultural Uses.*** Snow King does not have any plans to rear livestock or grow crops nor does the applicant believe that this is an appropriate use within a resort setting.

***Tour Operators/Outfitters.*** Seasonal facilities such as warming buildings or restaurants are intended to be used, as much as feasible, year-round and may be used for these purposes.

*Temporary Uses.* As stated in the section on Uses Within the Building Envelopes the resort acknowledges Temporary Uses as one of the most important uses to be allowed within the Resort District. Particularly important is the Special Event definition provided in Section 4.3.1.F.10. Winter ski races, the Hill Climb, mountain bike races and summer Hill Climb are a few of the important events held on the mountain each year. The Annual 4<sup>th</sup> of July fireworks has been considered in allocating open space. Over the years, other outdoor uses will come up. Snow King assumes that the desire for more of these types of events will grow in number and diversity. With the exception of Gravel Extraction all the Temporary Uses listed in Section 6.1.1 may have a place at the resort and are allowed. Temporary uses such as events, recreational equipment demonstrations or wedding and event tents are a critical feature of the resort district that allow it to cater to guests on short notice. These uses are common and approved for all of the resorts in Teton County including Grand Targhee and the Teton Village. As such, the ability to host an event at short notice for the Snow King Hotel or Mountain Operations are an important aspect of Resort district operations.

*Special Events.* Special events such as music and dance festivals, snowmobile events, art and craft show, concerts, live theater, and similar events, which are compatible with the resort and its facilities, shall be permitted.

The attached Land Use Schedule is intended to summarize the above descriptions. Where the Limited note is used in the Schedule, reference the above text for details.

Although Final Development Plans will determine the precise areas dedicated to each use, an Example Development has been created in order to calculate impacts such as traffic, parking, employee housing and utilities needed at the site. As discussed in Chapter VII, this is only an example and relative sizes and locations of various uses will change over years. This Example Development only represents Snow King's best estimate of uses within Building Envelopes at this point in time.

#### Uses not governed by this Master Plan

This Master Development Plan does not directly pertain to land owned by the Town of Jackson (TOJ) or the United States government and managed by the United States Forest Service (USFS). However, included with the 2019 amendment to this master plan and update are maps that show future proposed plans on USFS lands and TOJ property. Among the proposed uses indicated on TOJ land are an additional sheet of ice added to the North of the existing Snow King Sports and Event Center that is not associated with this master plan, an enlarged ski shelter/Jackson Hole Ski and Snowboard Club facility, and an aerial tramway landing on land currently leased from the Town of Jackson for the operation of the ski area. The accepted 2017 USFS Master Development Plan covers all uses proposed on USFS managed lands which can be seen in the included 2017 USFS Master Plan Map.

## SNOW KING RESORT LAND USE SCHEDULE

	Building Envelope Zone	Recreation Land Use Zone		Building Envelope Zone	Recreation Land Use Zone
Gravel Processing			<b>Commercial</b>		
Extraction			Office		Y
Disposal			Planned Commercial		Y
<b>Temporary Uses</b>			Commercial Retail	L	
Christmas Tree Sales			Heavy Retail/Service		
Contractor's Office	Y	Y	Services	Y	Y
Special Event	y	y	Restaurant/Bar	y	L
Real Estate Sales Office	y	y	Drive-in Facility		
Shelter	y	y	Commercial Lodging	y	
Farm Stand			Bed and Breakfast	C	
Gravel Extraction & Processing			Dude/Guest Ranch		
<b>Amusement/Resort</b>			Residential short-term Rental	y	
Commercial Amusement	L	L	Agricultural Support/Service	L	L
Campgrounds			Institutional Residential-Other	C	
Outdoor Recreational	L	L	<b>Residential</b>		
Indoor Recreational	y	y	Agricultural Employee Housing		
Tour Operators/Outfitters	y	y	Conventional Single-Family Unit	y	
Ski Slopes	y	y	Conventional Single-Family Subdivision	y	
<b>Home Uses</b>			Planned Residential	y	
Home Occupation Home Businesses	y		Planned Unit Development	y	
Day Care Home, Family	y		Mobile Home		
Day Care Home, Group	y		Mobile Home Park		
Cottage Industry			Working Ranch Subdivision		
<b>Aeronautical</b>			Guest House/Guest Unit	L	
Airports			Accessory Residential Units	y	
Landing Strips			Institutional Residential/Employee Housing	y	
Heliports			<b>Nonresidential</b>		
Balloon Operations			Agricultural		
<b>Industrial</b>			Agriculture	L	L
Institutional			Nurseries	L	L
Light Industry					
Heavy Industry			<b>Y:::Permitted by Right, C:::Conditional Use , S:::Special Use</b>		
<b>Institutional</b>			<b>L= Limited -See Text for details</b>		
Institutional	C	C			
Utilities	C	C			
Day Care Center Group	y				

## 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	<b>375</b>
Hotel Room (Number)	204	100	50			<b>354</b>
Total Units	343	150	200		36	<b>729</b>
Statistics: Lodging SF/Guest	255	250	334		319	<b>284</b>
Total Guests (Number)	964	400	700		144	<b>2,208</b>
<b>Above-Ground Uses (Square Feet)</b>						
Lodging	246,000	100,000	234,000		46,000	<b>626,000</b>
Lobby / Reception	12,000	6,000	2,000			<b>20,000</b>
Conference / Meeting	9,000		6,000			<b>15,000</b>
Assembly	1,000	15,000				<b>16,000</b>
Commercial: F&A	20,000	11,000				<b>31,000</b>
Commercial: Unassigned		36,000	4,000		4,000	<b>44,000</b>
Commercial: Theaters		9,000				<b>9,000</b>
Health Club, Daycare, Ski School, Etc.	5,000		3,000	5,000		<b>13,000</b>
Back of House & Storage	10,000	17,000	3,000			<b>30,000</b>
Services and Circulation	10,000			1,000	6,000	<b>17,000</b>
Supply & Mech	5,000			1,000		<b>6,000</b>
Services - Offices	3,000					<b>3,000</b>
Supply - Public		6,000				<b>6,000</b>
Office	10,000	4,000				<b>14,000</b>
Recreational Uses		40,000		10,000	15,000	<b>65,000</b>
<b>Total Above-Ground Building Area</b>	<b>331,000</b>	<b>244,000</b>	<b>252,000</b>	<b>17,000</b>	<b>71,000</b>	<b>915,000</b>
<b>Underground Uses (Square Feet)</b>						
Back of House		18,000				<b>18,000</b>
Supply, Mechanical, Maintenance	25,000	28,000	10,000			<b>63,000</b>
Services Loading / Circulation	84,000					<b>84,000</b>
Loading Dock Area	6,000	22,000				<b>28,000</b>
Kitchen Storage Services					4,000	<b>4,000</b>
Maintenance / Services	20,000		10,000			<b>30,000</b>
Storage and Misc.	10,000		5,000	5,000		<b>20,000</b>
Supply Services – Public		2,000				<b>2,000</b>
Underground Conference		22,000				<b>22,000</b>
Underground Assembly		9,000				<b>9,000</b>
Lockers - Health Club	20,000					<b>20,000</b>
<b>Total Underground Building Area</b>	<b>165,000</b>	<b>101,000</b>	<b>25,000</b>	<b>5,000</b>	<b>4,000</b>	<b>300,000</b>
<b>Ground Surface Area (SF)</b>						
<b>Floor Area Ratio (FAR)</b>						
						<b>0.34</b>

## VI. DESIGN GUIDELINES

### A. Introduction:

Division 4.3 requires Design Guidelines, which establish standards for buildings, spaces, signs and lighting within the PRO. These Design Guidelines respond to and specifically address the standards set forth in Section 4.3.1.F.7 of the Town of Jackson Land Development Regulations that state:

- ***Character and design.*** *As indicated in the Comprehensive Plan, Snow King Resort will continue its role as a unique, resort-oriented urban commercial node serving both visitors and residents. Improvements and expansions at Snow King will solidify its role as the main convention and conference facility in the community. Factors and resort characteristics important in Snow King's future development include:*
  - (1) *Capitalization on the location at the terminus of Snow King Avenue.*
  - (2) *Creation of a sense of arrival.*
  - (3) *Creation of an active, attractive, pedestrian streetscape along the eastern end of Snow King Avenue.*
  - (4) *An attractive, safe and direct pedestrian streetscape connection to the Town Square.*
  - (5) *A layout that blends the edges of the resort into neighboring developments, creating a porous edge to the resort that encourages pedestrian travel into and through the area.*
  - (6) *Structure sizes and layout that draw people into the resort area.*
  - (7) *A continuity of architecture and activities within the resort, creating a multi-use sense of place.*
  - (8) *Pathways throughout the resort and connections to the Jackson Hole pathways system.*
  - (9) *Continued provision of the amenities of "town hill" skiing.*

The following Design Guidelines address the specific characteristics and issues excerpted above. These Design Guidelines will be administered by the Snow King Resort Master Association (SKRMA). Final Development Plans will be reviewed and approved by SKRMA prior to presentation to the Town for approval as per Section 4.3.1.F.7. All buildings will be reviewed for compliance with the Master Plan Design Guidelines by the Town Design Review Committee.

The visual presentations accompanying this Master Plan show the character and quality of the buildings that these guidelines will produce. New development is intended to visually enhance the existing resort, add a new and exciting dimension to the Town of Jackson, and blend with the built and natural landscape. The plaza, storefronts and entry tower are intended to provide a pleasant and attractive Snow King Ave. streetscape, inviting to the visitor or resident approaching from the West.

### B. Design Guidelines. Character and Design Objectives

#### *1. Capitalization on Location at Terminus of Snow King Avenue*

The current main entrance to Snow King Resort is at the East end of Snow King Avenue. This entrance will remain and be strengthened in a number of ways. The entryway will be re-graded to a slightly gentler slope and equipped with snow-melting surfaces. The street frontage will be lined with three-and four-story buildings with retail uses at street level and other uses above. These buildings will create an important street edge designed to provide visual interest to pedestrians and motorists. The East/West axis will be improved with the addition of landscaped islands that will screen the paving surfaces and soften the approach. The entrance to the hotel will be brought further West by means of a large Porte Cochere, which will serve as a drop-off for the hotel and conventions users, as well as for buses, cars, shuttles, limousines and taxis.

## ***2. Creation of a Sense of Arrival***

By expanding the Porte Cochere and creating a courtyard, the sense of arrival is enhanced and circulation, both pedestrian and auto, clarified for the arriving guest. Consideration is given to loading and unloading requirements for both guest and residents attending functions at the Resort. The large vehicular plaza is designed with large vehicles (buses, outfitter vans, and trailers) in mind. The row of buildings along the south side of Snow King Avenue, starting with the entry Tower and plaza at the west, will help draw people visually into the resort and is an important feature necessary to create a sense of arrival. Pedestrians will be able to walk along an outdoor arcade lined with retail windows, providing visual interest and shelter from the weather.

## ***3 & 4. Creation of Pedestrian Streetscape Along East Snow King Avenue and a Connection to the Town Square***

The addition of buildings fronting the street with retail and commercial uses will enhance the pedestrian experience by adding visual interest, sidewalks and lighting. Snow King Resort will work in concert with the Town of Jackson to direct pedestrians between Snow King Resort and the Town Square. Willow, King and Cache Streets are all options for pedestrian connections to downtown.

## ***5. Porous Edge Encouraging Pedestrian Travel***

The building edge along Snow King Avenue is articulated to reduce the apparent bulk and scale of the two-, three-, and four-story structures. Small retail and commercial spaces connected by a covered arcade will disguise the parking structure behind and give an active and inviting facade. By using different building heights and varying the roof forms, the street edge is given scale and visual interest. The facade facing Snow King Ave. East of Willow is designed to integrate with potential future development along the north side of the street. The open areas to the East and West will encourage hiking and biking up the mountain. On the West, behind the ballpark, the One Town Hill building will define the western edge of the resort and be visible when approaching the Resort from the North. The large open space area between the Snow King Center and the One Town Hill will continue to act as a magnet for mountain access and be enhanced with additional outdoor activity areas.

## ***6. Size and Layout that Attracts People***

The new master plan is built around three primary outdoor spaces, each of a very distinct character and purpose. The centrally located Entry Court, with re-graded drive and expanded pick-up and drop-off areas, is the vehicular centerpiece of the new plan. Arriving visitors will be able to pull in under the cover of the Porte Cochere and will be directed to check-in areas or to the convention center. Access to the parking structure will be clearly marked and easily accessed. The second major public space is the plaza above the parking structure, which is affronted by lodging/commercial buildings. This entirely pedestrian space connects the main hotel, the convention center and other condominium and hotel wings through a pedestrian bridge, to the Snow King Center, the Ski hill, and Phil Baux Park. This pedestrian plaza is to be lined with food and beverage outlets, shops, kiosks and outdoor activities and is intended as the center of pedestrian activity for the Resort. The third major public space is the Pool Courtyard, which will be enhanced under the new master plan with terraced gardens, water features, and hot tubs stepping up the hill from the hotel lobby. This space commands south sun, exceptional views up to Snow King Mountain and is well protected from prevailing winds. This will be the recreational centerpiece of the hotel and condominium complex and will also be visible from the main hotel lobby attracting guests to the outdoors. The new Health and Fitness Club will overlook and connect to this Pool Courtyard. The effect of these three spaces will be to give the visitors distinct spatial and programmatic experiences and will serve to attract and amuse people in many different ways.

## **7. Continuity of Architecture and Activities/Multi-Use Spatial Sense**

The spatial experience outlined above is enhanced by the fact that it incorporates mixed uses and by the variety of activities that will take place at the Resort. The mixture of retail, office, restaurants recreation, and lodging mimic the uses typically found in active urban areas, and the proposed density is necessary to activate these outdoor spaces.

## **8. Pathways Connecting to Pathways System**

The Pathways and Trail system is the backbone of the Snow King Resort Master Plan. The proposed system will provide a nexus for the regional trail system. The special location of the Snow King properties allows for East/West and North/South Trail and Pathways connections. Special emphasis is placed on the separation of pedestrian and vehicular circulation and the creation of meaningful interior and exterior spaces for pedestrians to congregate. The pathway system within Snow King Resort expands, and connects to the off-site pathways (See Summer Circulation and Pathways and Winter Circulation and Pathways).

## **9. Continuation of the Amenities of "Town Hill" Skiing**

The Snow King Ski Hill is intended continue in operation as an amenity for both residents and guests alike. Skiing, sledding and other activities figure prominently in the new Snow King Master Plan. The increased intensity of the resort is hoped to lead to an expansion of the amenities as the need arises.

## **C. Design Guidelines. General Purposes**

The purpose of these conceptual design guidelines is to give some idea of the physical character that is being envisioned in this Master Plan and will be used to assist Snow King Resort in the planning, design and construction of projects build under this master plan. They reflect the goals of the master plan in attempting to create a true resort experience with visual variety, pedestrian activities, and a unique character which will make the resident and visit or experience more memorable. It is the intent of these guidelines to strike a balance between control and creativity, to allow enough flexibility in the choice of materials and style to give life to the resort, while at the same time maintaining a sense of cohesiveness. The world's great cities were not designed by one architect at one time, but rather grew and developed over time with the creative input of many. Snow King Resort is attempting to create a broad enough palette of possible materials and design elements to encourage a unique blend of architecture, which will give it variety and visual interest.

Snow King Resort has an important role as anchor for the Town, a counterbalance to the Town Square and the proposed Visitor and Multi-Agency Camp us at the North end of Cache Street. As such, it must act as a terminus, a destination for both residents and tourists. This Master Plan, by adding significant intensity to the Resort, makes it a much more varied and desirable destination than it currently is. The combination of Convention Facilities, the Snow King Center/ice Rink, an array of lodging facilities, retail, commercial functions and a Health Club/Spa, all reinforce Snow King's role as a multi-use center for the community.

As the Master Plan builds on the existing Snow King Resort, so do the architectural guidelines, which build on the existing character that has developed during the life of the resort. The new architecture of the Snow King Resort will build on the community character of Jackson with well-designed buildings, clean rooflines, taper-sawn shake roofs and a clearly expressed structure. The materials palette, while encouraging a preponderance of wood and stone, will also include stained concrete, painted or oxidized steel, stucco, and high quality cultured stones.

Indigenous architecture has long had a powerful association for people who visit the West, from the log cabin in the woods, to the burl wood columns in the Cowboy Bar. Snow King has established a

character that is clean and somewhat modern. Its new character must tie to the old and yet be firmly rooted in today's world. While rustic character has been adopted for other resorts, a more direct simple architecture that capitalizes on large areas of glass, simple roof forms and tautly detailed elegant materials, will distinguish Snow King from other Jackson experiences. Tying the new buildings with the old will create a powerful and unique style for Snow King as it develops in the new millennium.

The resort and convention business has changed over the years and the new Snow King Master Plan incorporates changes intended to keep it apace in this intensely competitive business. By more effectively attracting today's conferences and tourists, Snow King will continue to provide a strong economic infusion for the community.

Section 2550. G requires Design Guidelines that establish parameters for buildings and spaces in the Planned Resort following this outline.

**1. General.** *The design theme of the Planned Resort shall have an emphasis on outdoor recreational activities and create a sense of place. A sense of place is created when site planning and architecture:*

- a. Concentrate activities and human interaction into identifiable spaces, such as a plaza or mall;*
- b. Assemble a build environment that connects buildings, spaces and structures through common scale, design and materials;*
- c. Incorporate into the build environment the natural features and cultural heritage of the area; and*
- d. Produce an identifiable image that is associated with the planned resort and with Jackson Hole.*

*There shall be visual continuity among the resort structures and design elements without unduly limiting variety in design. Development shall be compatible with the surrounding built and natural environment in both scale and character.*

**2. Architecture.** *Building design guidelines shall reflect:*

- a. The community's architectural character and themes*
- b. A human scale, pedestrian-orientation, which are created when:*
  - (1) The height of buildings does not overwhelm people walking beside the buildings; and*
  - (2) The ground level doors, windows and design features of buildings create an interesting diversity for people walking past the buildings.*
- c. A built environment in keeping with the cultural and aesthetic values of the community*
- d. Natural attributes of the immediate vicinity*
- e. Building materials and colors compatible with the surrounding natural and built environment.*

3. **Bulk and scale.** The design guidelines shall ensure the bulk and scale of individual buildings within the Planned Resort achieve compatibility with:
  - a. Other structures within the Planned Resort, when the resort development is completed, and
  - b. Neighboring structures that are not a part of the resort, and
  - c. The natural environment.
4. **Signs.** The design guidelines shall include a sign component that sets forth the sign theme for the Planned Resort and specifies criteria for determining permitted sign sizes types and locations. The guidelines shall contain prototypical examples of all types of signs, including wall, canopy, freestanding, directions, and informational signs. The flexibility extended to Planned Resorts via this Division, to propose standards for signs different from those specified in Chapter 15.28, Signs, of the Jackson Municipal Code, is encouraged with the purpose of having sign guidelines in keeping with the unique character and needs of the resort.
5. **Lighting.** The design guidelines shall include an analysis of proposed project lighting. Areas to be illuminated (parking areas, walkways, entries, etc.) shall be identified and general standards should be set forth. Identification of models and types of standards and fixtures is encouraged, but specific illumination plans and photometric footprints are not required. Generally, lighting shall be low-intensity, low-profile, and shielded to avoid "light pollution" and glare to offsite areas. General illumination standards are set forth in Section 49370, Exterior Lighting and Glare.

**6. Site planning.**

- A. **Orientation and aspect.** Structures and public spaces within the Planned Resort, generally shall be arranged with views of, and access to, the principal resort recreational amenity.
- b. **Entrance features.** Entrances to the Planned Resort shall create a sense of arrival. A sense of arrival is created when the entrance into the Planned Resort is easily identifiable and is consistent with the design theme of the resort.
- c. **Natural Resources.** The site design shall highlight the natural resources within the Planned Resort and integrate them into the layout of the resort in order to promote a connection to the natural environment. Consequently, natural features of the site, such as significant vegetation, rock outcroppings, water bodies, etc., shall be preserved and incorporated into the project design to the extent practicable.
- d. **Pathways and pedestrian facilities.** Pathways and pedestrian facilities, including access for the disabled, shall be integral components of the site design. The site shall provide an attractive, outdoor atmosphere that encourages use and reliance upon pathways and walkways.
  - (1) **Safe, convenient and direct access.** Pathway and pedestrian systems shall provide safe, convenient, and direct access throughout the resort, to public lands, transit facilities and the existing or planned community pathway system, when adjacent to the resort.

**(2) Pathways.** Pathways shall be provided for non-motorized transportation, except motorized wheelchairs for the disabled shall be permitted. Bicycle racks, ski racks, etc., shall be provided at various destination points within the resort.

**e. Transportation facilities.** Site design shall integrate safe, convenient, and direct access to transportation services and facilities (i.e., bus shelters, information kiosks,) and shall incorporate the facilities necessary for the proper functioning of the Transportation Demand Management Plan (see subsection H.2, below).

**f. Circulation.** The layout of local street, alleyways, and parking lots shall be sensitive to the natural terrain and landscape. Cut and fill areas shall be minimized and natural features of the site such as wooded areas, rock outcroppings and water bodies, shall be preserved to the maximum extent practical.

**g. Access.** Safe vehicular access appropriate for refuse removal, recycling, emergency services, and delivery shall be provided. Service access shall not create unsafe conflicts with automobile and pedestrian access to primary destinations within the resort.

**h. Landscaping.** Project landscaping including hardscape areas shall be consistent with the overall design theme of the resort. Use of indigenous plant materials is encouraged. Existing vegetation shall be preserved and incorporated into the design of the project to the extent practical, especially wooded areas and other significant vegetation which provides shelter or habitat for wildlife.

The Guidelines and the plans and sketches incorporated in This Master Plan, when considered as a whole, address the above sections of Division 2550.

## D. Architectural Design Guidelines

**1. Building Form, Massing and Character:** Buildings must feel as if they fit in the context of the Town of Jackson. They should not seem "imported" from someplace else. They must not overwhelm the pedestrian scale. Building masses will be broken down through the use of covered arcades at pedestrian levels and thru the use of building envelopes that require the structures to step back away from the street or plaza.

Architectural forms will be simple and practical, not elaborate. They must reflect an ability to deal with the severe climate and have honesty and directness similar to the best indigenous structures such as barns and sheds, or some of the structures in Yellowstone and Grant Teton National Parks.

In general, building forms should be used to create definable public spaces between buildings. Buildings affronting plazas should create an edge that defines the space. Buildings on the south side of a plaza step back above the second story to allow light into the plaza. Where building facades face the mountains or non-pedestrian spaces, buildings will be allowed to rise without necessarily stepping back.

Buildings should be sited to help shape the spaces around them and to create a sense of "street space" by lining up with adjacent buildings where possible.

Buildings should employ various architectural devices to help bring the masses to a more friendly, pedestrian scale. Changing materials, breaking the wall line, using different roof forms and adding balconies or projecting bays are some of these devices.

Larger buildings may be broken into smaller elements that appear to be an aggregation of smaller buildings. Overly differentiated facades on a single building are to be avoided however.

2. **Roofs:** in order to be sympathetic to the existing Snow King Resort, new buildings must relate to existing architecture by using similar roof forms, generous roof overhangs, and some similar materials such as heavy timber beams holding up roofs overhangs.

Primary roofs must be sloped and in keeping with existing roofs, their slopes should predominantly be in the range of 4:12 to 7:12. Flat roofs and parapet roofs will be allowed where they act as connectors from one gabled roof to another and at larger spaces where necessary and not visible from street or plaza levels or where practical for best incorporating structures into the surrounding built environment. Special consideration is to be given to designing roofs in reference with nearby pedestrian uses. Roof materials should be as consistent as possible throughout the Resort.

Large roof overhangs should be held up by heavy timber beams or knee braces. Eave lines should be kept thin to avoid the heavy look of typical cold roof structures with 20" fascia's.

3. **Exterior Materials:** Buildings shall sit on masonry bases, and feel as if they are firmly rooted in the ground. Stone, cultured stone, stucco, synthetic stucco and concrete will withstand the extreme weather conditions and piling up of snow along the foundations.

Appropriate materials above the ground level will predominantly be stone, cultured stone, wood siding, wood shingles, heavy timber, logs and glass. Other materials such as brick, stucco, synthetic stucco, oxidized steel, and board-formed concrete will also be allowed to a lesser extent. Buildings should have texture and visible structural purpose.

4. **Windows:** Windows at the pedestrian level should be as large as possible given the function behind them. For retail and/or hotel frontage windows should represent approximately 75% of the linear frontage.

Above the ground floor, there is no minimum requirement of window to wall. In keeping with the existing Snow King Hotel and its available views in all directions, large windows are encouraged. When in heavy walls of stone or concrete, windows should appear to be "punched", and they should have lintels of timber or stone. Metal clad windows, wood windows, and non-reflective aluminum storefront windows are all permitted. Darker colors of the windows are encouraged.

Divided light windows, if used, must have real divisions, either true divided light or simulated divided light with metal spacers between the double panes of glass. Snap-in false mountings will not be permitted. Generally larger expanses of glass are preferred to small divisions.

5. **Commercial Frontage, Entryways:** At the pedestrian level, Retail and Hotel storefronts should appear light, glassy and as transparent as possible. As a goal, approximately 75% of the linear frontage of walls opening onto the public plazas and arcades should be glass.

Stone, stained concrete, and painted steel are recommended materials for the pedestrian level walls between the glass.

6. **Decks and Balconies:** Decks and balconies add functional amenity to the resort but also become part of the design palette used to add character and create variety on the building exterior. Where possible balconies and decks should be located to take advantage of solar exposure and/or views. Long, linear balconies are not permitted.
7. **Walkways:** To promote the sense of a unified resort with pedestrian accessibility, buildings should have covered walkways on facades along which connections can be made to other buildings in the village. Wherever possible these walkways should have retail stores and restaurants and other visually interesting spaces along them. All buildings must take into account pedestrian access to all adjacent buildings and the rest of the Snow King Resort.
8. **Color:** The use of color should support and reinforce the overall design theme for Snow King Resort. As a year-round resort, colors chosen must work well in all seasons and help the resort blend with its town context as well as with the natural landscape. Color schemes should be built around natural materials, such as stone and wood. Earth hues, natural colors of foliage, deadfall timber and dried grasses are all appropriate. Primary or bright colors should be used sparingly, as accents to highlight the more muted color schemes. Use of "day glow" colors is not allowed. On wood, stains are preferred over paint.
9. **Lighting:** The lighting systems will serve functional and aesthetic roles that include:
  - Providing security and visual safety
  - Serving as directional indicators for vehicular and pedestrian traffic
  - Providing extended outdoor use time, particularly in pedestrian areas,
  - Reinforcing the identity and character through form, color, and materials of fixtures, visual light quality and placement

Lighting must be designed and configured in conformance to Town of Jackson standards. Light sources must be shielded so as not to reflect direct light upon adjacent buildings or properties.

Pedestrian scale lighting: The use of low level light sources at the pedestrian scale to accent or illuminate the ground plane provides a special opportunity to reinforce Snow King's unique identity and character. This is achieved by the use of proper fixtures at lower mounting

heights to produce a more intimate effect. At night, the fixtures provide light necessary for safety and visual effect. By day, the fixtures should lend animation and scale to the pedestrian environment. Fixtures at a maximum height of 16 feet will be used for these pedestrian areas. Painted steel will only be used for accent.

Additional pedestrian scale lights may be used including bollard lights at approximately 42' in height, and canister type lights on overhead structures. Lighting for pedestrian areas should be incorporated into the buildings whenever possible.

9. **Disabled Accessibility:** Consideration for the disabled must be a part of the design process for any project. Every structure shall be accessible by the disabled through the use of ramps (not to exceed 8%) and/or elevators. All outdoor pedestrian areas must be accessible.

## 10. Sub Area 2. Specific Guidelines.

One of the key design elements is the pedestrian connection between the existing hotel area and the Snow King Center. This connection is intended to be made through a pedestrian mall located above underground parking. It is intended that this route be lined with covered arcades as defined below, and given ample visual and special variety to create a lively streetscape.

Key components of this pedestrian mall are:

Properly scaled buildings lining a properly scaled "street", storefront spaces with a predominance of glass, interesting shop windows and doors inviting to the pedestrian, indoor and outdoor food and beverage outlets, visual variety and not just a straight line of facades. Public spaces, lobbies, restaurants and similar extroverted uses should be placed along the mall to help enliven the spaces and make them inviting to passersby.

As a means to allow, and in fact require, this kind of streetscape in a future design whose exact programmatic needs are to be left flexible, a number of rules need to be followed:

- A 65' wide "overlay" zone has been created and called the "Pedestrian Mall Overlay." This overlay defines an area of Primary and Secondary pedestrian connectors that must fall within this overlay. See Pedestrian Overlay Drawings in the Dimensional Limitations Chapter of this Master Plan.
- Two types of Pedestrian Connections are established: Primary and Secondary.
- The width of the connections is flexible but is governed by the following parameters:

**-Primary Connection:** The open width of this connection shall be between 25' and 65' and should be able to structurally support fire equipment loads. Building height along this Primary Connection is governed by a 1 to 1 proportion of height of building to width of Pedestrian Connection, so where the Connection is say 35' wide, the height of buildings on either side shall not exceed 35'. In the event that there is room left in the maximum height plane of the building envelope grid, buildings can set back a minimum of 8' and extend up to the limit set by the building envelope grid. The 3-dimensional building envelope grid, as defined in the Schedule of Dimensional Limitations Sub-Area 2, shall take precedence. Areas designated T-1 and T-2 in the building envelope grid has special parameters as described in the Dimensional Limitations Plan.

Primary Connections must be lined, on at least one side, with a covered arcade ranging in width from 10' to 16' and at least 12' in height. Structural elements such as beams, trusses and knee braces may drop below the 12' height to a minimum of 9'.

***-Secondary Connections*** are not subject to the above height to width limitation. However, these secondary connections must measure a minimum of 16' in width and 12' in height and are to occur approximately within these Secondary Connection overlays. These secondary connections can be bridged by buildings above, as long as the covered area does not exceed 40' in length.

- Building facades must be articulated, and are not permitted to run straight for more than 200' in length. Jogs or setbacks breaking a straight run must be at least 8' in depth. Curved facades will be allowed and considered breaks.
- Building facades must be organized into a base, middle and top, with appropriate changes of material, varying of the massing and the use of balconies to help break down the massing of the buildings.
- Among the conditions of approval of this Masterplan were proposed revisions to the schedule of dimensional limitations regarding the height and massing of building envelopes fronting Snow King Avenue along its South side. These conditions have been addressed in the building envelopes that are part of this Master Plan. These envelopes, as shown herein, are now in compliance with the conditions of approval. Town staff will review the final design of Sub-Area 2's public thoroughfare frontage at the Final Development Plan stage to ensure that this street level frontage is treated architecturally to achieve the appropriate scale.

As the Snow King Resort develops, these guidelines will ensure that it does so in ways that will greatly enhance its character and make it a more exciting place to visit.

Within this Chapter, as well as in the Schedule of Dimensional Limitations Chapter, drawings and sketches have been included. These are intended to clarify and define the intent of the written guidelines.

## **E. Site Design Guidelines. Plant Palette.**

Site design at the Snow King Resort focuses on plant palette and design, pedestrian circulation, site architectural features and the colors and materials that comprise the build environment. Snow King's setting is both urban and rural. On the one hand the in-town location provides a diverse urban design context. This context generally implies that the site design will be dominated by landscape with formal plantings. Conversely, the resort is built into the base of a forested mountain and is bounded by the Bridger-Teton National Forest. This context usually implies a more random or natural site design. The objective will be to intertwine these two design goals, in a transitional manner, without creating confusion.

Just as the resort straddles a seam between the urban and rural environments it is located at the interface of three different plant communities. The lower portions of the site are dominated by the sage/grassland and the Aspen/Chokecherry communities; remnants of these communities still exist along the eastern boundary of the PRD. The higher, moister portions of the site exhibit a Douglas Fir and Spruce plant community.

Plantings around the resort should mimic these existing communities. Replication of the endemic plants also provides an excellent opportunity to provide visitors with information about the local flora. These plants will also provide an adaptable palette necessary to flourish in the wide variety of moisture, light and temperature conditions, which large buildings create and will also help to weave the rural with the urban environments.

Other planting materials of sufficient caliper will be used to screen and enhance the buildings. In general, the plant material will be in accordance with sections 4140, 4150, 4160, and 4170 of the Land

Development Regulations, except for areas designated as Ski Trails and Outdoor Recreation.

Within Sub-Area 4, only evergreens will be used to minimize visual impacts.

Detailed Landscape Plans will be part of each Final Development Permit Application.

## **F. Pathways and Circulation Elements**

As described in Section 2550. G.6.d., the Planned Resort District is designed to '*provide an attractive, outdoor atmosphere that encourages use and reliance upon pathways and walkways.*'

The proposed pathway and circulation system of the Snow King Resort is comprised of a network of diverse pedestrian passageways that collectively provide a full range of use and circulation functions throughout the resort and adjacent properties. The system is intended to extend and enhance the existing pedestrian/recreations fabric of the town as well as to accommodate the functional demands of the proposed Snow King Resort expansion. In order to facilitate future pedestrian traffic growth, both within and without the PRD, direct and convenient linkages to 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 ~~c o m m e r c i a l~~ signage. Resort signage provides direction to basic resort services. It is to be homogenous in style, color and material. Commercial signage advertises services or products for individual businesses. Consequently, great latitude of style, color and material must be anticipated.

**Sign Face Materials:** The primary goal is to employ materials, which are non-reflective and have a soft or smooth textured appearance. Some acceptable material examples are: wood which has a natural oil or flat paint finish, unfinished metals which oxidize to a flat finish, or metals painted with a flat finish and other materials which can be shown to have flat, non-reflective surfaces.

**Sign Standard Materials:** Generally, the preferred standard material will be stone, stained concrete and wood. Standard materials should relate to the context of the site, particularly to the building with which they are associated. Signs should be incorporated into the structure of the building rather than being stuck on the outside as an afterthought. Metals, plastics and other material may be acceptable if it can be shown that they relate to and integrate the sign into the site and/or building. Large structures could be introduced at the Resort's entrance to enhance the sense of arrival, but must be composed of wood or stone.

**Sign Face and Standard Color:** Colors should generally be muted earth tones similar to the endemic Jackson Hole soils. The use of earth tones in non-reflective media is another subtle method of unifying the build environment with its rural surroundings. This color theme is not intended to prohibit bright colors entirely; however, it is intended to define the predominant surface area of the sign face and all of the base and/or standards.

**Signage Lighting:** Fixtures for lighting sign faces should be incorporated into the structure of the sign. The fixture should be a 90-degree cutoff type, which is adjusted to prevent the lamp from being visible.

A detailed signage program for the Resort will be prepared, for Town Staff approval, prior to filing the First Final Development Plan Application.

## VI. DIMENSIONAL LIMITATION PLAN

### A. Introduction, Definitions and Maximum Scale of Development

This Dimensional Limitation Plan has been prepared in accordance with the requirements of Section 4.3.1.F:

***Dimensional Limitation Plan.*** *The Planned Resort Master Plan shall have a Dimensional Limitation Plan, which specifies dimensional limitations necessary to achieve the design theme identified by the applicant. The plan shall include floor areas and floor area ratios, densities, landscape ratios, height, setbacks, building envelopes, etcetera, or other lines delineating areas on which restrictions of development are to be imposed and areas in square feet for each lot or building.*

This Master Plan presents a Dimensional Limitations Plan that takes into account the topography of the site and the unique role of the project. As specifically permitted in Section 4.3.1.F, these dimensional standards differ in several respects from standards described in other sections of the Town's Land Development Regulations.

A great deal of care has been given in the performance-based Design Guidelines and this Dimensional Limitation Plan to balancing the various goals of this Master Plan with the visual impacts of the development. The site's topography helps achieve this balance.

It should be noted that two existing buildings on the site are rather large, but fit into the mountain landscape. The existing hotel has over 130,000 square feet and is over 70 feet in height at places, while the Snow King Center has over 53,000 square feet. However, these 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 unplanted and are not yet subdivided, setbacks are drawn and based only on the perimeter property lines. Setbacks at specific perimeter locations vary according to the relationship to adjacent areas.

Building envelopes defined in this Master Plan are intended to suggest approximate locations only and shall be allowed to be adjusted while keeping within the overall theme and rationale of this Dimensional Limitation Plan and the Design Guidelines. Final Development Plan applications and the approval process defined in Section 4.3.1 will finalize the details of each phase of development. Minor deviations on the locations and sizes of building envelopes can be approved by the Town's staff.

All development within this Master Plan must meet Land Development Regulation Hillside Development Requirements in place at the time of the development plan.

Sub-Areas 3 is controlled under separate procedures:

#### **Sub-Area 3:**

Lots 1 through 10 are to remain as previously approved, for the development of 40 condominiums. Lots 11 and 12 will be used for recreational and residential development, respectively, as previously approved. (Love Ridge Plat # 941). These 2 lots are exempt from the Schedule of Dimensional Limitations and floor area parameters. Lot 12 will be developed as a residential lot. Lot 11 will comply with the Recreational Land Use Zone parameters of this Master Plan.

Building area developed, and guest (APO) allocated within Sub-Area 3, will be deducted from the total building area and guest (APO) allowed within this Master Plan. The 10 condominium buildings within Lots 1 through 10 of Love Ridge are estimated to contain approximately 77,000 SF of Building Floor Area. Therefore, the Maximum Building Floor Area left over for Sub-Areas 1, 2, 3, 4, and 5 is (915,000 SF-77,000 SF= 838,000 SF) 838,000 SF. The 40 condominiums in lots 1 through 10 equal 160 guests (APO) leaving (2,208 - 160 = 2,048) 2,048 remaining guests (APO) for Sub-Areas 1, 2, 4, and 5.

As previously mentioned, development within the existing condominium area will be controlled in accordance with the "Statement Regarding Existing Condominiums".

#### **Building Envelopes.**

The three-dimensional Building Envelopes for Sub-Areas 1,2, 3, 4, and 5 are shown in the attached Sub-Area maps. The location and dimensions of Building Envelopes are a result of their relationship to the natural topography and landscape, the vicinity areas, pedestrian circulation, visual impacts, proximity to open spaces, desired vistas from interior spaces (both public and private), accessibility to common parking and underground services and other design considerations. The best locations have been chosen to create meaningful open spaces and interior/exterior circulation areas. Higher

levels of intensity are allocated near these areas. A computerized three-dimensional model was also used in preparing this Dimensional Limitations Plan.

Special consideration has been given to blend the development into existing neighborhoods. At the East end of Snow King Avenue, the buildings facing the street have been kept at a lower level than those behind the pedestrian plaza. Only some higher points are interjected to assist in creating a sense of arrival. A transitional space is created at the Willow Street corner. The One Town Hill defines the western edge of the resort and frames the access point to the mountain.

The mountain's presence and dense vegetation act as a background to Sub-Areas 1 and 2. Consideration is given to the location of higher buildings in relation to this background and the appearance of these buildings from different angles, especially the approach to the resort and the views from adjacent neighborhoods.

Building envelopes describe and define the approximate three-dimensional parameters for building height and building ground coverage as well as the buildable scale of non-recreational development including building height within specific areas. These envelopes provide predictability regarding the scale of maximum potential development. Modifications of building envelopes are allowed, provided that the overall theme of the Resort as defined in this Master Plans remain in place.

The envelopes are defined in the Sub-Area plans in a plan view with the maximum top elevation of the roofs within the envelopes specified in the elevation number for each envelope. This elevation number refers to the Town of Jackson elevation datum. Chimneys, vents and roof top mechanical equipment shall be allowed to penetrate the top plane by no more than 4 feet. Decks, awnings, roof overhangs, exterior stairs, railings, parapets and other outdoor spaces will be allowed to penetrate building envelopes. Location of roads, walks, patios and other impervious surfaces is not restricted to building envelopes.

The height of Building envelopes located within Sub-Areas 4 and 5 are not indicated in the graphic format. Buildings within Sub-Area 4 envelopes will be limited to buildings in a scale similar to those already approved for lots 1 through 10 of the Love Ridge Plat.

Recreational buildings, and buildings/structures directly related or ancillary to recreational activities and functions are included in calculations of buildable square footage but are not restricted or defined by the building envelopes and coverage system. Buildings such as ski lifts, recreational improvements such as climbing walls, alpine slides, snowmaking, etc., require more flexibility in their location and site design. These structures are to comply with the Recreational Land Use Zone parameters.

### **Example Development.**

This Master Plan and the Sub-Area Plan, indicate an Example Development. This Example Development has been used to calculate requirements for parking, employee housing, storm water run-off, traffic generation, employment, impervious surfaces, building coverage and utilities. This Example Development also responds to the estimated present day needs to support the conference center's size and other recreational and commercial infrastructure necessary to invigorate the resort and make it economically viable. As years pass the relative allocation of various land uses will adjust and vary according to market conditions while keeping within the specific Limits of Development stated herein.

The Example Development has generally been weighted towards land uses producing larger impacts than others. However, as part of the 2019 Master Plan Amendment, the number of hotel rooms indicated in the example development chart has been substantially reduced. In the revised example development chart most of the Lodging Capacity of 2,048 guests has been allocated to condominiums as opposed to hotel rooms. Since hotel rooms have greater impacts per square foot, and per guest, on traffic, parking and housing than condominiums, this amendment seeks to reduce impacts of resort development on the community. It is expected that lodging uses will mostly take the form of condominiums.

***Areas shown in the Sub-Area tables for Roads and Parking, OSR/LSR and total Impervious Surfaces are provided for informational purposes only and are not to be construed as maximum levels of development within Sub-Areas.*** References to Building Coverage equate to building footprints and have been used for calculations of storm water run-off. Final determination of actual development within each Sub-Area will be ascertained at the Final Development Plan stage. However, overall maximum development must comply with the Setbacks, Open Space Ratios, Maximum Building Floor Area, Floor Area Ratio (FAR) and Lodging Capacity limits set in the Sections that follow.

### **Recreational Land Use Zone.**

The areas located outside the graphically defined building envelopes are designated as Recreational Land Use Zone.

### **Specific Considerations Related to Sub-Area 1**

The 2019 proposed Master Plan amendment for Sub-Area 1 envisions a substantial decrease in hotel rooms on this sub-area and an increase in condominiums and employee housing. In place of 5 additional wings of approximately 50,000 sq ft each, the 2019 proposal includes 2 condominium buildings of approximately 60,000 sq ft each. This is a reduction of approximately 130,000 sq ft of hotel rooms. This design leaves sufficient open green space for temporary events that are critical to the operation of the Snow King Hotel. In addition, the sub area has been redrawn to include all of the resort property on Vine St. Three new buildings are proposed on Vine St that would serve as some combination of employee housing and market rate apartments that are intended to be used for workers in the Town regardless of deed restriction. The design of these buildings on Vine St. will include a sidewalk and Complete Street cross section connecting the facilities to the resort and the maximum building height will be 39 feet. Changes to this Sub-Area site plan enhance the focus of this master plan on housing local employees as opposed to increasing tourist capacity, and is consistent with current LDRs.

### **Specific Considerations Related to Sub-Area 2**

Certain specific parameters are part of Sub-Area 2's Limitations. The Pedestrian Mall Overlay Zone is graphically depicted in this Chapter (page VII. H) and further discussed in the Design Guidelines Chapter 4 of this Master Plan. This Overlay Zone restricts the height of buildings bordering the Primary Pedestrian Circulation Connection and establishes parameters for Primary and Secondary pedestrian connections.

Two areas (designated T-1 and T-2 in page VII. D) have special parameters. Within Building Envelopes T-1 a tower feature not exceeding 25% of its surface area can penetrate beyond the envelope ceiling (6310 and 6290) to a maximum height of 6330. The remaining 75% of these envelopes are restricted to the 6310 and 6290 limits. The Building Envelope designated as T-2 is excluded from the "Pedestrian Mall Overlay Zone" height guidelines, but restricted to the 6350-maximum height of the envelope as depicted in VII.D.

At the corner of Willow and Snow King a Plaza/Entry feature is intended. Pages VII. I and VII. J depict a conceptual image of the intended use of the corner envelope. The 2019 Amendment to this master plan considers an optional change in use for the conference center within this sub-area. Since substantial conference space has been built in Sub-Area 3 at the Grand View Lodge, Snow King Resort is proposing the option for this conference center to be used for either conference space or indoor recreation depending on future demand at the time of construction. If the community desires additional conference facilities over indoor recreation, we are happy to leave this use as originally intended.

## **Specific Considerations Related to Sub-Area 3**

The remaining developable lots within Sub-Area 3 consisting of Lots 53, 57, and 58 located to the South of the existing Grand View Condominiums will be developed to fit in with the bulk, scale, and character of the existing Grand View Condominiums and Grand View Lodge. These buildings can be up to three stories in height with a basement and with massing, articulation, openings, and step backs used to reduce bulk and mass. Buildings on these lots may consist of one single building complex or multiple buildings in order to best create a design that fits well with the topography and neighboring condominiums. Parking is to be primarily provided on-site and generally consistent with neighboring development. Active uses, such as retail and services, are permitted on the lower two levels, with lodging, residential or office on upper floors. The minimum landscape surface ratio for these lots is 10%. Sketch plans for buildings on lots 53 and 57 are included with this master plan. Both of these buildings were previously approved for construction by the Jackson Town Council. Additional landscape screening around these buildings will be included at the time of development plan submittal for these buildings. At the time of development on any additional lots within this sub-area the developer will be required to provide alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive including paving, bollards, signage and other best practices associated with this connection.

## **Specific Considerations Related to Sub-Area 4**

Sub-Area 4 includes property owned and operated by Snow King Mountain for the purposes of summer and winter recreational facilities. A zip-line is proposed to land in this sub-area as part of the 2019 Amendment to this master plan. Sketches of the zip-landing platform are included in the sketch plan section of this document. This sub-area is eligible for light industrial uses associated with mountain operations and maintenance through a conditional use permit.

## **Specific Considerations Related to Sub-Area 5**

Sub Area-5 primarily serves as the West Base area for Snow King Mountain ski area operations and contains the One Town Hill development. Proposed future development in this sub-area consists of an on-mountain maintenance facility for Snow King Mountain that would sit to the South of the ice rink and service grooming and snowmaking equipment as well as house a pump house for snowmaking. The building would be a maximum of two stories with the second level providing office space for mountain operations. Roof design for this building may be either flat or pitched to accommodate the usage and best integrate with the existing building and hillside. In addition, a mountain sports training facility is proposed as a new indoor recreational facility on the West side of the existing ice rink. At the discretion of the developer the zone designated for the mountain sports training facility could also be designated for use as a second sheet of ice. The maximum height of this building, or addition to the ice rink structure would be the same height as the existing peak of the ice rink roof. The roof of this structure may be flat or pitched to best accommodate the recreational use and design of the building. This sub-area is eligible for light industrial uses associated with mountain operations and maintenance through a conditional use permit.

A new gondola is proposed to land adjacent to Sub-Area 5 on land currently leased from the Town of Jackson for ski area operations in the area outside of what is commonly known as Phil Baux Park. A conditional use permit will be required for the construction of this gondola with plans to include site circulation for all modes of transportation and the clustering of buildings to preserve as much open space as possible. These improvements should be located generally at the street level to address accessibility and ease of access during all seasons. Considerations will be given to queuing and waiting areas for users accessing the gondola so as not to impact other users of the park.

### **Specific Limits of Development.**

The following Setbacks, Open Space Ratios (OSR), Building Floor Area, Floor Area Ratio (FAR) and Lodging Capacity will be the specific limits of development within the area of this Master Plan.

**Setbacks.**

Setbacks are graphically shown in the attached maps for Sub-areas 1,2, and 5.

**Open Space Ratio (OSR).**

Open Space Area defined a land surface not covered by buildings, structures or impervious surfaces. Ski trails and other open space recreational spaces as well as hardscape surfaces comprising pedestrian plazas, patios and outdoor function areas are also considered Open Space Areas.

Open Space Ratio (OSR) means the proportion of a development that is provided and maintained as Open Space Area.

## **Landscape Surface Area and Landscape Surface Ratio (LSR)**

Landscape surface area means a land surface not covered by buildings, structures or impervious surface, except facilities and/or impervious surfaces specifically permitted in Section 4150, Standard Plant Unit. Once landscaped, according to division 4100, Landscaping Standards, the landscape surface area shall be left undisturbed and maintained to support plant life. Hardscape surfaces composing pedestrian plazas, patios and outdoor function areas are also considered Landscape surfaces.

Section 4.3.2.E specifies that:

*Landscape surface area. Within areas of the Planned Resort to be developed as lodging, conference, commercial and related facilities, the minimum landscape surface ratio shall be .25, exclusive of the already permitted residential development that exists upon the enactment of this Division (Clark's Knoll, Pitchfork Townhomes, Love Ridge, and Love Ridge Addition.)*

*Notwithstanding, the Town Council may reduce the minimum landscape surface area to no less than twenty (20) percent upon demonstration by the applicant that the following objectives are achieved with a reduced landscape surface area. The primary purposes of the landscaped areas within Snow King are to:*

- (1) *Create visually strong and attractive streetscapes.*
- (2) *Create a porous edge to the Planned Resort such that residents and visitors in the surrounding areas are invited to enter the resort through attractive pedestrian ways.*
- (3) *Support high quality urban design, including integral public spaces for interaction and public events.*

This Master Plan complies with 1, 2 and 3 above.

The following minimum Landscape Surface Ratios (LSR) are established for this Master Plan:

- For the total area of Sub-Areas 1, 2, 4, 5 and 6, the minimum LSR shall be .50
- Within the total area of Sub-Areas 1, 2, and 4 the minimum LSR shall be .25
- Within Sub-Area 5, the minimum LSR shall be .75
- Within Sub-Area 6 the minimum LSR shall be .90

## **Building Floor Area.**

Building Floor Area is defined in Division 4.3 as:

*Floor Area. Floor area means the sum of the gross habitable floor area for each of a building's stories as measured from the exterior limits of the faces of the structure. The floor area of a building excludes attics, basements, cellars, unenclosed porches, or any floor space in an accessory building or in the principal building which is designed for the parking of motor vehicles in order to meet the parking requirements of these Land Development Regulations.*

Division 9.5 B of the Land Development Regulations defines basements as spaces where 50 percent or more of the perimeter is below ground level. Spaces defined as basements dedicated to various functions such as services, storage, meeting, support, loading and unloading are not included in computations of Building Floor Area, but are included when considering other impacts such as housing, parking and transportation.

Building Floor Areas Exclude:

- Areas dedicated to Employee Housing as per the Housing Mitigation Plan
- Temporary Buildings, such as Tents.

In accordance with these definitions the Total Maximum Building Floor Area for Sub-Areas 1, 2, 4, and 5 will be limited to 838,000 square feet.

### **Floor Area Ratio (FAR).**

Floor Area Ratio (FAR) is defined in Division 9.4.6.C as:

*Floor Area Ratio (FAR). Floor area ratio means the intensity of building, measured as a ratio derived by dividing the total floor area of a building or structure by the lot or sub-area.*

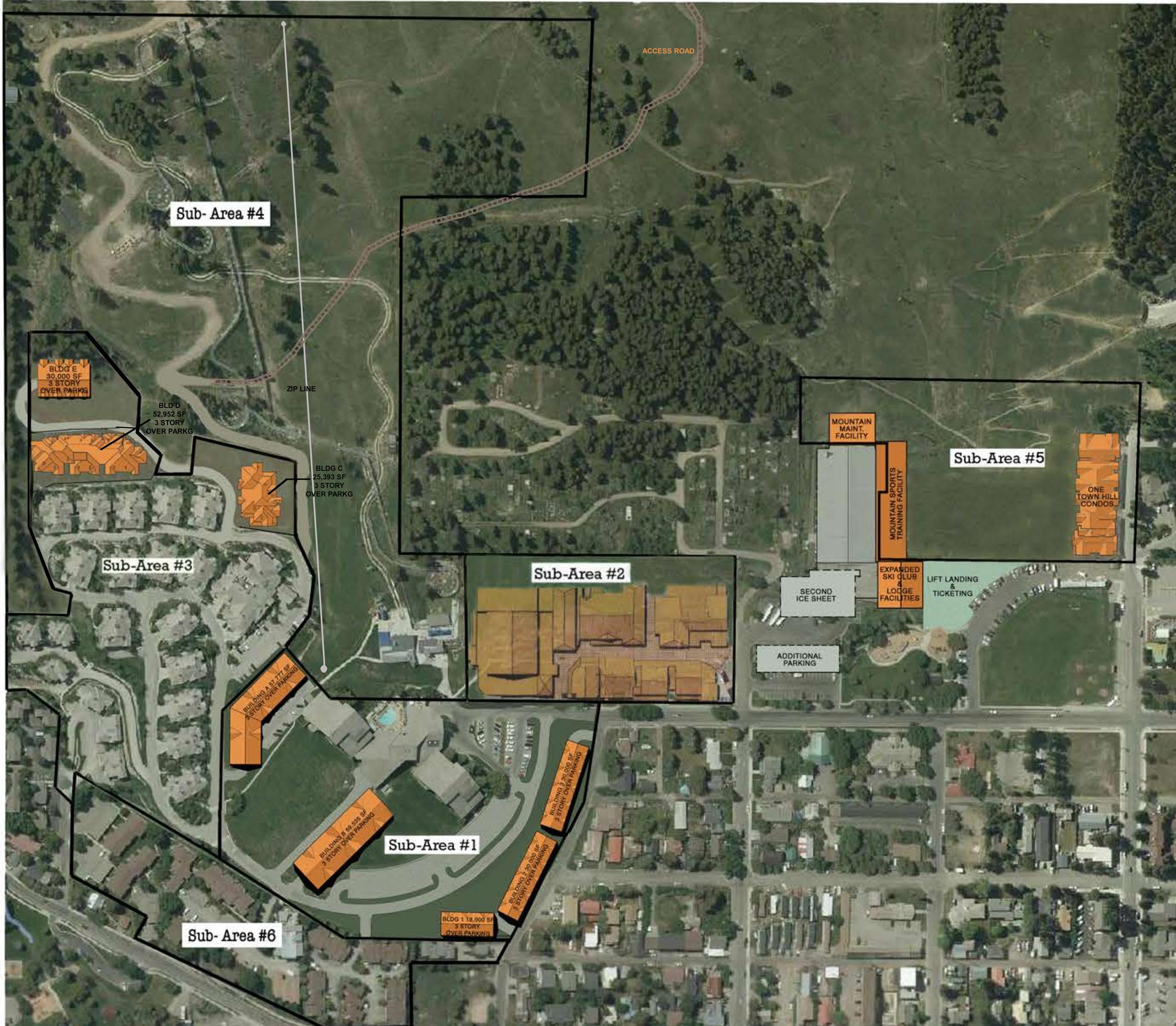
- The Maximum Floor Area Ratio (FAR) for the total of Sub-Areas 1, 2, 3, 4, and 5 shall not exceed .40
- The Maximum Floor Area Ratio (FAR) for the total of Sub-Areas 1, 2 and 4 shall not exceed .60

### **Lodging Capacity.**

Lodging Capacity within Sub-Areas 1, 2, 4, 5 and 6 shall not exceed 2,048 guests (APO) as defined in Section 4.3.2.C:

- a. *Guest. A guest is a person who is accommodated in overnight lodging facilities within the Planned Resort. The number of guests is calculated by the "average peak occupancy" of the lodging accommodations.*
- b. *Average peak occupancy. For the purposes of this Section, the following average peak occupancies (APOs) shall be used in calculating the capacity of guest accommodations:*
  - (1) *Hotel, motel, or similar lodging unit. A hotel, motel, or similar lodging unit that exists as sleeping quarters and does not contain other types of living spaces such as a living room or kitchen, shall be assigned an APO of two (2).*
  - (2) *Dwelling unit. A dwelling unit, used for short-term rental, shall be assigned an APO of four (4).*

*Other. Other lodging facilities that do not meet the definitions above shall have an APO assigned that is the sum of the number of bedrooms the lodging facility contains multiplied by two (2).*



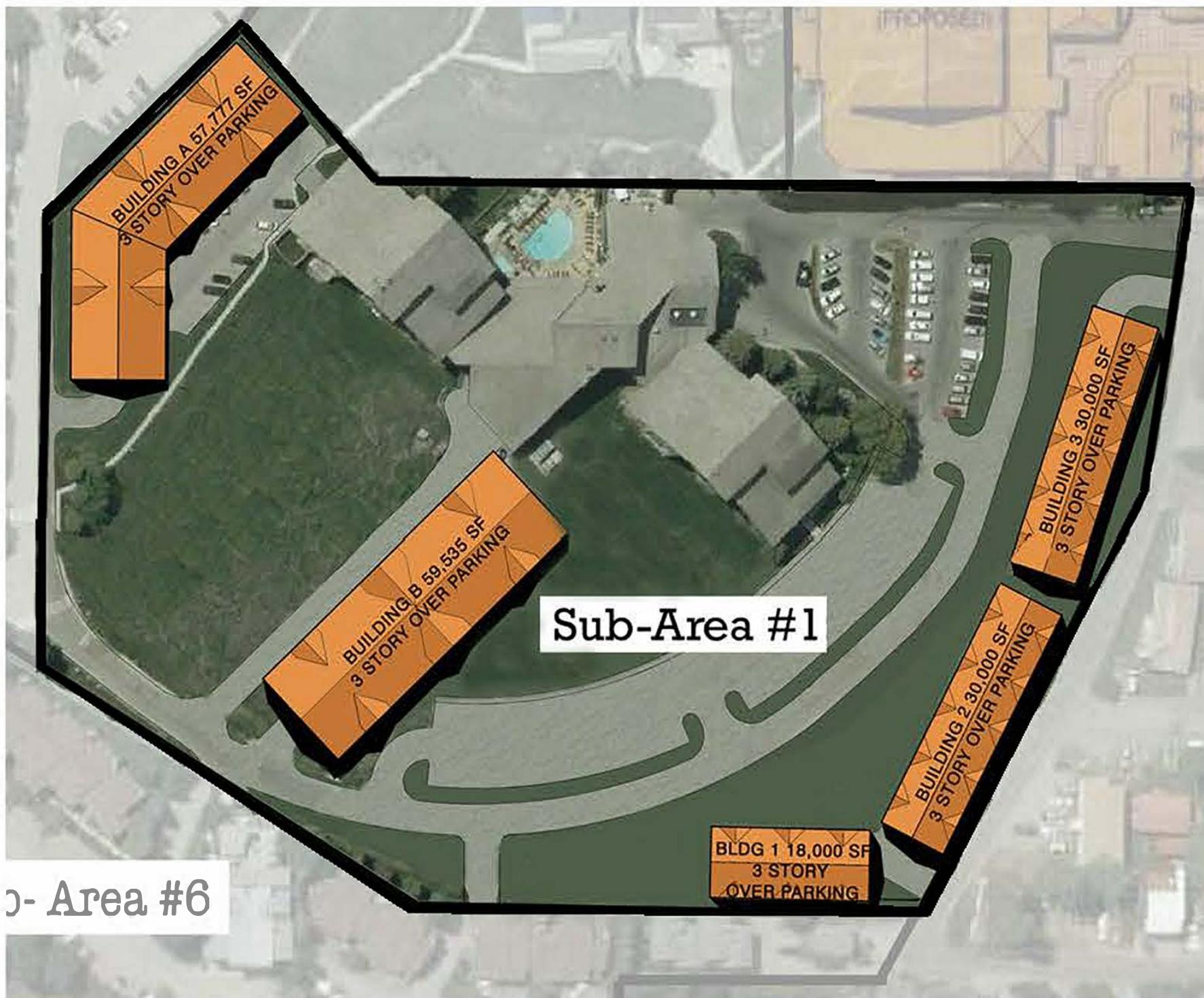
## B./D. Sub-Area Plan

For planning purposes the land in the Snow King Planned Resort District has been reconfigured as follows:

- Sub-Area #1: Existing Hotels, Hotel Additions and employee housing.
- Sub-Area #2: KM6 Area between Hotel and Snow King Center
- Sub-Area #3: Existing and proposed condominiums
- Sub-Area #4: Snow King Mountain Recreation area
- Sub-Area #5: Snow King Mountain West Base area and One Town Hill
- Sub-Area #6: Existing Condominium Area \*

\* Sub-Area #6 - See statement regarding existing condominiums

C. Sub-Area #1



Sub-Area 1  
Hotel Area and Hotel / Condominium Expansion

Sub-Area 1 consists of the existing Snow King Hotel as well as two proposed condominium buildings (Building A & Building B) associated with the Snow King Hotel. In addition, this sub area includes proposed apartments for employee housing located on Vine St (Buildings 1, 2, & 3). Some portion of these buildings will be deed restricted to satisfy employee housing requirements within the district. Those units which are not deed restricted are intended to be used for Resort District employees, or employees in the Town of Jackson.

*Building Envelope Dimensions • SUB-AREA #1*

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
<b>Total Impervious Coverage</b>	<b>150,330</b>

Total Impervious Coverage

150,330

*Building Envelope Dimensions • SUB-AREA #2*

SNOW KING RESORT MASTER PLAN • VII. DIMENSIONAL LIMITATIONS

**Sub Area #3**  
Existing and Proposed Condominiums

Sub-Area 3 consists of the Grand View, Love Ridge, and Simpson Patent condominium developments and the Grand View Lodge. Lots 53, 57, and 58 are the remaining lots platted for condominium development within this sub-area. The Jackson Town Council approved building plans for a condominium building on lot 53 and the planning/building departments issued a building 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. Condominiums on lot 58 are proposed to match buildings on lots 53 and 57 in architectural design.





G. Sub Area #4

Sub Area #4 Snow King Mountain Recreation Area

Sub-Area 4 primarily consists of Snow King Mountain recreation use area and supporting structures.

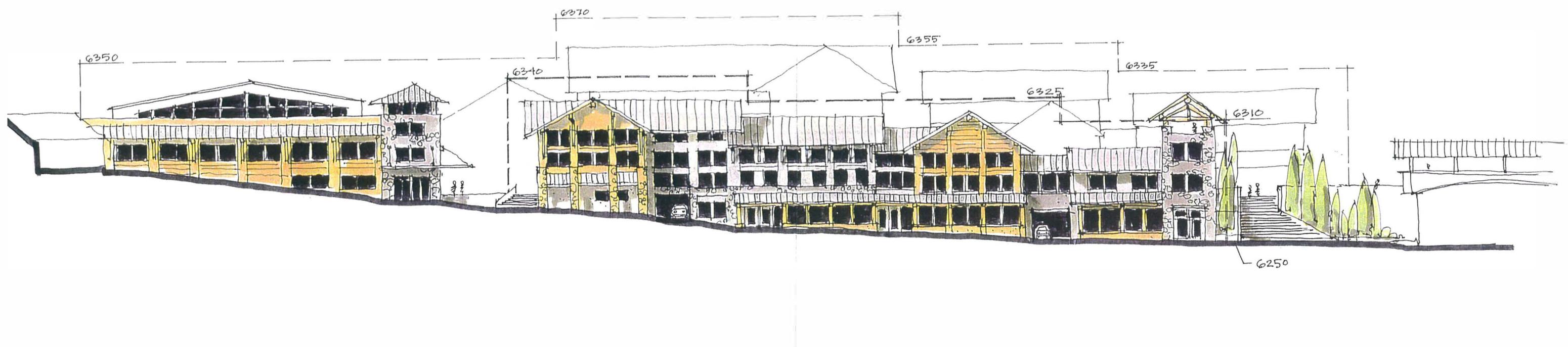
*Building Envelope Dimensions • SUB-AREA #4*



**Sub-Area #5 - Snow King Mountain  
West Base Area & One Town Hill**

Sub-area 5 contains the West base area for Snow King Mountain ski area operations and the One Town Hill condominium complex. Future development proposed for this sub-area includes a maintenance facility and office spaces for mountain operations, snowmaking pump house, and a mountain sports training complex. These additional buildings would be attached or constructed adjacent to the existing Snow King Sports and Event Center ice rink. While not directly within this sub-area, a gondola and ticket booth are proposed to be located in the shaded area that has historically been leased to the ski area for operations. This area is shaded in light green on the map. This map also indicates a second sheet of ice and expanded ski club facilities which are located on Town of Jackson land for illustrative purposes and are not associated with this master plan.

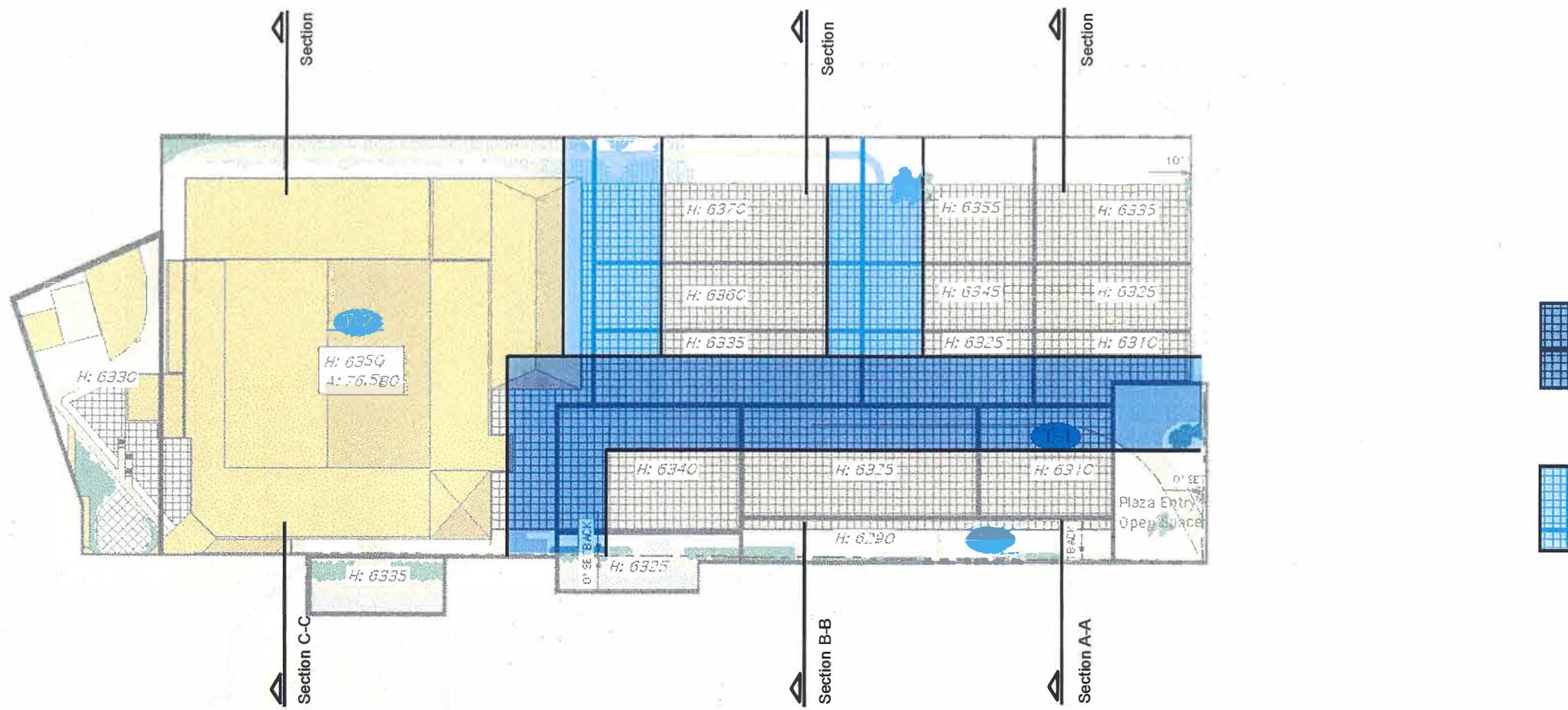
*Building Envelope Dimensions • SUB-AREA #5*



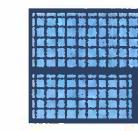
SNOW KING MASTERPLAN - ELEVATION ALONG SNOW KING AVE.  
27 Feb 01

*Architect's Supplemental Sketches • KM6 BUILDINGS*

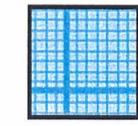
SNOW KING RESORT MASTER PLAN



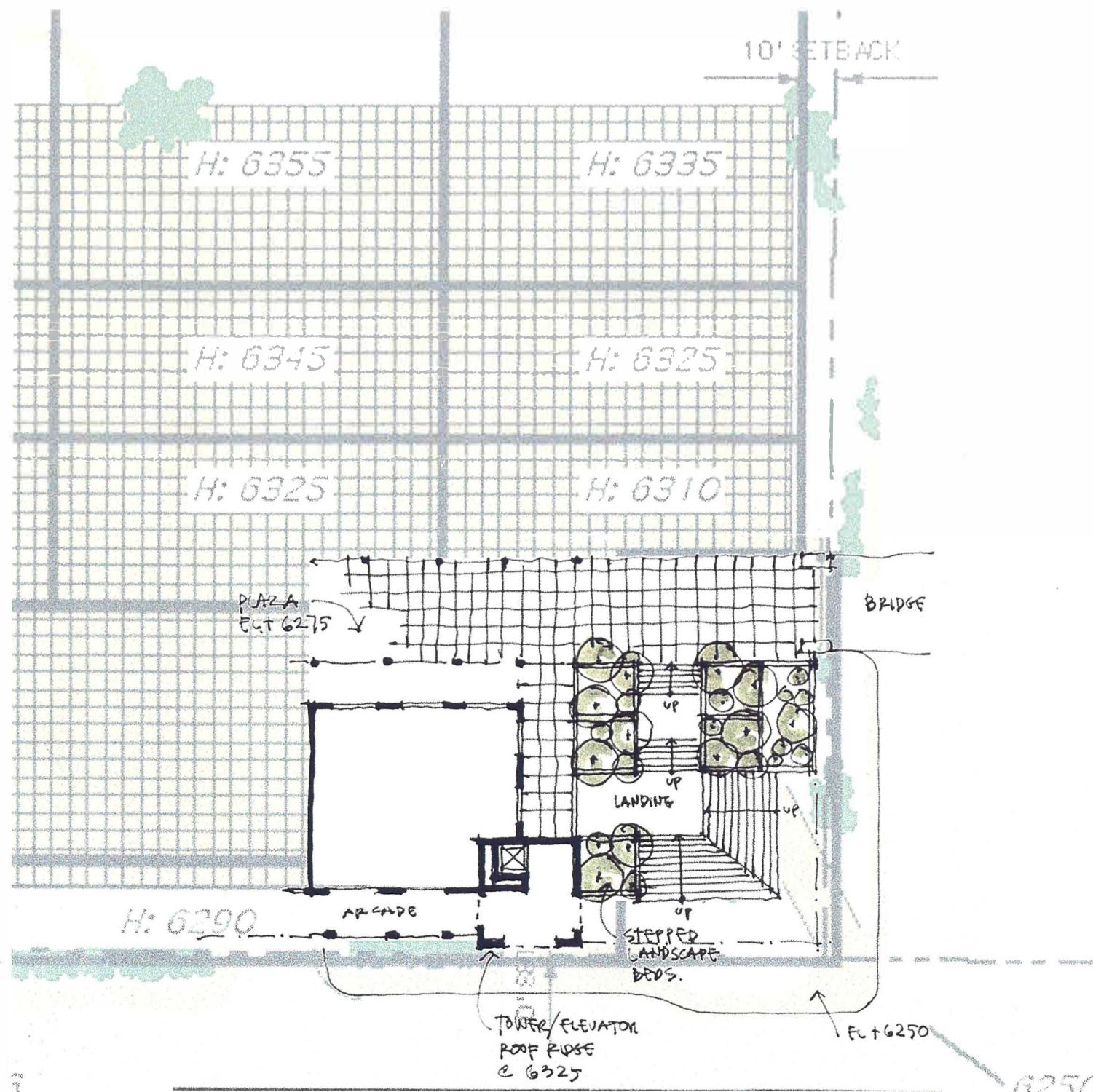
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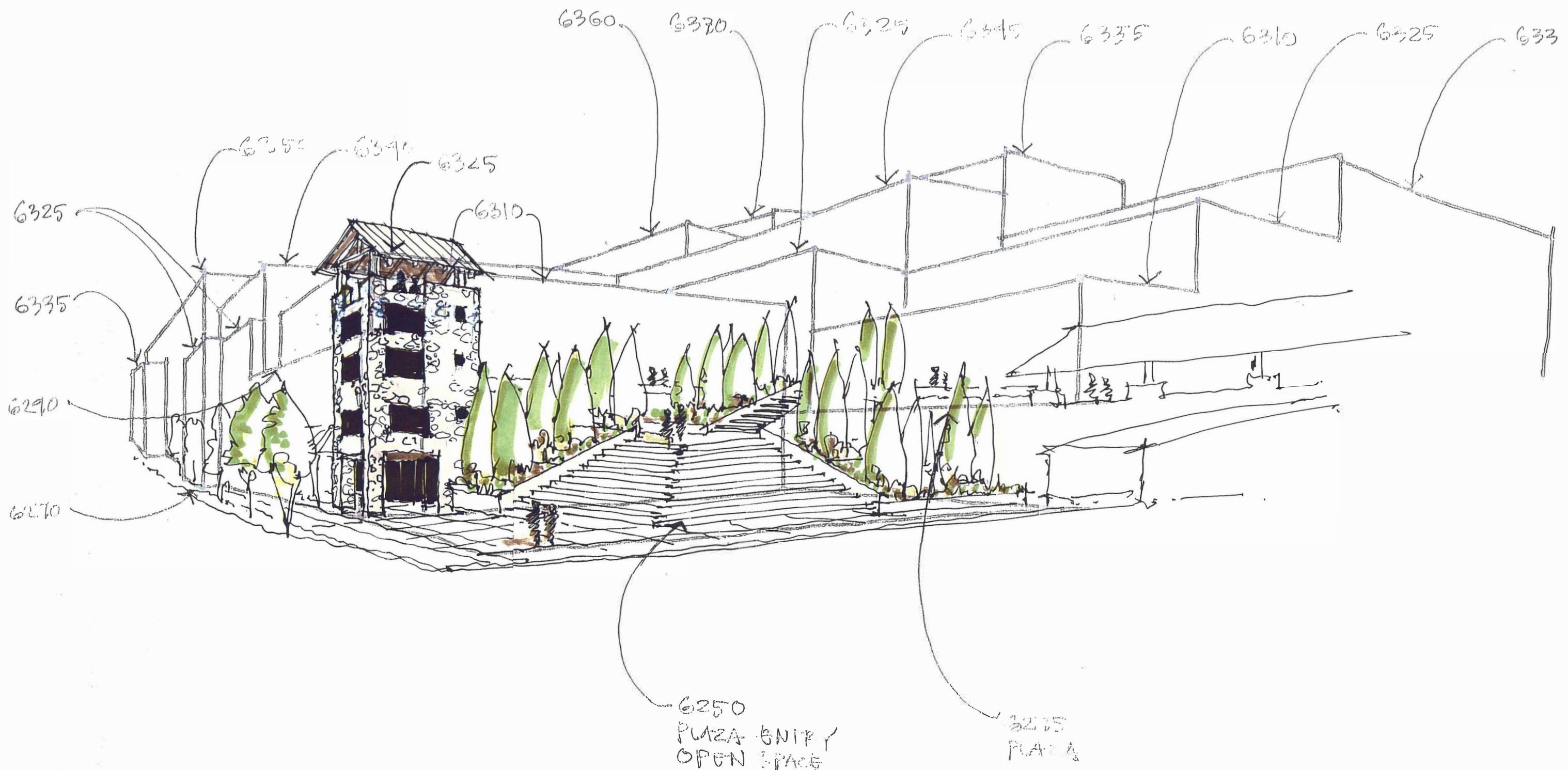
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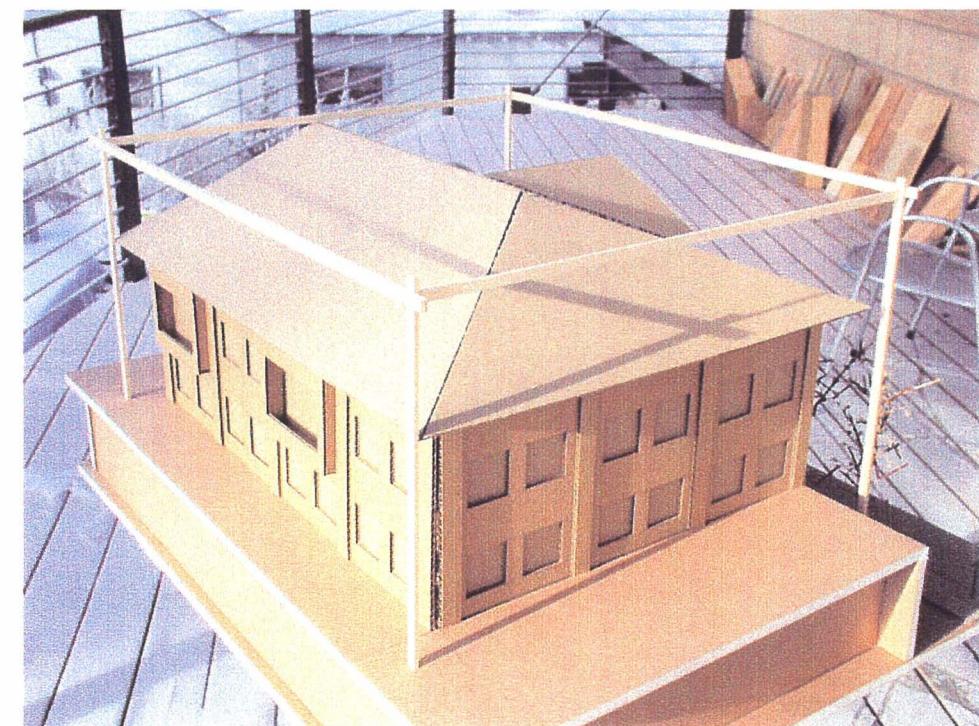
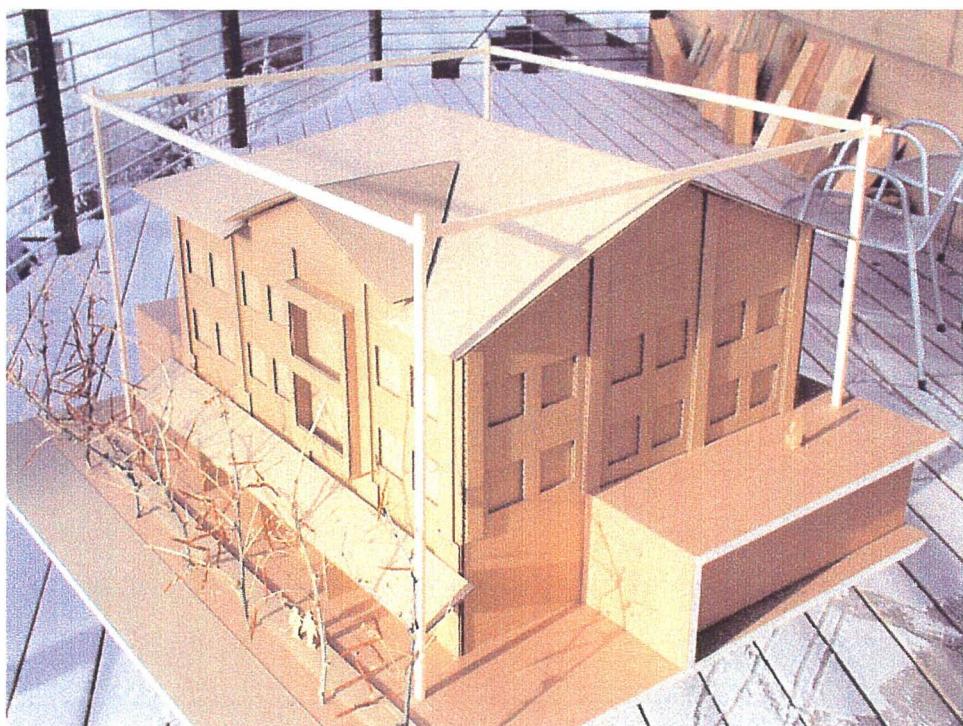
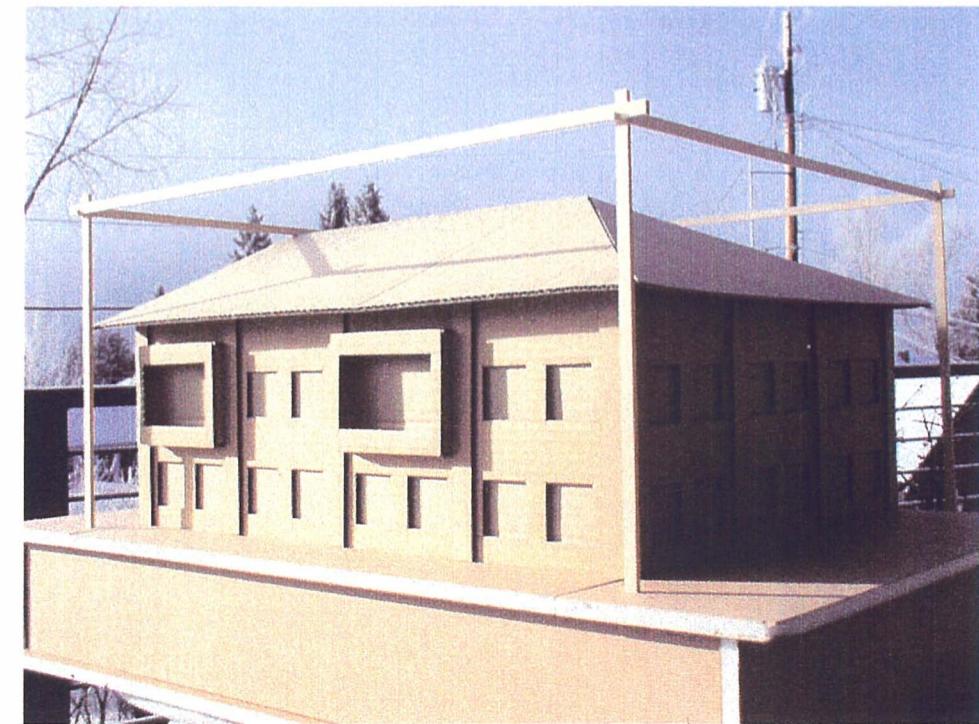
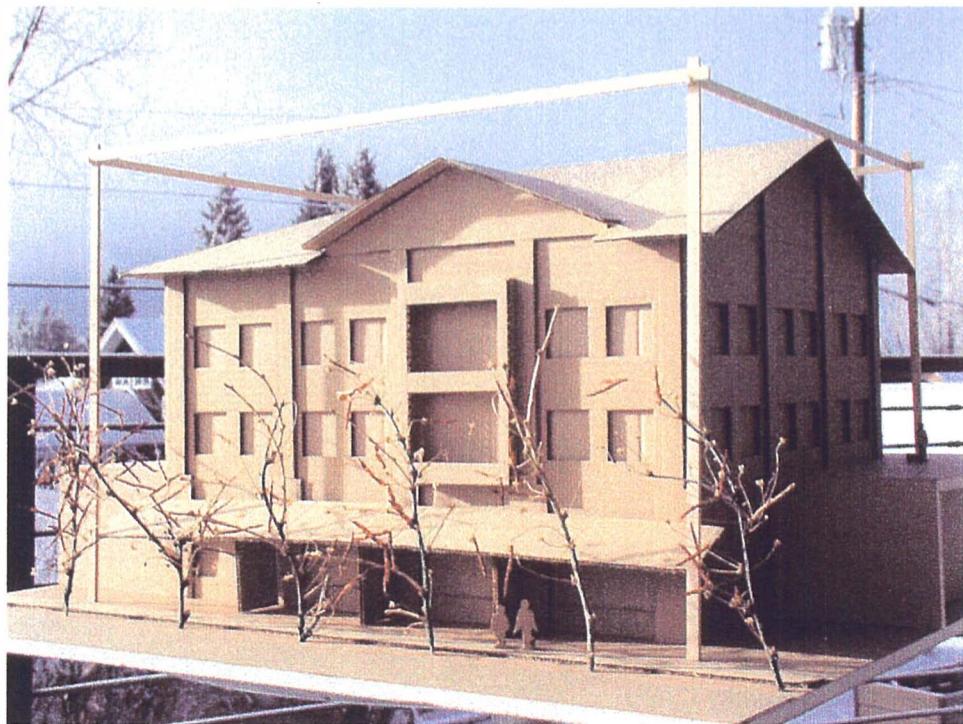
#### CIRCULATION OVERLAY ZONE



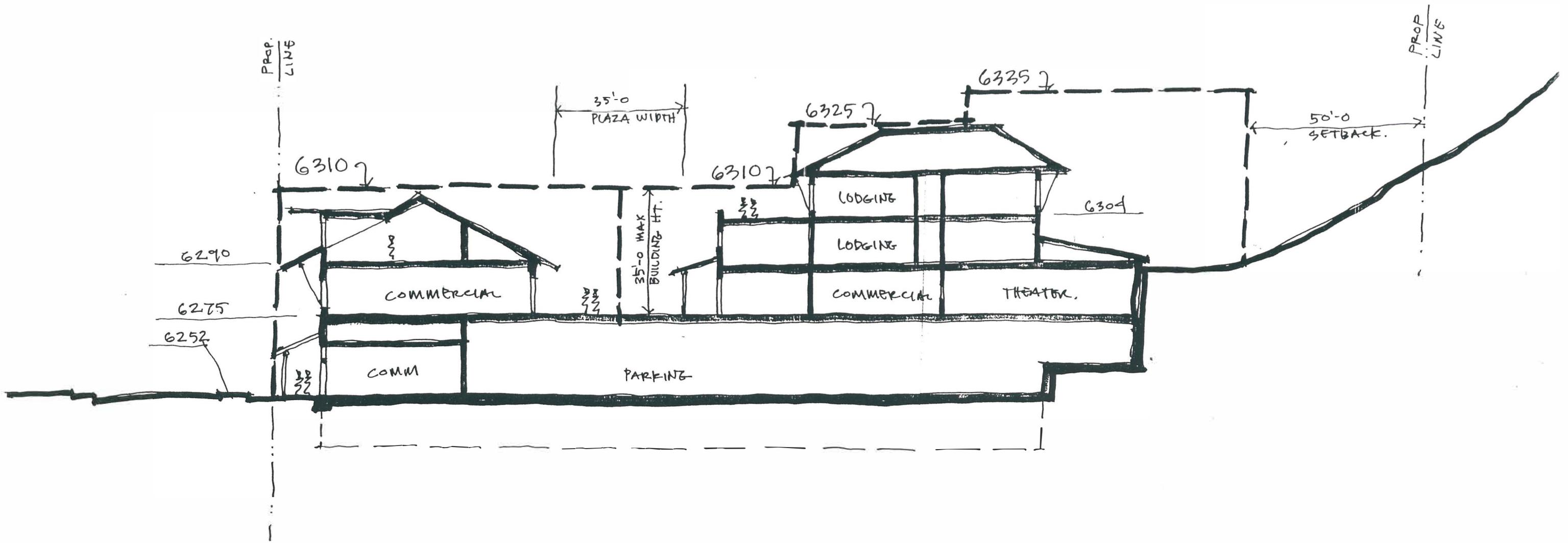
PLAZA/ENTRY SKETCH



SNOW KING MASTER PLAN (REVISED)  
27 FEB 01



*Three-Dimensional Building Envelope Study*

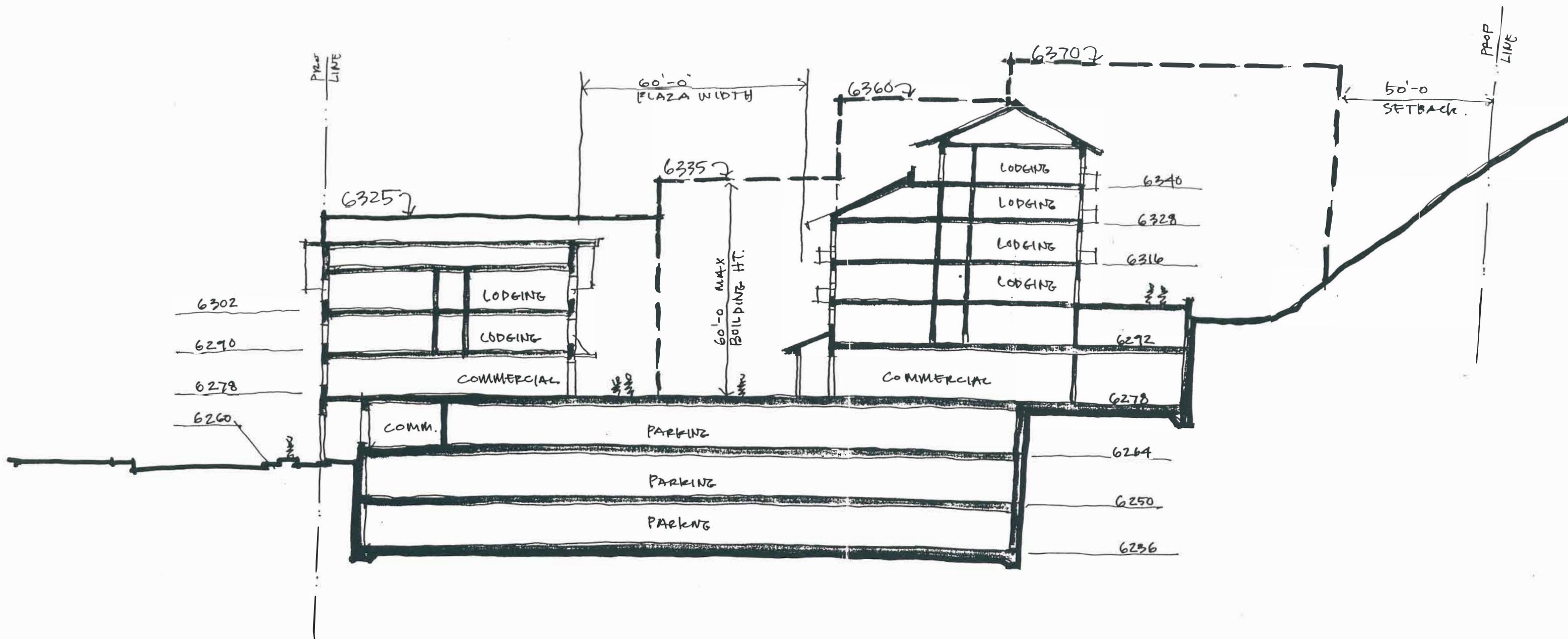


SNOW KING MASTERPLAN

PROPOSED ENVELOPE REVISIONS

14 NOV 00

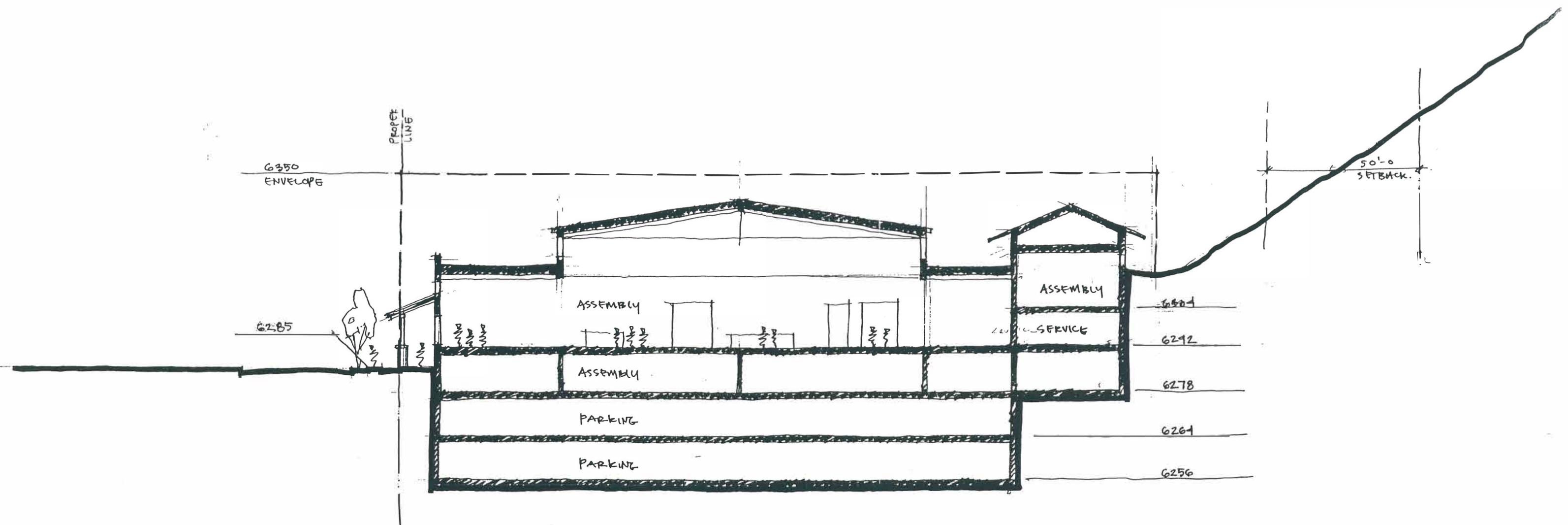
SECTION A-A



SNOW KING MASTER PLAN      PROPOSED ENVELOPE REVISIONS.

14 NOV 00

SECTION B-B

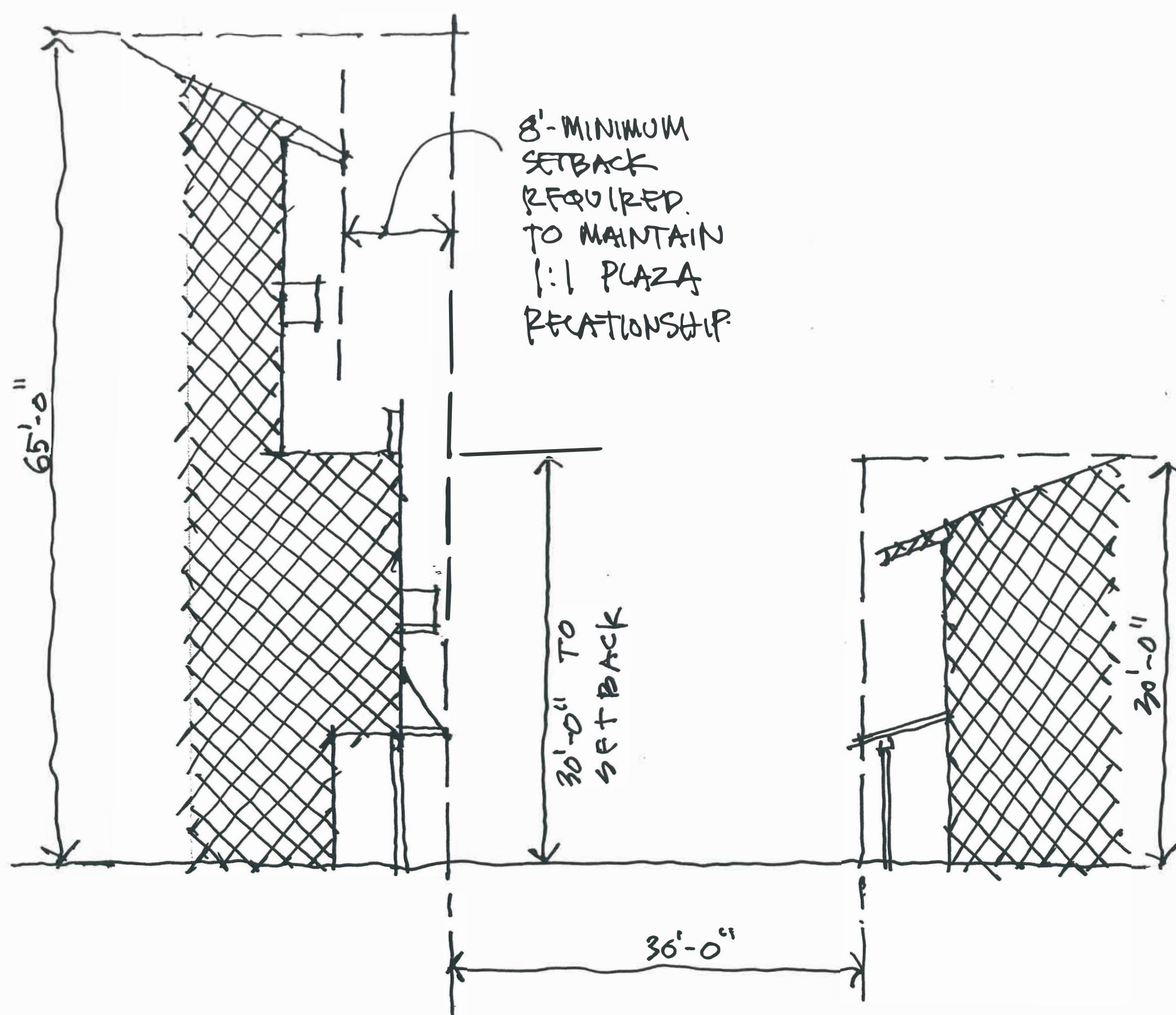


SNOW KING MASTER PLAN · TRANSVERSE SECTION FM-6 CONFERENCE CENTER

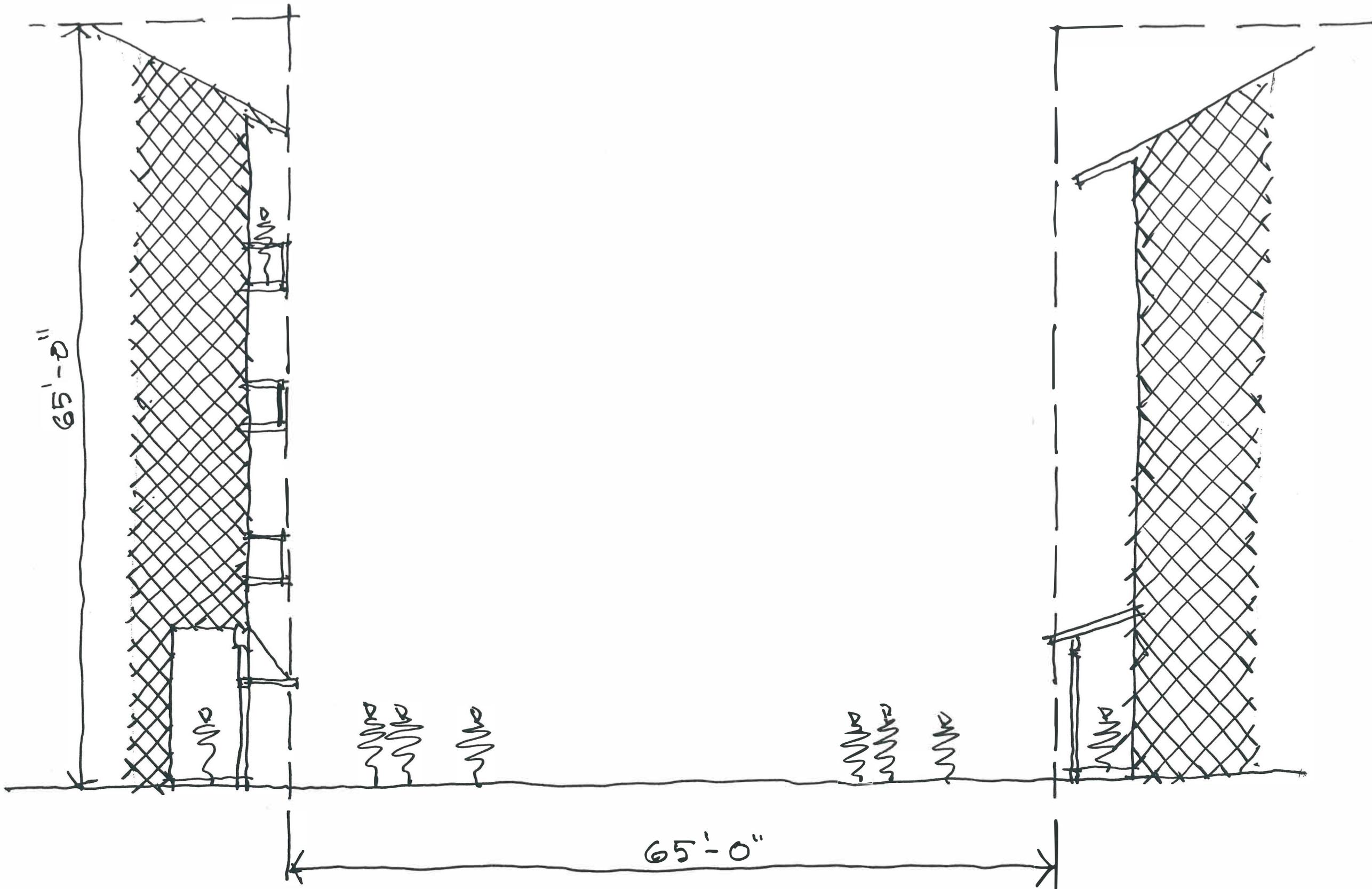
1/16" = 1'-0"

20 SEPT 00

SECTION C-C



SNOW KING MASTER PLAN - PLAZA 1:1 ASYMMETRIC ENVELOPES EXAMPLE

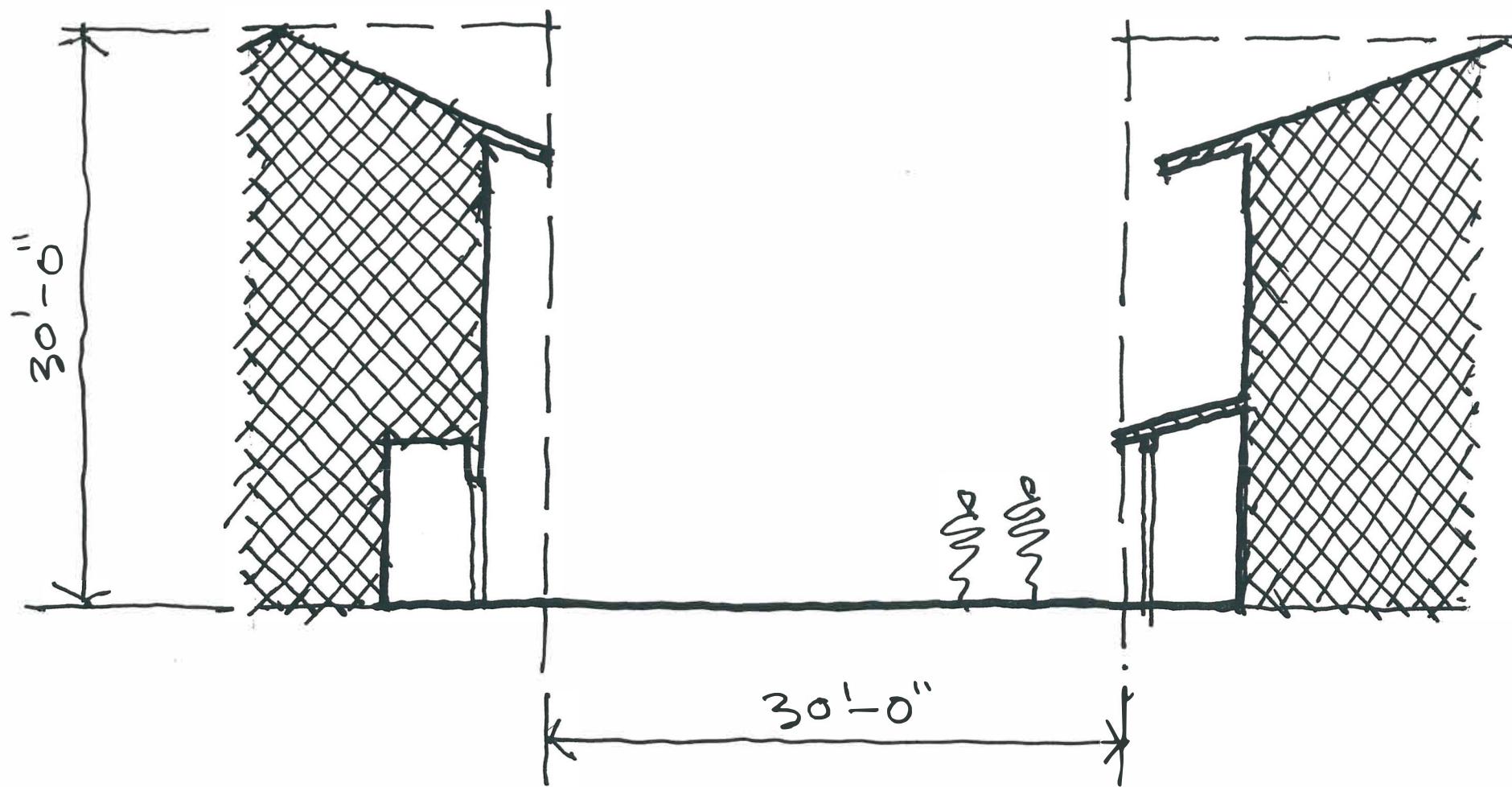


SNOW KING MASTERPLAN -

Snow King Rec Dist Master Plan  
86

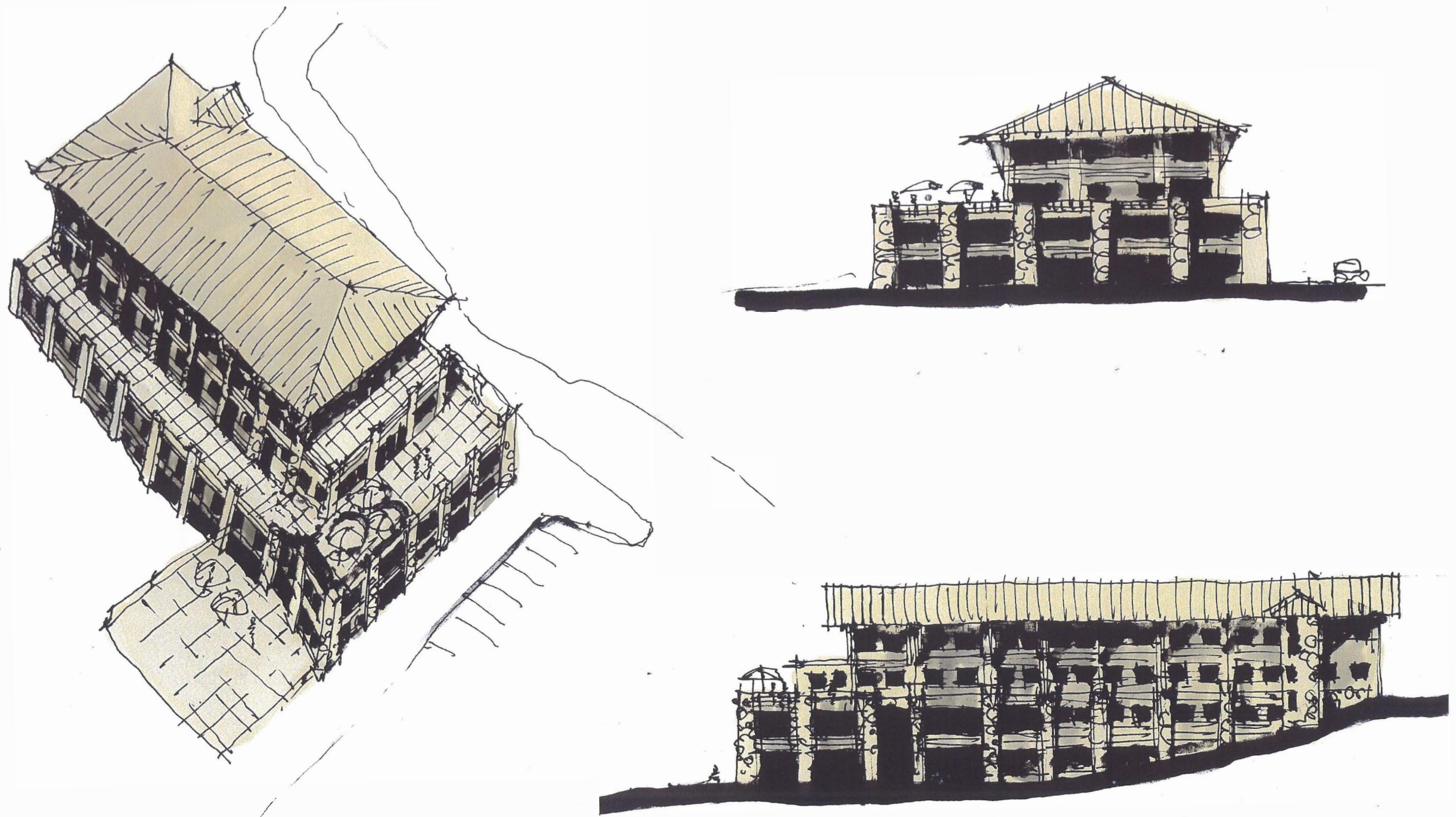
PLAZA

1:1 MAXIMUM.

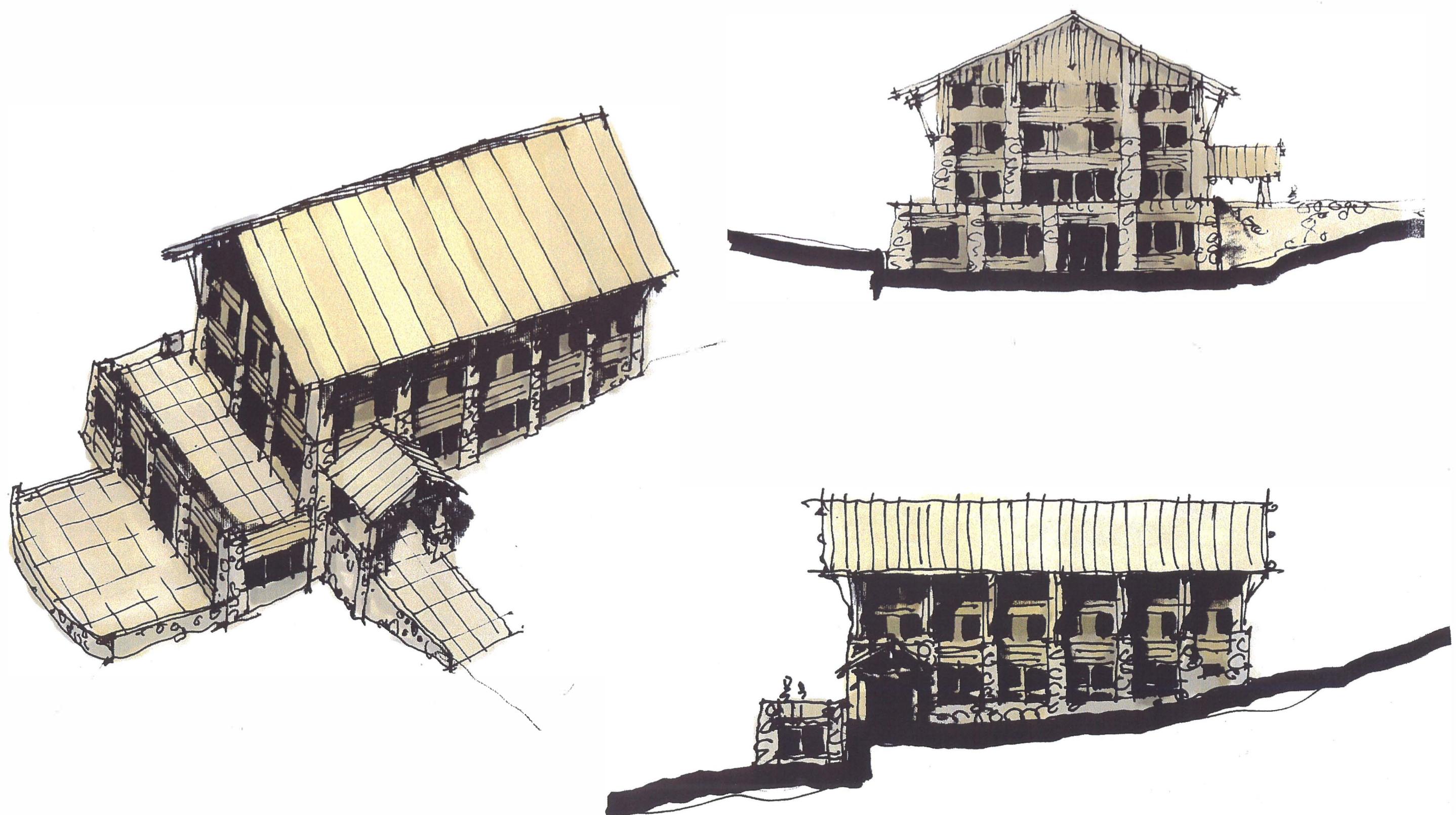


SNOW KING MASTERPLAN - PLAZA 1:1 MINIMUM

Snow King Resort District Master Plan



*Architect's Supplemental Sketches • PINE LODGE*



*Architect's Supplemental Sketches • MID-MOUNTAIN LODGE*



**Snow King View of Mid-Mountain Lodge from North of Visitor's Center**





Architect's Rendering Lot 53 Proposed Building





Side View Proposed Building on Lot 53



Architect's Rendering Proposed Building on Lot 57



Architect's Rendering Proposed Building on Lot 57



Architect's Rendering Proposed Building on Lot 57



Architect's Rendering Proposed Building on Lot 57



## **VII. HOUSING ELEMENT**

### **A. Housing Mitigation Plan**

Employee housing shall be provided in conjunction with all commercial development and redevelopment at the resort in accordance with the Jackson Land Development Regulations. The applicant for each development or redevelopment permit shall submit a housing mitigation plan that demonstrates compliance with the employee housing requirements that are in effect at the time of the application. All development within the Snow King Resort District prior to 2019 has satisfied employee housing requirements under the existing Resort Master Plan and will not require any additional mitigation in the event of changes to Town and County Land Development Regulations. The following housing mitigation plan pertains to all future development within the district from 2018 into the future.

At least thirty percent (30%) of the employee-housing required for each commercial development shall be provided within the Snow King Resort District. In general, employee housing included in each development is intended to satisfy this requirement, however, the employee housing may be provided at other locations within the resort district.

Housing for Snow King Mountain employees associated with mountain operations such as lift operators, ski patrollers or groomers, is exempt from the 30% requirement and may be provided entirely off site. Administration and maintenance facilities constructed on the maintenance parcel shall also be exempt from this 30% requirement if a restriction on the maintenance parcel prohibiting this use is in place. Resort support uses not related to ski area operations and that include a physical development opportunity for creating employee housing on site, shall provide 30 percent of the required employee housing on the development site or within the resort district.

The applicant is responsible for obtaining all necessary development permits from either the Town or County, for the construction of all employee housing. Approval of all Final Development Plans for any development shall be contingent on approval of any necessary development plans to construct employee housing.

The Snow King Resort Master Association (SKRMA) will be responsible for the general implementation and administration of this Housing Element. Individual developers of specific developments or any property within the resort district will be responsible for building the required housing and SKRMA will coordinate and facilitate the locating of employee housing within the resort district when it is not possible to incorporate the housing in the individual development that generates the requirement. The required employee housing will be developed commensurate and concurrently with the free market development that generates the housing requirement.

This Housing Element will cover all the development that occurs within Sub-Areas 1 through 5 and will be managed following these guidelines:

- SKRMA will be responsible for ensuring that developers within the resort district follow the standards set forth herein and the employee housing requirements in the Jackson Land Development Regulations. Calculations will be based on 100% of the required housing being located within the Town of Jackson. A minimum of 30% must be located within the limits of the Snow King Resort PRD District and an additional 10% within 1 mile of the PRD district boundaries.
- Location of Employee Housing within the Resort District limits will be in a variety of locations to meet the minimum 30% required to be housed within the district. This Master Plan identifies tentative locations of employee housing units within the Resort District. The intent is to, where possible, locate housing in small nodes. Although sufficient areas have been identified within this resort district to accommodate 100% of the

required housing, the object would be to locate, as development occurs, up to 70% of the required housing in other locations, to be determined, within the limits of the Town of Jackson.

- SKRMA will ensure that any developers and/or landowners within the district finance, build, own or sell with required restrictions, and manage the units needed to comply with the Snow King Housing Mitigation Plan, or contract with other entities to do so. When units are owned by others, occupancy of the units will be monitored by SKRMA and deed-restricted as described. All required units will be newly built restricted units. Deed restrictions will specify that occupancy of the units required under this plan will be limited to Teton County employees and their immediate family.
- All future development within the Snow King Resort district will be subject to the Housing Requirements in the Town Land Development Regulations in place at the time of the application in addition to the requirements listed within this Housing Element.
- In addition to various forms of housing such as apartments, duplex, dormitories, townhouses, or other types of housing, rental units may be configured in the form of condominiums owned by SKRMA (or its agents). These employee housing condominiums will be managed in accordance with the deed restrictions and other requirements of this Housing Mitigation Plan.
- Housing will be developed in increments in tune with commercial development phases. Developed housing will meet or exceed the required needs of each phase as computed in accordance with this section. When the developed housing exceeds the required needs, this excess developed housing will be credited towards the requirements of future phases.
- A housing unit in the Snow King resort district may be used to meet an employee housing requirement only one time. Once the unit has been approved, counted and duly restricted for such purpose, the unit shall not be approved or counted again to meet another employee housing requirement.
- Employees of entities located within the Snow King PRD will have priority for occupancy in the **SKRMA** controlled units. Other available units will be open for any other Teton County employees.
- All development that existed prior to the adoption of the Snow King Resort Plan is exempt from the requirements of this Housing Mitigation Plan, except for redevelopment or changes of use that would increase the number of required employee housing units. Any future redevelopment or change of use within the "Existing Condominium Parcels" that increase the number of employees within that area, will need to comply with the requirements of this Housing Element at the expense of the development entity.
- The type and layout of housing will vary as time goes by. For planning purposes, we have used averages of 150 SF per person for dormitory housing and 370 SF per person for apartment housing.
- Habitable spaces built within the Snow King Resort PRD District to comply with the requirements of this Housing Element will be exempt from consideration in any maximum development space and FAR computations.
- Since all of the resort-wide development within the District is intended to be classified as commercial, there will not be a need for any exactions. However, all development will need to provide employee housing as per this Section. Since all residential-type development that is contemplated will be available for short-term rentals, this development will all be considered as commercial and will need to comply with this Section. Any non-commercial and non-short-term rental residential development that may be proposed in the future within the District will need to pay exactions as per the current Land Development Regulations at the time of final Development Plan **Approval**.

- Only entities authorized by SKRMA will be allowed to operate any business within the limits of the Snow King PRD District. SKRMA will require all these entities to provide information regarding the number of employees working within the Snow King PRO District and will collect dues and assessments as needed from employers to compensate SKRMA and its agents for any costs associated with this Housing Element and other requirements of this Snow King Resort **Master Plan**.

## VIII. TRANSPORTATION ELEMENTS

### A. Snow King Resort Master Plan - Traffic Analysis and Transportation Plan

#### Overview

Snow King Resort has been successful at encouraging guests of the Resort to walk or utilize existing public/private transit systems for both on-site and off-site events. With moderate improvements to the street and sidewalk system in the vicinity of Snow King Resort, the addition of a convenient Town shuttle system, and implementation of an aggressive Transportation Demand Management program, the existing street system is sufficient to accommodate the projected buildout traffic.

#### Definitions

The principal terms used to describe the adequacy of transportation facilities are *Capacity* and *Level of Service*. Briefly, the capacity of a transportation facility reflects its ability to accommodate a stream of people or vehicles. In the Third Edition of the *Highway Capacity Manual* (Updated 1997), capacity is defined as the maximum hourly rate at which persons or vehicles can reasonably be expected to traverse a point or uniform section of a roadway during a given time period under prevailing roadway, traffic, and control conditions. Capacity is typically expressed in terms of persons per hour or vehicles per hour (vph). Person flow is important for defining the roles of pedestrian, transit, and high-occupancy vehicle treatments. As the number of buses or high-occupancy vehicles in a traffic stream increases, the number of vehicles that can pass a given point decreases, but the person flow may actually increase.

Level of Service (LOS) is a measure of the quality of the traffic flow. These qualitative measures characterize the operational conditions within a traffic stream (or intersection) and their perception by motorists and pedestrians. These conditions include speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience. Six levels of service are defined for each facility designated by the letters A to F. LOS A represents the best operating conditions (no delays, freedom to maneuver, no conflicts, etc.) while LOS F represents the worst (grid-lock).

A variety of factors influence capacity and level of service including:

- Roadway geometry (horizontal and vertical alignment)
- Lane width
- Design speed
- Lateral clearance
- Queuing areas at intersections
- Passing zones
- Vehicle type (percentage of trucks and buses)
- Weather conditions
- Directional flow
- Signalization
- Access control
- Volume of pedestrians and bicyclists
- Land-use characteristics.

#### C.1 Existing Conditions

##### Roadway System

Major streets that serve the Snow King Resort are illustrated on **Figure C-1**. The primary access to the Resort is via Snow King Avenue. This route provides access from the west and connects with South Willow Street and South Cache Street to provide access from the northwest. There are no direct roadway connections to the Resort from the north or the east except via minor residential streets (Vine Street and Cache Creek Drive). Snow King Mountain bars access to the Resort from the south. In general, the "grid" street system provides sufficient access to the Resort. Both Cache Street and Snow King Avenue connect with US Highways 26-89-187 approximately 0.70 miles and 1.75 miles, respectively, from the Resort.

## Snow King Resort Master Plan - Transportation Elements

### Roadway System Traffic Volumes

Summer daily traffic volumes along Snow King Avenue, Cache Street, and Willow Streets are shown in **Table C-1**. These volumes are from the traffic count data in the 1996 Jackson Hole Transportation Study and additional traffic counts conducted by O'Malley Engineering & Mapping between August 16 and September 2, 1999. This data has also been checked with traffic counts acquired by Nelson Engineering in August/September 1997. Winter traffic volumes are significantly lower than summer volumes and have not been counted or analyzed. The July 1996 counts reflect peak trip-making while the August 1999 are more indicative of the shoulder season and summer season average that is typically used for roadway planning (30<sup>th</sup> highest hour).

Current two-way August traffic on Snow King Avenue west of South Cache Street is **4,883 vpd** (vehicles per day) and **4,298 vpd** immediately east of South Cache. Traffic on Snow King Avenue immediately east of Willow Street is **2,654 vpd**. Estimated peak traffic volumes (mid-July equivalents) for these roadway segments along Snow King Avenue are 7,700 vpd, 6,100 vpd, and 3,800 vpd, respectively. August 1999 traffic volume on South Cache immediately north of Snow King Avenue is **2,554 vpd**. Traffic volume on South Willow Street north of Snow King Avenue is **1,602 vpd**. Estimated peak summer volume on South Cache Street is 3,600 vpd and the estimated peak volume on South Willow Street is 2,300 vpd. The significant increase in traffic on Willow and the apparent decrease in traffic on Cache between 1996 and 1999 is likely due to the installation of stop signs on Willow that make Willow a more attractive route into and around the downtown area. Additional improvements to Willow Street, such as extending it through the Multi Agency Campus to form a downtown bypass, will alter traffic patterns between Cache and Willow.

**Table C-1**

Street Segment	Location	Mid-July 1996 ADT	August 1999 ADT
Snow King Ave.	West of Cache	7658	4883
Snow King Ave.	East of Cache	6055	4298
Snow King Ave.	East of Willow		2654
S. Cache Street	North of Snow King	4863	2554
S. Willow Street	North of Snow King	1215	1602

ADT = Average Daily Traffic

Traffic volumes can fluctuate significantly in the vicinity of the Resort due to the scheduling of special events such as conferences, Rotary lunches, 4<sup>th</sup> of July fireworks, speaker series, concerts, weddings, and other factors such as poor weather conditions (bringing more visitors into town) and street maintenance. **Table C-2** shows traffic volumes on Snow King Avenue, and South Willow Street compared to hotel occupancy. This table indicates that changes in hotel occupancy and alpine slide ridership do not appear to generate fluctuations in traffic volumes.

## Snow King Resort Master Plan - Transportation Elements

Table C-2

Date	Hotel/ Condo	Alpine Slide	Snow King ADT	Willow St. ADT
Mon, 8/16	165 / 39	482	3048	1630
Tues, 8/17	198 / 40	1868	3026	1658
Wed, 8/18	203 / 53	911	2921	1623
Thurs, 8/19	204 / 47	971	2930	1818
Fri, 8/20	204 / 67	980	3013	1731
Sat, 8/21	204 / 65	944	2938	1186
Sun, 8/22	198 / 53	314	2771	1064
Mon, 8/23	184 / 41	1470	2813	1202
Tues, 8/24	145 / 31	744	2341	1626
Wed, 8/25	147 / 18	664	2375	1583
Thurs, 8/26	186 / 22	634	2498	1643
Fri, 8/27	145 / 17	573	2447	1822
Sat, 8/28	171 / 23	646	2112	1397
Sun, 8/29	202 / 61	464	2359	1302
Mon, 8/30	198 / 65	106	2571	1386
Tues, 8/31	205 / 64	299	2415	1988
Wed, 9/1	199 / 63	410	2532	2069
Thurs, 9/2	170 / 40	64	2662	2112

Note: Maximum Occupancy (hotel only) = 204 rooms.

Maximum condominium occupancy = 68 units.

The impact of a Rotary luncheon on traffic volumes can be seen in noontime "spike" in **Figure C-2**. Traffic volume fluctuations for weekday and weekend conditions can be seen in **Figures C-3** through **C-7**. The weekday pattern typically shows a small traffic spike around 8 AM, a larger surge at noon, and the peak traffic occurs around 5 PM. **Figures C-3** and **C-4** compare counts at three locations: Snow King Avenue east of Cache, Snow King Avenue east of Willow, and Willow Street. **Figures C-5** and **C-6** compare typical counts at Snow King Avenue east of Willow and Willow only. **Figure C-7** also includes counts on Snow King Avenue to the west of Cache Street.

### Transit Systems

The primary public transportation system operating in Jackson is START (Southern Teton Area Rapid Transit). This transit system (buses and vans) serves the Town of Jackson and limited segments of Teton County (Teton Village). Several private transit and taxi companies also provide service between the Jackson Hole Airport, the Town of Jackson, and Teton Village. In addition, the major resorts and several smaller hotels (Snow King, Jackson Hole Mountain Resort, Grand Targhee Ski & Summer Resort, Spring Creek, Grand Teton Lodge Company, etc.) provide van or bus service for their guests between the airport, Town, and Teton Village.

The typical winter START schedule between Snow King and Teton Village includes round-trip, non-stop bus at 8:20 AM, 9:20 AM, 3:20 PM, and 4:20 PM. The buses pickup and drop-off guests at both the condominiums and the hotel. Other scheduled buses leave the Snow King Resort every 20 to 30 minutes beginning at 7:15 AM and ending at 10:00 PM. These buses travel between the Resort, Town Square: Teton Village and other locations. The Targhee Express bus departs Snow King for Grand Targhee at approximately 7:30 AM and returns at 5:30 PM. During the summer, buses arrive and depart from Snow King Resort every 15 to 30 minutes between 10 AM and 10 PM and at one-hour intervals from 7:30 AM to 9:30 AM. Both the winter and summer schedules will be increased as the Jackson Hole Transportation Plan places more emphasis on public transit.

## Snow King Resort Master Plan - Transportation Elements

In both summer and winter, Snow King Resort utilizes their own buses and vans to shuttle guests to and from the Resort, downtown, and the airport. Depending on flight schedules and demand, Snow King runs between six and fifteen round-trip shuttles per day. For special events, the Resort occasionally charters additional buses and/or utilizes concession buses (provided by float trip operators). **Table C-3** shows the system-wide START ridership for late August 1999. Ridership numbers generated specifically by Snow King Resort as well as private taxi and transit services are not available. Conversations with START personnel indicate a high percentage of riders between the Virginian Campground and Snow King Resort. In general, Snow King generates the majority of ridership on START during the summer. **Figure C-8** shows the 1999 transit routes (summer).

**Table C-3**

Date	Daily Total
Monday, 8/16	351
Tuesday, 8/17	417
Wednesday, 8/18	302
Thursday, 8/19	335
Friday, 8/20	359
Saturday, 8/21	381
Sunday, 8/22	268
Monday, 8/23	304
Tuesday, 8/24	350
Wednesday, 8/25	265
Thursday, 8/26	197
Friday, 8/27	240
Saturday, 8/28	216
Sunday, 8/29	212
Monday, 8/30	270
Tuesday, 8/31	325
Wednesday, 9/1	261
Thursday, 9/2	255

### Pedestrian and Other Non-Motorized Facilities

Snow King Resort is served by a series of 5-foot wide detached and 6-foot wide attached concrete sidewalks along Snow King Avenue. A short section of wooden boardwalk is located on the north side of Snow King Avenue at the Brandywine Fund building. A 3-ft. wide sidewalk is located along the east side of South Cache Street and extends from Snow King Avenue to Kelly Avenue. There are no sidewalks along Willow Street. A series of horse trails and hiking trails diverge from the resort and access various parts of Snow King Mountain and the National Forest lands to the south of the Resort. These trails and sidewalks are shown in **Figures C- 9, C-9A, C-9B, C-9C, C-10, and C-11**.

There are no clear pedestrian routes to the Town Square. Most Snow King guests walk in the street, particularly in the winter, to access other parts of the downtown. The Jackson Hole Pathway System does not access the Resort at this time. Bicyclists use the vehicle travel lanes or parking lanes of Snow King Avenue to travel to and from the Resort. A popular mountain bike and hiking route originates in the upper parking lot and follows a ski area work road up the mountain. Another trail leads easterly toward Cache Creek Drive.

**Table C-4** lists pedestrian and bicycle trips in the vicinity of Snow King Resort for several days during August 1999. Conferences and other activities at the Resort significantly increase pedestrian traffic. Cold temperatures and/or precipitation significantly reduce bicycle use and, to a lesser extent, pedestrian use. **Figure C-12** shows the pedestrian count locations and typical pedestrian/bicycle use patterns during late- August 1999. **Figure C-13** shows the pedestrian and bicycle volumes for August 26, 1999. These counts

were conducted between 7 AM and 5 PM only and do not show the significant evening use that occurs between the Resort and the Town Square area. The peak non-motorized count during this study was on August 31, 1999 when 1490 pedestrians and 139 bicyclists were recorded traversing Snow King Avenue adjacent to the Resort. This volume represents approximately 40% of all trips (automobile, transit, and non-motorized) on the Vine-Willow street segment. This pattern typically occurs during major conferences when some activities occur at the Snow King Center. On non-conference days (August 26<sup>th</sup>) the average number of non-motorized trips between 7 AM and 5 PM is approximately 500. An unknown percentage of the bicycle and pedestrian trips are discretionary recreation-oriented rather than transportation-oriented and, as such, generate additional traffic on the roadway rather than remove motorized trips.

**Table C-4**

Date & Time	Pedestrian	Bicycle
Thursday, August 26		
7am- 9am	86	25
9am-11am	30	14
11am -1pm	77	47
1pm- 3pm	85	30
3pm - 5pm	73	42
Total	351	158
Tuesday, August 31		
7am-9am	273	14
9am-11am	149	13
11am -1pm	340	31
1pm - 3pm	403	51
3pm- 5pm	325	30
Total	1490	139

## C.2 Travel Demand Analysis

Travel demand for the Snow King Resort is determined by correlating existing conditions and traffic counts at the resort with future conditions. Additional information developed includes trip generation (based on Resort buildout), estimated modal split, and peak hour calculations.

### Trip Generation

Trip generation for Snow King Resort is focused on summer conditions. Trip generation for Resort buildout is calculated from several factors including: total overnight guestrooms (hotel), total condominium units, commercial uses and densities, and number of employees. **Table C-5** lists existing and proposed conditions, projection rates, and traffic projections for Snow King Avenue east of Willow Street. The Institute of Transportation Engineers (ITE) Trip Generation Manual indicates that typical projection rates for resort hotels vary between 10 and 15 trips per day per lodging unit. Removing the Vine Street traffic counts and the Phibbs Law Office counts from the Snow King Avenue counts (East of Willow) and dividing by the number of lodging units yields an average projection rate of 10.1 trips per day per unit (at full occupancy). According to ITE, hotel condominium units generate between 4 and 18 trips per day per unit with an average rate of 9.5 trips. Teton County has historically used a townhouse trip generation factor of 7.2 trips per unit per day. Dividing the number of condominium units into the number of trips accessing the condominiums yields a trip generation factor of 8.0 trips per day. For these projections a hotel rate of 10.2 and a condominium rate of 8.0 are used. The floor area, guest numbers and conference seats are shown for comparison purposes.

## Snow King Resort Master Plan - Transportation Elements

**Table C-5**

Use Description	Existing	Proposed	Gen. Rate	Projected Existing ADT	Final ADT
Hotel Rooms	204 <sup>6</sup>	654	10.2	2,080	8,752
Condo Units	38 <sup>6</sup>	95	8.0	304	1,064
Employee Housing		65 <sup>6</sup>	4		260
Alpine Slide (Rides/day)	900	1,350	*		
Restaurant Seats	47	0	*		
Lounge/Bar Seats	50	0	*		
<b>Total</b>				<b>2,384</b>	10,076
Floor Area	160,000	730,000			
Total Guests	616	1,844			
Conference Seats	250	1,000			

<sup>6</sup> = Indicates maximum occupancy accessed from the Resort.

<sup>6</sup> = 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 addition of a frequent intra-town shuttle system should increase the transit mode share to 15-20%.

## Snow King Resort Master Plan - Transportation Elements

Snow King Resort is favorably located to reduce the percentage of automobile trips and increase percentages of transit and non-motorized trips. Pedestrian and bicycle trips varied from a low of 17% to a high of 40% of all trips on Snow King Avenue between the Resort and Willow Street. A typical modal split for this roadway segment during the summer is 20% ped/bike and 80% motorized. Estimated modal split of non-motorized trips between the Resort and Town Square is 2%-5% of all trips. Improved sidewalk and trail facilities coupled with frequent and convenient transit facilities will increase summer non-motorized mode share to 15% of all trips. At buildout, transit and non-motorized facilities are estimated to account for 35% of all trips for streets immediately adjacent to the Resort and 25% for other segments. **Figure C-14** shows the proposed Transit and Pathways system for the Resort area. **Table C-6** shows the estimated vehicular traffic for adjacent roadways with 25%-35% modal split.

**Table C-6**

Street Segment	Current ADT	Projected Trips (No Additional Modal Split)	Projected Trips (25%-35% Modal Split)
SKA - East of Willow	2,384	10,076	6,549
SKA - East of Cache	4,672	12,627	9,470
SKA - West of Cache	5,046	13,637	10,228
Willow	1,627	4,091	2864
Cache	2,991	8,083	6062

### Peak Hour Forecasts

Peak hour and 30<sup>th</sup> highest hour is often a more useful measure of a roadway's capacity than ADT. Roadway planning efforts utilize the projected 30<sup>th</sup> highest hour to determine whether a roadway segment needs improvement. The 30<sup>th</sup> 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 4<sup>th</sup> holiday weekend. The 30<sup>th</sup> 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 30<sup>th</sup> highest hour.

The peak hour averages 9.1% of the 24-hour total for the streets in the study area. The directional flow split at peak hour can be as great as 65/35. This directional split occurs during the AM and PM peaks when people are going to or from work. The projected peak hour counts for the study area are shown in **Table C-7**. These peak hours are based on the 25%-35% modal split projections listed in Table C-6.

**Table C-7**

Street Segment	Current Peak-Hour Traffic Per Lane	Projected Peak-Hour Traffic Per Lane
SKA - East of Willow	141	387
SKA- East of Cache	276	560
SKA - West of Cache	298	605
Willow	96	169
Cache	177	359

## Snow King Resort Master Plan - Transportation Elements

### C.3 Level of Service

#### Street and Intersection Level of Service (LOS)

This analysis utilizes the *Highway Capacity Manual* prepared by the Transportation Research Board for two-way and four-way, stop-controlled, non-signalized intersections. Steps required to determine intersection capacity include:

- Define existing geometry and traffic conditions for the intersection.
- Determine the conflicting traffic through which each minor road movement and major road left turn movement must cross.
- Determine the size of the gap in the conflicting traffic stream needed by vehicles in each movement crossing a conflicting traffic stream.
- Determine the capacity of the gaps in the major road traffic stream to accommodate each of the subject movements that will use these gaps.
- Adjust the calculated capacities to account for impedance and the use of shared lanes.
- Estimate the average total delay for each of the subject movements and determine the level of service for each movement and for the intersection.

Specific information required for the calculations include:

- Volumes by movement for the hour of interest.
- Vehicle classification for the hour of interest.
- Peak Hour Factor.
- Number of lanes for minor and major streets.
- Grade of all approaches.
- Other geometric features of interest.

The methodology outlined in the *Highway Capacity Manual* utilizes gap acceptance modeling to determine the interaction of minor street and major street drivers. This modeling technique assumes that Two-way, Stop-Controlled intersections (TWSC) give no positive indication or control to the driver on the minor road as to when it is safe to leave the stop line and enter the major traffic stream. This modeling is based on three elements: the size and availability of gaps, the value of these gaps, and the relative priority of the various traffic streams.

The level of service criteria is given in **Table C-8**. Total delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line. The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation.

**Table C-8**

Level of Service	Average Total Delay (seconds/vehicle)
<b>A</b>	<5
<b>B</b>	> 5 and <10
<b>C</b>	>10 and <20
<b>D</b>	> 20 and < 30
<b>E</b>	> 30 and < 45
<b>F</b>	> 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.

## **Snow King Resort Master Plan - Transportation Elements**

Estimates of level of service for this street and Snow King Avenue to the west of Cache are based on the traffic projections in the Jackson Hole Transportation Plan. At Resort build-out, Snow King Avenue west of Cache will reach LOS C/D for several hours during the day and the intersection at Cache will also function at LOS D during peak hours. The intersection at Willow will reach LOS D at peak hour. Presumably, the Willow - Snow King Avenue intersection will be converted from two-way stop-controlled intersection to four-way stop controlled intersection - improving the level of service to 8/C.

### **Sidewalk/Pathway Level of Service**

Methodologies for determining LOS for sidewalks and pathways are poorly developed at this time. Until the fall of 2000, lack of sidewalks along Snow King Avenue and Willow Streets forced pedestrians *to* share the roadway with automobiles, buses, and trucks - for a LOS of D-F. The addition of sidewalks to these streets has raised the pedestrian LOS to A/8. (See **Figures 9, 9A, 98, and 10**)

## **C.4 Transportation Demand Management Program.**

### **Transportation Demand Management Strategies**

The purpose of a Transportation Demand Management program is to establish strategies that influence travel mode choice and minimize the use of single-occupant automobiles. These strategies are typically a combination of incentives (to transit and non-motorized modes) and disincentives (to single-occupancy automobiles). These TOM strategies are often financially based but can also utilize other management techniques such as marketing and housing. The primary goals are to reduce traffic congestion by reducing vehicular trips, reduce air pollution, and increase mode choice. Snow King Resort has already adopted some of these strategies, in particular the Resort provides free shuttle service for its guests to the airport, Teton Village, and downtown. The following list outlines some of the strategies necessary to influence mode choice and reduce automobile trips.

- Provide free or reduced-rate bus passes to all employees.
- Provide free or reduced-level bus/bike passes to guests and inform guests of the availability of transit and non-motorized modes prior to arrival.
- Continue (and increase frequency of) shuttle to Teton Village and Airport to encourage guests to use transit rather than renting automobiles.
- Provide employee ride-share incentives. Provide free parking for multi-occupancy vehicles and paid parking for single-occupancy vehicles.
- Continue to have groups as a large percentage of the lodging business.
- Construct the majority of development in a dense pattern near the shared parking area.
- Support and participate in community wide mass transportation invitations.
- Promote alternative travel modes through advertising and marketing.
- Provide "town" bikes at a nominal rate for guests.
- Coordinate with Town to provide a frequent and convenient Town Square - MAC Campus - Snow King shuttle system.
- Coordinate with the Town to provide improved sidewalk and pathway systems along Willow, King, and Cache.
- Provide information and reservation services and staging areas for float trips, snowmobile operators, and other tour operations.
- Develop parking district with combination of free and fee parking.
- Provide on-site and nearby employee housing.
- Require off-site parking for employees.
- Provide START Bikes and promote alternative modes of travel for employee and guests

A combination of two or more of the above strategies is essential if the modal-split assumptions listed in **Table C-6** are to be realized.

Another strategy to reduce vehicle trips in the downtown (although not necessarily along Snow King Avenue) is to provide additional parking at the Resort to be used for downtown employee parking. In combination with a convenient in-town shuttle system, capturing employees at Snow King will help reduce traffic along West Broadway, Pearl Avenue, and Cache Street. Employees will be less likely to use their vehicles during the day for errands and more likely to walk or use the shuttle. An employee parking lot at the Resort is likely to generate only two trips per day per parking space (incoming and outgoing) rather than the more typical six to

## **Snow King Resort Master Plan - Transportation Elements**

ten trips per day. During the winter, this extra parking could also be used as an in-town Teton Village parking lot. In combination with a non-stop bus to the Jackson Hole Mountain Resort, this parking area will be more convenient for Town residents than the Stilson lot and will minimize trips along West Broadway, Highway 22, and Highway 390.

### **Travel Demand Management Monitoring system**

A TOM monitoring program helps insure that the TOM program meets the goals of reducing single-occupancy vehicle trips and increasing the use of alternative travel modes. The following items should be considered as part of the monitoring program:

- Prior to issuance of a building permit for the first approved Final Development Plan, conduct baseline traffic counts for all modes.
- Every three years, conduct 24-hour traffic counts, pedestrian counts, bicycle counts, parking counts, and transit counts. These counts shall begin two years following completion of the first Final Development Plan project.
- Conduct guest and employee surveys to determine mode choice, success of alternative traffic modes, and satisfaction with transportation options.
- Conduct parking surveys to determine parking utilization by employees, guests, locals, and other visitors.
- Conduct parking counts for all surface parking lots over 10 spaces as part of the required transporting monitoring.
- Correlate hotel occupancy with traffic counts and available transportation options.
- Survey transit providers (public and private) to determine utilization during peak travel periods. Maintain a database of transit ridership.
- Snow King will participate in any Town of Jackson TEM programs for the entire base area including surrounding property owners and users as requested in the future.
- Ensure a minimum of at least 5 TDM Strategies are implemented at all times.

The primary gauge of the effectiveness of the TOM program will be whether or not there is a relative reduction in the peak hour traffic counts. The goal of the TOM program is to reduce the projected build out trips by 25%- 35%. Other measures of effectiveness will include the number of transit riders vs. hotel occupancy and/or traffic counts, parking counts vs. hotel occupancy, and ped/bike volumes vs. traffic counts.

### **C.5 Recommendations and Proposed System Improvements**

Snow King Resort will participate with the Town in developing the most effective transportation network for the Snow King area and the downtown. The Resort looks forward helping formulate the best routes between the Resort and the MAC/Town Square area as well as determining an equitable cost-sharing arrangement for transit, streets, and sidewalks.

Snow King will pave and maintain surface parking on Sub-Area 2 at the time of development of a Gondola and make this lot available for all public and private patrons to the area as a temporary measure prior to development of Sub-Area 2. This lot shall accommodate tour bus/oversized vehicle parking and appropriate signage to direct guests to the various amenities within the resort.

### **C.6 Phasing Plan**

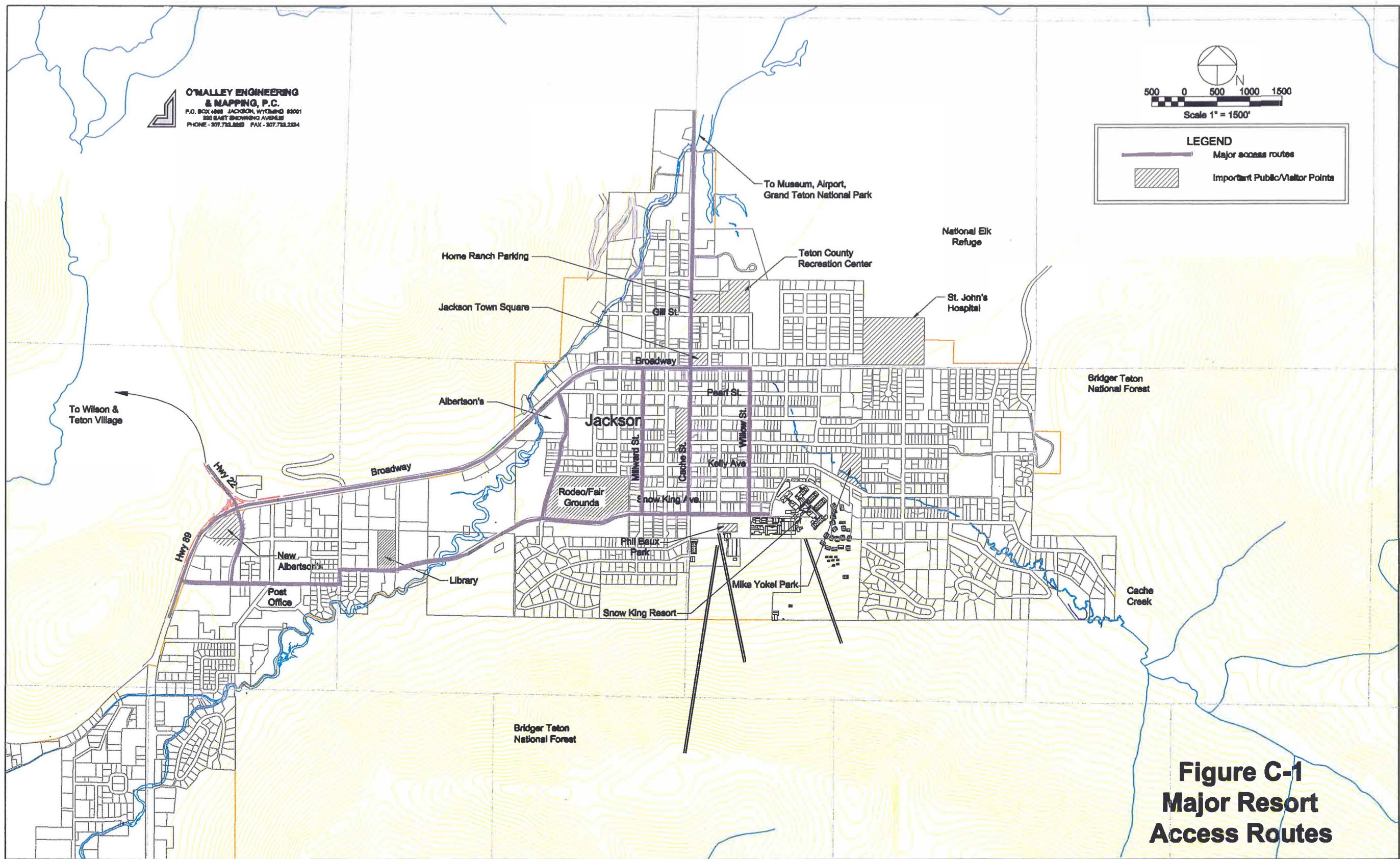
Snow King Resort anticipates coordinating sidewalk and street improvements with the Jackson Transportation Improvement Projects (JTIP). The final sidewalk and landscaping along the south side of Snow King Avenue will be constructed with the parking and plaza facilities. Depending on funding for Jackson sidewalks in the Capital Improvement Fund, intersection improvements at Willow Street will be constructed prior to major reconstruction at the Resort. Sidewalk improvements to South Cache Street, South King Street, and South Willow Street will also depend on the Jackson Capital Improvement Fund. Snow King Resort anticipates cost-sharing some of the improvements at Willow-Snow King intersection.

Actual timing of improvements will be influenced by the results of the Transportation Demand Management Monitoring Program. However, it must be recognized that the success of both the pedestrian and transit

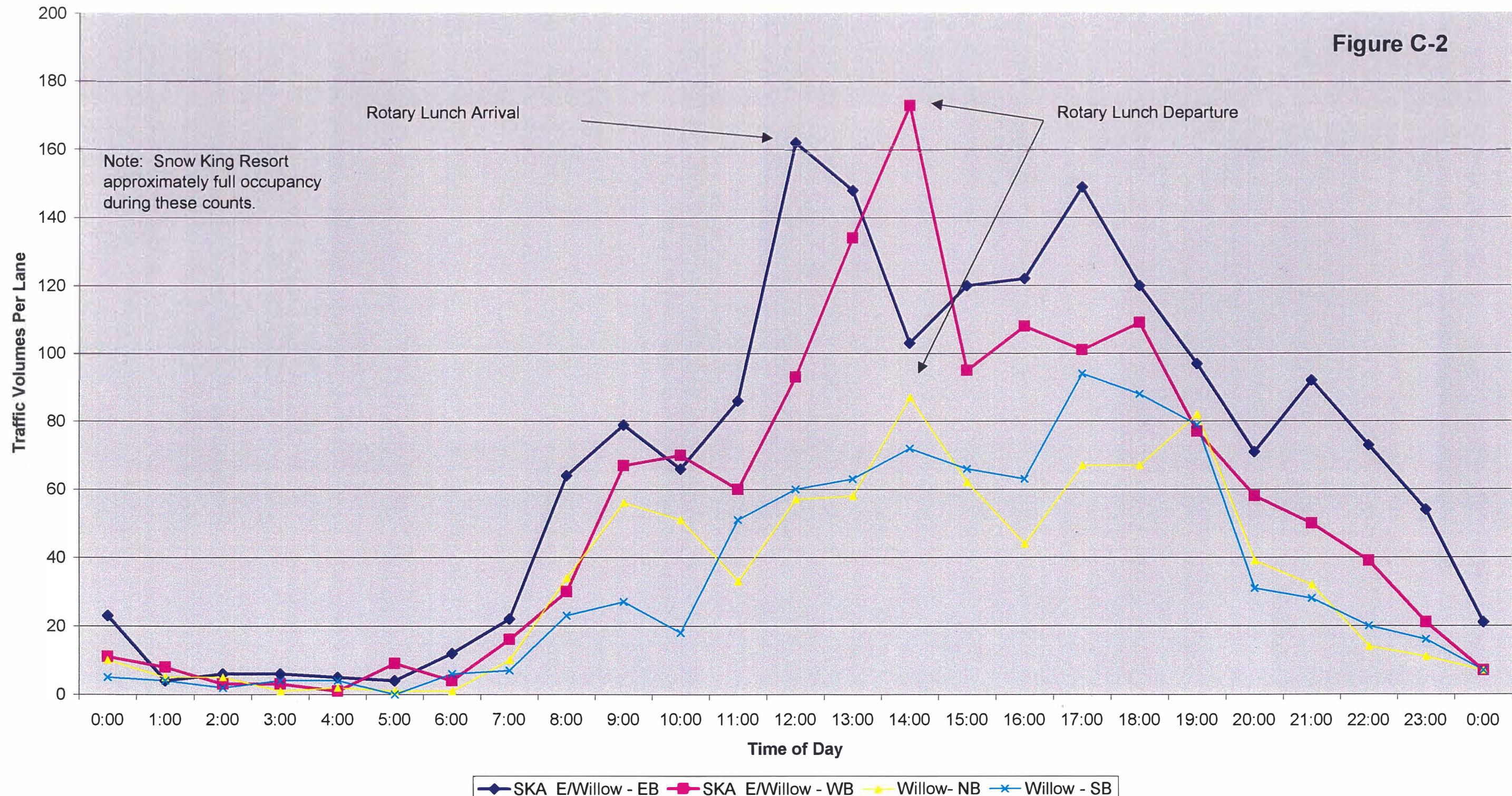
systems are interrelated. It is unlikely that shuttle and transit ridership will increase without improvement to pedestrian and bicycle facilities. People are more willing to walk if they have the option to ride (on a shuttle) some of their route. Studies indicate that most people are unwilling to leave their vehicles and walk or use transit unless these facilities are convenient, safe, go to the desired destinations (Town Square, Teton Village, Airport, etc.), and function (in the case of transit) in a timely manner. Town land use patterns and the Town Parking Masterplan also influence the transit program. Aggressive efforts to minimize employee parking in the downtown core will only succeed with convenient satellite parking (including Snow King Resort), safe and well-maintained sidewalks, and efficient transit facilities.

As part of the Resort Transportation Demand Management Program and in cooperation with the Town of Jackson, a town shuttle system should be begun as soon as possible. Construction of sidewalks (South Cache, South King, and South Willow) and intersection improvements adjacent to the resort should be completed prior to the traffic volumes along Snow King Avenue reaching 1.5 times current volumes - and sooner if possible.

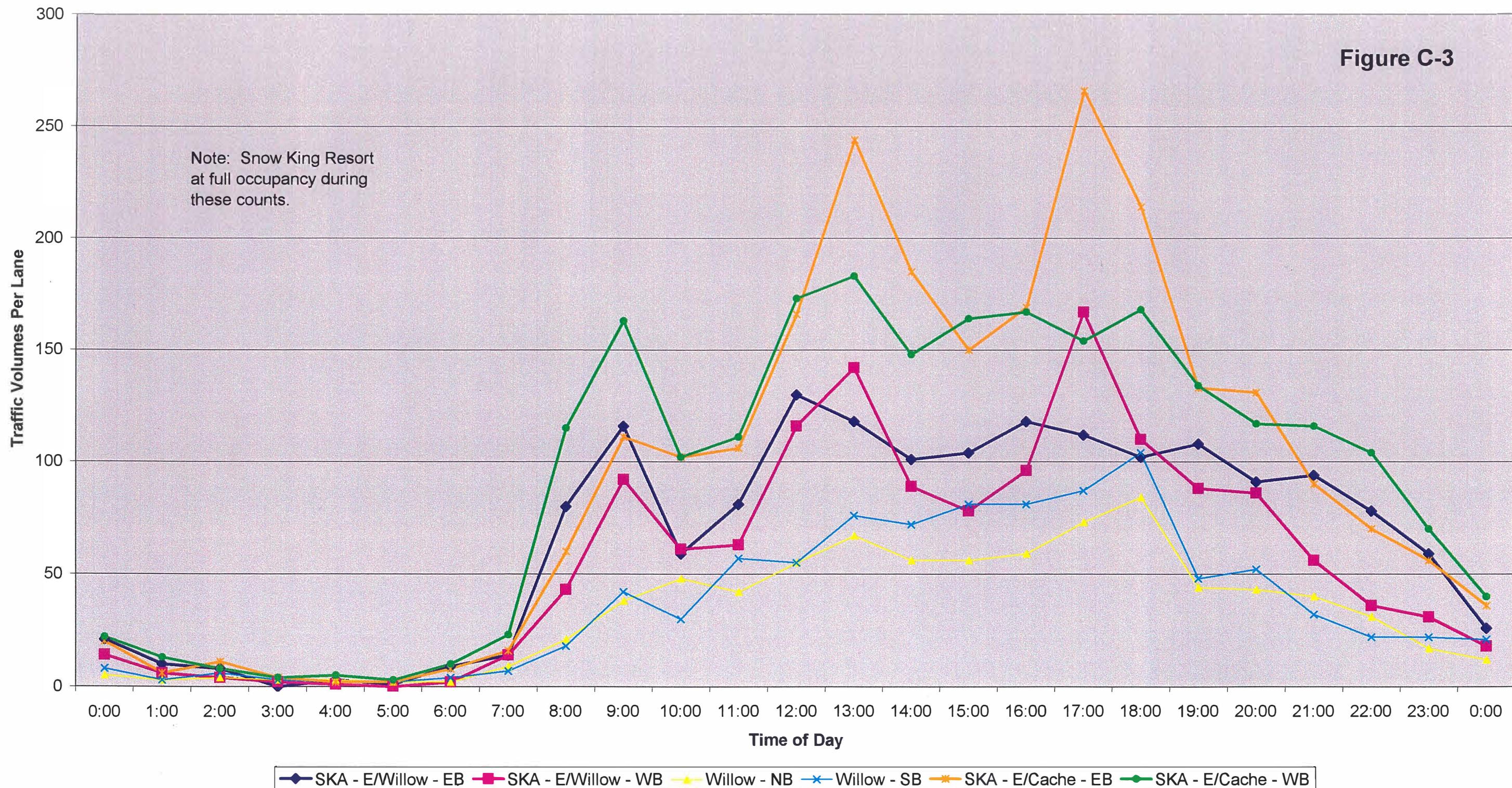
The most recent Transportation Demand Management Report completed in 2016 is included at the end of this Master Plan. The 2019 TDM report is anticipated to be completed in the Fall of 2019.



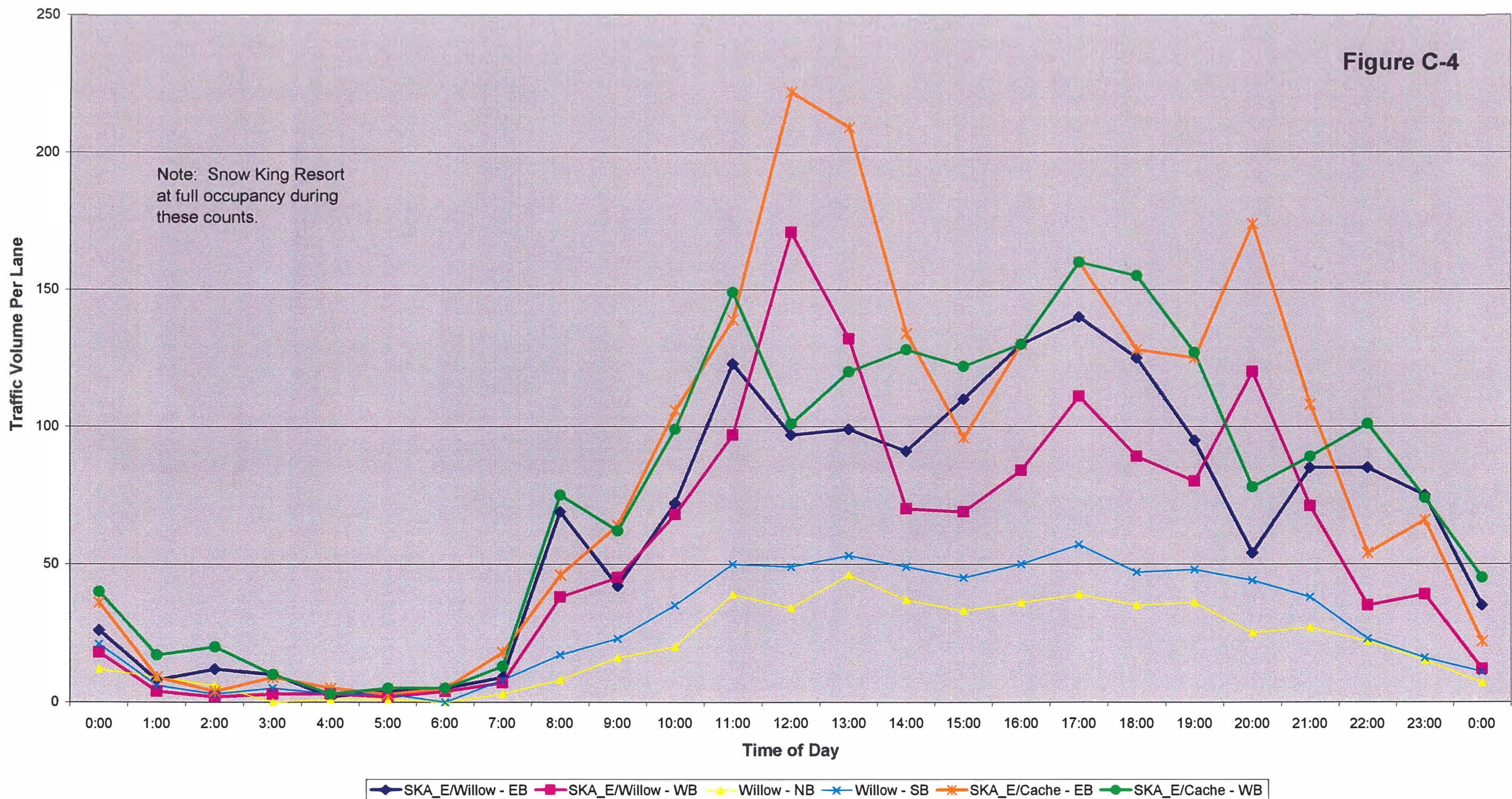
**Snow King Avenue Hourly Traffic Volumes - Tuesday, August 17, 1999**



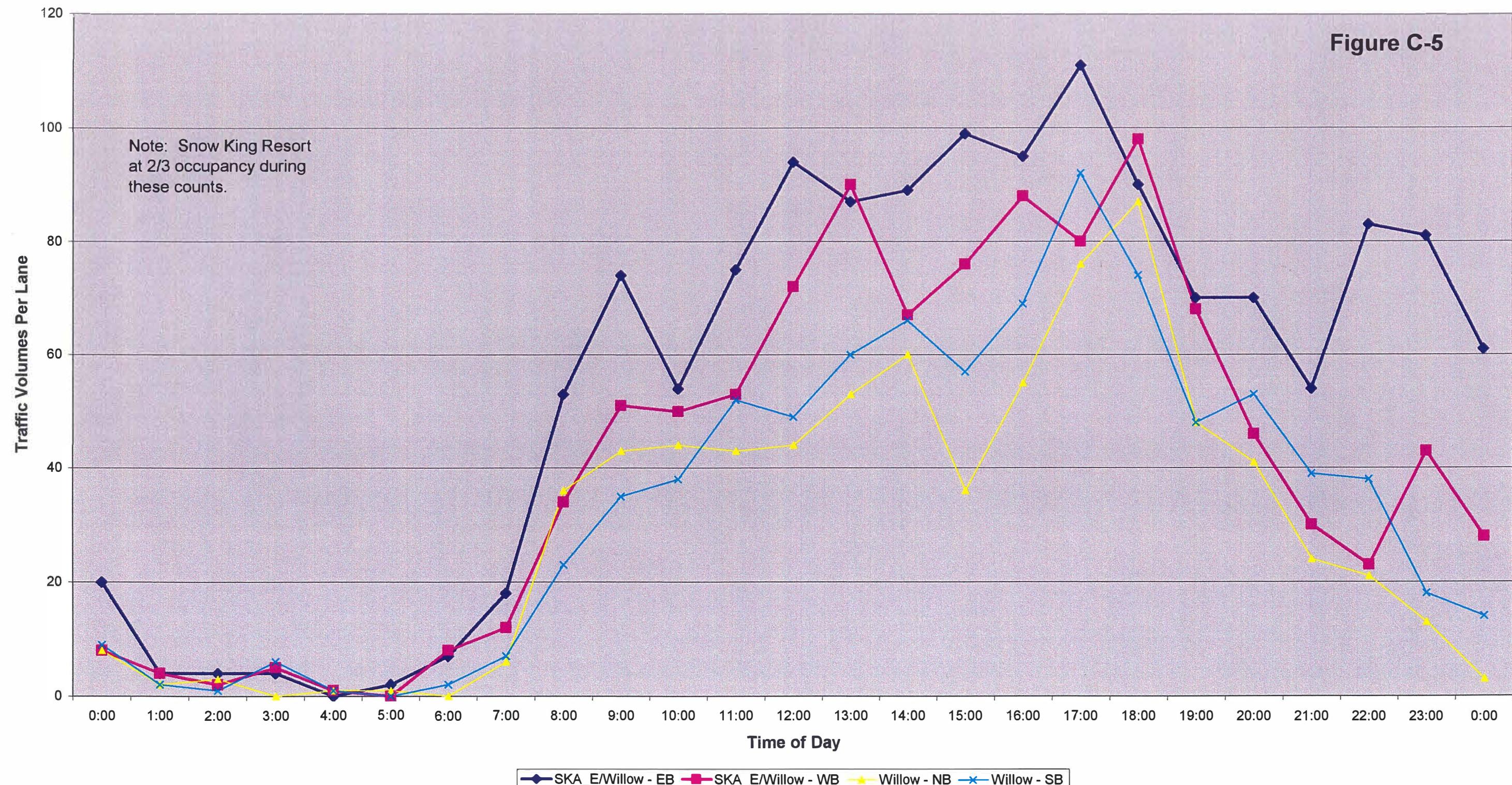
## Snow King Avenue Hourly Traffic Volumes - Friday, August 20, 1999



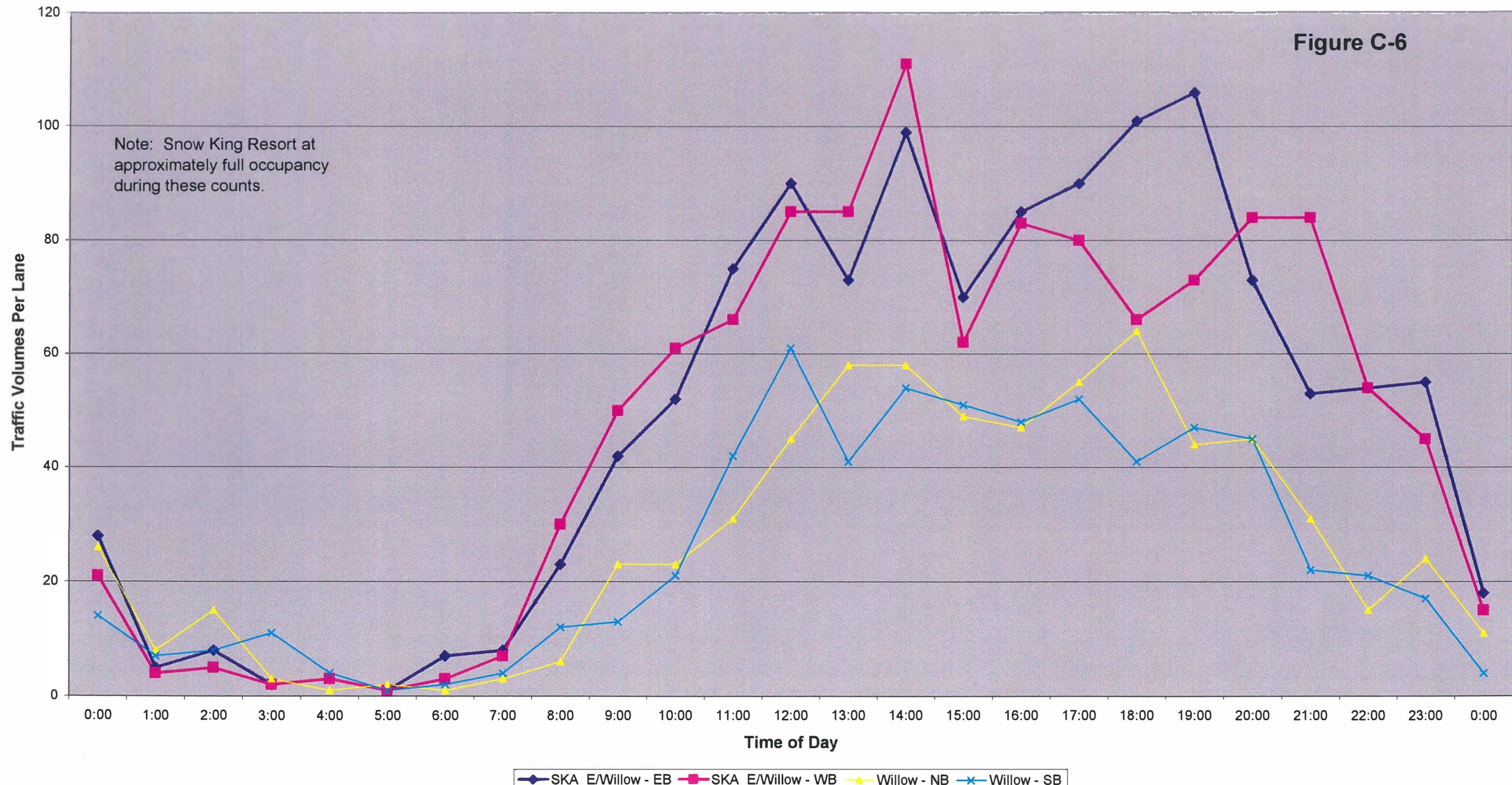
## Snow King Avenue Hourly Traffic Volumes - Saturday, August 21, 1999



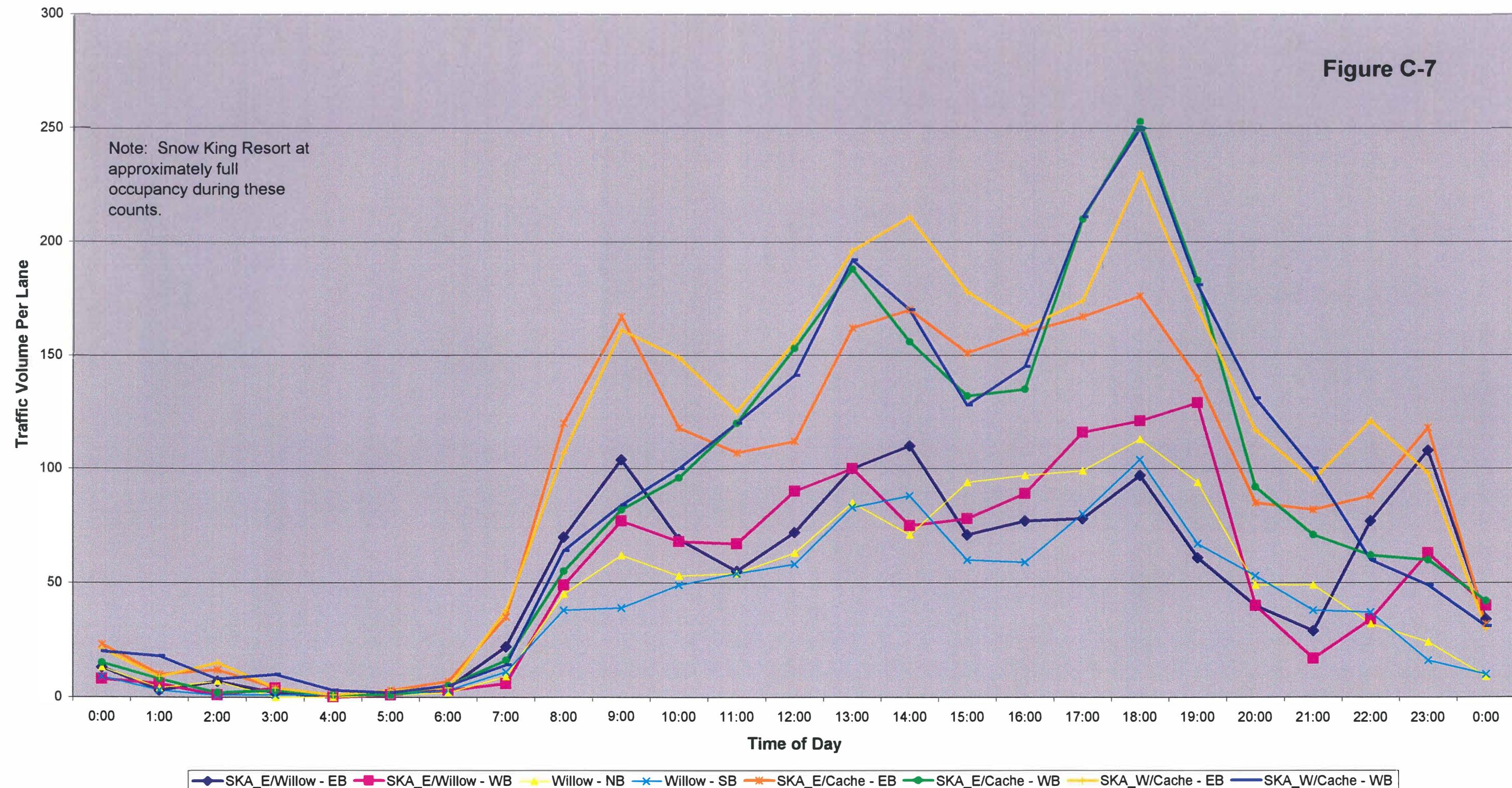
**Snow King Avenue Hourly Traffic Volumes - Wednesday, August 25, 1999**

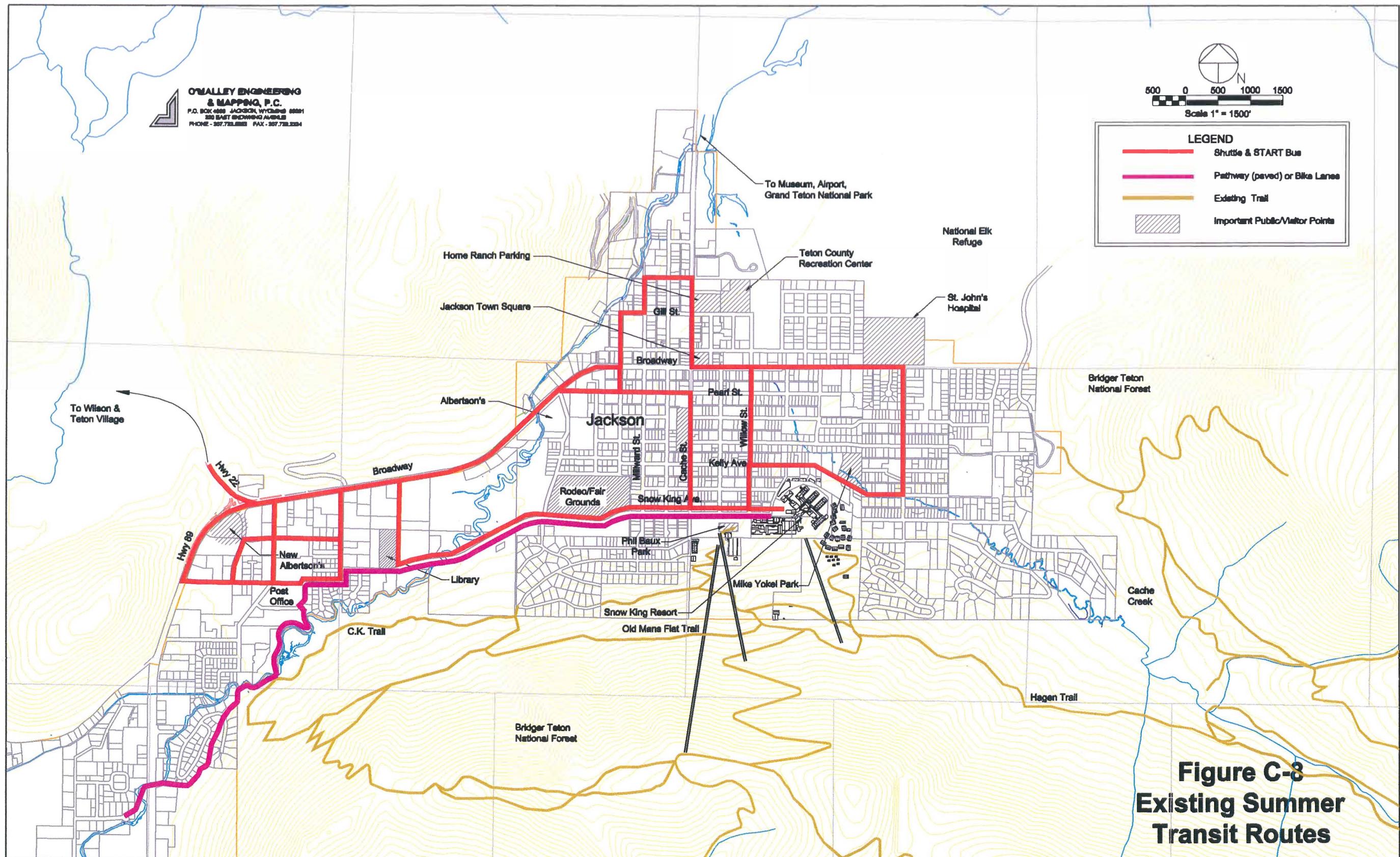


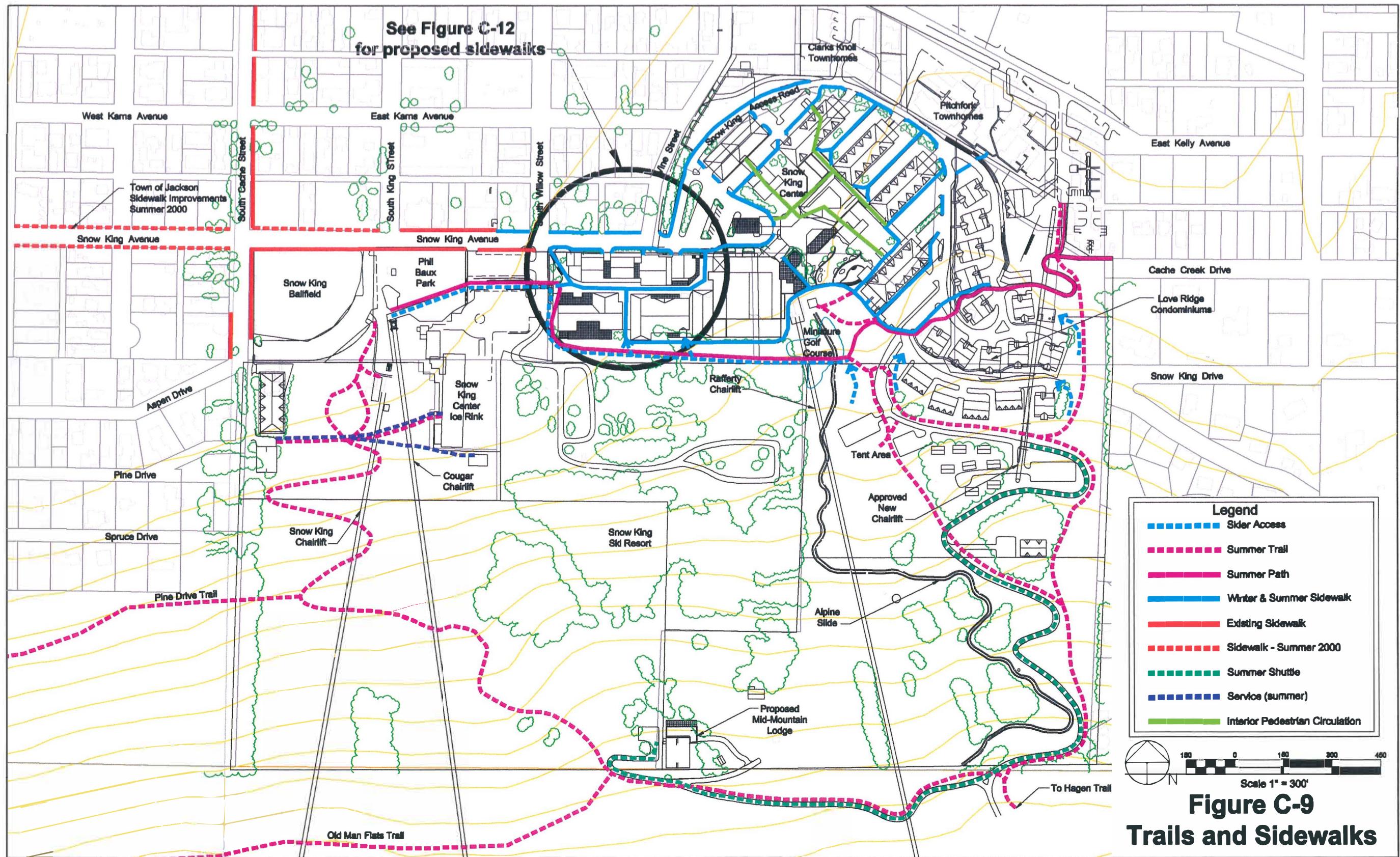
## Snow King Avenue Hourly Traffic Volumes - Sunday, August 29, 1999

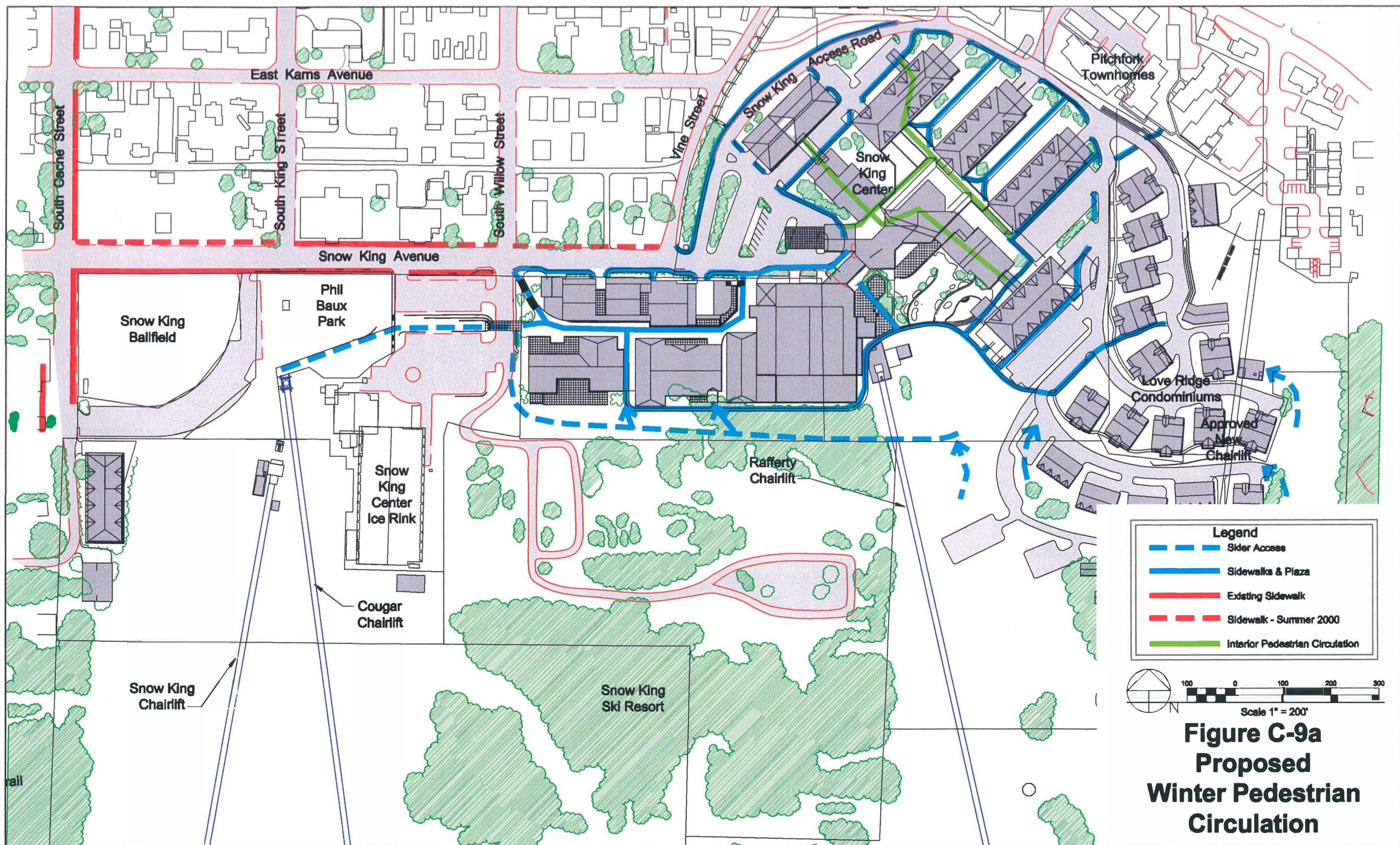


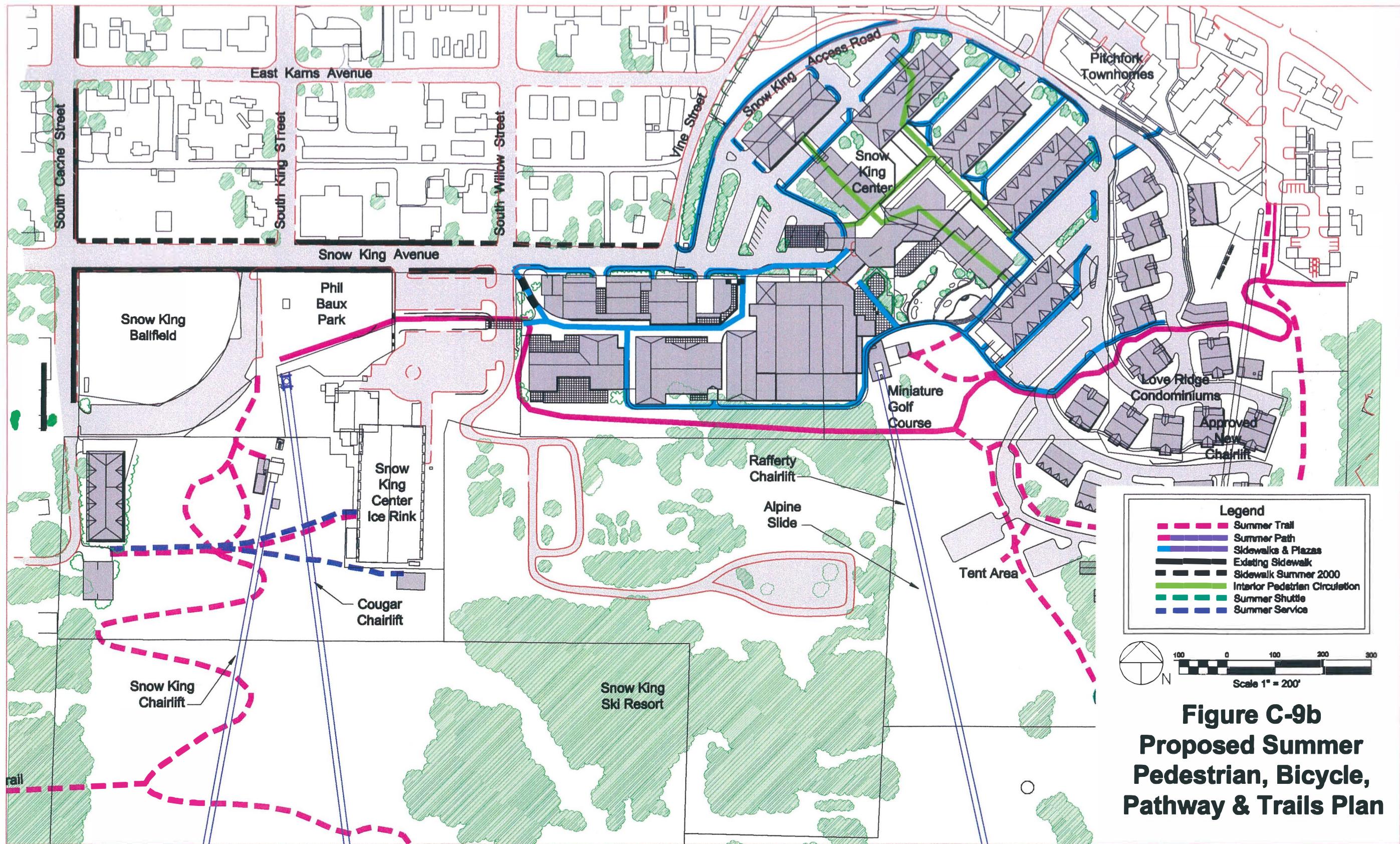
## Snow King Avenue Hourly Traffic Volumes - Wednesday, September 1, 1999



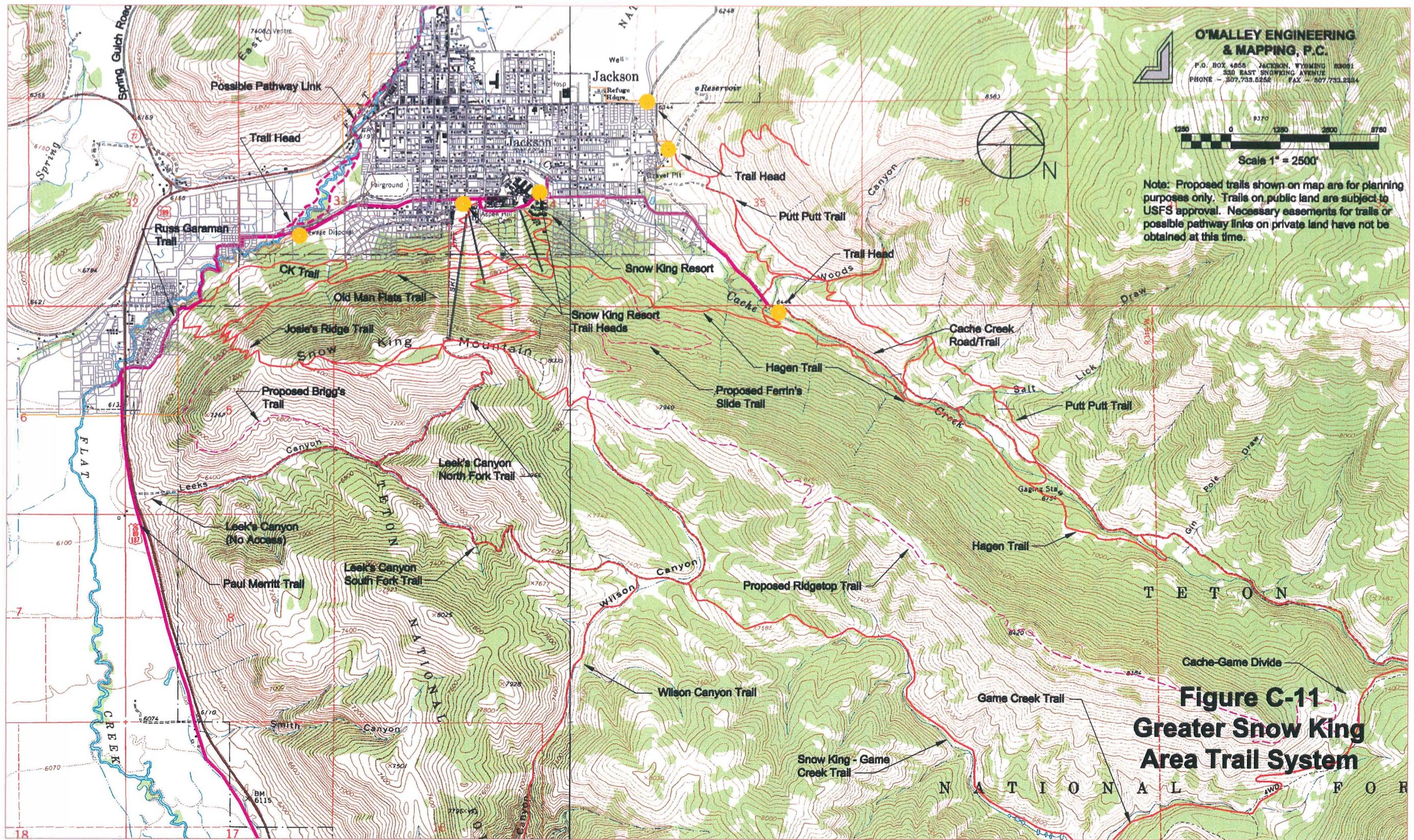








**Figure C-9b**  
**Proposed Summer**  
**Pedestrian, Bicycle,**  
**Pathway & Trails Plan**



## Snow King Resort Master Plan - Parking Elements

## **Snow King Resort Master Plan - C. Parking Elements**

## P.1 Parking Summary

Snow King Resort's parking plan provides a surplus of daytime and evening parking for both summer and winter. During both seasons, a larger parking surplus is available during the day. The Town of Jackson and/or Teton Village could use these extra spaces for downtown employee parking or a transit hub parking area. There will be 1,783 summer spaces and 1,643 winter spaces. Of these spaces, 1,415 summer spaces and 1,275 winter spaces will be available for shared parking. The peak shared parking demand on Snow King facilities will be 947 in the summer and 720 in the winter. The smallest surplus of spaces in the summer and winter evenings is 468 and 555 respectively. A significantly larger surplus exists during the daytime. **Table P-1** shows the estimated proposed parking at Resort build-out.

## **Summary of Proposed Parking to be Provided**

**Table P-1**

## **Summary of Proposed Parking to be Provided**

### **Table P-1**

Using the Town of Jackson parking ratios as a guide, the Urban Land institute's shared parking model was used to generate the hourly parking demand for weekdays and weekends during the summer and winter seasons. **Tables P-2 & P-3** summarize the hourly and peak hour parking demands generated by the shared parking model. Additionally, these tables indicate the peak parking demand occurs on weekday evenings. Summer parking demands are higher than winter. According to the shared parking model, a parking surplus exists both summer and winter. These surplus spaces will be available for other shared uses. Due to improved *efficiency*, the proposed shared parking will provide an adequate number of parking spaces while reducing the amount of land dedicated to parking.

## Snow King Resort Master Plan - Parking Elements

Summer Weekday				Summer Weekend			
	Shared Guest Parking Spaces	Shared Employee Parking Spaces	Total Shared Parking Spaces		Shared Guest Parking Spaces	Shared Employee Parking Spaces	Total Shared Parking Spaces
6:00 AM	569	156	725	6:00 AM	567	156	723
7:00 AM	551	156	707	7:00 AM	448	156	604
8:00 AM	545	156	701	8:00 AM	483	156	639
9:00 AM	550	140	691	9:00 AM	474	140	615
10:00 AM	530	125	655	10:00 AM	441	125	565
11:00 AM	523	125	648	11:00 AM	439	125	564
12:00 PM	568	125	693	12:00 PM	508	125	633
1:00 PM	566	125	691	1:00 PM	553	125	678
2:00 PM	556	125	681	2:00 PM	563	125	688
3:00 PM	503	140	644	3:00 PM	545	140	686
4:00 PM	557	140	698	4:00 PM	563	140	703
5:00 PM	642	140	782	5:00 PM	615	140	756
6:00 PM	763	140	904	6:00 PM	710	140	850
7:00 PM	807	125	932	7:00 PM	782	125	906
8:00 PM	83 <sup>a</sup>	109	947	8:00 PM	799	109	908
9:00 PM	810	109	920	9:00 PM	776	109	886
10:00 PM	764	140	904	10:00 PM	752	140	892
11:00 PM	630	156	786	11:00 PM	656	156	812
12:00 AM	590	156	746	12:00 AM	629	156	785
<sup>a</sup> Max Shared Parking Space Demand = 947 <sup>a,b</sup> Shared Parking Space Supply = 1415 <sup>c</sup> Parking Surplus at Peak Hour = 468				<sup>a</sup> Max Shared Parking Space Demand = 908 <sup>a,b</sup> Shared Parking Space Supply = 1415 <sup>c</sup> Parking Surplus at Peak Hour = 507			

<sup>a</sup> Does not include condominium parking because of its low ability to function as shared parking

<sup>b</sup> Shared parking supply from table P-1

<sup>c</sup> Represents minimum parking surplus

## Summer Shared Parking Summary Table P-2

## Snow King Resort Master Plan - Parking Elements

Winter Weekday				Winter Weekend			
	Shared Guest Parking Spaces	Shared Employee Parking Spaces	Total Shared Parking Spaces		Shared Guest Parking Spaces	Shared Employee Parking Spaces	Total Shared Parking Spaces
6:00 AM	371	156	527	6:00AM	344	156	500
7:00 AM	390	156	546	7:00 AM	372	156	528
8:00 AM	403	156	559	8:00 AM	385	156	541
9:00 AM	386	140	526	9:00 AM	376	140	517
10:00 AM	339	125	464	10:00 AM	330	125	455
11:00 AM	334	125	459	11:00 AM	301	125	426
12:00 PM	396	125	520	12:00 PM	406	125	531
1:00 PM	408	125	532	1:00 PM	414	125	538
2:00 PM	360	125	484	2:00 PM	391	125	516
3:00 PM	318	140	458	3:00 PM	347	140	488
4:00 PM	387	140	527	4:00 PM	385	140	526
5:00 PM	463	140	603	5:00 PM	447	140	587
6:00 PM	575	125	700	6:00 PM	551	140	692
7:00 PM	595	125	720	7:00 PM	559	125	683
8:00 PM	595	109	704	8:00 PM	579	109	688
9:00 PM	548	109	657	9:00 PM	538	109	647
10:00 PM	484	140	624	10:00 PM	503	140	644
11:00 PM	401	156	557	11:00 PM	449	156	605
12:00 AM	372	156	528	12:00 AM	426	156	582
a Max Shared Parking Space Demand = 720				a Max Shared Parking Space Demand = 692			
a, b, d Shared Parking Space Supply = 1275 Parking Surplus at Peak Hour = 555				a, b, d Shared Parking Space Supply = 1275 Parking Surplus at Peak Hour = 583			

a Does not include condominium parking because of its low ability to function as shared parking

b Shared parking supply from table P-1

c Represents minimum parking surplus

d 82 summer spaces deducted from available parking supply

## Winter Shared Parking Summary Table P-3

## **Snow King Resort Master Plan - Parking**

### **P.2 Shared Parking Design Process:**

A shared parking model, developed by The Urban Land Institute (ULI), was used to determine the parking requirement for Snow King. Snow King is well suited for a shared parking model because of its multiple land uses with varied peak parking times. The proposed large, centralized parking facility also improves the efficiency of shared parking by creating a large number of spaces with high turnover. This will enable the motorist to find parking with minimal effort.

The shared parking model tracks the required parking for various land uses in order to optimize the number of spaces. Shared parking reduces the amount of parking required compared to the standard computational methods which determine parking based on isolated single land use. Shared parking can improve the accuracy of the parking estimates and improve the efficiency of parking facilities. The ULI shared parking model follows four distinct steps as shown in **Figure P-4**. A more detailed illustration of the shared parking methodology is shown in **Figure P-5**. The first step evaluates the existing and proposed land uses. Each use will have its own set of parking requirements that will affect the amount of parking.

The second step involves compiling data on the land uses and parking. During this step, parking ratios are determined (**Table P-6**, Column D) for each land use using the Town of Jackson standards as a guide. These ratios are then applied to the size or number of units (**Table P-6**, Column A) proposed for each use resulting in the required number of parking spaces (**Table P-6**, Columns E and K). Although this parking space number represents the minimum number of spaces required by the town, in effect, this number will represent the maximum. This is because a combined use parking lot allows multiple uses during a single trip which, in turn, allows the parking lot to function more efficiently.

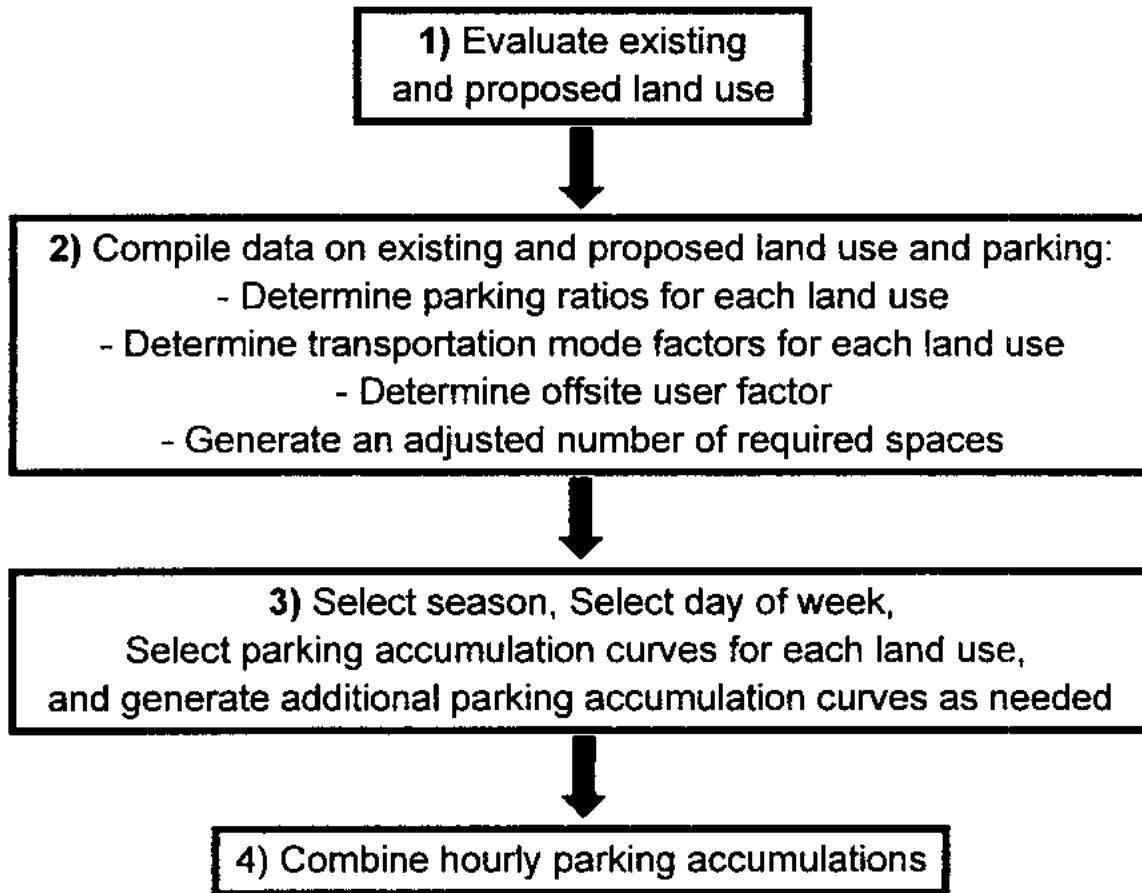
To more accurately predict the parking demand, the model needs to be adjusted to compensate for factors such as multiple use and businesses that are compatible with non-automobile use. This adjustment is made by using two factors, a "transportation mode factor" (TMF) and an "offsite user factor" (OUF). The TMF (**Table P-6**, Columns H & N) adjusts the required number of spaces to compensate for land uses that are compatible with non-auto use. The OUF (**Table P-6**, Columns I & O) adjusts the required number of parking spaces for combined uses within the area and prevents an automobile from being counted more than once for visits involving more than one land use. These factors are included in the calculations on **Table P-6**, which is discussed in **Appendix B**, and applied to the "Number of Spaces Required (Unadjusted)" already discussed. It is important to note that the "Adjusted Number of Spaces Required" (**Table P-6**, Columns J & P) does not yet represent any shared parking for varied hourly peaks. Thus, the "adjusted number of spaces required" is the parking required after adjusting for the mode of transportation used and if guests use more than one facility. The "adjusted number of spaces required" represents the peak parking which is a single value that cannot vary.

## Snow King Resort Master Plan - Parking

The third step requires the determination of parking accumulation curves for each land use, which are shown and discussed in Appendix A. These curves are a function of how busy a given facility is each hour. The values for the curves indicate parking needs during the day and when a facility needs the most parking. With these curves, it is possible to see how a land use impacts the parking demand at each hour throughout the day. These curves can be used to represent seasonal use, daily use, or monthly use. In this study, weekday versus weekend use and summer versus winter use were examined. For convenience, summer and winter parking accumulation curve data has been compiled in **Table P-7**. The goal of using these curves is to maximize parking efficiency by locating a decline in parking by one land use and allowing the resulting excess parking to be utilized by a different use.

The fourth step uses static peak parking requirements from **Table P-6** with parking accumulation percentages from **Table P-7** to produce the adjusted shared peak parking for summer and winter shown in **Table P-8** and **Table P-9** respectively. These values are the parking spaces required for each land use at each hour of the day. In this fourth step, every hour is examined to determine how many cars will need to be parked for each use based on the parking accumulation curves. Tracking the variation of parking peaks as seen in the accumulation curves, allows for improved parking efficiency by allowing shared use. By generating parking demands for each hour of the day, the peak parking hour and demand are identified. A chart of the shared parking demands is provided with **Graphs 1, 2, 3, & 4**. These charts indicate how shared parking can utilize the peaks and valleys in hourly demand to improve parking efficiency.

When the four steps of the design process are complete comparisons can be made between the proposed parking and the required parking. **Table P-10** summarizes the required at various steps along the design process. The number of the spaces required with and without credit for the TMF and OUF is included in this table as well as the parking requirement with shared parking. These comparisons are made for both the town and the composite parking requirements during the summer and winter season. The required amount of shared parking shows a significant reduction from the unadjusted numbers. The composite requirement, which is slightly higher than the town requirement, would require a maximum of 2,989 winter spaces if numbers were based on separate individual land use. After modeling the hourly shared parking demands, it was calculated that 947 parking spaces would be required for the summer weekday shared parking peak demand. Peak shared parking demands and the corresponding surplus of spaces are shown on **Tables P-2 and P-3**.



**Shared Parking Design Process**  
**Figure P-4**

## Benefits of Shared Parking Discussion

Determining the proper amount of parking for new development requires balancing the needs of the business, the needs of the community, and the community parking standards. Businesses, of course, do not want to "under-park". Under-parking frustrates customers, hurts business, and limits the flexibility of a development. Under-parking can also negatively impact surrounding residential areas because of "spill-over" during peak times. Over-parking generates other problems:

- Not counting land costs, surface parking costs the developer from \$2,500 to \$5,000 per space to construct.
- Structured parking can cost between \$10,000 and \$25,000 per space.
- Land used for parking is unavailable for other activities - including open space.
- Parking lots generate storm water runoff that is laced with pollutants such as oil, radiator coolant, and asbestos from brake linings. The cost to the developer and the community to collect and dispose of this pollution is high. Oil separator storm water units can cost between \$5,000 and \$50,000 depending on the volume of runoff.
- Over-parking encourages automobile use and discourages alternative transportation means such as transit, walking, and bicycling. This automobile use generates additional air pollution.
- Unnecessarily large parking areas are unfriendly, intimidating, and alienating. Pedestrians are forced to maneuver between destinations unless the lots include designated pedestrian facilities.

Blind adherence to national parking standards tends to encourage over-parking. A number of communities in the United States have begun revising their standards and the trend is toward reducing total parking spaces and developing alternative transportation. For example, metropolitan Portland and the State of Oregon are instituting new standards after determining that over-parking results in less efficient land usage and lower floor to area ratios. They have found that in areas where transit is provided and other non-auto modes are convenient, less parking can be provided and yet accessibility and mobility remain high - even for auto traffic. Shared parking helps reduce total parking demand. The key to shared parking is good transit, good pedestrian facilities, and different peak hours between adjacent uses. Minimizing impacts to surrounding neighborhoods can be challenging. Many communities form neighborhood parking districts in which stickers are required to park along residential streets. Successfully protecting adjacent neighborhoods requires increased parking enforcement as well as implementing the items necessary for a successful shared parking system.

*Fregonese Calthorpe Associates*, regional and urban planning specialists, recently completed a report for the Town of Jackson titled, "Redevelopment Opportunities & Parking Analysis". This report proposes several changes to the Town of Jackson Parking Code and recommends, among other things, reducing the minimum parking requirements for commercial/office and lodging units. Shared parking allows for a net reduction in parking area while still providing adequate parking. **Table P-2** shows the Resort has the ability to provide 1415 shared spaces for a net surplus of 468 shared parking spaces during the peak hour of parking demand. This surplus represents one floor of the proposed structured parking lot in the KM6 area. As mentioned in Section C.4, providing additional parking at Snow King Resort to be used for downtown employee parking may be desirable for the community. In addition, this surplus parking could be used in the winter to provide an in-town transit parking lot for skiers heading to the Jackson Hole Mountain Resort in Teton Village. Snow King Resort looks forward to working with the Town of Jackson to develop effective transportation and parking solutions for the Resort and the community.

## Snow King Resort Master Plan - Parking Elements

### Appendix A

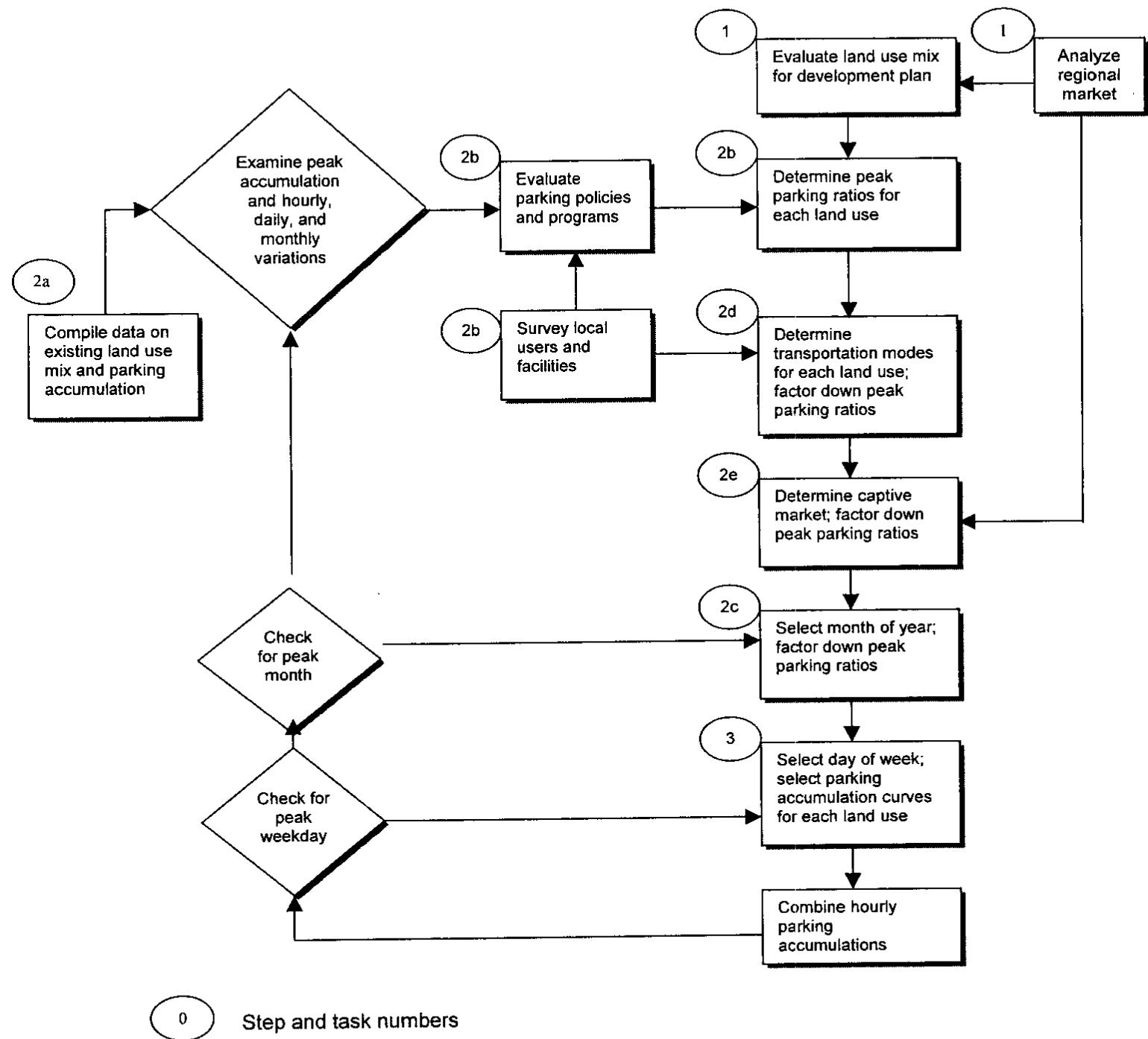
#### Parking Accumulation Curves

Parking accumulation represents the percent of peak parking utilized and is a function of how busy a land use is. Parking accumulation curves are based on those available in the ULI Shared Parking handbook. Some curves were modified to more accurately reflect the Jackson community by considering factors such as the hours of operation and pattern of use. Parking accumulation curves were created for the conference facilities, entertainment activities, ski area, health club, and resort staffing since no values for these activities were available in the Urban Land Institute literature.

Hotel:

Parking accumulation for hotel guests is based on the Urban Land Institute parking accumulation curves. These curves represent the scenario that parking accumulation increases as guest's check-in causing a peak in parking after guests have checked-in that remains high during the night until the morning when the accumulation drops due to guests leaving during the day. The summer parking accumulation was taken directly from ULI information. Based on past experience, the winter accumulation represents approximately 75% of the summer figures.

## Snow King Resort Master Plan – Parking



**Shared Parking Methodology**  
 (Source: Shared Parking, Urban Land Institute)  
**Figure P-5**

**Snow King Resort Master Plan – Parking Elements**

	Required Town of Jackson Units or SF (A)	Urban Land Parking Ratio per unit (B)	Urban Institute Parking Ratio per unit (C)	Proposed Composite Parking Ratio per unit (D)	Summer				Winter							
					Max. Parking Spaces Required (Unadjusted)	Parking Demand Eligible for Sharing (E)	Parking Demand Not Eligible for Sharing (F)	Transport. Mode Factor <sup>a</sup> (G)	Offsite User Factor <sup>b</sup> (H)	Adjusted Number of Spaces Required (I)	Max. Parking Spaces Required (Unadjusted)	Parking Demand Eligible for Sharing (J)	Transport. Mode Factor <sup>a</sup> (K)	Offsite User Factor <sup>b</sup> (L)	Adjusted Number of Spaces Required (M)	
Condominiums:																
Existing / Approved <sup>1</sup>	103	1.5	2.5	2.0	206	0	206		0	206	0	206				
Love (3 bedroom) <sup>2</sup>	53	1.5	2.5	2.0	106	0	106	0.80	1.00	0	106	0.80	1.00	0		
Hotel Guest Rooms																
Existing	204	0.75	1.25	1.00	204	0	0.60	1.00	1.22	204	0	0.50	1.00	102		
New	714	0.75	1.25	1.00	714	0	0.50	1.00	428	714	0	0.50	1.00	357		
Subtotal Guest Units	1074															
Conference (SF) (1/150)	76000	0.00667	0.5 <sup>d</sup>	0.00667	507	507	0	1.00	0.50	253	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	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	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	n/a	n/a	0	
Alpine Slide (Person/unit)	143	n/a	n/a	0.33	47	47	0	1.00	0.70	33	0	0	n/a	n/a	0	
Restaurant (Seats)	850	0.33	10 <sup>e</sup>	0.33	281	281	0	0.90	0.20	50	281	0	1.00	0.20	56	
Lounge/Bar (Seats)	250	0.5	10 <sup>e</sup>	0.5	125	125	0	0.90	0.40	45	125	0	1.00	0.40	50	
Commercial (SF) (1/250)	67200	0.002	4 <sup>e</sup>	0.004	269	269	0	0.90	0.50	121	269	0	1.00	0.50	134	
Health Club		n/a <sup>f</sup>	n/a	100	100	100	0	1.00	0.90	90	100	0	1.00	0.90	90	
Employees (1,000/rooms)	1074	n/a	n/a													
With Housing on Site <sup>c</sup>	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 <sup>g</sup>	n/a	130	0	0	0	1.00	1.00	130	130	0	1.00	1.00	130	
TOTALS:		n/a <sup>1</sup>	n/a <sup>1</sup>	2932	2572	360	n/a	n/a	1442	2989	2629	360	n/a	n/a	1455	

<sup>a</sup> Transportation Mode Factor = % of people driving

<sup>b</sup> Offsite User Factor = % of users from offsite (not staying at the resort)

<sup>c</sup> During winter 8 dedicated employee spaces will not be available

<sup>d</sup> Refers to parking spaces per seat/person

<sup>e</sup> Parking spaces per 1,000 sf

<sup>f</sup> Ski area parking ratio represents 2 units, assuming condos can be split into 2 separate rental units

<sup>g</sup> Health club parking ratio is broken down between employees, hotel rooms, and skiers

<sup>h</sup> See Table P-10 for parking totals using different parking ratios

**Snow King Resort - Required Parking Spaces**  
**Table P-6**

WEEKDAY												WEEKEND																											
SUMMER		Hotel & Conference		Theater		Ski Area		Resort Activities		Restaurant Lounge		Retail & Commercial		Health Club		Office		Employees		Employees		Hotel & Conference		Theater		Ski Area		Resort Activities		Restaurant Lounge		Retail & Commercial		Health Club		Office		Employees	
6:00 AM		100%		0%		0%		0%		0%		0%		0%		0%		0%		0%		0%		0%		0%		0%		0%		0%		0%		0%			
7:00 AM		87%		0%		0%		0%		50%		5%		20%		20%		45%		100%		70%		0%		0%		0%		25%		100%							
8:00 AM		66%		25%		0%		0%		85%		16%		20%		50%		100%		60%		15%		0%		0%		5%		10%		3%		30%		100%			
9:00 AM		55%		45%		0%		0%		10%		80%		32%		10%		100%		50%		25%		0%		0%		15%		12%		70%		90%					
10:00 AM		45%		60%		0%		0%		80%		50%		10%		100%		80%		40%		80%		30%		32%		15%		12%		70%		80%					
11:00 AM		35%		70%		0%		0%		85%		20%		10%		100%		80%		40%		80%		30%		50%		50%		15%		12%		70%		80%			
12:00 PM		30%		80%		0%		0%		70%		50%		10%		100%		80%		40%		80%		30%		50%		50%		15%		12%		70%		80%			
1:00 PM		30%		80%		0%		0%		70%		50%		10%		100%		80%		40%		80%		30%		50%		50%		15%		12%		70%		80%			
2:00 PM		35%		70%		0%		0%		70%		50%		10%		100%		80%		40%		80%		30%		50%		50%		15%		12%		70%		80%			
3:00 PM		35%		70%		0%		0%		70%		50%		10%		100%		80%		40%		80%		30%		50%		50%		15%		12%		70%		80%			
4:00 PM		45%		50%		0%		0%		80%		20%		70%		10%		100%		90%		40%		70%		10%		100%		30%		70%		90%					
5:00 PM		60%		30%		0%		0%		80%		50%		10%		100%		90%		40%		70%		10%		100%		30%		70%		90%							
6:00 PM		70%		20%		0%		0%		80%		50%		10%		100%		90%		40%		70%		10%		100%		30%		70%		90%							
7:00 PM		75%		15%		0%		0%		80%		50%		10%		100%		90%		40%		70%		10%		100%		30%		70%		90%							
8:00 PM		75%		15%		0%		0%		80%		50%		10%		100%		90%		40%		70%		10%		100%		30%		70%		90%							
9:00 PM		75%		15%		0%		0%		80%		50%		10%		100%		90%		40%		70%		10%		100%		30%		70%		90%							
10:00 PM		75%		15%		0%		0%		80%		50%		10%		100%		90%		40%		70%		10%		100%		30%		70%		90%							
11:00 PM		75%		15%		0%		0%		80%		50%		10%		100%		90%		40%		70%		10%		100%		30%		70%		90%							
12:00 AM		75%		15%		0%		0%		80%		50%		10%		100%		90%		40%		70%		10%		100%		30%		70%		90%							

### Parking Accumulation by Percent of Peak Parking

Summer Weekday	Condominiums		Hotel Guest Rooms		Lodging		Conferences		Resort Activities		Summer Weekday		Activity		Resort Amenities		Amenities		Employees			
	Existing	Proposed	Existing	New	Sub-Totals	Meeting & Groups	Theater	Skii Area & Other	Miniature Golf	Horseback	Alpine Skis	Sub-Totals	Restaurant	Bar	Retail & Commercial	Health Club	Sub-Totals	Guest Spaces	Total of Employees with Onsite Housing	Total Shared Non Shared Spaces Req		
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		
6:00 AM	n/a	n/a	122	428	551	0	0	0	0	0	0	0	0	0	0	0	0	18	18	569	156	
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	39	19	16	76	545	156	701	1442	
9:00 AM	n/a	n/a	67	256	323	114	0	0	0	0	3	3	40	36	39	14	85	550	140	691	1442	
10:00 AM	n/a	n/a	55	183	248	152	0	0	5	2	20	18	16	15	60	9	85	530	125	655	1442	
11:00 AM	n/a	n/a	43	150	183	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	588	125	631	1442	
1:00 PM	n/a	n/a	37	129	165	203	0	0	5	2	17	23	30	27	91	27	145	598	125	631	1442	
2:00 PM	n/a	n/a	43	150	193	177	0	0	6	3	23	32	25	23	68	18	129	556	125	681	1442	
3:00 PM	n/a	n/a	43	150	193	177	0	0	8	4	41	15	14	114	503	140	644	1442	1442	1442		
4:00 PM	n/a	n/a	55	183	248	76	75	0	7	3	26	37	10	9	67	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	66	206	302	101	67	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	346	456	76	108	0	0	0	0	0	26	23	79	32	153	631	105	947	1442	
9:00 PM	n/a	n/a	116	407	523	78	108	0	0	0	0	0	18	16	52	18	86	810	105	920	1442	
10:00 PM	n/a	n/a	122	428	551	51	108	0	0	0	0	0	10	9	52	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	0	590	156	746	1442

Summer Adjusted & Shared  
Hourly Peak Parking

Winter Weekday	Condominiums										Hotel Guest Rooms										Lodging										Convention										Movie										Resort Activities										Winter Weekday									
	Existing	Approved	Proposed	Existing	New	Total	Movie	Theater	Ski Area & Other	Miniature Golf	Alpine Rides	Total	Restaurant	Bar	Retail & Commercial	Health Club	Resort Amenities	Sub-Totals	Guest Spaces	Total of Employees w/ On-Site Housing	Total Shared Spaces	Total Non-Shared Spaces Req	Max Adjusted																																															
Peak Parking	n/a	n/a	n/a	102	357	459	253	137	130	0	0	130	56	50	134	90	274	1309	156	140	156	527	1465																																															
6:00 AM	n/a	n/a	n/a	77	268	344	0	0	0	0	0	0	0	0	0	27	63	371	156	527	1465																																																	
7:00 AM	n/a	n/a	n/a	56	232	288	0	0	0	0	0	0	28	25	7	32	57	390	156	546	1465																																																	
8:00 AM	n/a	n/a	n/a	51	179	230	38	0	13	0	0	0	48	43	13	32	84	403	156	559	1465																																																	
9:00 AM	n/a	n/a	n/a	41	143	184	63	0	13	0	0	0	45	40	27	83	386	140	526	1465																																																		
10:00 AM	n/a	n/a	n/a	36	125	161	76	0	39	0	0	0	20	18	47	106	379	125	494	1465																																																		
11:00 AM	n/a	n/a	n/a	28	90	115	101	0	52	0	0	0	11	16	60	36	149	354	125	459	1465																																																	
12:00 PM	n/a	n/a	n/a	28	85	115	101	0	65	0	0	0	5	31	28	67	54	158	396	125	520	1465																																																
1:00 PM	n/a	n/a	n/a	26	89	115	101	0	65	0	0	0	34	30	74	54	128	408	125	532	1465																																																	
2:00 PM	n/a	n/a	n/a	26	89	115	89	0	72	0	0	0	28	25	67	36	109	360	125	484	1465																																																	
3:00 PM	n/a	n/a	n/a	28	89	115	83	14	72	0	0	0	17	15	67	115	318	140	458	1465																																																		
4:00 PM	n/a	n/a	n/a	36	125	161	38	61	65	0	0	0	11	10	60	45	143	387	140	527	1465																																																	
5:00 PM	n/a	n/a	n/a	45	181	207	39	61	65	0	0	0	14	13	54	77	175	453	140	603	1465																																																	
6:00 PM	n/a	n/a	n/a	56	196	252	51	68	65	0	0	0	28	25	80	90	182	575	125	700	1465																																																	
7:00 PM	n/a	n/a	n/a	56	198	252	51	82	65	0	0	0	28	25	67	80	148	585	125	720	1465																																																	
8:00 PM	n/a	n/a	n/a	66	232	298	38	82	52	0	0	0	28	25	60	63	84	596	109	704	1465																																																	
9:00 PM	n/a	n/a	n/a	71	250	321	38	75	28	0	0	0	20	18	46	48	548	109	657	1465																																																		
10:00 PM	n/a	n/a	n/a	77	268	344	25	55	7	0	0	0	11	10	20	18	8	484	140	624	1465																																																	
11:00 PM	n/a	n/a	n/a	77	268	344	0	41	0	0	0	0	0	0	0	0	0	401	156	557	1465																																																	
12:00 AM	n/a	n/a	n/a	77	268	344	0	27	0	0	0	0	0	0	0	0	0	372	156	528	1465																																																	

Winter Weekend	Condominiums										Hotel Guest Rooms										Lodging										Convention										Movie										Resort Activities										Winter Weekend									
	Existing	Approved	Proposed	Existing	New	Total	Movie	Theater	Ski Area & Other	Miniature Golf	Alpine Rides	Total	Restaurant	Bar	Retail & Commercial	Health Club	Resort Amenities	Sub-Totals	Guest Spaces	Total of Employees w/ On-Site Housing	Total Shared Spaces	Total Non-Shared Spaces Req	Max Adjusted																																															
Peak Parking	n/a	n/a	n/a	102	357	459	253	137	130	0	0	130	56	50	134	90	274	1309	156	140	156	527	1465																																															
6:00 AM	n/a	n/a	n/a	77	268	344	0	0	0	0	0	0	0	0	0	344	156	500	1465																																																			
7:00 AM	n/a	n/a	n/a	56	232	288	0	0	0	0	0	0	28	25	7	14	82	372	156	528	1465																																																	
8:00 AM	n/a	n/a	n/a	51	179	230	25	0	0	0	0	0	48	43	22	18	110	365	156	541	1465																																																	
9:00 AM	n/a	n/a	n/a	41	143	184	38	0	0	0	0	0	45	40	43	27	112	376	140	517	1465																																																	
10:00 AM	n/a	n/a	n/a	36	125	161	38	0	0	0	0	0	20	18	57	27	124	330	125	485	1465																																																	
11:00 AM	n/a	n/a	n/a	26	89	115	51	0	0	0	0	0	11	10	67	27	182	301	125	426	1465																																																	
12:00 PM	n/a	n/a	n/a	26	89	115	51	48	85	0	0	0	31	28	98	36	167	406	125	531	1465																																																	
1:00 PM	n/a	n/a	n/a	26	89	115	51	48	85	0	0	0	34	30	101	36	150	414	125	539	1465																																																	
2:00 PM	n/a	n/a	n/a	26	89	115	51	48	91	0	0	0	28	25	98	27	130	391	125	518	1465																																																	
3:00 PM	n/a	n/a	n/a	28	89	115	38	48	78	0	0	0	17	15	97	18	126	347	140	488	1465																																																	
4:00 PM	n/a	n/a	n/a	36	125	161	13	75	55	0	0	0	11	10	89	27	138	385	140	526	1465																																																	
5:00 PM	n/a	n/a	n/a	46	161	207	13	75	52	0	0	0	14	13	81	45	143	447	140	531	1465																																																	
6:00 PM	n/a	n/a	n/a	58	198	252	25	102	52	0	0	0	28	25	82	36	143	551	140	582	1465																																																	
7:00 PM	n/a	n/a	n/a	56	198	252	25	109	52	0	0	0	28	25	91	130	559	1465																																																				
8:00 PM	n/a	n/a	n/a	66	232	298	13	108	52	0	0	0	28	25	87	18	75	579	129	688	1465																																																	
9:00 PM	n/a	n/a	n/a	71	250	321	13	109	59	0	0	0	20	18	58	0	40	538	109	847	1465																																																	
10:00 PM	n/a	n/a	n/a	77	268	344	13	96	13	0	0	0	11	10	30	0	8	503	140	644	1465																																																	
11:00 PM	n/a	n/a	n/a	77	268	344	0	89	0	0	0	0	0	0	0	0	0	449	156	605	1465																																																	
12:00 AM	n/a	n/a	n/a	77	268	344	0	82	0	0	0	0	0	0	0	0	0	428	156	582	1465																																																	

Summer	Winter	
2256	2321	Town of Jackson Parking Requirement (Total Parking) <sup>a</sup>
n/a <sup>c</sup>	n/a <sup>c</sup>	Urban Land Institute Parking Requirement (Total Parking) <sup>a</sup>
2932	2989	Composite Parking Requirement (Total Parking) <sup>a</sup>
1292	1376	Town of Jackson Parking Requirement with Transportation Factor and Non-Resort User Factor <sup>b</sup>
n/a <sup>c</sup>	n/a <sup>c</sup>	Urban Land Institute with Transportation Factor and Non-Resort User Factor <sup>b</sup>
1442	1465	Estimated Composite Parking Required with Transportation Factor and Non-Resort User Factor <sup>b</sup>
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

<sup>a</sup> Required parking numbers represent the parking required for each use separately with no credit given for combined trips or alternative transportation

<sup>b</sup> Parking numbers represent the required parking based on parking ratios with credit given for combined trips and alternative transportation

<sup>c</sup> Complete parking demands can not be computed since several land uses exist in Jackson which are not included in the ULI parking ratios

**Required Parking Summary**  
**Table P-10**

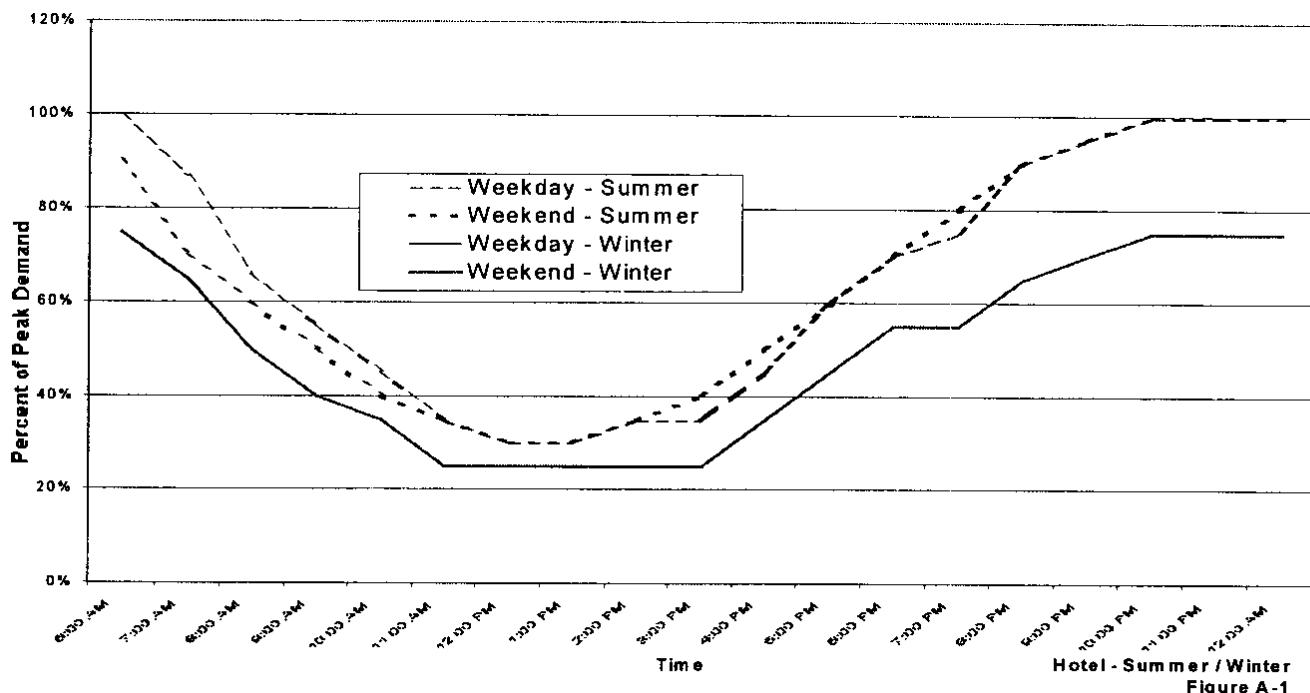
## Snow King Resort Master Plan – Parking Elements

### Appendix A Parking Accumulation Curves

Parking accumulation represents the percent of peak parking utilized and is a function of how busy a land use is. Parking accumulation curves are based on those available in the ULI Shared Parking handbook. Some curves were modified to more accurately reflect the Jackson community by considering factors such as the hours of operation and pattern of use. Parking accumulation curves were created for the conference facilities, entertainment activities, ski area, health club, and resort staffing since no values for these activities were available in the Urban Land Institute literature.

#### Hotel:

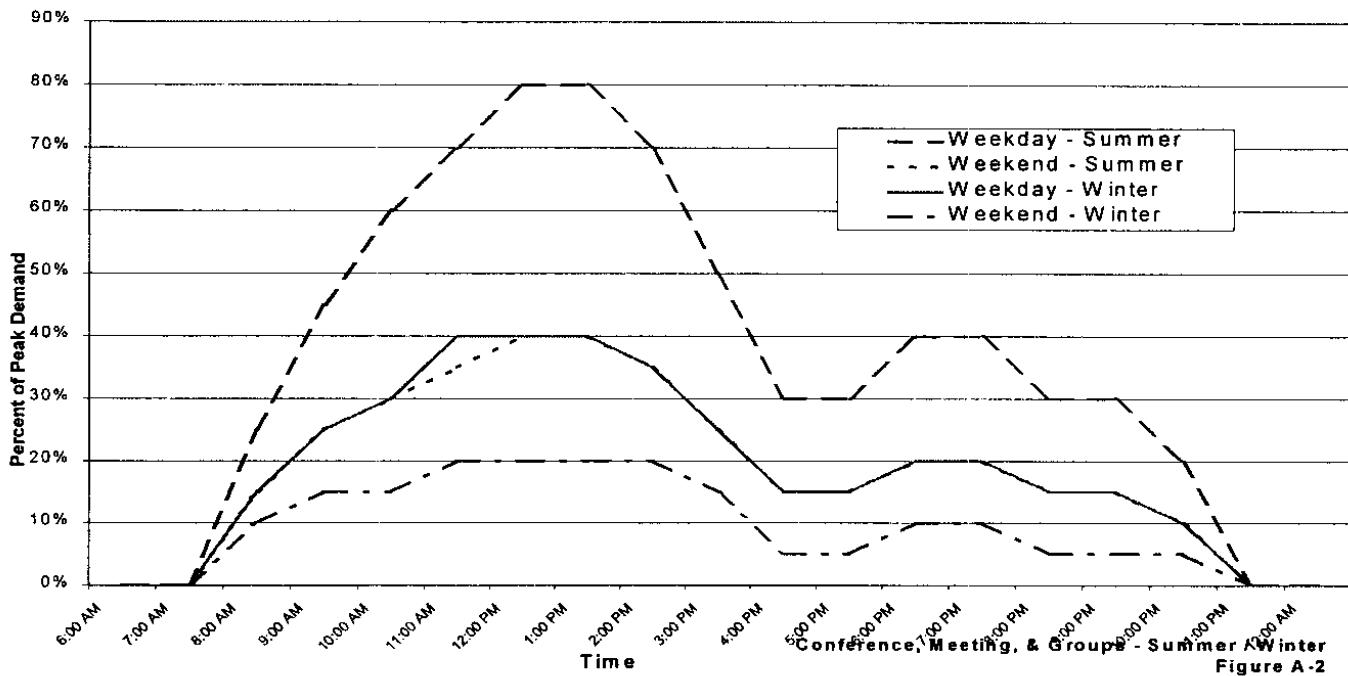
Parking accumulation for hotel guests is based on the Urban Land Institute parking accumulation curves. These curves represent the scenario that parking accumulation increases as guests check-in causing a peak in parking after guests have checked-in that remains high during the night until the morning when the accumulation drops due to guests leaving during the day. The summer parking accumulation was taken directly from ULI information. Based on past experience, the winter accumulation represents approximately 75% of the summer figures.



## Snow King Resort Master Plan – Parking

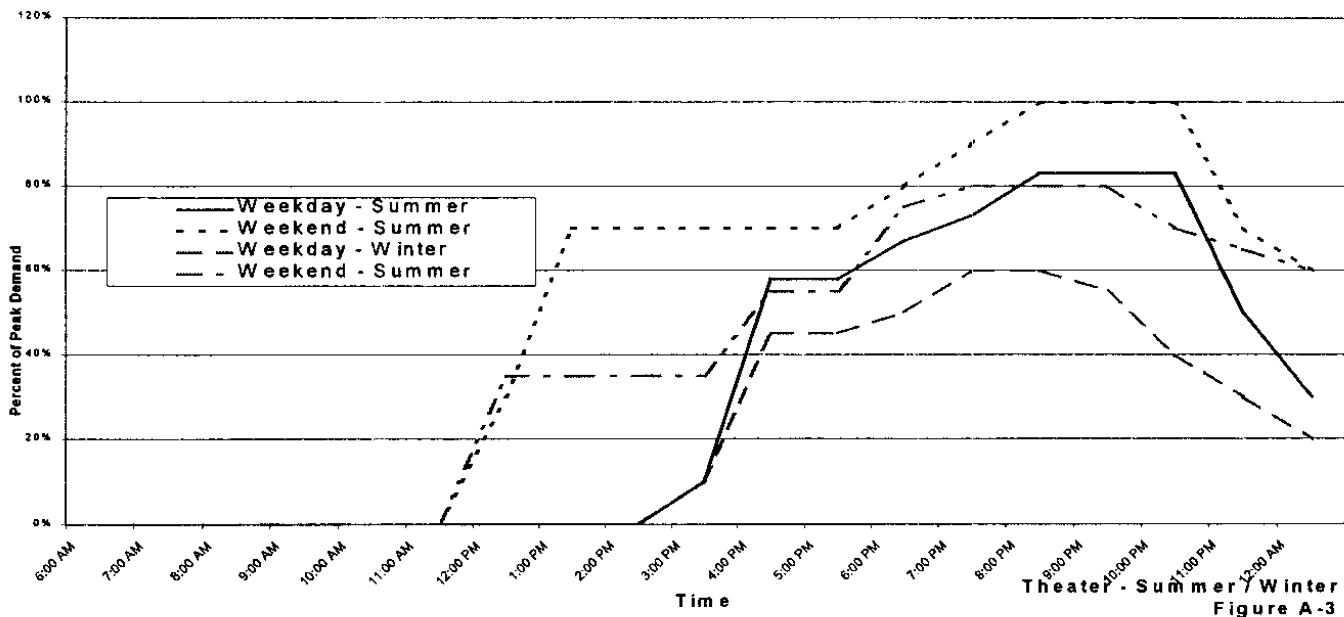
### Conference, Meetings, & Groups:

No parking accumulation curves were available from the Urban Land Institute for hotel conference space. Parking accumulation curves were generated based on past and projected use. Summer weekday provided the heaviest use of the facilities peaking between 12:00 p.m. and 1:00 p.m. with an additional peak in the evening hours between 6:00 p.m. and 7:00 p.m. summer weekend use is approximately half of the weekday use. Winter use is approximately half of the summer use.



### Theater:

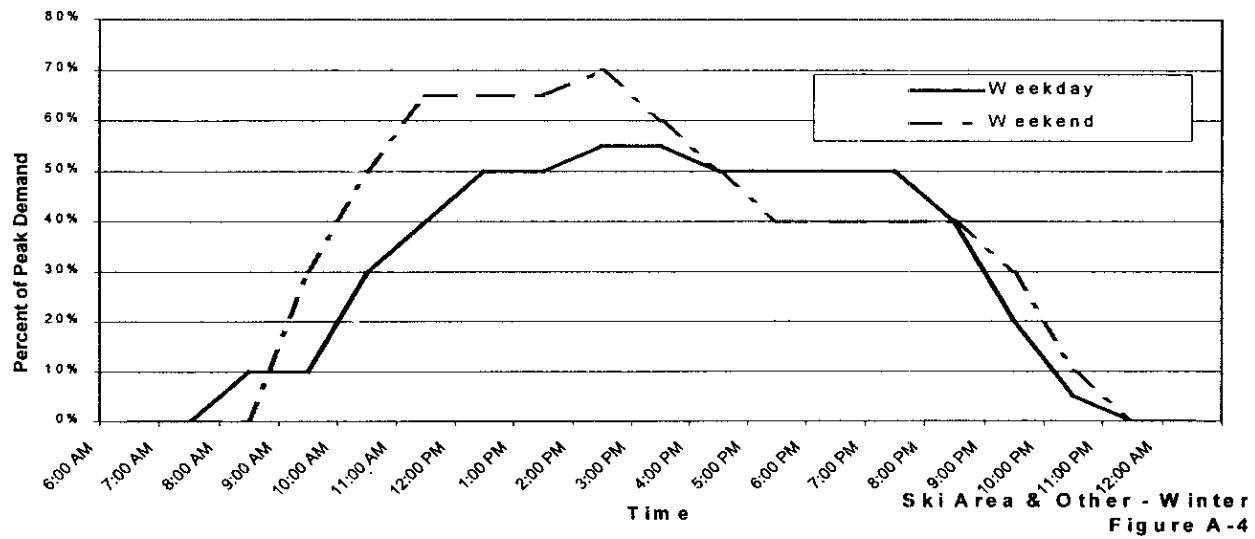
Parking accumulation curves come directly from the ULI recommendations. Summer months represent the busiest season because of the summer releases. Additionally, increased visitor traffic also increases demand on theater parking. Heaviest use occurs during the summer weekend evenings, with summer weekdays having slightly less use. Winter is represented with less use than the summer months.



## Snow King Resort Master Plan – Parking

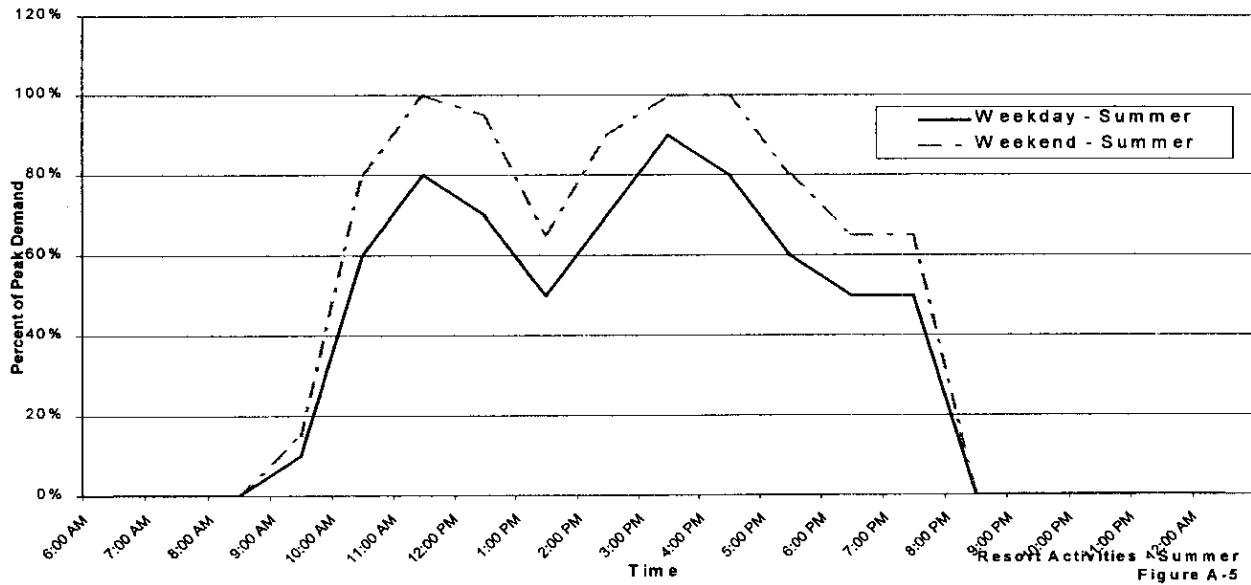
### Ski Area & Other:

No parking accumulation curves were available from the ULI to represent demand on ski areas. Parking accumulation curves were generated based on experience with past use. Snow King typically sees two daily peaks corresponding to use during lunch as well as after school. The later peak generally continues into the evening hours. Weekends have a higher peak use with lower use in the evening.



### Resort Activities:

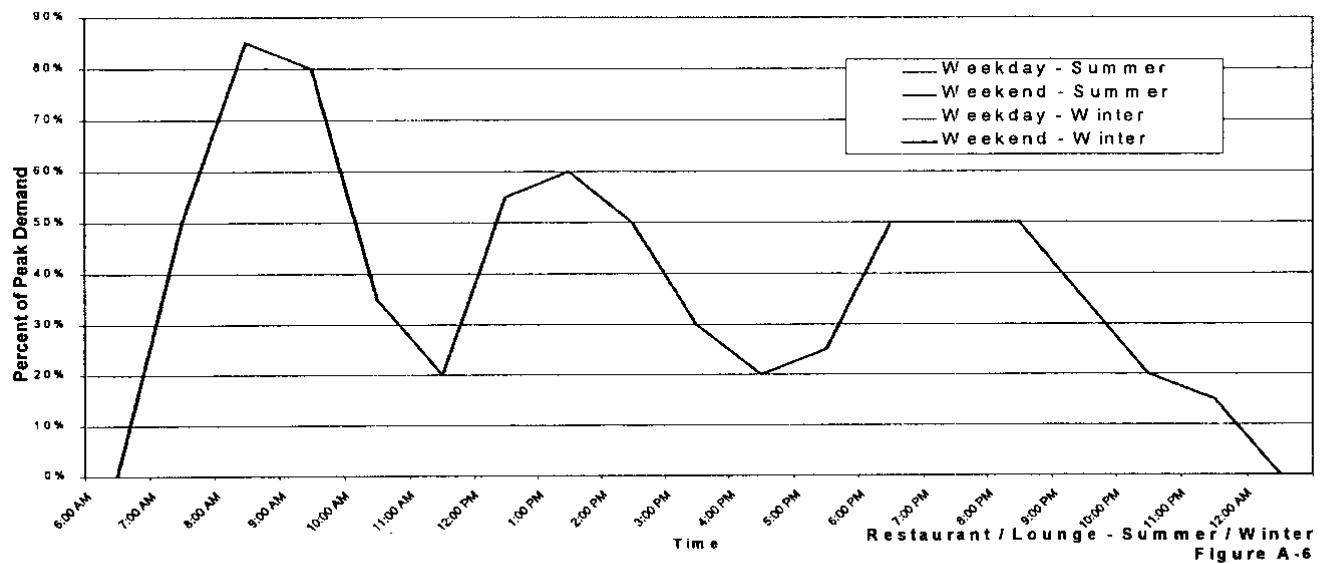
No parking accumulation curves were available from the ULI to represent demand on resort activities. Parking accumulation curves were generated based on experience with past use. The ski area typically sees two daily peaks corresponding to use before lunch as well as before dinner. Weekends have a higher use than weekdays.



## Snow King Resort Master Plan – Parking

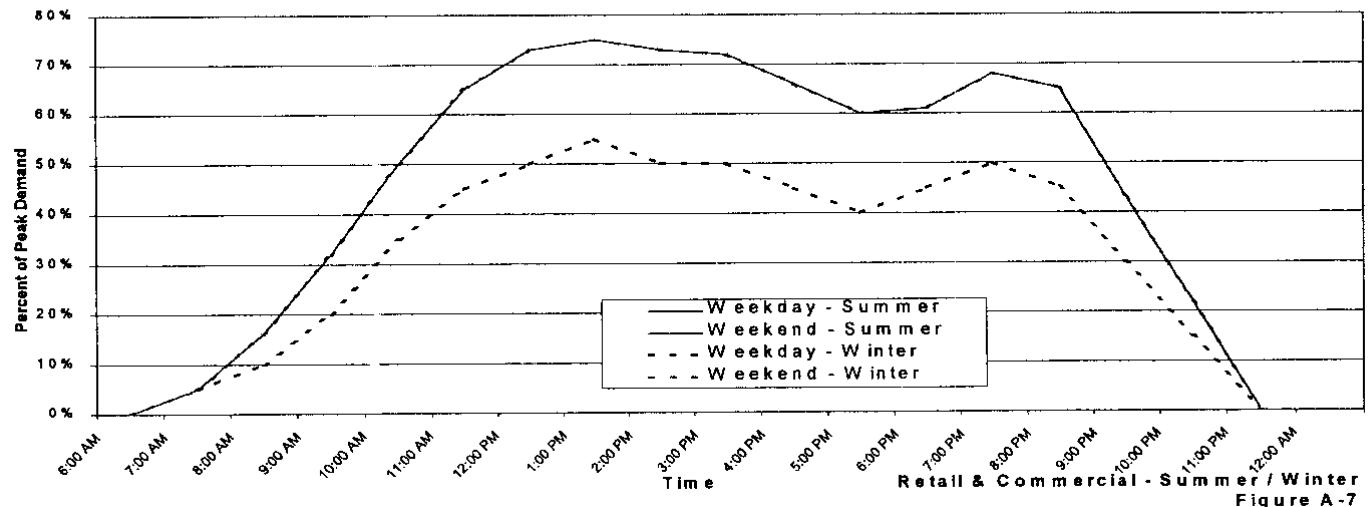
### Restaurant & Lounge:

ULI hotel restaurant and lounge parking accumulation curves were consulted, however, the different hours of Snow King's restaurant and lounge required a new curve. The new parking accumulation curve was generated based on past experience and represented composite use of both the restaurant and the bar. The curve shows three peaks corresponding to meal times. Breakfast is the largest of the peaks followed by lunch and dinner. The dinner peak extends until approximately 9:00 p.m. to compensate for evening use of the bar.



### Retail & Commercial:

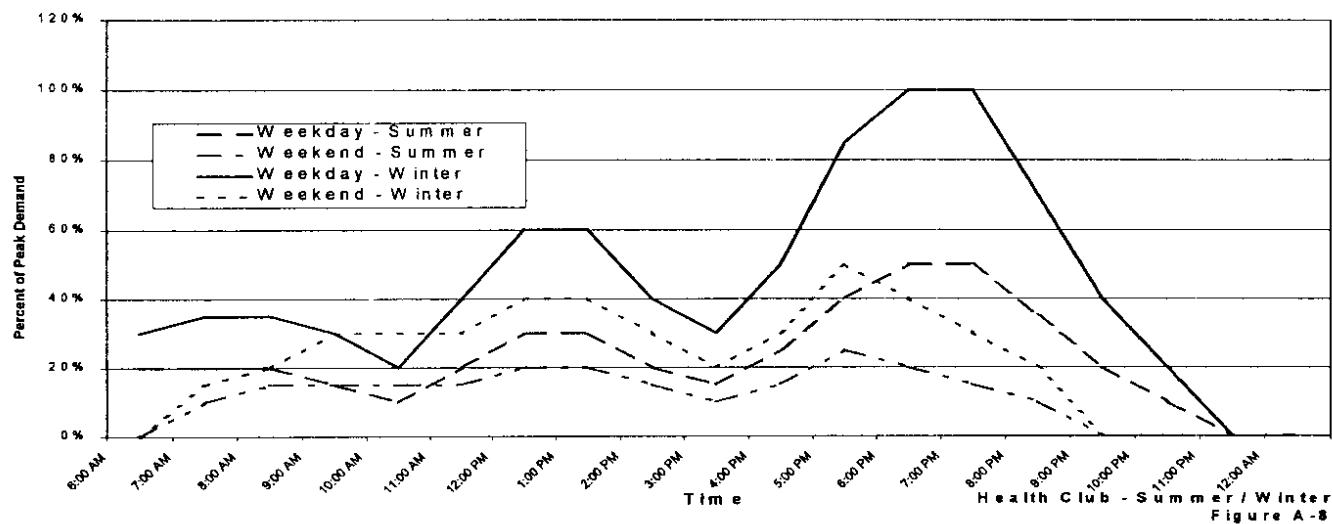
Parking accumulation curves come from the ULI recommendations with an increase in evening use to correspond with visitor shopping patterns. Summer represents the highest demand during the midday with a second peak in the evening. Winter demand is reduced from the summer demand.



## Snow King Resort Master Plan – Parking

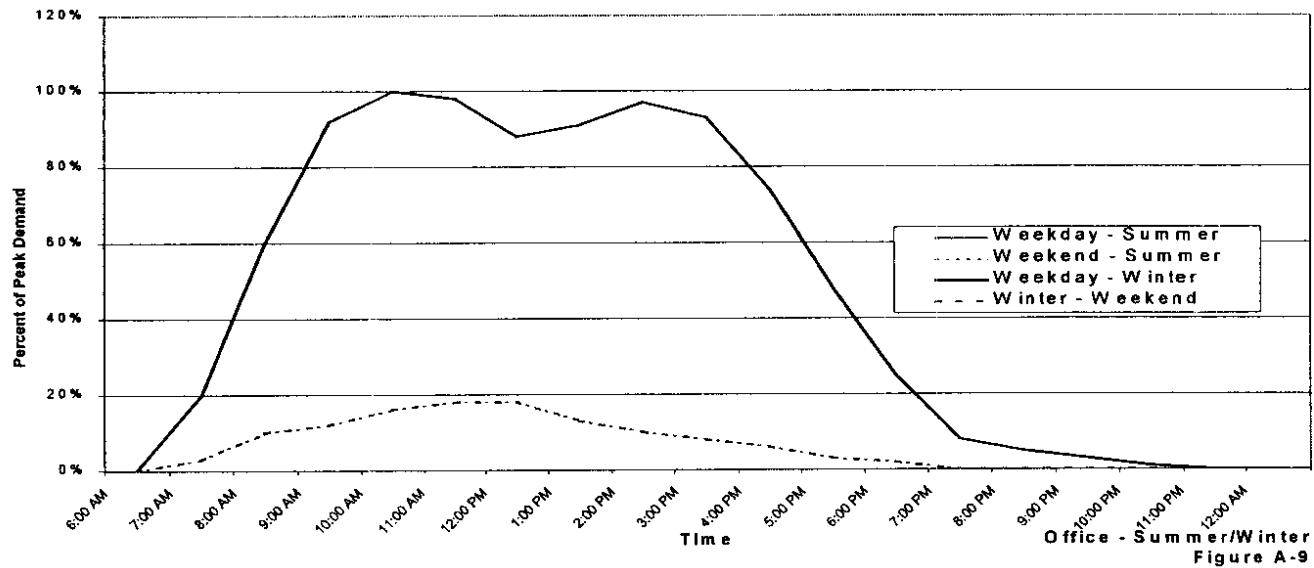
### Health Club:

No parking accumulation curves were available from the ULI to represent demand on health clubs. Seasonal demand varied significantly. The largest demand occurs during winter weekdays after work. Weekends and summer weekdays have significantly smaller peaks. Peaks during the weekdays represent times before and after work as well as during lunch.



### Office:

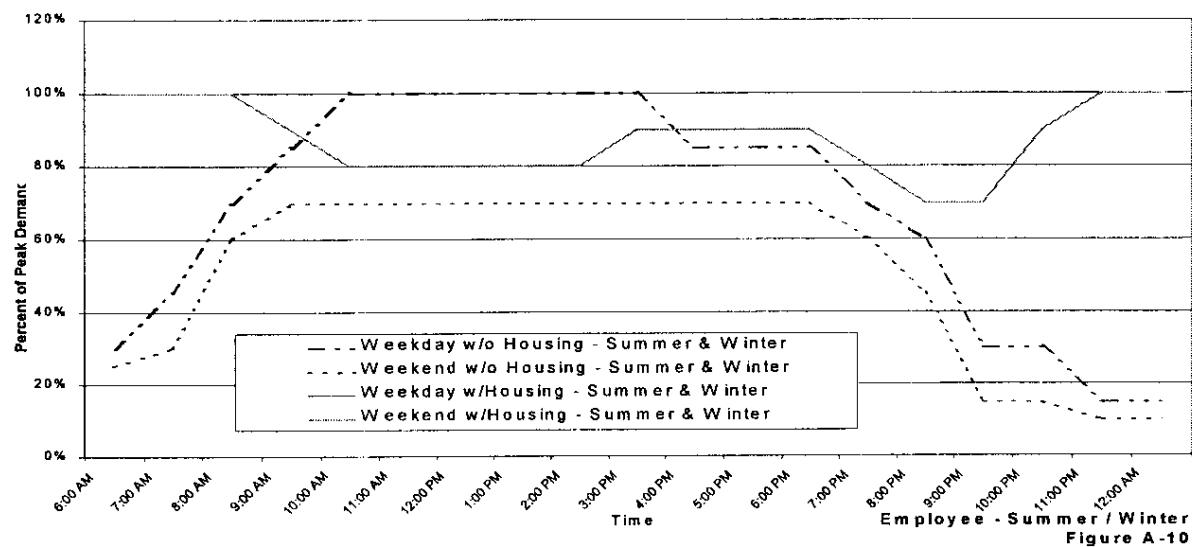
Parking accumulation for office use is based on the Urban Land Institute parking accumulation curves. This category of use has little influence on the overall parking because there are no offices located within the proposed use.



## Snow King Resort Master Plan – Parking

### Employee:

No parking accumulation curves were available from the ULI to represent parking demand created by hotel employee use. Additionally, there are two types of employees to be considered, those housed on site and those coming from offsite. For the employees housed on site, the parking accumulation was about 80% for most of the day with a slight drop in the evening which increases again starting at 9:00p.m. For the employees with offsite housing, parking accumulation was created using the staffing schedule. Offsite employees parking showed an accumulation of 100% by 10:00a.m. which remained high until about 3:00 p.m. when employees began leaving.



## Snow King Resort Master Plan - Parking Elements

### Appendix 8

#### A Discussion of Assumptions in Table P-4: Required Parking Spaces

Each land use and corresponding parking ratio is examined to determine the required number of parking spaces for both the summer and winter season. It is proposed that some of these parking spaces are available for a shared parking system. The parking quantities are split into shared parking and non-shared parking. These quantities are adjusted further to compensate for alternative transportation use and multi-stop auto trips. The computations produce the "adjusted number of spaces required" which represents the number of spaces that would be required if each land had to provide its own separate parking lot.

Parking ratios (Table P-4, Column D):

The parking ratio relates the required number of parking spaces to units of a land use (i.e. the number of hotel rooms or number of theater seats). The parking ratios utilize the [Jackson Comprehensive Plan](#) parking standards except as noted.

The exceptions include parking ratios for lodging, miniature golf, and the alpine slide. Other ratios including the Snow King Ski Area and the health club are based on a maximum number of users likely to be using the facilities at a given time.

The lodging ratio was revised upward from 0.75 parking spaces per unit to 1.0 parking spaces per unit to compensate for employees not housed on site. This increase improves parking capacity since the comprehensive plan appears to already include employees in the parking ratio.

The comprehensive plan does not include a miniature golf parking ratio. This analysis utilized 0.7 spaces per miniature golf hole. This ratio assumes that the golf course is frequented by larger groups who typically carpool and that the course can accommodate slightly less than one group per hole.

The alpine slide ratio assumes a similar ratio to a theater, which requires a ratio of 0.33 spaces per user. The number of users is based on revenue from the slide, which is converted to users per hour. The number calculated is likely to be conservative since it cannot account for users who typically ride the slide more than once.

The Snow King Ski Area and skating rink parking spaces are based on past use. The ski area has excess capacity to serve its users, a pattern, which is likely to continue. The anticipated parking requirement is 130 parking spaces. Most large functions such as the fireman's ball and the ski club ball occur during the off- season when excess parking is available.

The health club parking is based on the number of users expected. It is expected that a large percentage of locals will use the club with most driving independently. The health club will require 100 parking spaces.

Number of spaces required (unadjusted) (Table P-4, Columns E & K):

This number represents the parking required for each land use if it were standing alone. The amount of parking is generated by applying the parking ratio to the appropriate number of units. This number is larger than what will ultimately be required since many of the land uses will share the parking area allowing users to park once and use several facilities.

Number of spaces available/not available for sharing (Table P-4, Columns F/G & UM):

A portion of the proposed parking will be available for shared use. In order for shared use to work, it is best if there is a central, easily accessed parking area. Since the periphery buildings have parking lots in various locations and sizes, these will not be included in the available shared parking space number. Furthermore, existing condos or approved condos with their own parking will not be included in any of the shared parking.

Transportation mode factor (Table P-4, Columns H & N):

Snow King Resort's use of shuttle busses and its proximity to the START bus system allow guests travel around the town and county without depending on automobiles. In fact a large percentage of guests do not impact the parking facilities since they fly or are bused to Jackson. The TMF enables the parking to be

## Snow King Resort Master Plan - Parking

adjusted for the low use of cars by guests visiting the resort. This factor can also be applied to any land use where alternative transportation modes are used. A factor of 1.0 indicates that every user is driving a car, while the summer lodging factor of 0.60 indicates 60% of the guests drive. A justification of the lodging's transportation mode factor based on existing use is available in **Figure 8 -1**.

### Typical Summer Day

Number of Rooms Occupied	Type of Guest	Mode of Transport	Percent	Number of Parking Spaces Occupied
30	Bus Tour	Bus	100%	6
145	Convention	Fly & Bus	<b>49%</b>	
		Fly & Drive	21%	30
		Drive	30%	<b>44</b>
25	independent Traveler	Drive	100%	25
200	Total Rooms		Total Spaces =	105

#### Transportation Mode Factor total Occupied Car Spaces

$$\begin{aligned}
 \text{Total Occupied Rooms} \\
 = & \frac{105}{200} \\
 & = 52\% \\
 \text{Therefore, } & \text{ 60% appears a reasonable} \\
 & \text{Transportation mode Factor}
 \end{aligned}$$

### Typical Winter Day

Number of Rooms Occupied	Type of Guest	Mode of Transport	Percent	Number of Parking Spaces Occupied
5	Bus Tour	Bus	100%	3
35	Convention	Fly & Van	56%	
		Fly & Drive	<b>24%</b>	8
		Drive	20%	7
60	independent Traveler	Fly & Van	56%	
		Fly & Drive	14%	8
		Drive	30%	18
100	Total Rooms		Total Spaces =	45

#### Transportation Mode Factor total Occupied Car Spaces

$$\begin{aligned}
 \text{Total Occupied Rooms} \\
 = & \frac{45}{100} \\
 & = 45\% \\
 \text{Therefore, } & \text{ 50% appears a reasonable} \\
 & \text{Transportation mode Factor}
 \end{aligned}$$

Lodging Transportation Mode Factor  
 Snow King Resort: Present Situation  
 Table 8-1

## **Snow King Resort Master Plan - Parking**

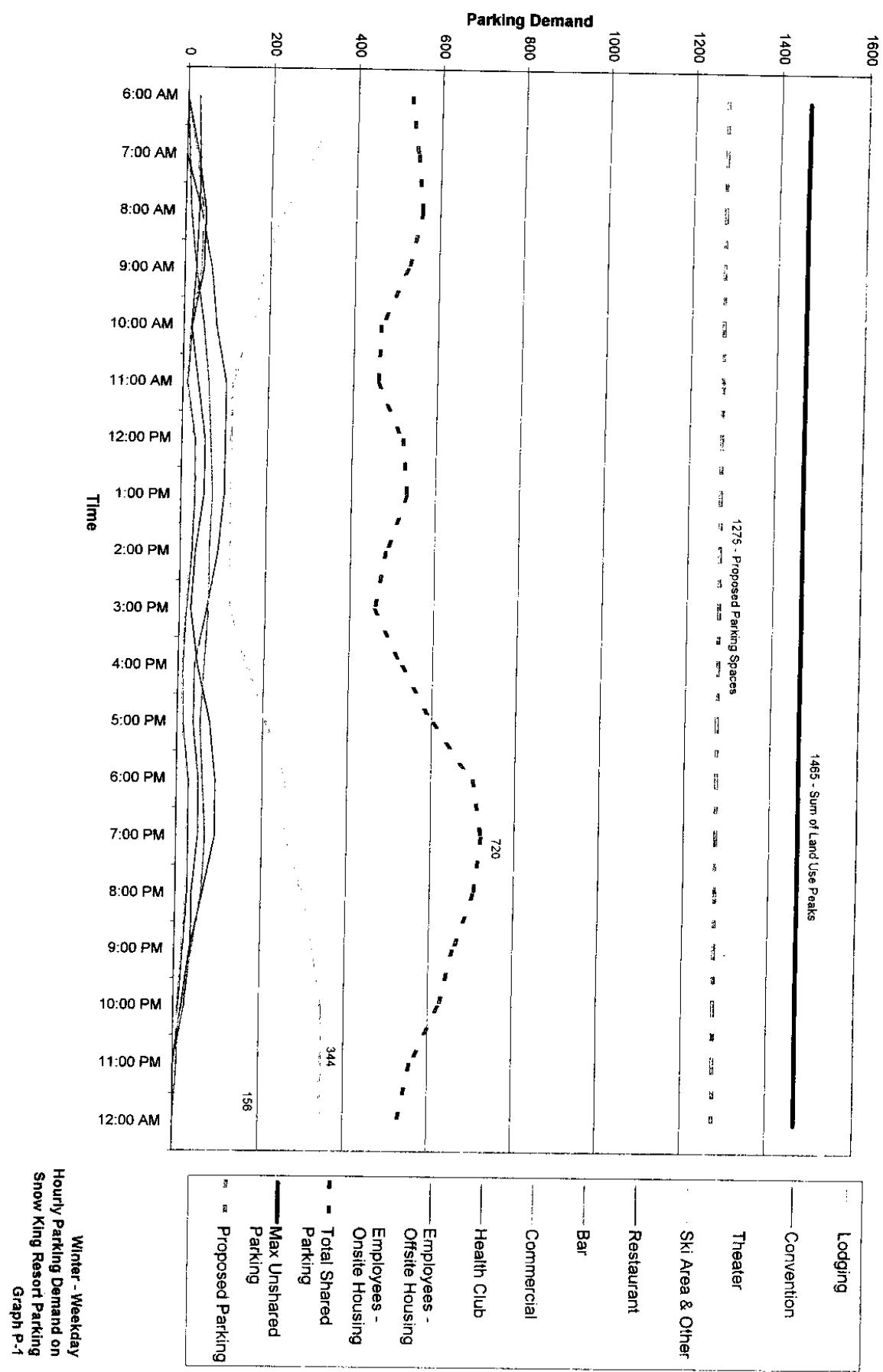
Offsite user factor (Table P-4, Columns I & O):

This factor indicates how many users come from offsite to use a facility. It is likely that many of the conference participants or restaurant and bar patrons will also be hotel guests, so the OUF will allow the required parking to be adjusted for this internal trip. An OUF of 1.0 indicates that 100% of the users come from offsite, while the summer conference factor of 0.50 indicates that 50% of conference attendees come from offsite. This factor allows the required parking to be adjusted so that guests are not counted twice in the parking demand.

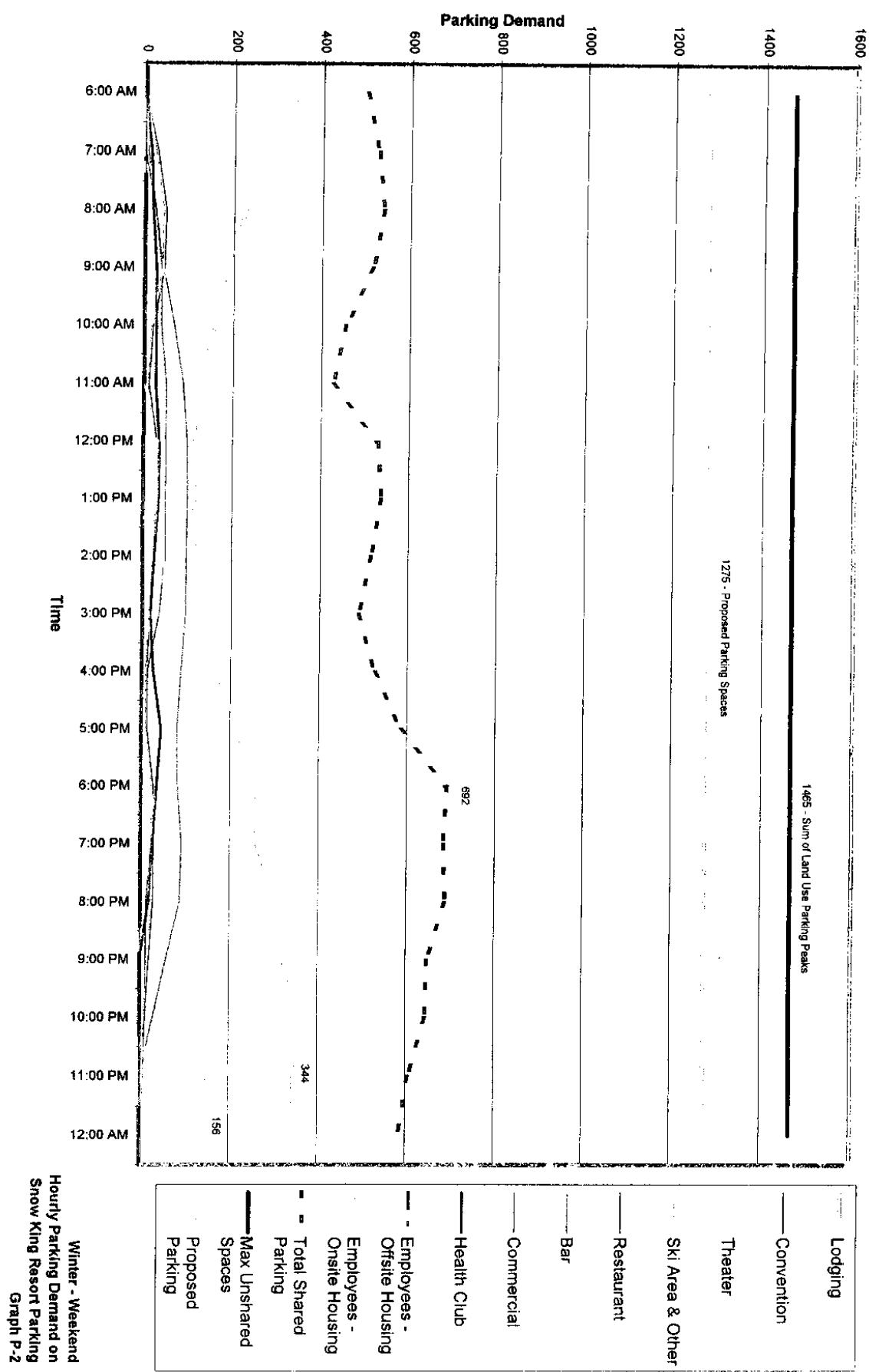
Adjusted number of spaces (Columns J & P):

This number represents a reduction in required parking after the TMF and the OUF are applied. This number is a more accurate estimate of the required parking since it avoids counting users more than once and considers users who use alternative transportation. This number does not yet include any sharing of parking spaces

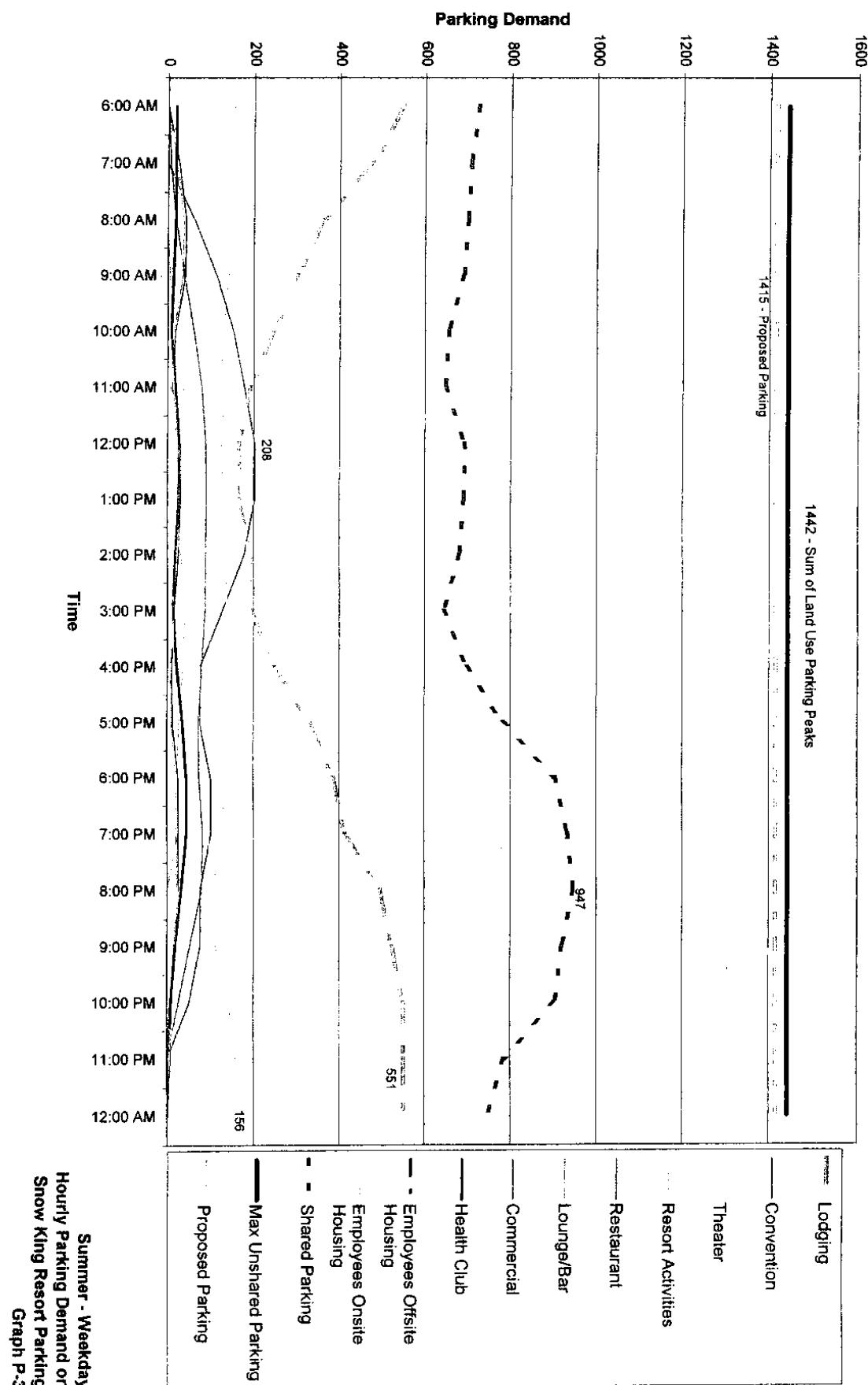
**Snow King Resort Master Plan - Parking Elements**



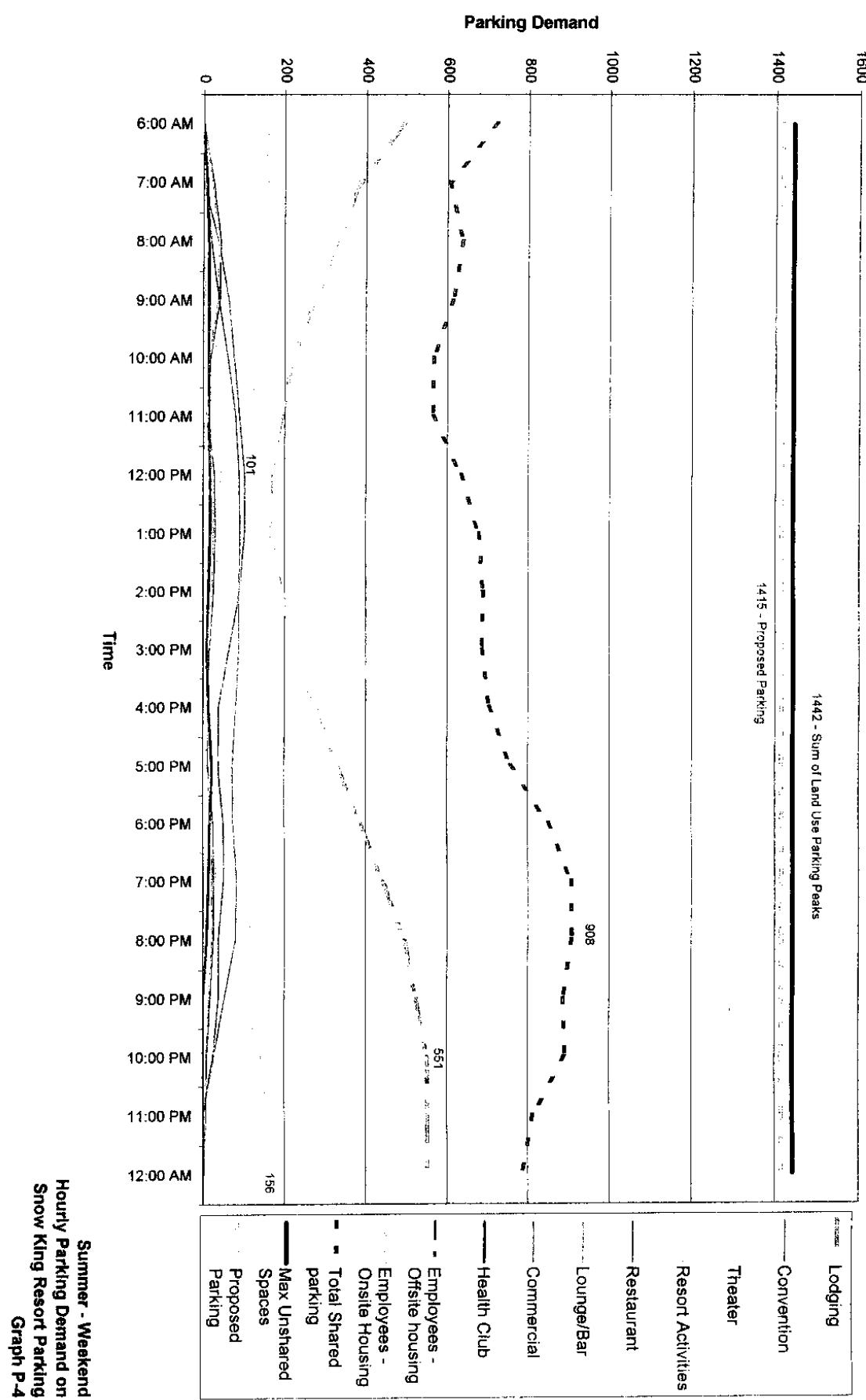
## Snow King Resort Master Plan - Parking Elements



Snow King Resort Master Plan - Parking Elements



Snow King Resort Master Plan - Parking Elements



## IX. CAPITAL IMPROVEMENTS PLAN

### A. Introduction and Summary

The Snow King Water Supply, Wastewater Management and Storm Water Discharge Systems are designed and developed to meet the critical requirements associated with the function of such a vital gathering center. The Snow King Resort Comprehensive Master Plan represents urban planning that incorporates both destination vacationers and local commerce. Due to the difficulty of consistently servicing such a varying utility demand, peak design considerations were used in the design.

In establishing flow characteristics for the Resort, quantities of water consumption and wastewater production were calculated utilizing historical prediction charts for each service type and then applying this rate to the square footage of the service area. The square footage and water volume values have been summarized in the enclosed "Water and Waste Water Usage Table." It is necessary to keep in mind that this table reflects both the amount of water usage and the amount of water discharged, and has no allocation for water consumption use. The additional consumption use refers to the volume of water lost, evaporated, transpired, or otherwise utilized through leakage, washing, lawn irrigation or utility use. This quantity has been accounted for in the water service design considerations.

Total water usage is based on domestic needs, fire sprinkler suppression, (fire sprinkler suppression and fire hydrant demands are based upon minimum regulatory fire flow and flow duration requirements per Uniform Fire Code [UFC]), irrigation needs and fire hydrant flow requirements. The domestic water demand takes into account both the existing probable peak usage in addition to the proposed Master Plan peak flow rate of 223 gpm. Total peak demand is then calculated by uses expected from such resort facilities. This peak demand is 2,300 gpm. It is essential to understand that a flow of 2,300 gpm includes fire suppression of 1750 gpm, which is not a normal daily system demand. Thus, when removing the fire suppression, normal peak-operating demand is found. The resulting normal peak operating demand is approximately 550 gpm.

The existing and future water usage predictions previously noted do not consider water required for snow making. The Town of Jackson has been concerned about utilizing potable supplies for snowmaking. Snow King has additionally been concerned that the Town of Jackson water is warmer than ideal for snowmaking. To address these concerns, snowmaking water capacity will be expanded this summer (2000) in a joint project with the Town of Jackson to bring cooler water from Flat Creek to the Summit Lift pump house.

The wastewater sanitary system considers the existing Town of Jackson infrastructure capacity, potential wastewater produced by the current land use plan, and the potential flow created by this Snow King Master Plan. The current peak flow is 106 gpm. The proposed Master plan creates an additional 305 gpm. Existing upstream land use has the potential to produce an additional peak flow of 35 gpm. These peak flows are calculated from average day flows that are increased based on a peak flow multiplier. This peak flow multiplier has been produced from previous Town of Jackson maximum day vs. average day wastewater studies. The result is a total potential peak wastewater flow of 796 gpm. Maximum development of the Master Plan exceeds the existing Town of Jackson West Karns Avenue infrastructure by 245 gpm. The additional peak hour flows require the existing 8-inch diameter line located on West Karns, north of the rodeo grounds be increased to a 10-inch diameter line. The capacity of the existing 8-inch diameter interceptor is 593 gpm. This Town of

Jackson interceptor should be upgraded when the percentage of wastewater produced by the Master Plan exceeds eighty percent of the 593 gpm, or 475 gpm. Planning for these costs should be a consideration in the Master plan phases of construction. (See supporting water and sewerage design consideration calculations.)

Storm water runoff considerations are calculated in a similar manner. Design considerations give respect to existing Resort usage and Master Plan development.

Runoff calculations are based on the Jackson Rainfall Intensity Duration data for 10-year and 100-year event frequencies. Detention basins of natural appearance have been designed and designated to accommodate the 10-year storm event. Discharge leaving detention areas will not exceed the predevelopment rate for a 10-year storm. Storm water runoff generated from 1-year to 10-year events release the highest concentration of pollutants and settleable solids. These storms will pass through treatment facilities located at the catch basin receptacles. These storm water catch basins will remove the pollutants without possible re-suspension by future runoff events.

The Storm Water Runoff from the developed site will proceed directly to a Town of Jackson collection facility, but shall not discharge at a rate greater than the 10-year and 100-year predevelopment rate. Storm water runoff from the Forest Service property will be naturally diverted around the Resort. The 100-year storm event will bypass the detention areas and be handled by the proposed storm water facilities that connect to the Town of Jackson system.

Consideration has also been given to other utilities. Electricity, gas, cable TV and telephone are all available at the site and will be expanded as needed. Private in-resort telephone and broadband capabilities will also be expanded as needed. Two-way radio, telephone and internet capabilities at our mountain-top (Snow King West) site is also used by the Resort to provide broadband connectivity.

## **B. Water Supply System Plan**

The Snow King Resort Water Supply System Plan was developed to meet the critical requirements associated with public water distribution. The first requirement was to determine the quantity of water need for domestic supply to accommodate the proposed facilities. The second objective is to provide fire flow suppression through fire sprinkler and fire hydrant supply.

### Design Consideration - Water Service

#### 1) Potential Flow Required by Master Plan

The practice for predicting water consumption was to develop a system capable of meeting maximum day demand

### **Existing and Master Plan Combined**

$$\begin{array}{lcl} \text{Max Daily Flow} & = & 319,800 \text{ gpd} \\ (\text{See Waste Water Calcs.}) & = & 223 \text{ gpm} * \end{array}$$

\* Total pre and post development Max. Day Waste Water Flow

Total peak demand is based upon the demand required for domestic flow, fire sprinkler flow, lawn sprinkler flow, and fire hydrant flow. Fire flow shall provide 1,500 gpm for a minimum to w-hour duration. Fire hydrant flow shall provide a minimum 250 gpm flow.

$$QT = Q_{\text{Domestic}} + Q_{\text{Fire Sprinkler}} + Q_{\text{Lawn Sprinkler}} + Q_{\text{Fire Hydrant}}$$

$$Q_{\text{Domestic}} = 450 \text{ gpm} *$$

$$Q_{\text{Fire Sprinkler}} = \text{Fire Sprinkler Flow} = Q_{\text{FS}}$$

$$Q_{\text{Lawn Sprinkler}} = \text{Lawn Sprinkler Flow} = Q_{\text{LS}}$$

$$Q_{\text{Fire Hydrant}} = \text{Fire Hydrant Flow} = Q_{\text{FH}}$$

\* Use Multiplier factor of 2 x Max Day Waste Water flow. Accounts for additional water usage not recorded as Waste Water flow.

### UNIFORM FIRE CODE

#### Classification Group A Occupancy

Division I (UFC-91, Sect. 9117)

Group R Occupancy

## Division I & 3

### Minimum Reg. Fire Flow & Flow Duration

Table No. A-111 - A-I UFC-91 pg. 496  
Type 111 One-hr@ 6,000 gpm

### 75% Fire Flow Reduction

Assuming FS Installation	=	1,500 gpm
		For 2-hr duration
QL. Sprinkler = QLS		100 gpm (Assumed)
QFire Hydrant = <b>QF.H.</b>		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 than the existing dead-end main. The existing source is a system comprised of six-inch diameter service nourished from a twelve-inch diameter line located in East Kelly Avenue.

The Town of Jackson water system has sufficient water supply and storage to meet the maximum day demands, 548 gpm, and the peak fire and domestic demand of 2,300 gpm. Snow King will need to provide the additional water mains to complete the high-pressure zone and deliver the water to proposed Resort facilities.

## C. Sanitary Sewer

### Design Consideration

The Snow King Resort Sanitary Sewer Management Plan was developed to meet two crucial objectives. The first, to determine the infrastructure required on-site to handle the capacity of the proposed facilities. The second, to convey sanitary sewer flows away from the Resort and distribute these discharges into the Town of Jackson sanitary system. The following design considerations are incorporated into the design and shall be considered during construction phases of the Master Plan

#### 1) Existing Town of Jackson Collector Capacity - Upstream of MH CI 0-16

- Alley parallel and between E. Kelly and E. Karns MH CI0-30 to MH CI0-16
- Existing 10" PE pipe / minimum slope downstream = 1.47%
- Land use currently designated: residential
- Existing 10" will handle 1,550 gpm maximum

#### 2) Existing Collector System and Land Use Flow Potential - Upstream of Resort

The Snow King Collector sewer objective is to collect wastewater from various Resort service lines and carry it by gravity to the Town of Jackson Interceptor Sewers.

#### **Current Snow King Resort Flow Potential**

204 Hotel Units at 225 gpd/room	45,900 gpd
40 Condominium Units at 2 Units Each at 225 gpd/unit	18,000 gpd
Motel Restaurant Services - 200 seats at 80 gpd	16,000 gpd
Pitchfork Townhomes - 19 units at 450 gpm	13,500 gpd
Clark's Knoll Townhomes - 19 units at 450 gpd	<u>8,550 gpd</u>
Existing Max. Day Waste Water Flow Total (I)	101,950 gpd
Total (I)	71 gpm
Existing Peak Hour Flow	106 gpm

#### 3) Dwelling Units Representing Potential Upstream Flows:

Zone	Area	Max Density	No. of Units	Flow Max Day (gpd)
AR	34.7 Acre	4.6/Acre	160	70,400
NC-2	25 Lots	2/Lot	50	22,000
NC/SF	144 Lots	1/Lot	144	63,360
SR	139.1 Acre	2.9/Acre	403	77,320
R	80 Acre	1/Acre	80	35,200
PRD	Pitchfork	30 Units	30	13,200
PRD	Snow King	See Table		<u>88,450</u>
			867	470,230

Average Day Flow (Max Day/2)	=	235,115 gpd
Max Day Flow	=	470,230
		328 gpm
Peak Hour Flow (Avg Day *3)	=	490 gpm
Potential Upstream Max Day		
Flow Minus Snow King Resort	=	368,280 gpd
Potential Upstream Avg. Day		
Flow minus Snow King Resort	=	184,140 gpd
Potential Upstream Peak Hour		
Flow Minus Snow King Resort	=	552,420 gpd
	=	385 gpm

Existing 10" P.E./n = 0.010/S=1.47%

$$Q = 1.49 \text{ AR}^{2/3} \text{ S}^{1/2} / n$$

Q = 1,550 gpm: Capacity of Existing Collector

Storm water runoff generated by the 1 -year to 10-year storm events on roads.

#### 4) Potential Flows for Snow King Master Plan

The collector sewers have been designed for peak flows that include a factor applied at four times the expected average daily flow. The collector sewers were then sized using the peak flows and Manning's equation. Manning's equation is utilized to predict the adequate pipe diameter required for full flow design based on pipe diameter, pipe slope and peak flow, a minimum slope of 0.75 percent was used to represent a minimum pipe slope scenario. The pipe is then checked for a minimum scouring velocity of 2.5 ft/s applied with a lower average daily flow rate.

##### Proposed Master Plan Flow Potential-2000

494 Hotel Units at 225 gpd/room	=	111,150 gpd
120 Hotel Units at 225 gpd/room		27,000 gpd
100 Hotel Units at 225 gpd/room		22,500 gpd

Commercial Space and Assembly at 146,000 SF  
Assume .05 gpd / ft<sup>2</sup> (5000 SF at 225 gpd per) 7,300 gpd

Commercial Theaters/Health Club/Daycare/  
Pool at 37,000 SF. Assume 0.11 gpd/ft<sup>2</sup>  
(2000 SF at 225 gpd per) 4,200 gpd

Restaurant/Services - 200 seats at  
80 gpd each 16,000 gpd

Employee Housing at 18 units at 450 gpd each	=	8,100 gpd
Condominiums at Love Ridge at 40 units at 450 gpd each	=	18,000 gpd
Cottages at 8 units at 450 gpd each	=	3,600 gpd
Proposed Max. Day Flow Total (2)	=	217,850gpd
Proposed Max. Waste Water Flow (2) (See Water and Waste Predicted Usage Table for additional breakdown)	=	152 gpm
Max Daily Waste Water Flow (1 & 2)	=	319,800 gpd
Avg Day Flow (Day/2)	=	108,925 gpd
Peak Hour Flow (Avg Day* 4)	=	76 gpm
	=	305 gpm

#### 5) Total Flow - Existing and Proposed

Existing Peak Hour Flow (Reflects potential flow upstream from Resort)	385 gpm
Proposed Peak Hour Flow (Reflects 2000 Snow King Master Plan)	305 gpm
Existing Max. Day Waste Water Flow (1)	106 gpm
Total Flow (QT= 385+305+71)	<u>796 gpm</u>

#### 6) Existing Collector Capacity at the Resort Discharge

10" PE / n = 0.010 / S = 1.47%  
 $Q = 1.49 \text{ AR}^{2/3} \text{ S}^{1/2} \text{ n}$  Full Flow = Manning's Equation  
 $QE.C. = 1,550 \text{ gpm}$  Capacity of Existing Pipe = QE.C.  
 $QT = 796 \text{ gpm}$   
 $QE.C. = 1,500 \text{ fpm} > QT = 796 \text{ gpm}$

#### 7) Existing Town of Jackson Collector Capacity - Downstream of Resort

- Line parallel with West Karns Avenue between Mateosky Park and Flat Creek Drive MH 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.**

<u>Zone</u>	<u>Area</u>	Max <u>Density</u>	No. of <u>Units</u>	Flow- May <u>Day (gpd)</u>
AR	12 Acre	4.6/Acre	55	24,200
NC IMHP	6 Lots	2 / Lot	12	5,280
PI SP	24 Acre			<u>10,560</u>
Existing Downstream Max Day Flow Potential				40,040
Existing Downstream Max. Day Flow Potential				= 30 gpm
Existing Downstream Peak Hour Flow				42 gpm
* (Reflects max build-out of existing land use upstream of Park and Snow King Resort)				385 gpm
Proposed Peak Hour Flow (Reflects 2000 Snow King Master Plan)				305 gpm
Existing Peak Hour Flow (1)				106 gpm
Potential Total Peak Hour Flow at MH CI 0-10				838 gpm

**Existing Collector Capacity**

$$\begin{aligned}
 8" \text{ Clay / n} &= 0.013 \text{ I S} = 1.2\% \\
 \text{Manning's equation for Full Flow} \\
 0 &= 1.49 \text{ A R}^{2/3} \text{ S}^{1/2} \text{ n} = 593 \text{ gpm} \\
 593 \text{ gpm} &< 830 \text{ gpm}
 \end{aligned}$$

Therefore, 8" existing TOJ sewer main must  
be replaced with new 10" main,  
approximately 1,200 LF

The peak hour flows for maximum build-out and the proposed Snow King facilities exceed the downstream Town of Jackson 8-inch diameter collector by 245 gpm. Expansion in accordance with the Snow King Master Plan beyond a potential flow of 593 gpm will require approximately 1,200 linear feet of existing Town of Jackson interceptor to be replaced with a 10-inch diameter interceptor. The interceptor could be replaced upon reaching 80 percent of the 593 gpm that exceeds the 8-inch 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)**

<u>Sub- Area</u>	Total <u>Area</u>	Pervious Area	Impervious Area
1	4.51	13.50	1.03 (Roof &Asphalt)
2	4.96	4.52	0.044 (Dirt)
3	5.28	5.28	0.00
4	13.09	12.09	1.00
5	13.55	10.27	3.28 (Roof &Asphalt)
6	17.70	16.70	1.00 (Dirt)

## Pre-Development Runoff Summary

<u>Sub-Area</u>	Time of Concentration <u>(min)</u>	10-Year <u>Event (CFS)</u>	100-Year <u>Event (CFS)</u>
1	20.3	3.88	6.09
2	24.9	1.23	1.93
3	22.2	1.08	1.69
4	28.4	2.82	4.51
5	22.3	5.11	8.02
6	29.8	3.48	5.52

## Pre-Development Runoff and Conditions

Assume 100% pervious surface conditions

C= 0.3 for undeveloped with sparse grass

Time of concentration

$$Tc = \frac{1.8 (1.1-C) VL}{(S) \wedge 1/3} = \frac{1.8 (1.1-0.3) V2200}{(15) \wedge 1/3} = 27.4 \text{ min}$$

Rainfall Intensity:	10-Year	0.89 in / hr
	100-Year	1.40 in / hr

$$QIO = 0.3 (0.89) 69 \quad 18.45 \text{ CFS}$$

$$QIOO = 0.3 (1.40) 69 \quad \underline{28.98 \text{ CFS}}$$

## Post-Development Runoff and Conditions

No development shall cause adjacent landowners, water courses or conduits to receive storm water runoff from the proposed development at a higher peak flow rate than would result from the same storm event occurring over the site if the land was in its undeveloped condition. The storm events considered will be for a 10-year and 100-year event.

## Post-Development Site Conditions

<u>Sub-Area</u>	<u>Total Area</u>	<u>Pervious Area</u>	Impervious <u>Area</u>
1	14.51	6.22	8.29
2	4.96	1.06	3.90
3	5.28	2.72	2.56
4	13.09	9.29	3.80
5	13.55	11.13	2.42
6	17.70	16.07	1.63

## Post-Development Runoff Summary

<b>Sub-Area</b>	<b>Total Area</b>	<b>Pervious Area</b>	<b>Impervious Area</b>
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

<b>Sub-Area</b>	<b>Acres</b>	Minimum Diameter			<b>Design Release (CFS)</b>
		<b>Post-Dev. Runoff (CFS)</b>	<b>Storm Pipe (3 CFS)</b>	<b>Design Release (CFS)</b>	
1	14.51	14.63	24"	9.67	6.09
2	4.96	4.72	15 "	3.12	1.93
3	5.28	3.92	15"	2.59	1.69
4	13.09	7.23	18"	4.78	4.51
5	13.55	7.15	1 8"	4.71	8.02
6	29.80	<u>5.99</u>	<u>15 "</u>	<u>4.10</u>	5.52
		43.65	Mass 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

<b>Sub-Area</b>	<b>Acres</b>	<b>Release (CFP)</b>	<b>Storage Volume (CF)</b>
1	14.51	6.09	5,987
2	4.96	1.93	3,135
3	5.28	1.69	2,085
4	13.09	4.51	1,545
5	13.55	4.71	966
6	29.80	5.52	50

Previous calculations show that a 36" pipe in a 4' x 5' percolation trench provides 10.05 CF/LF storage. 24" provides 7.43 CF/F: storage.

<u>Sub-Area</u>	Volume	<u>36"</u>	Length
			24"
1	5,987 CF	596 LF	806
2	3,135	312	422
3	2,085	208	281
4	1,545	153	208
5	966	96	130

Storm water runoff generated by the 1 -year to 10-year storm events on roads and parking areas shall pass through treatment facilities to remove and trap settleable solids and floating petroleum products from the storm water as practical without resuspension of contaminants by runoff from subsequent storm events. Storm water runoff generated by the 10-year to 100-year storm events shall bypass the treatment facilities and proceed directly to the Town of Jackson collection facilities, but shall not discharge at a rate greater than the pre-development rate for the 10-year to 100-year storm event.

Storm water runoff from the Forest service property shall be naturally diverted around Snow King Resort utilizing resort facilities to handle mountain runoff for the 100-year storm event.

The Resort Master Plan should incorporate detention basins of volume as shown in the 100-year storage summary table. Additional infrastructure will then carry overland flow not detained on site. The Storm Water infrastructure shall be sized to accommodate 100-year event storms and be incorporated with the existing Town of Jackson Storm Water Infrastructure.

## **E. Other Utilities**

The Site is supplied with sufficient capacity of electrical, gas, telephone and cable television lines. Expansion of these utilities will be available as expansion occurs. Within the site, the Snow King Resort Master Association will administer private telephone, internet, broadband satellite /cable TV lines and construct additions as needed. In cooperation with the Town of Jackson, the Applicant is undertaking an expansion of the snowmaking water capabilities during the summer of 2000. The mountaintop west electronic site was expanded during the 1999 summer to allow for additional wireless telephone and high-speed internet equipment. Additional room is available at this site for future expansion to serve the Resort and the community at large.

## **F. Additional Conditions**

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

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

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

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

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

The applicant shall be responsible to ensure that under, the additional water demands created from the developments build out, the Town's system shall remain in compliance with DEQ water system regulations and Town ordinances.

The applicant shall insure that the Town's right to inspect onsite water systems is maintained.

Prior to occupancy of the first Final Development Plan building, the applicant shall be required to complete the installation of an 8" inch (minimum) watermain from the development to Kelly Avenue. The new watermain shall be completed per Town standards and shall be installed in the Cache Creek Drive and Redmond Street Right-of-ways.

A sanitary sewer system report shall be provided to and approved by the Town. The sanitary sewer plan shall include a preliminary onsite sanitary system design.

Sanitary sewer systems completed shall be constructed, tested and maintained in accordance with DEQ and Town standards.

The applicant shall insure that the Town's right to inspect onsite sewer systems is maintained

The applicant shall be required to provide the Town with financial mitigation fees for the completion of the Cache and Willow Street corridors (from Snow King Avenue to Broadway Avenue) and the intersection of Snow King/Willow.

The amount collected shall be based on the calculated increased levels of traffic and pedestrian impacts created from the development together with the estimated project completion costs for roadway, curb, pedestrian and landscaping improvements. The improvements required shall be based on the preliminary design as completed in the year 2000 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.

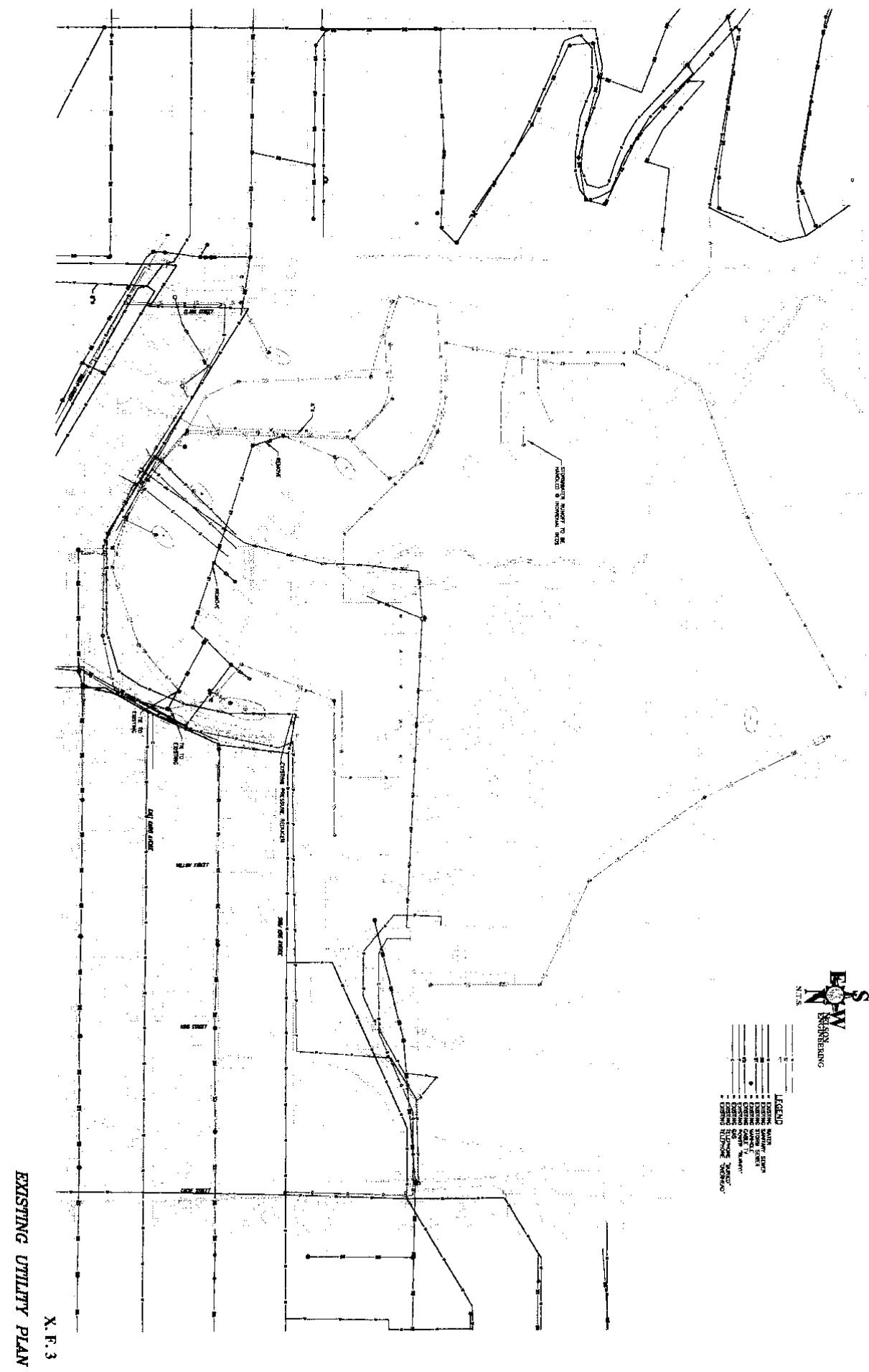
The total new square footage allowed under the proposed resort master plan is estimated to be approximately 700,000 SF. This new square footage does not include the existing hotel building or the Love Ridge development. As such the mitigation fees shall be forwarded to the Town as follows:

At 200,000 SF of new development: The applicant shall be required to provide 100% of the project costs associated with the completion of improvements to the Snow King/Willow Street intersection. Improvements shall be completed to satisfy the Town standard Level of Service (LOS) requirements for the traffic anticipated at the build out of the development.

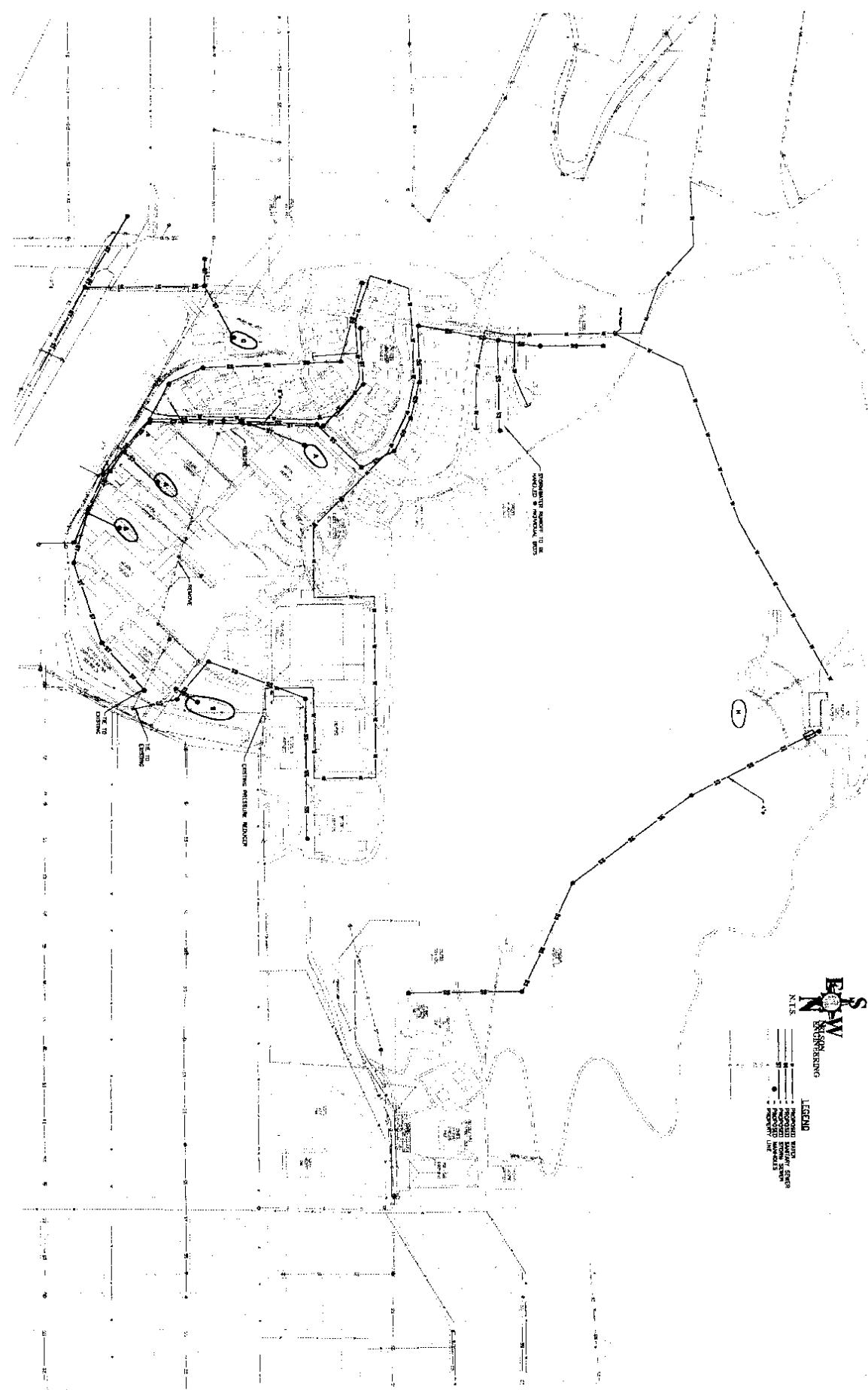
The applicant shall also provide a mitigation fee in the amount of 15 % of the total estimated project cost required to complete the Willow and Cache Street corridors.

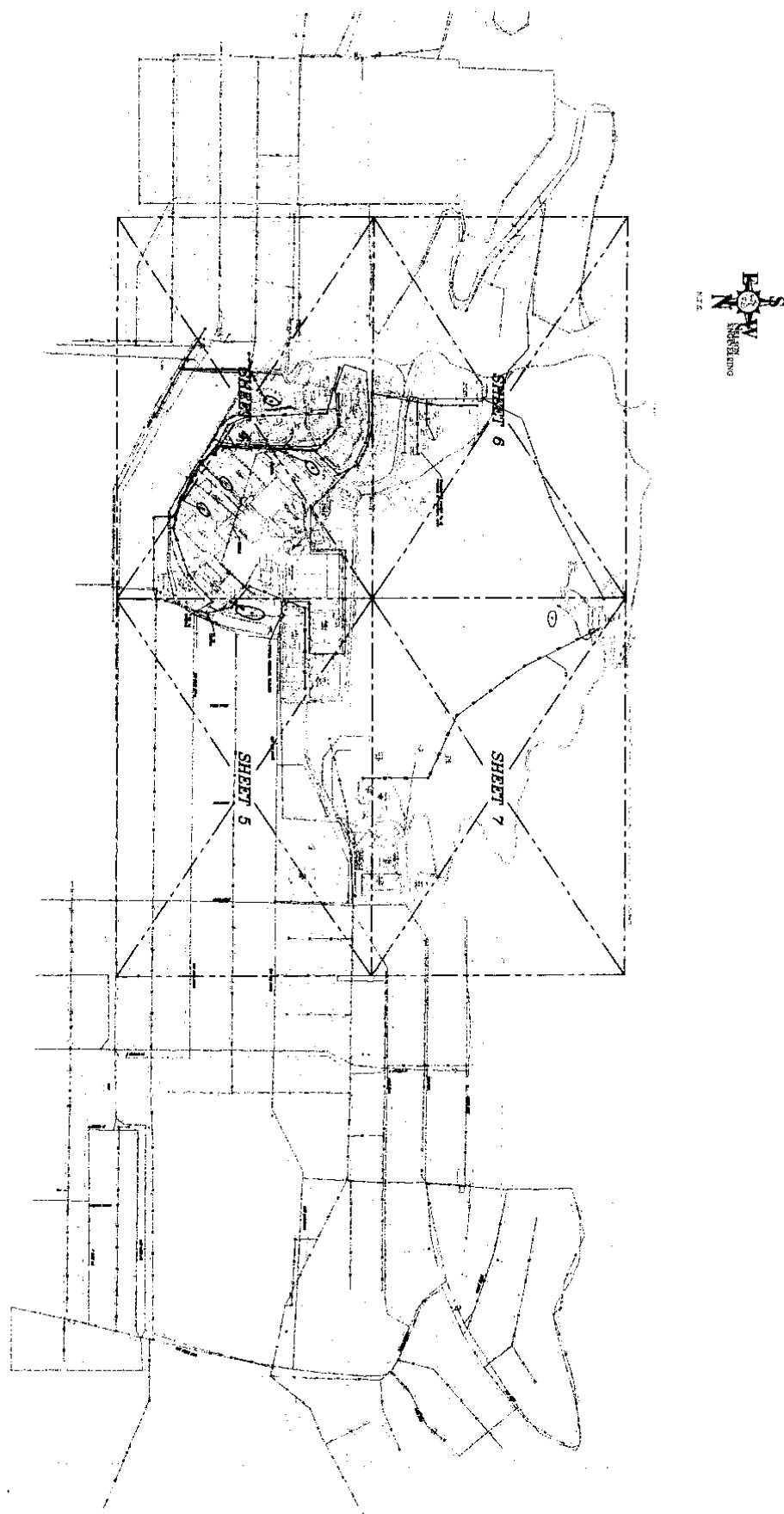
At 400,000 SF of new development: The applicant shall provide an additional mitigation fee in the amount of 15% of the total estimated project cost required to complete the Willow and Cache Street corridors.

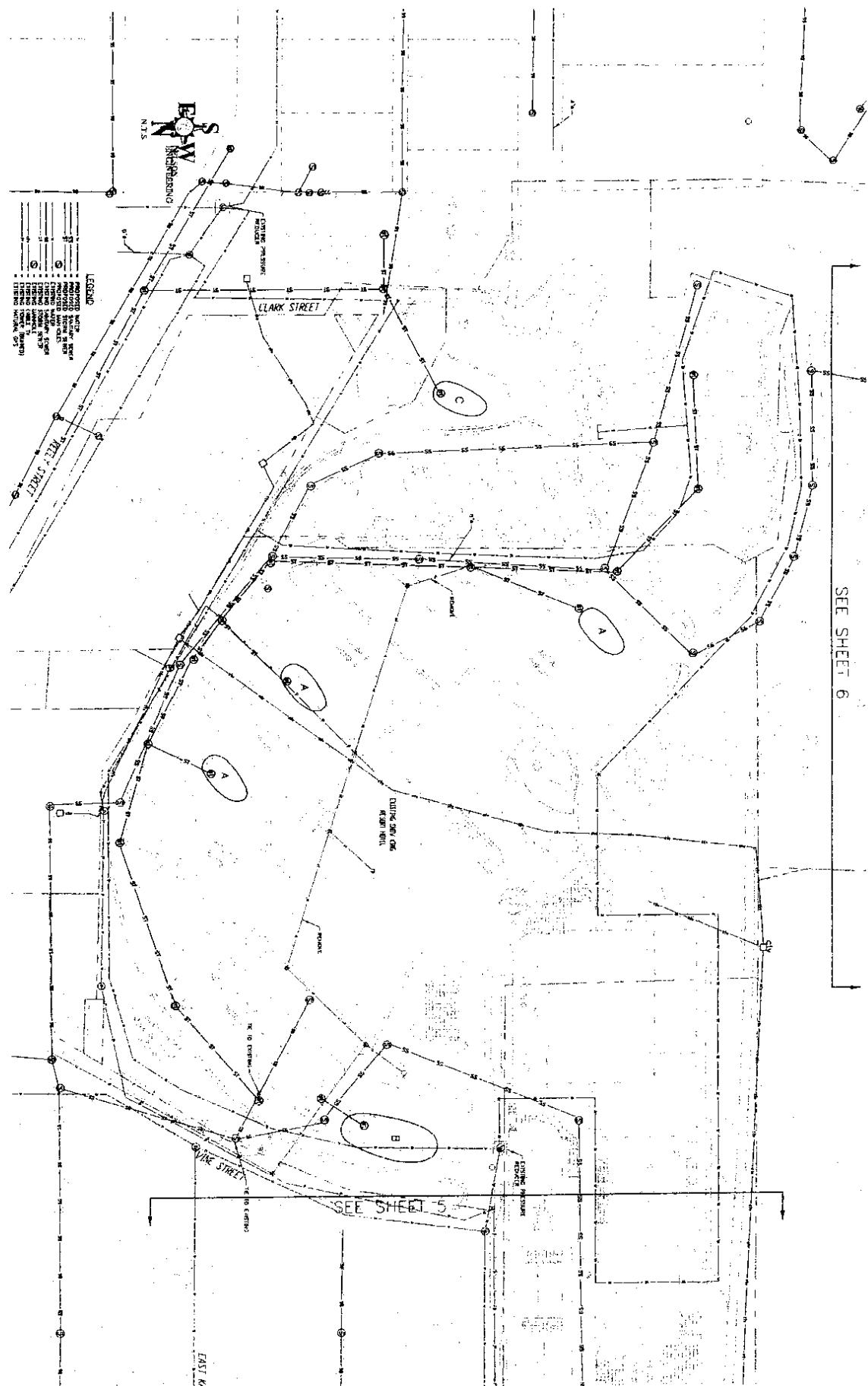
At 600,000 SF of new development: The applicant shall provide an additional mitigation fee in the amount of 15% of the total estimated project cost required to complete the Willow and Cache Street corridors.



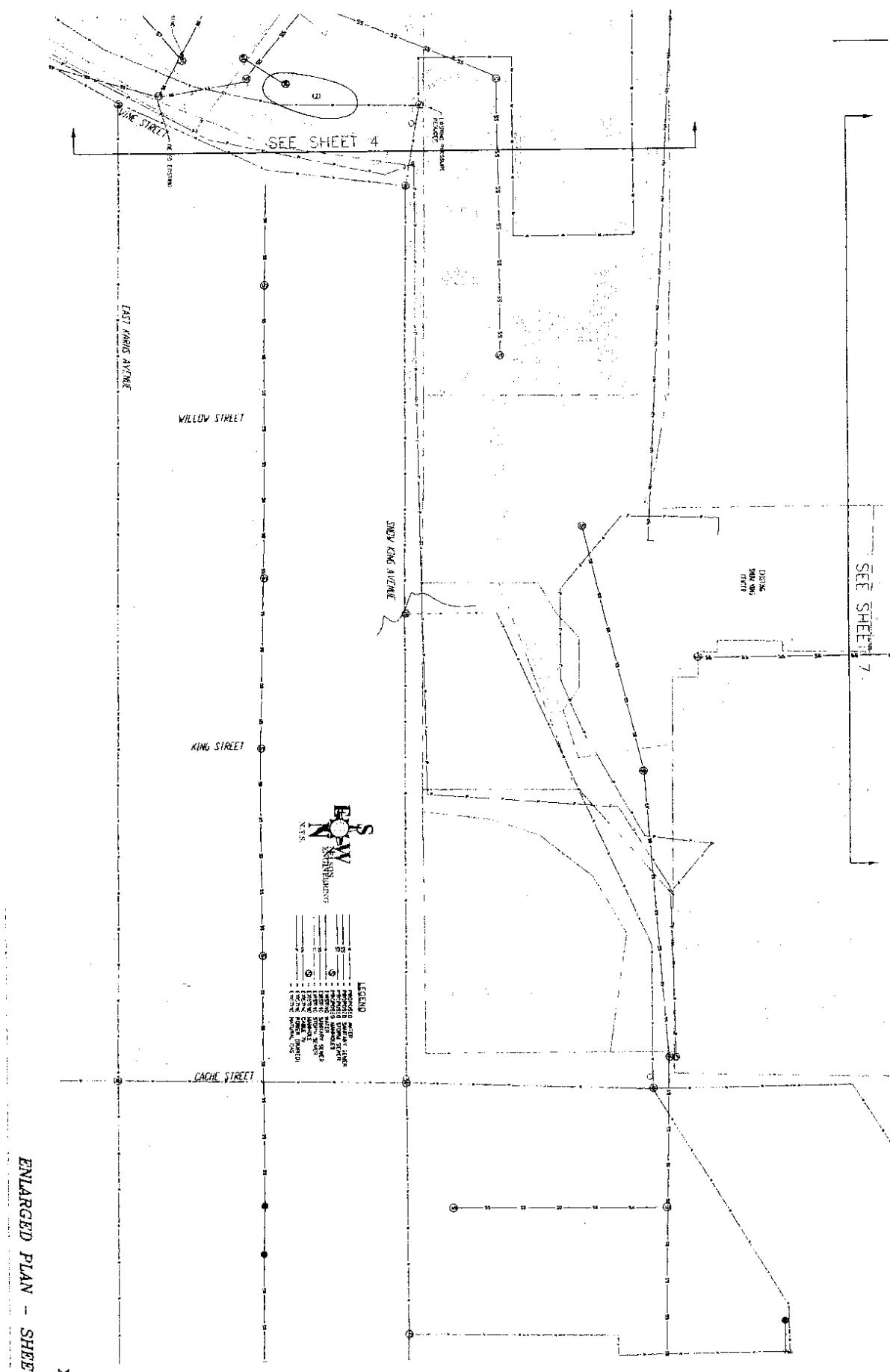
EXISTING UTILITY PLAN

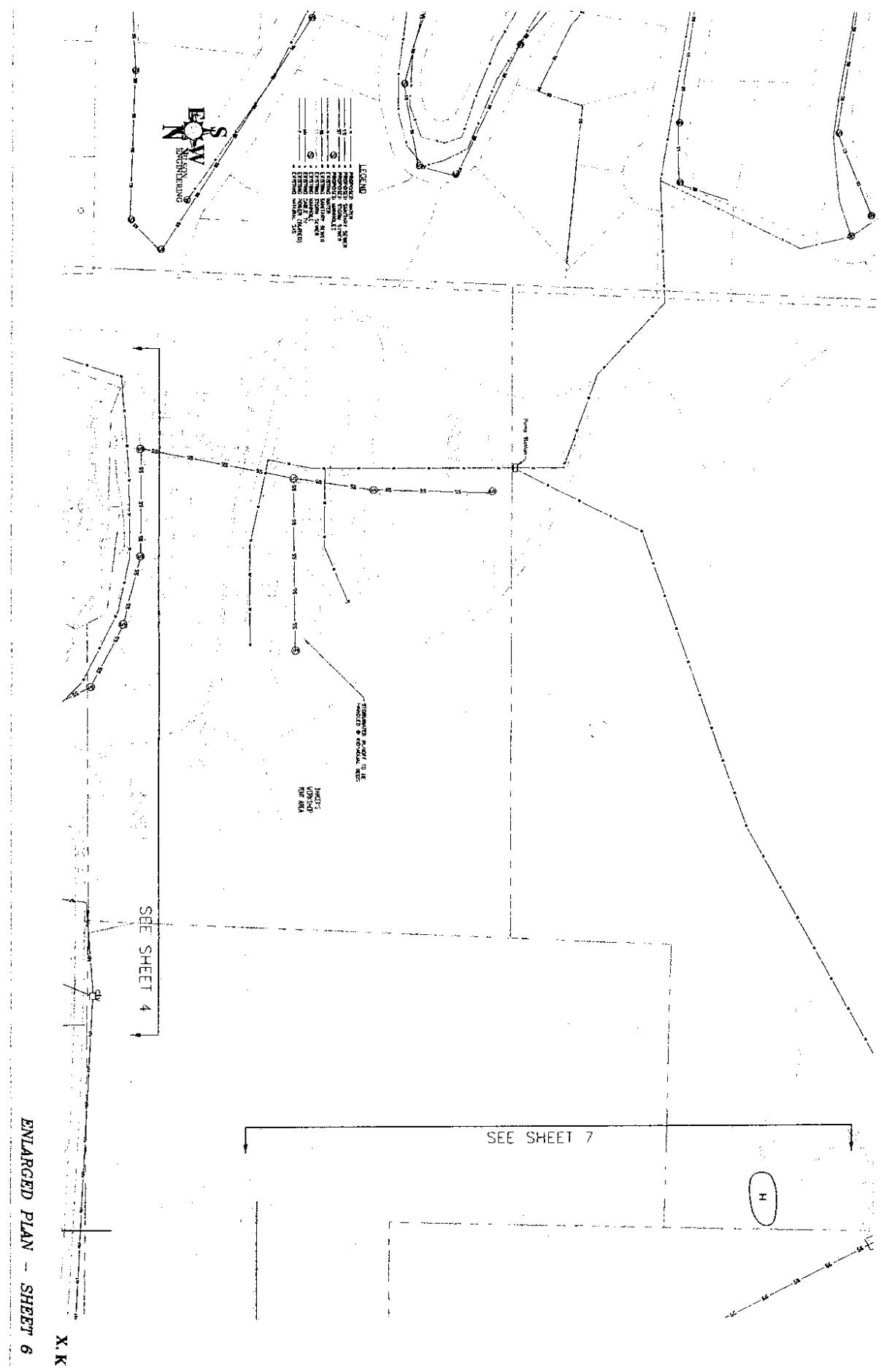






ENLARGED PLAN - SHEET 4





SEE SHEET 6

SEE SHEET 5

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ENLARGED PLAN - SHEET 7



## **XI. PHASING AND THE SNOW KING RESORT MASTER ASSOCIATION**

The PRO regulations require a phasing plan and an explanation of relevant management policies and procedures that will guide the implementation of the master plan. The phasing plan must include performance objectives and must be sufficient to assure that development will take place in a logical sequence and that an adequate monitoring program is in place to determine the accomplishment of proposed remedies and mitigation measures for projected impacts.

Snow King will develop the property in phases and in a well-balanced manner. While there is no specific timeline and individual phases will be constructed according to market demand, Snow King will insure that all facilities required for the convenience of guests, public safety and mitigation of any negative impacts are constructed in a timely and concurrent fashion and follow a logical sequence. As additions are completed, the entire infrastructure and other required performance components for each phase will be in place and performance standards will be adhered to. These components include utilities, parking, housing and transportation elements that will be developed in increments in tune with commercial, lodging and other development. When any of these components are built in excess of the required needs of a particular phase, and in excess of the cumulative needs to date, this excess will be credited towards the requirements of future phases. Final Development Plans for each building or phase will address the specific impacts and required mitigation associated with it.

As a first phase, Snow King plans to improve the periphery road (Snow King Loop) concurrent with the construction of infrastructure associated with the Love Ridge development. When this road is built, utilities will be oversized to accommodate future needs envisioned in this Master Plan.

The Snow King Resort Master Association (SKRMA) will oversee the proper phasing and administration of all development within the resort district. The intent of this organization is to have one voice represent the resort district and to ensure that adequate monitoring programs are established for development within the district.

SKRMA will be controlled by the landowners in the District and will ensure that development occurs in groups, or bundles, that ensure a well-balanced development. SKRMA will be managed by a Board of Directors consisting of up to seven members elected by the District property owners, with voting based on assessed valuation as described in the Board bylaws. SKRMA will assign responsibilities and cost sharing among entities other than the applicants. SKRMA will provide an annual report to the Town of Jackson upon request that includes current membership and contact information, phasing plan compliance, and financial information.

The responsibilities of SKRMA include serving as the conduit for all major development applications within the resort district, and assessing dues and fees for landscaping, snowplowing, and common area road repairs within the district. SKRMA is tasked with the responsibility of carrying out the Transportation Demand Monitoring plan associated with this master plan and submitting results as required to the Town of Jackson. The organization will have one primary point of contact for all inquiries, billing, and organizational requests. SKRMA will exist in perpetuity to oversee the administration and development plans of the resort district and to ensure that resort commitments within this Master Plan are transferable to all new future owners of property within the district. SKRMA members will pay dues on an annual basis to cover costs associated with the management and operation of the organization. In July, 2019 SKRMA adopted a resort wide 1% fee on overnight lodging and income generated within the resort district as a funding mechanism for the district. It is proposed that all property owners within the resort district contribute to SKRMA via this resort wide fee structure.

All areas and developments within the resort district will be encouraged to participate as members of SKRMA.

SKRMA's involvement on the Existing Condominiums area will be mostly limited to controlling any future redevelopment to conform to this Planned Resort District Plan. In addition, SKRMA will partition fees associated with the maintenance of common roads, sidewalks, and areas to existing condominiums.

The Snow King Resort Master Association will be:

- Implementing and monitoring the Transportation Demand Management Plan, Housing Mitigation Plan, adherence to Design and Dimensional Limitation Plans and will act as the Architectural Review Board for the Snow King Planned Resort District. The Snow King Resort Master Association will be responsible for building or providing all required improvements or services as needed according to the phased development commensurate and coincidental with phases of the resort's development.
- Empowered to either own or have others build and own, as well as to maintain, employee housing, parking areas and structures and other infrastructure. All roads, pathways and utilities within the extent of this Master Plan will remain private.
- Act as a Master Association for all the property owners within Sub-Areas 1,2,3,4, and 5 and coordinate the activities within the Existing Condominiums area that may affect common utilities, safety, transportation, employee housing and parking within the Snow King PRD district.
- Responsible for snow removal, lighting, signing, construction and maintenance of common roads. SKRMA will ensure that it's members continue operation of airport, Teton Village and Town Square shuttles, as required for TDM strategies.
- Be the vehicle for pre-screening any final development applications prior to presentation to the Town of Jackson for final development approval. All Final Development plans submitted for review by the Town shall be first reviewed and approved by the Snow King Resort Master Association.

Ultimately, SKRMA will act as a pseudo improvement district and be entitled to assess and collect dues and assessments from all property owners, renters, resort guests and from any entities performing management functions, owning property or obtaining revenues within this Planned Resort District. These dues are intended to cover all of SKRMA's costs including various mitigation plans, constructing and maintaining any improvements that are its responsibility including landscaping, roads, utilities, employee housing, parking, pathways, recreation, district promotion, common signage, transportation, marketing and any other aspects associated with the proper and successful implementation of this Master Plan and its goals and objectives.

If any phasing plan or SKRMA commitments are violated post development then all further development that has not received a building permit under the Master Plan shall be suspended until agreement by the applicant and the Town to an acceptable remedy. These compliance issues can also be addressed through non-building permit remedies that are acceptable to the Town in place of the situation listed above.

## IX. COMMUNITY SERVICES ELEMENT

### Introduction

The PRD regulations include an optional Community Services element to describe the interrelationship between the resort and the community. It is recognized that community services are an important part of maintaining the balance between visitors and residents and can contribute significantly to the quality of life of the community.

Community involvement is of paramount interest to Snow King. Community service attributes are woven throughout this Master Plan presentation and are an integral and foremost part of Snow King's vision and philosophy. Since 1939 Snow King has been a proud community partner. Being a "Community Resort" is in fact part of Snow King's Mission Statement. For over 60 years Snow King and the Jackson Hole community have had a very close and symbiotic relationship. Snow King's services to the community are well known and indisputable. Snow King hosts, assists and supports practically all of the local non-profit organizations and service clubs. Our doors are always open and our record of community assistance, involvement, dedication and good will is impeccable. Snow King is very proud of its continuous contributions to this community as a partner. This Master Plan is one more step in continuing and expanding upon this tradition.

### Snow King as a Community Partner

A stated purpose and intent of the resort district is to provide recreational opportunities that rely on indigenous natural attributes of the area. These opportunities are provided to both the community and the visitor through the development of resort facilities. The unique in-town nature of these recreational amenities makes them a very important asset to town residents and visitors.

The Snow King Mountain provides a venue for the junior ski racing programs, adult ski racing as well as recreational skiing and snowboarding, both day and night. In addition, the ski area contributes to community integration through supporting efforts of the Doug Coombs Foundation to give low-income students and families the opportunity to learn to ski. On the mountain, improved snowmaking provides early season training opportunities for foreign, regional and local ski racing programs as well as for recreational skiers. The tubing park has become an extremely popular winter outdoor family activity for both locals and visitors. The ski area also accommodates many other special events such as the Town Downhill, regional and national races, and snowmobile events such as the annual World Championship Hill Climb.. As a very unique and special service, Snow King presently provides after school ski programs with access via the activity bus to Town and Wilson schools in cooperation with the Teton County School District. Snow King has embraced the spectacular growth of uphill skiing in the wintertime through progressive policies to allow this activity and ultimately charge affordable season long and day ticket prices. This activity will continue to be permitted into the future and where possible distinct trails and routes will be further improved for this user group.

Snow King Mountain supports Parks and Recreation programs such as the annual Snow King Hill Climb Run, as well as offers reduced rates for community events and non-profit organizations such as the Teton County School District Winter Sports Program, the Doug Coombs Foundation ski programs, the Jackson Hole Ski and Snowboard Club, and Teton Youth and Family Service programs.

As part of the 2019 update to this master plan, Snow King Mountain has proposed to build a mountain sports center adjacent to the Snow King Center. This sports center is envisioned to 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. As part of proposed improvements at the summit of the mountain

Snow King Mountain seeks to build a planetarium and observatory that can be used for educational and scientific purposes as well as making the world of astronomy more accessible to the community. These multi-million-dollar investments into infrastructure that directly benefits the community are another direct way of demonstrating Snow King's commitment to Jackson Hole.

Both summer and winter, Snow King Mountain hosts a wide variety of athletic events and competitions for the community including uphill ski races, obstacle course races, bike races, running races, scavenger hunts, snowmobile races, and downhill ski racing.

The Hagen trail connection to Cache Creek, the tubing hill and snowboard terrain park diversify and improve the winter activities while annual events such as the Hill Climb continue to draw large numbers of visitors. The figure skating and hockey programs have blossomed since the opening of the Snow King Center. An excellent example of public-private partnership, the Snow King Center has been successfully providing recreation and many other services to the community for over 6 years.

During the summer, Snow King provides a trail system that has become a much-used hiking, running, biking and horseback riding area for residents and visitors alike. Summer mountain improvements envision trail upgrades, pathways, outdoor pools, climbing walls, a planetarium and observatory, on mountain dining, and additional outdoor activities. . Unlike winter uphill travel where there are high costs associated with snowmaking, grooming, and ski patrol, summer use of the trail system for hiking on Snow King will be free to the public in perpetuity. Ultimately, the resort desires to serve as the primary jumping off point for access to USFS trails in the greater Snow King trail system with improved trails for hikers, bikers, uphill skiers, and outdoor recreationalists of all kinds.

It must be noted that many of our community partnership activities mentioned above often come at a high cost to Snow King Resort and operation of lodging, conference, and on mountain activities provide the financial and operational platform and the resources to support these and other community-oriented activities.

Snow King Resort has provided the largest year-round meeting and conference facilities in the county since 1976. These facilities are regularly used by virtually every community organization in Jackson Hole. In many cases, Snow King has provided the only appropriate facilities available for community events and programs.

Within the larger Wyoming community, Snow King has, over the years, hosted practically all of Wyoming's professional and trade associations as well as many statewide events, political conventions and innumerable meetings. Larger facilities will attract other Wyoming and regional gatherings that have outgrown our facilities.

Snow King has, for many years, been one of the largest employers in Teton County. Among the large employers, we pride ourselves in maintaining a very high rate of year-round, stable and level employment. This is a valuable contribution to the stability of our local workforce.

Since the hotel opened in 1976, we have always had our doors open to a great variety of community meetings and events. We have also pioneered innovative relations hips with the U.S. Forest Service, with the Town of Jackson and with many community organizations, such as the Jackson Hole Ski Club. Virtually every non-profit organization in Teton County uses Snow King facilities to bring people together.

Although it would frankly be tedious to list all the community groups that Snow King has assisted and cooperated with over the years, we would like to highlight some specific examples. Snow King provides discounted and sometimes complimentary rates for meeting and lodging rooms to a wide variety of governmental and non-profit organizations. Snow King assists Arts organizations, the Jackson Hole Ski and Snowboard Club, the Doug Coombs Foundation, St. John's Hospital, the school district and many others with programs offering complimentary or discounted benefits to their employees, incentives and other discounts. Providing rooms for visiting speakers or artists and nameless other acts of community involvement are the norm for Snow King. Each year Snow King donates over fifty thousand dollars in complementary rooms, activities, and services to community non-profits and will continue to support these organizations into the future. Community Service is an integral part of the Snow King culture.

Every season for the past 5 years Snow King Mountain has offered locals appreciation days with free or discounted activities that are affordable to the permanent population and will continue this practice into the future as a means of supporting our community.

In addition, to the aforementioned community contributions that Snow King Resort makes as part of the 2018 Master Plan Amendment Review Snow King Resort has agreed to make the following additional commitments:

- Snow King Mountain shall maintain a minimum of 49 hours per week on average between Dec 10 and March 21 barring unforeseen weather conditions, mechanical failures or operational challenges that may necessitate deviation. These hours of operation will include accommodation of key user groups.
- Private shuttle service from the Resort will continue or SKRMA will be required to provide a reasonable and measured contribution to START in place of the shuttle service.

Since its construction, Snow King Resort has contributed to the community a lively, multi-purpose facility. Summer and winter, the Resort's facilities have encouraged visitors to step out of their rooms and into the mountains. Indoors and outdoors, the Resort has enhanced the daily life of the community. From youth skiing and skating to Rotary lunches and Chamber of Commerce banquets. From catering to the desires of visitors to fulfilling community needs, Snow King 's dual roles exemplify the "town as heart of the region" and our own "community resort" goals. This Master Plan intends to improve upon this dual function in the future and presents a next generation vision of Snow King's partnership with the Jackson Hole community.

**DIVISION 2500. PLANNED RESORT (PR) DISTRICT****SECTION 2510. PURPOSE AND INTENT**

The purpose of the Planned Resort District standards are to provide for and guide the creation or continuation of a planned development configured around a major recreational activity. The intent of this District is to:

- A. Encourage recreational activities that rely on indigenous natural attributes of the area, contribute to the community's character and economy and have had a long-standing, beneficial role in the community; and
- B. Provide flexibility for planning and developing recreational resort facilities in a creative, efficient and coordinated manner in order to provide quality visitor experiences; and
- C. Create a process in which applicants, Teton County and the Town of Jackson collaborate with landowners in planning and designing resort master plans that meet community goals and respond to the unique circumstances of the resort area; and
- D. Permit resort development that contributes to expanding the winter and shoulder economic seasons; and
- E. Ensure that resort plans incorporate a mix of land uses, promote alternative modes of transportation, and provide a pedestrian-oriented community in order to alleviate traffic-related impacts; and
- F. Ensure resort plans are consistent with the Comprehensive Plan, and therefore, are beneficial to the community; and
- G. Enable long-range planning for infrastructure, capital facilities, and community land use patterns by establishing a level of predictability in the maximum potential size and character of each resort area; and
- H. Ensure a balance is maintained between tourism and community that promotes social diversity but does not cause undesired shifts away from rural, western community character; and
- I. Produce resort plans that make significant contributions toward protecting attributes of the community that are considered critical to the community's long-term health, welfare, and well-being.

**SECTION 2520. APPLICABILITY**

- A. **PR District.** Only those lands described below shall be eligible for PR District (hereinafter Planned Resort) zoning. The intent is that a limited number of PR Districts be created and only in locations that are consistent with the Jackson/Teton County Comprehensive Plan.

- I. **Snow King Ski and Summer Resort.** For the purposes of this Division, this area shall be known as "Snow King" and shall encompass the property mapped in Section 2550.M.3.g, Area description.

## SECTION 2530. PROCEDURE

This procedure is intended to promote collaboration among landowners, the County, and the Town of Jackson in designing land development standards specific for each resort area. While one or more landowners may propose a Planned Resort master plan, and maintain the role of the applicant as identified herein, all landowners within a resort area are encouraged to participate in the design of the Master Plan. Participation of all landowners within the PRD, however, is not required for the Town to adopt a Master Plan for the Planned Resort.

- A. **Master plan review and approval.** Public review and approval for Planned Resort master plans follows the procedures set forth for Sketch Plans and serves as a Sketch Plan pursuant to Section 51200, Development Plan. The standards for review of the master plan, however, are the standards set forth in this Division, in order to allow for flexibility and creativity in the master plan and discretionary review thereof.
  1. **Purpose and intent of master plan.** The purpose of a Planned Resort master plan is to establish the development standards and serve as a guide to all future development within the Planned Resort. The Planned Resort master plan is intended to be of sufficient detail to describe the amount, type, size, location, and impact of the proposed resort, but technical specifications of the proposed development, such as fully engineered plans or fully detailed architectural drawings, are not required.
  2. **Submittal components.** A Planned Resort master plan application shall include all lands in a given resort area, as listed in Section 2520, Applicability. The minimum requirements for a master plan application shall be established by the Planning Director and shall include, but not be limited to:
    - (a) Statement of Purpose
    - (b) Master Site Plan
    - (c) Dimensional Limitation Plan
    - (d) Design Guidelines
    - (e) Transportation Demand Management Plan
    - (f) Housing Mitigation Plan
    - (g) Capital Improvements Plan
    - (h) Land Use Plan
    - (i) Phasing Plan
    - (j) Community Services Element (optional)
  3. **Recordation.** Upon approval, the Planned Resort Master Site Plan and a Certificate of Standards and Conditions, and any amendments thereto, shall be recorded in the Teton County, Wyoming Clerk's Office. The Certificate shall be in the form of an affidavit and

shall detail the Planned Resort master plan conditions of approval and the development standards to be applied within the Planned Resort, as well as any other standards, conditions, or agreements pertaining to future development or responsibilities of landowners within the Planned Resort. The Planning Director shall prepare the affidavit in a form acceptable to the Town Attorney.

4. **Joint review by Town and County.** In addition to the review procedure set forth in Section 51200, Development Plan, the Town Planning Commission and Town Council shall make recommendations to the County Planning Commission and Board of County Commissioners regarding any Planned Resort master plan application within unincorporated portions of Teton County. For the same purpose, the Town Planning Commission and the Town Council shall receive and consider recommendations from the County Planning Commission and Board of County Commissioners regarding any Planned Resort master plan application in the Town of Jackson.

- a. **Purpose.** The purpose of the County's and Town's review of any Planned Resort in the other jurisdiction is to recognize the impact of resorts on neighboring jurisdictions and to provide an opportunity for cooperation in planning and mitigation of potential impacts.
- b. **Intent.** The intent of review is for the County Planning Commission and Board of County Commissioners to have an opportunity for review and comment on a proposed Master Plan. The role of Teton County is advisory only and does not include a voting participation in review of the Planned Resort master plan.

- B. **Final Development Plan review and approval.** After approval of a Planned Resort master plan, Final Development Plan and building permit approvals are required prior to commencement of any construction or operation of any new land use within the Planned Resort.

1. **Final Development Plan application.** Final Development Plan applications shall be in accordance with the Planned Resort master plan and shall be reviewed and approved pursuant to Section 51200, Development Plan. No Sketch Plan review is required. No Final Development Plan shall be approved unless the proposal is consistent with the Planned Resort master plan.
2. **Phasing.** A Final Development Plan application may encompass only an increment of the total resort development in accordance with an approved phasing plan.

- C. **Other development options.** The purpose of this subsection is to provide development options for properties within the Planned Resort District prior to adoption of a Planned Resort master plan, for individual properties which comprise a minor component of a Planned Resort District, and for properties which are not included in an approved Planned Resort master plan.

1. **Prior to master plan approval.** Until such time as a Planned Resort master plan is approved, development shall only be permitted in accordance with dimensional standards

and limitations listed for Auto-Urban Commercial/Lodging Overlay (AC/LO) and Auto-Urban Residential (AR) in Table 2400, Schedule of Dimensional Limitations, except that for non-residential development, the Floor Area Ratio (FAR) shall be limited to .25. Uses allowed shall be those listed for AC/LO and AR in Table 2200, Use Schedule.

2. **Prior to master plan approval - waiver for individual properties.** Upon written request of the applicant, the Town Council may for individual properties waive the limitations set forth in this subsection if the Council finds that the property constitutes a minor component of the total Planned Resort District, and development of the property prior to adoption of a master plan will not compromise the purpose or intent of the Planned Resort District or these Land Development Regulations. In the event Council waives the limitations as described herein, the applicant may submit a Sketch Plan or Final Development Plan, as appropriate, pursuant to Section 51200, Development Plan. Standards for review and approval shall be those applicable standards set forth in Section 51200, Development Plan and in Section 2550.M, Character element.
3. **Standards for properties not part of an approved master plan.** Immediately upon approval of a Planned Resort master plan any parcels not included in the master plan may be developed in accordance with the dimensional standards and limitations listed for Auto-Urban Residential (AR) in Table 2400, Schedule of Dimensional Limitations. Uses allowed shall be those listed for the AR in Table 2200, Use Schedule. Approval of any development shall be in accordance with Section 51200, Development Plan.

## SECTION 2540. STANDING, AMENDMENTS, EXPIRATION, EXTENSION AND RECONSIDERATION

- A. **Standing of Planned Resort master plan.** An approved Planned Resort master plan shall specify the development standards for the Planned Resort. Upon approval of a Planned Resort master plan, any amendments to these Land Development Regulations shall not affect the approval of the Planned Resort master plan, or the conditions of approval, provided development within the Planned Resort proceeds **in** accordance with an approved phasing plan and provided none of the conditions occur that prescribe expiration of the Planned Resort master plan, pursuant to Section 2540.C, Expiration.
- B. **Amendment of master plan.** Any amendment to the Planned Resort master plan shall be reviewed and acted upon pursuant to the procedures set forth in this Division for review and action on the original master plan. The amendment shall be subject to all applicable standards of this Division and these Land Development Regulations that are in effect at the time of review of the amendment. Notwithstanding, minor deviations from a Planned Resort master plan may be approved by the Planning Director, pursuant to Section 51200.J, Minor deviations.
- C. **Expiration.**
  1. **Time-frame.** A Planned Resort master plan shall expire three (3) years from the date of its approval unless a sufficient application for Final Development Plan, in accordance with the approved phasing plan, is filed with the Planning Department A Planned Resort master

plan shall expire five (5) years from the date of its approval unless there is commencement of construction or operation of land uses or activities in accordance with the approved phasing plan. Notwithstanding, alternate time frames for expiration of a Planned Resort master plan may be established in an approved phasing plan.

2. **Effect.** Upon expiration, approval of a Planned Resort master plan shall become null and void, and all rights that are established by the master plan shall expire.

**D. Extension.** A Planned Resort master plan approval may be extended by the Town Council provided a written request for extension is received at least thirty (30) calendar days prior to expiration of the Planned Resort master plan.

1. **Procedure.** The request for extension shall be reviewed by the Town Council at a regularly scheduled meeting, by which time a public hearing notice shall be advertised and any necessary information pertinent to the extension request can be made available. The Planned Resort master plan shall be deemed extended until the Town Council acts upon the request for extension.
2. **Grounds for extension.** The grounds for extending a Planned Resort master plan approval shall be specified by the Town Council and shall include, but not be limited to, the following:
  - a. **No change in conditions.** Conditions in the community have not substantially changed since the original Planned Resort master plan approval. No extension shall be granted if the Town Council finds that changes in the community result in the resort plan being consistent with the community's land use patterns, these LDRs, or the community's ability to provide infrastructure and services to accommodate the resort.
  - b. **Good faith efforts.** Activities and investments on the part of landowners within the Planned Resort demonstrate good faith efforts in pursuing the development permitted by the Planned Resort master plan.

**E. Reconsideration.** If development within a Planned Resort fails to proceed in general accordance with the approved phasing plan, the Town Council may require reconsideration of the Planned Resort master plan and either amend the phasing plan or revoke the master plan, as appropriate.

1. **Amendment.** Amendment of the phasing plan shall be appropriate if either an acceptable alternative phasing plan that meets the standards of this Division or a development schedule acceptable to the Town Council for regaining compliance with the original phasing plan is presented.
2. **Revocation.** Revocation of the master plan shall have the effect of forfeiting all rights within the Planned Resort to any further development according to the Planned Resort master plan and shall be appropriate if:

- a. No material progress has been made in development of the resort for ten (10) consecutive years, or
- b. There is substantial noncompliance with the performance objectives specified in the conditions of approval, or the monitoring program, and no agreement can be reached between representatives of the landowners within the Planned Resort or applicant of record and the Town Council for bringing the resort development into compliance with the standards of this Division.

3. **Procedure.** The Town Council shall hold a public hearing, in accordance with Section 5120.E, Notice of public hearings, and Section 5120.F, Public hearing procedure, for the purpose of examining the development that has occurred within the Planned Resort and its consistency with the Planned Resort master plan. The Town Council shall issue a determination as to whether amendment or revocation of the master plan is appropriate, in accordance with the above specified standards. Amendments to the master plan shall be accomplished pursuant to Section 2540.B, Amendment of master plan.

## SECTION 2550. STANDARDS APPLYING TO ALL PLANNED RESORTS

- A. **Consistency with Comprehensive Plan.** Planned Resort master plans shall be consistent with the goals and objectives of the Jackson/Teton County Comprehensive Plan.
- B. **Compliance with Land Development Regulations.** A Planned Resort master plan shall comply with the standards of these LDRs. Notwithstanding, the applicant for a Planned Resort master plan may propose, and the Town Council may approve, alternative standards for development that are consistent with the purpose and intent of this Division. It is fully consistent with this Division that Planned Records may have dimensional, design, and other development standards different from those described in other sections of these LDRs due to the unique circumstances of, and community objectives for, resort development.
- C. **Statement of purpose.** The Planned Resort master plan shall have a Statement of Purpose which describes the applicant's rational for resort expansion and the design theme of the resort development. The Statement also shall describe how the resort master plan fulfills the intents of this Division, as specified in Section 2510, Purpose and Intent.
- D. **Master Site Plan.** The Planned Resort master plan shall have a Master Site Plan that clearly illustrates the proposed development and the site to the satisfaction of the Planning Director.
- E. **Dimensional Limitation Plan.** The Planned Resort master plan shall have a Dimensional Limitation Plan which specifies dimensional limitations necessary to achieve the design theme identified by the applicant. The plan shall include floor areas and floor area ratios, densities, landscape ratios, height, setbacks, building envelopes, etcetera, or other lines delineating areas on which restrictions of development are to be imposed and areas in square feet for each lot or building.

Any dimensional limitations unspecified by the Planned Resort master plan shall be established by the standards set forth in Section 2530.C, Other development options.

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

1. **Affordable housing.** Affordable housing shall be provided in conjunction with residential development pursuant to Division 49400, Residential Affordable Housing Standards, of these LDRs.
2. **Employee housing.** Employee housing shall be provided in conjunction with nonresidential development pursuant to Division 49500, Employee Housing Standards, of these LDRs.
  - a. **Employee housing calculations.** Since development of a Planned Resort may span time periods over which numbers of employees and their salaries may fluctuate, the calculations performed in developing a Housing Mitigation Plan shall use data current for the most recent full year prior to application for Planned Resort master plan.
  - b. **Master plan estimate.** The number of employees required to be housed and the locations where they will be housed, as presented in the Planned Resort master plan, shall be treated as an estimate/concept, and shall be finalized by the Planning Director as Final Development Plans within the Planned Resort are reviewed and acted upon. Each approved Final Development Plan shall establish the actual number of employees required to be housed and the locations in which they will be housed for that portion of the Planned Resort master plan.

G. **Design element.** The Planned Resort master plan shall include design guidelines, and a mechanism for their implementation, that establish design parameters for both buildings and spaces in the Planned Resort. The design theme of the resort shall be defined by the applicant and be consistent with the standards of this Division. This subsection establishes concepts that the design guidelines shall address; the design guidelines shall be evaluated as to whether or not they address these concepts, as well as character objectives for specific resorts set forth in Section 2550M, Character element. The design guidelines shall be prepared by an architect or landscape architect licensed in the State of Wyoming; preparation by a person or persons of similar expertise may be permitted by the Planning Director.

1. **General.** The design theme of the Planned Resort shall have an emphasis on outdoor recreational activities and create a sense of place. A sense of place is created when site planning and architecture:
  - a. Concentrate activities and human interaction into identifiable spaces, such as a plaza or mall;

- b. Assemble a built environment that connects buildings, spaces and structures through common scale, design, and materials;
- c. Incorporate into the built environment the natural features and cultural heritage of the area, and;
- d. Produce an identifiable image that is associated with the planned resort and with Jackson Hole.

There shall be visual continuity among the resort structures and design elements without unduly limiting variety in design. Development shall be compatible with the surrounding built and natural environment in both scale and character.

2. **Architecture.** Building design guidelines shall reflect:
  - a. The community's architectural character and themes
  - b. A human scale, pedestrian-orientation, which are created when:
    - (1) The height of buildings does not overwhelm people walking beside the buildings; and
    - (2) The ground level doors, windows and design features of buildings create an interesting diversity for people walking past the buildings.
  - c. A built environment in keeping with the cultural and aesthetic values of the community
  - d. Natural attributes of the immediate vicinity
  - e. Building materials and colors compatible with the surrounding natural and built environment.
3. **Bulk and scale.** The design guidelines shall ensure the bulk and scale of individual buildings within the Planned Resort achieve compatibility with:
  - a. Other structures within the Planned Resort when the resort development is completed, and
  - b. Neighboring structures that are not a part of the resort, and
  - c. The natural environment.
4. **Signs.** The design guidelines shall include a sign component that sets forth the sign theme for the Planned Resort and specifies criteria for determining permitted sign sizes, types, and

locations. The guidelines shall contain prototypical examples of all types of signs, including wall, canopy, freestanding, directional, and informational signs. The flexibility extended to Planned Resorts via this Division, to propose standards for signs different from those specified in Chapter 15.28, Signs, of the Jackson Municipal Code, is encouraged with the purpose of having sign guidelines in keeping with the unique character and needs of the resort.

5. **Lighting.** The design guides shall include an analysis of proposed project lighting. Areas to be illuminated (parking areas, walkways, entries, etc.) shall be identified, and general standards should be set forth. Identification of models and types of standards and fixtures is encouraged, but specific illumination plans and photometric footprints are not required. Generally, lighting shall be low-intensity, low profile, and shielded to avoid "light pollution" and glare to off-site areas. General illumination standards are set forth in Section 49370, Exterior Lighting and Glare.

## 6. Site planning.

- a. **Orientation and aspect.** Structures and public spaces within the Planned Resort, generally, shall be arranged with views of, and access to, the principal resort recreational amenity.
- b. **Entrance features.** Entrances to the Planned Resort shall create a sense of arrival. A sense of arrival is created when the entrance into the Planned Resort is easily identifiable and is consistent with the design theme of the resort.
- c. **Natural resources.** The site design shall highlight the natural resources within the Planned Resort and integrate them into the layout of the resort in order to promote a connection to the natural environment. Consequently, natural features of the site, such as significant vegetation, rock outcroppings, water bodies, etc., shall be preserved and incorporated into the project design to the extent practicable.
- d. **Pathways and pedestrian facilities.** Pathways and pedestrian facilities, including access for the disabled, shall be integral components of the site design. The site shall provide an attractive, outdoor atmosphere that encourages use and reliance upon pathways and walkways.
  - (1) **Safe, convenient, and direct access.** Pathway and pedestrian systems shall provide safe, convenient, and direct access throughout the resort, to public lands, transit facilities and the existing or planned community pathway system, when adjacent to the resort.
  - (2) **Pathways.** Pathways shall be provided for non-motorized transportation, except motorized wheelchairs for the disabled shall be permitted. Bicycle racks, ski racks, etc., shall be provided at various destination points within the resort.

- e. **Transportation facilities.** Site design shall integrate safe, convenient, and direct access to transportation services and facilities (i.e., bus shelters, information kiosks) and shall incorporate the facilities necessary for the proper functioning of the Transportation Demand Management Plan (see subsection H.2, below.)
- f. **Circulation.** The layout of local streets, alleyways, and parking lots shall be sensitive to the natural terrain and landscape. Cut and fill areas shall be minimized, and natural features of the site such as wooded areas, rock outcroppings, and water bodies, shall be preserved to the maximum extent practical.
- g. **Access.** Safe vehicular access appropriate for refuse removal, recycling, emergency services, and delivery shall be provided. Service access shall not create unsafe conflicts with automobile and pedestrian access to primary destinations within the resort.
- h. **Landscaping.** Project landscaping, including hardscape areas, shall be consistent with the overall design theme of the resort. Use of indigenous plant materials is encouraged. Existing vegetation shall be preserved and incorporated into the design of the project to the extent practical, especially wooded areas and other significant vegetation, which provides shelter or habitat for wildlife.

7. **Character objectives.** Section 2550.M, Character element, contains character and size objectives specific to each resort area that shall be incorporated into the design guidelines.

H. **Transportation element.** The Planned Resort master plan shall have a transportation element to ensure that resort development does not produce an amount of vehicular traffic that undermines the community's character, and endangers the public health, safety and welfare (i.e., noise, air quality and traffic impacts.) The Planned Resort master plan shall provide an optimum mix of automobile, transit, and pathway facilities within the resort, encourage coordination of all resort transportation facilities with the County-wide transportation system, promote design and management which encourages shifts from single-occupancy vehicle trips to multi-occupancy trips, or other transportation modes, and provide equitable cost sharing for facilities and services.

1. **Traffic impact analysis.** A traffic impact and access analysis is required. At a minimum, this analysis shall contain:
  - a. Projections of external vehicle trips generated by the Planned Resort.
  - b. Analysis of levels of service (LOS) impacts on roadway system segments and intersections serving the Planned Resort.
  - c. Specification of any improvements needed to roadway system segments and intersections as a result of increased traffic from the Planned Resort.

2. **Transportation Demand Management Plan.** The Planned Resort master plan shall include a Transportation Demand Management (TDM) Plan that demonstrates how the travel behavior of resort visitors and employees will be managed to minimize the number of vehicle trips on the roadway network resulting from the resort development. The Transportation Chapter of the Jackson Teton County Comprehensive Plan will allocate a number of vehicle trips to various roadway segments, based upon the projected traffic demand and the planned character of the roadway segments. A goal of the applicant's **TDM** Plan shall be to manage the transportation demands of the resort so that it is consistent **with** the allocation of vehicle trips to the various roadway segments that serve the Planned Resort. Potential mechanisms for managing travel behavior may include, but are not limited to:
  - a. Increasing average vehicle occupancy
  - b. Shifting vehicular trips (resident and visitor) to public transit
  - c. Shifting vehicular trips (resident and visitor) to walking, bicycling and other non-motorized means
  - d. Reducing vehicular trips through internal capture associated with mixed land use patterns.
3. **Parking and loading.** The Planned Resort master plan shall provide parking and loading areas of sufficient amount and type to accommodate the resort's projected demand including parking for visitors and lodging guests, waiting and loading areas for transit vehicles and their passengers, and loading areas for delivery vehicles. Parking shall be designed to encourage non-motorized transportation, transit and high occupancy vehicle use and discourage single-occupancy vehicle use.

I. **Capital improvements element.** The Planned Resort master plan shall have a capital improvements element to ensure that infrastructure and essential services will be provided in an efficient and timely manner to accommodate projected resort demands. Planned Resort master plans shall include a capital improvements element that identifies service providers, analyzes impacts and proposes a capital improvements plan for facilities and services needed by the resort. Such facilities and services may include, but are not limited to: transportation (including transit, parking and pathways;) potable water and wastewater treatment services; waste management (hazardous and solid;) utilities; storm water management and snow storage facilities.

1. **Identification and acknowledgment of service providers.** The applicant shall identify the provider of all infrastructure facilities and services included in the plan. Where services are to be provided by an entity other than the applicant, documents from the service provider shall demonstrate the commitment and ability to provide such service according to the Planned Resort master plan.
2. **Impact analysis.** An impact analysis shall be performed for all facilities and services, unless waived by the Planning Director. Each impact analysis shall identify the following:

- a. The maximum daily peak capacity of existing facilities.
- b. The current daily peak demand on existing capacity.
- c. The daily peak capacity available for new development.
- d. The projected daily peak demand generated by new development in the Planned Resort.
- e. When development outside of a resort is reasonably anticipated to utilize the same infrastructure system as the resort, the Town of Jackson shall provide the applicant with estimated peak demand.
- f. Any planned improvements by other entities, such as the Town of Jackson or the Teton Village Water and Sewer District, and the timing of such improvements.
- g. Any deficits in daily peak capacity potentially resulting from development within the Planned Resort--either from a strict demand standpoint or from a timing standpoint--taking into account other potential new development outside the Planned Resort.

3. **Capital improvements program.** The capital improvements plan shall be consistent with the impact analysis and specify how any deficiencies in infrastructure will be remedied or mitigated, including descriptions of the infrastructure improvements, the responsibility and sources of funding for the improvements, and the timing for completion of improvements. Concept plans for improvements shall be included in the capital improvements plan; engineered plans shall be provided in the final development plan application for subsequent development.

J. **Land use element.** The Planned Resort development shall have a land use element that identifies the land uses within a proposed Planned Resort. The land uses shall be consistent with both the applicant's design theme and the character objectives for the resort, as specified in Section 2550. **M, Character element.**

- I. **Permitted uses.** The type of development permitted within a Planned Resort shall be set forth in the Planned Resort master plan and shall be consistent with the following:
  - a. Residential uses shall be permitted.
  - b. Uses necessary for operation of the resort's primary recreational activity (ski area, hot springs) shall be permitted.
  - c. Nonresidential uses that provide for the basic needs of the resort's lodging guests, day visitors, employees and vicinity residents shall be permitted.

- d. Regional-serving commercial uses which rely upon vehicle trips from a community-wide market area rather than the Planned Resort vicinity shall be prohibited, unless they are determined by the Town Council to be resort-related amenities.
- e. Commercial amusement activities that are detrimental to the outdoor, natural resource character of Teton County shall be prohibited.
- f. Special events such as music and dance festivals, art and craft shows, concerts, live theater, and similar events, which are compatible with the resort and its facilities, shall be permitted.

2. **Amount and type of development.** The amount and type of development in a Planned Resort master plan shall be consistent with:

- a. The applicant's rationale for resort expansion and the character objectives for the resort area pursuant to Section 2550.M, Character element.
- b. The overall amount of development that can be permitted while preserving community character, as reflected in the Jackson Teton County Comprehensive Plan and the Town and County's LDRs.
- c. The amount of infrastructure capacity that can be provided while maintaining consistency with community character goals.
- d. Providing a level of self-sufficiency within the resort, such that vehicle trips ending outside the resort are minimized.

K. **Phasing element.** The Planned Resort development shall have a phasing element to ensure that development within a Planned Resort occurs in logical sequence within the Planned Resort, including amenities and necessary public service expansions. Planned Resort master plans shall contain a phasing plan that identifies the sequence of resort structures, uses and amenities, installation of infrastructure, implementation of the Transportation Demand Management Plan, Housing Mitigation Plan, and implementation of Planned Resort master plan conditions of approval.

- 1. **Description.** All structures, land use activities, mitigation strategies and infrastructure expansions proposed, including such activities and improvements on public lands, shall be included in the phasing plan.
- 2. **Functional phases.** Each phase shall be self-sufficient, in conjunction with existing elements of the Planned Resort, i.e., transportation and parking needs, as well as amenities, for each phase shall be satisfied within each phase and shall not be dependent upon a future phase. Each phase shall represent a logical and compact extension of infrastructure and public services. In order to develop certain improvements in logical increments that provide for economies of scale, the phasing plan may propose that improvements required for an earlier phase be provided in a later phase only if:

- a. The delayed construction of the improvement does not create a negative impact or exacerbate an existing problematic condition, and
- b. Financial assurance, in a form acceptable to the Town Council, is provided, i.e., letter of credit, that the improvement required for the earlier phase will be developed within a certain time-frame, even if later phases remain undeveloped.

3. **Coordinated with public services.** Phasing shall be coordinated with the improvements schedule or capital improvements program of public or semipublic service providers, as identified in the Capital Improvements Element.
4. **Relationship of phasing to overall resort plan.** Phasing shall implement the stated purpose of the Planned Resort master plan, i.e., if a destination ski area is the basis for the resort plan, the ski area facilities should not be the last increment of development. Similarly, open space dedications, amenities, and required performances that mitigate the impacts of the resort shall be developed or provided in proportion to the type and amount of development in each phase.
5. **Performance objectives.** The Town shall establish performance objectives as part of the Planned Resort master plan approval that ensure that development within the Planned Resort achieves the required mitigation of projected impacts on the community. The resort developers shall be responsible for ensuring that proposed mitigation measures are effective. For example, the resort approval may require vehicle trip reduction techniques in order to avoid undesired vehicle trips; performance objectives shall be identified and incorporated into a monitoring program, pursuant to subsection K.6, Monitoring proITam, below.
6. **Monitoring program.** A program for monitoring compliance with performance objectives for each phase of development shall be designed in a collaborative effort between the applicant(s) and the Town, and shall be set forth in the Planned Resort master plan approval. The monitoring program shall be implemented by the applicant, or an entity that equitably represents all landowners within the Planned Resort, and will include monitoring of DM components, employee housing developments, and other such elements as identified by the Town Council.
  - a. **Program contents.** The monitoring program shall specify data collection needs, responsibility for data collection, techniques to be used in analyzing data, how the data shall be used to determine achievement of performance objectives, and the schedule for reporting to the Town the results of the monitoring effort
  - b. **Program results.** Representatives of the landowners within the Planned Resort shall have three (3) reporting opportunities to demonstrate achievement of performance objectives. If, by the third scheduled report, the resort has been unable to meet any specified performance objective, the Planned Resort master plan may be subject to reconsideration pursuant to Section 2540.E, Reconsideration.

7. Achievement of performance objectives. Approval of future final development plans may be delayed until the performance objectives of the previous phases are met or a strategy for achieving them has been approved by the Town Council.

L. Community services element (optional). Resorts function as integral parts of the community by participating in civic initiatives and implementing the goals of the community. The optional community services element is intended to be a component of the Planned Resort master plan in which the benefits that the resort area provides to the community are acknowledged. Landowners within Planned Resorts are encouraged to continue with, and expand upon, programs designed to retain local access to the resort's main recreational activity and facilities. Community service programs help to maintain a balance at the resort between out-of-town visitors and the community, and contribute to the quality of life in the community. Examples of community services currently provided are:

1. Hosting activities for local disabled persons
2. Hosting Parks & Recreation Department activities
3. Providing trail head access to public forest land
4. Hosting local nonprofit events, including free recreational activities and transportation
5. Offering reduced facility rates for community events and nonprofit organizations
6. Offering local appreciation and promotional reduction in activity fees
7. Offering activity fees that are affordable to the permanent population

M. **Character element.** The Planned Resort master plan shall have a character element to ensure that resort development is in keeping with the community's character and the planned character for the vicinity in which the resort development is located as described in this subsection. The standards set forth in this subsection are unique to each resort area in order to recognize the differences between the individual resorts, the planned character of their neighborhoods, and the community's expectation of resort development in that vicinity.

1. **General.** The standards specified in this Section are the minimum required, or maximum permitted, as indicated by a "no less than" or "no more than" statement. Minimum requirements may be increased in order to avoid or mitigate impacts of a specific Planned Resort master plan proposal, better achieve the character objectives for the resort, or better implement the goals and objectives of the Comprehensive Plan. Similarly, an applicant's ability to achieve the maximums permitted is dependent upon the Planned Resort master plan's avoidance or mitigation of negative impacts on the community, its achievement of the character objectives for the resort, or its contribution toward achievement of the goals and objectives of the Comprehensive Plan.

## 2. Definitions.

- a. **Guest.** A guest is a person who is accommodated in overnight lodging facilities within the Planned Resort. The number of guests is calculated by the "average peak occupancy" of the lodging accommodations.
- b. **Average peak occupancy.** For the purposes of this Section, the following average peak occupancies (APOs) shall be used in calculating the capacity of guest accommodations:
  - (1) **Hotel, motel, or similar lodging unit.** A hotel, motel, or similar lodging unit that exists as sleeping quarters only, and does not contain other types of living spaces such as a living room or kitchen, shall be assigned an APO of two (2.)
  - (2) **Dwelling unit.** A dwelling unit, used for short term rental, shall be assigned an APO of-four(4.)
  - (3) **Other.** Other lodging facilities that do not meet the definitions above shall have an APO assigned that is the sum of the number of bedrooms the lodging facility contains multiplied by two (2.)

## 3. Snow King

- a. **Character and design.** As indicated on the Community Issues Map of the Jackson/Teton County Comprehensive Plan, Snow King Resort will continue its role as a unique, resort-oriented urban commercial node serving both visitors and residents. Improvements and expansions at Snow King will solidify its role as the main convention and conference facility in the community. Factors and resort characteristics important in Snow King's future development include:
  - (1) Capitalization on the location at the terminus of Snow King Avenue.
  - (2) Creation of a sense of arrival.
  - (3) Creation of an active, attractive, pedestrian streetscape along the eastern end of Snow King Avenue.
  - (4) An attractive, safe, and direct pedestrian streetscape connection to the Town Square.
  - (5) A layout that blends the edges of the resort into neighboring developments, creating a porous edge to the resort that encourages pedestrian travel into and through the area.

- (6) Structure sizes and layout that draw people into the resort area.
- (7) A continuity of architecture and activities within the resort, creating a multi-use sense of place.
- (8) Pathways throughout the resort and connections to the Jackson Hole pathways system.
- (9) Continued provision of the amenities of "town hill" skiing.

**b. Capacity.**

- (1) **Lodging.** Lodging capacity shall be for no more than 2,460 guests shall be provided within the Planned Resort.
- (2) **Buildings.** There shall be no more than a total of 1,080,000 square feet of gross floor area for all facilities and all uses located within both the Building Envelopes and the Recreation Land Use Zones within Sub-Areas 1-6 as defined in the Snow King Master Plan, as well as, all development within Sub-Area 7 located within the Planned Resort District, but not part of the Snow King Master Plan (Pitchfork, Clark's Knoll, Grand Vista, Stevens, Remington). For purposes of allocating square footage 915,000 square feet shall be allocated to Sub-Areas 1-6 and 165,000 square feet to Sub-Area 7. The 1,080,000 square feet of gross floor area shall include all structures, both new, existing and all additions and/or redevelopment of structures. All floor area devoted to employee housing shall be exempt from the gross floor area calculation. With the exception of floor area devoted to employee housing, the total gross floor area shall include all floor area as defined by the Town's Land Development Regulations and as defined in the Planned Resort Master Plan for Snow King. (**Ord. 668, § 1, 1/2001**)

**c. Land use.** Convention center facilities shall be provided necessary to serve a year-round convention market, including community needs for convention space. Commercial services provided, in addition to convention facilities, shall be essential services to on-site guests and supplemental neighborhood services. The commercial space shall be sized and designed for serving the needs of on-site guests of the resort and nearby residents.

**d. Landscape surface area.** Within areas of the Planned Resort to be developed as lodging, conference, commercial and related facilities, the minimum landscape surface ratio shall be .25, exclusive of the already permitted residential development that exists upon the enactment of this Division (Clark's Knoll, Pitchfork Townhomes, Love Ridge, and Love Ridge Addition.) Notwithstanding, the Town Council may reduce the minimum landscape surface area to no less than twenty (20)

percent upon demonstration by the applicant that the following objectives are achieved with a reduced landscape surface area. The primary purposes of the landscaped areas within Snow King are to:

- (1) Create visually strong and attractive streetscapes.
- (2) Create a porous edge to the Planned Resort such that residents and visitors in the surrounding areas are invited to enter the resort through attractive pedestrian ways.
- (3) Support high quality urban design, including integral public spaces for interaction and public events.

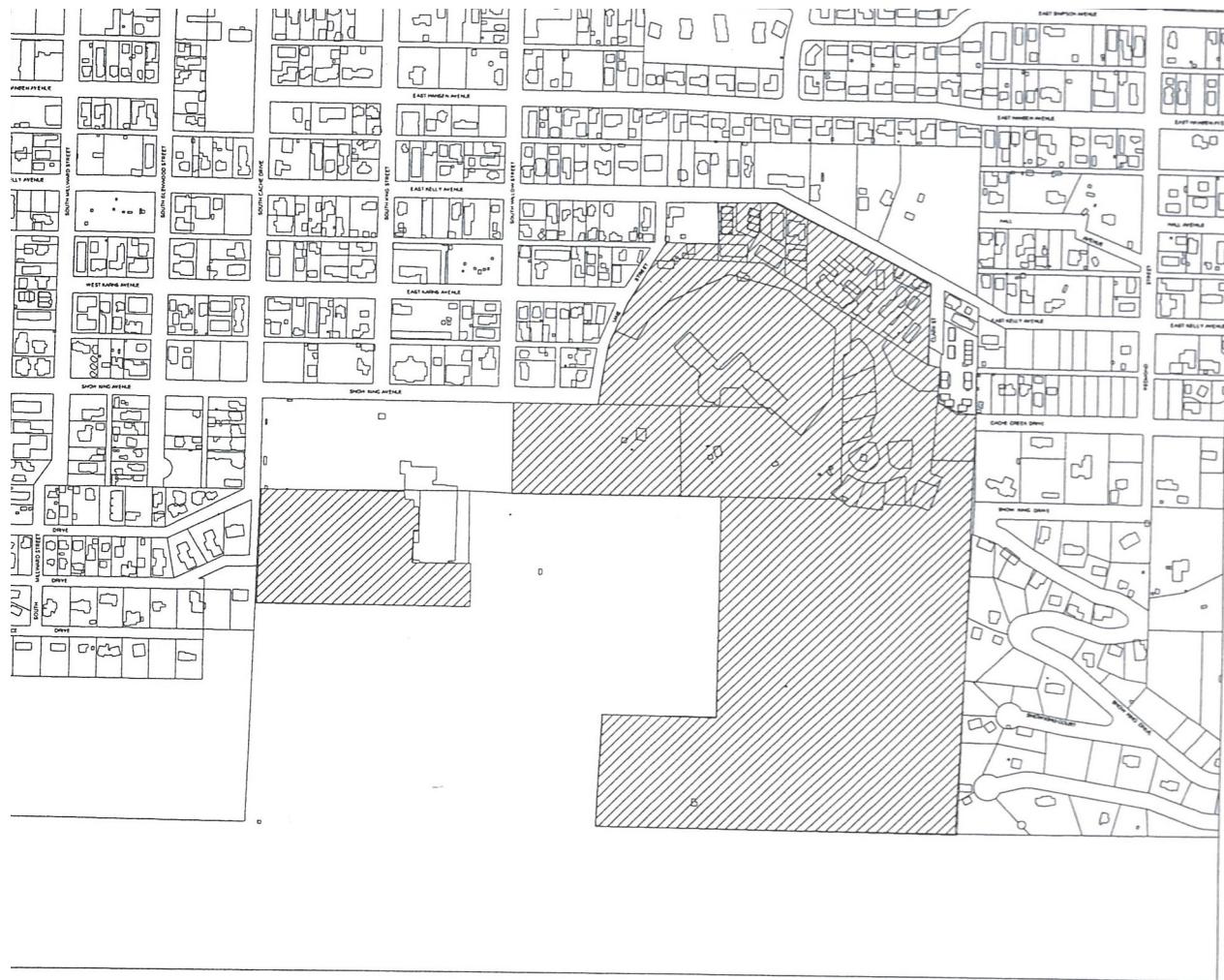
e. **Environmental analysis.** An EA with a visual component dealing with the potential visual impacts of development shall be performed pursuant to the procedures and standards of Division 3300, Scenic Resources Overlay (SRO) District. An EA shall be performed which recommends any action necessary to mitigate impacts to wildlife, migration corridors and crucial winter range.

f. **Relationship to Town Square.** Programs and facilities shall be established that encourage non-motorized access and public transit access to the Town Square and other Town tourist environs, in conjunction with Town of Jackson planning efforts and goals.

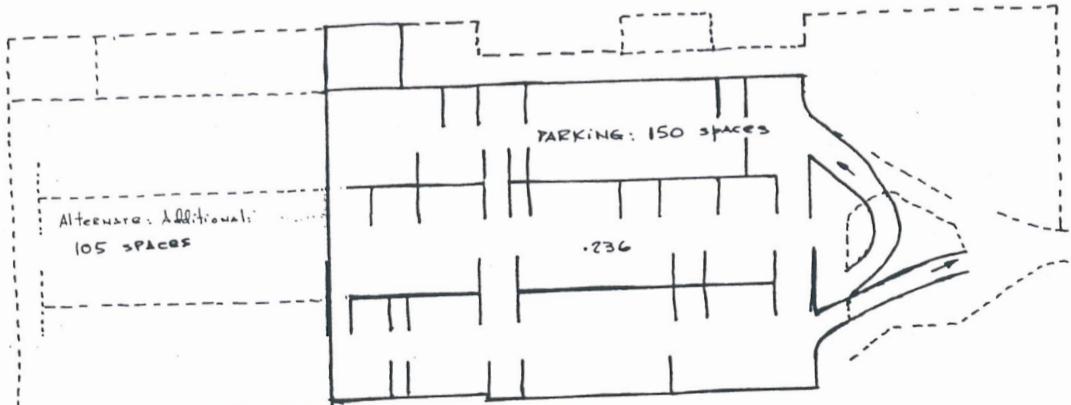
A Planned Resort master plan shall be approved only if all of the following findings are made.

- A. **Consistency with Comprehensive Plan.** The Planned Resort master plan is consistent with the goals and objectives of the Jackson Teton County Comprehensive Plan.
- B. **Consistency with purpose and intent.** The Planned Resort master plan is substantially consistent with the purpose and intent of this Division, as set forth in Section 2510, Purpose and Intent
- C. **Affordable and employee housing.** The Planned Resort master plan ensures a supply of affordable and employee housing that is in accordance with the requirements for housing created by development within the Planned Resort.
- D. **Design guidelines.** The Planned Resort master plan contains design guidelines that
  - 1. Establish standards for buildings, spaces, signs, and lighting within the Planned Resort;
  - 2. Promote the design concepts set forth in Section 2550.G, Design element; and
  - 3. Establish a method for consistent implementation of the guidelines.
- E. **Transportation element.** The Planned Resort master plan contains a traffic impact analysis and transportation demand management plan that:
  - 1. Promote multimodal forms of transportation that are consistent with the transportation goals of the Jackson/Teton County Comprehensive Plan;
  - 2. Manage the generation of resort related traffic to avoid undermining community character and endangering the public health, safety, and welfare; and
  - 3. Identify an equitable cost sharing plan for transportation facilities and services.
- F. **Capital improvements plan.** The Planned Resort master plan contains a capital improvements plan that ensures infrastructure and essential services will be provided in an efficient and timely manner to accommodate projected resort demands.
- G. **Land use element.** The Planned Resort master plan promotes land uses that support and maintain the character of the resort as specified in Section 2550.M, Character element.
- H. **Phasing plan.** The Planned Resort master plan contains a phasing plan that ensures:
  - I. Development of the resort, its amenities, and public facilities necessary to serve the resort, occur in logical sequence and·

g. **Area description.** The following map depicts the Snow King area that is within the Planned Resort District.

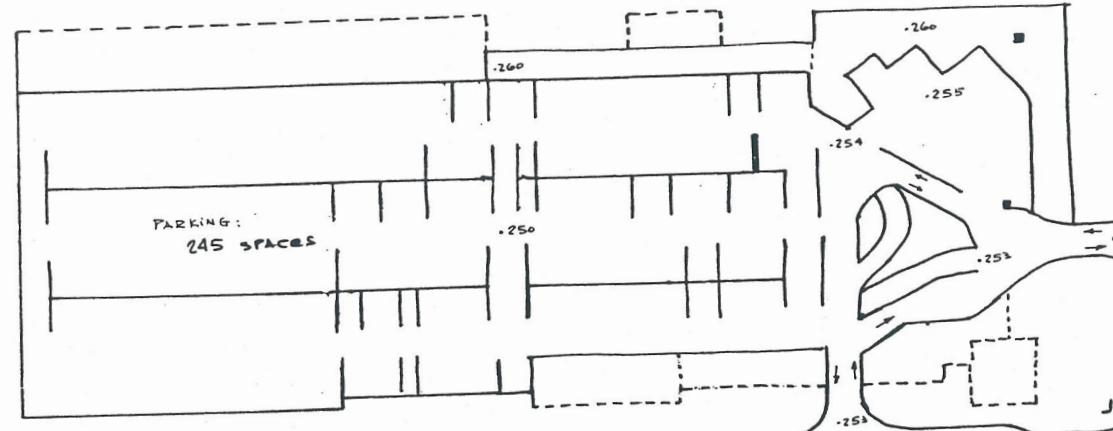


## Planned Resort District



ALTERNATE - ADD			
	SHOW KING	KMG	TOTALS
PARKING SPACES	28	77	105
TAKING & CIRCULATION SP	14,000	28,000	42,000
Mesh. & SUPPORT	2,000	2,000	4,000

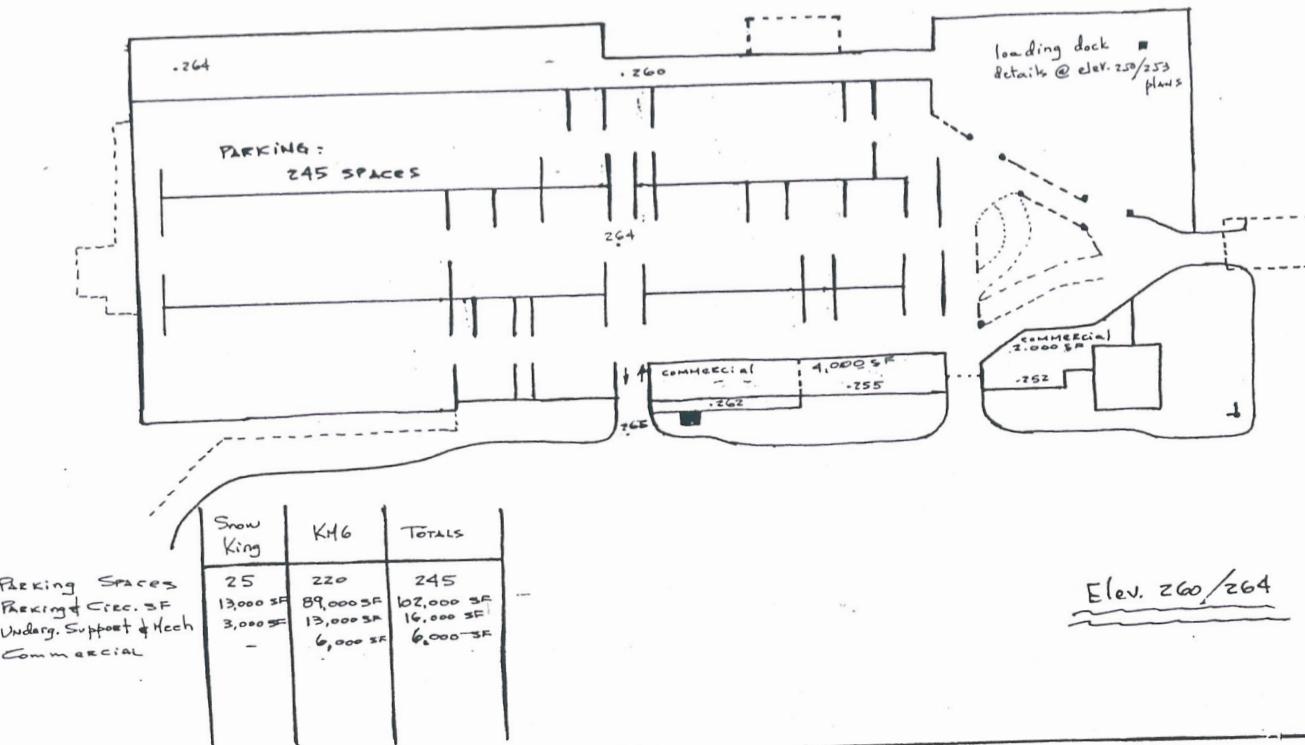
BASE BUILDING  
KHG: 150 parking spaces  
64,000 SF PARKING & circul.  
4,000 SF Mechanical & support (mechanic) Elev. Z =



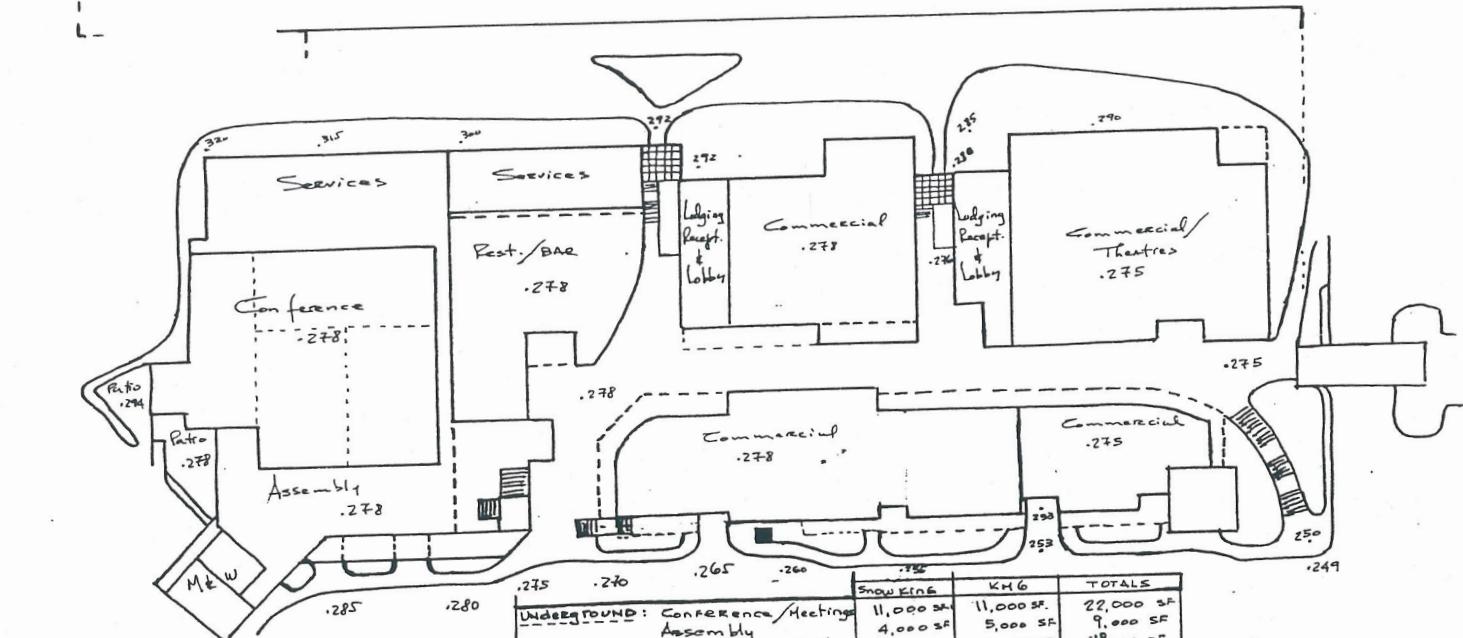
King	KM6	KM7
Packing Spaces	25	220
Packing & Circ. SF	13,000 SF	89,000 SF
Undrg. Support & Mech.	2,000 SF	6,000 SF
Undrg. Loading Dock	-	22,000 SF
		22,000 SF

XIII. C. 2

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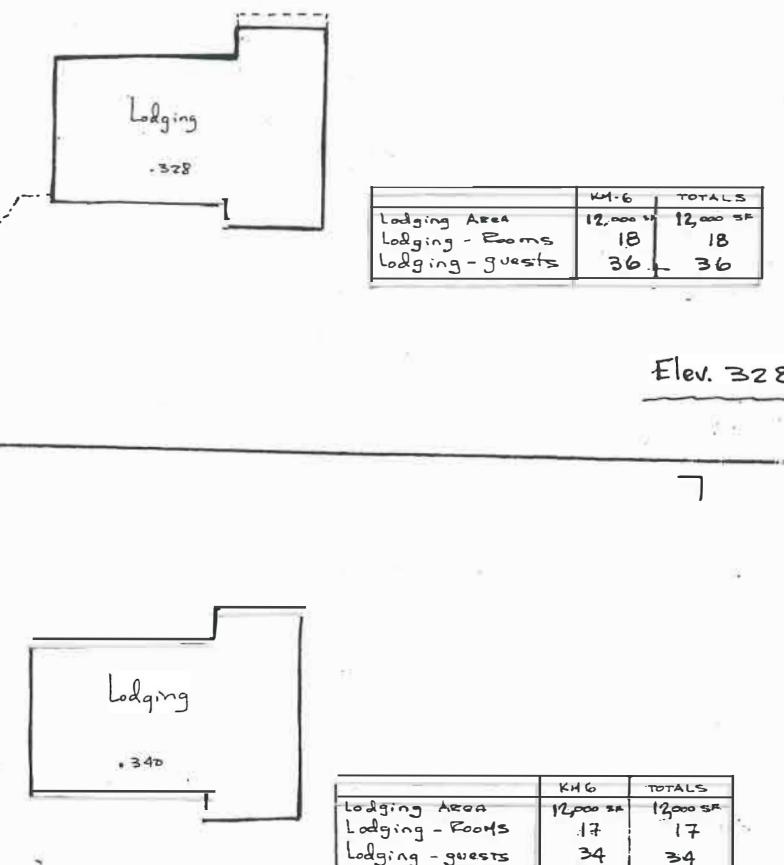
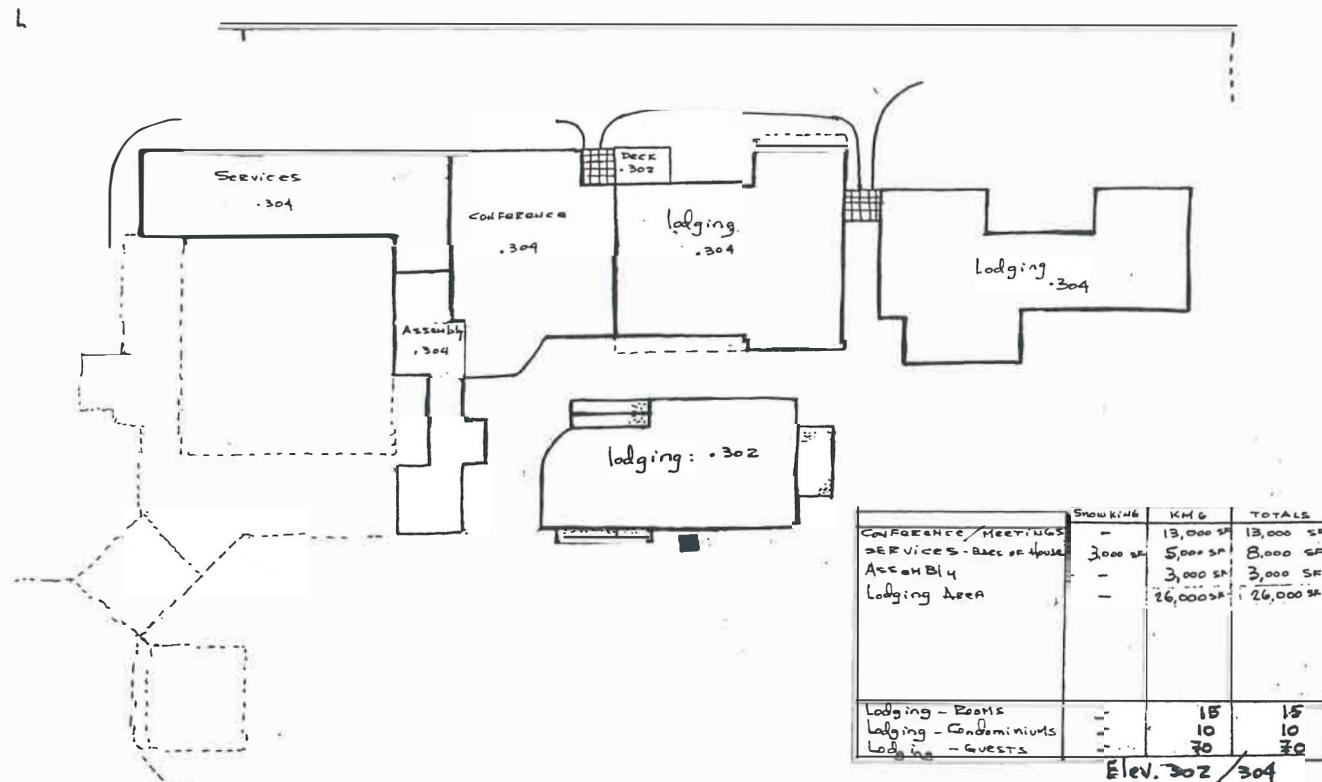
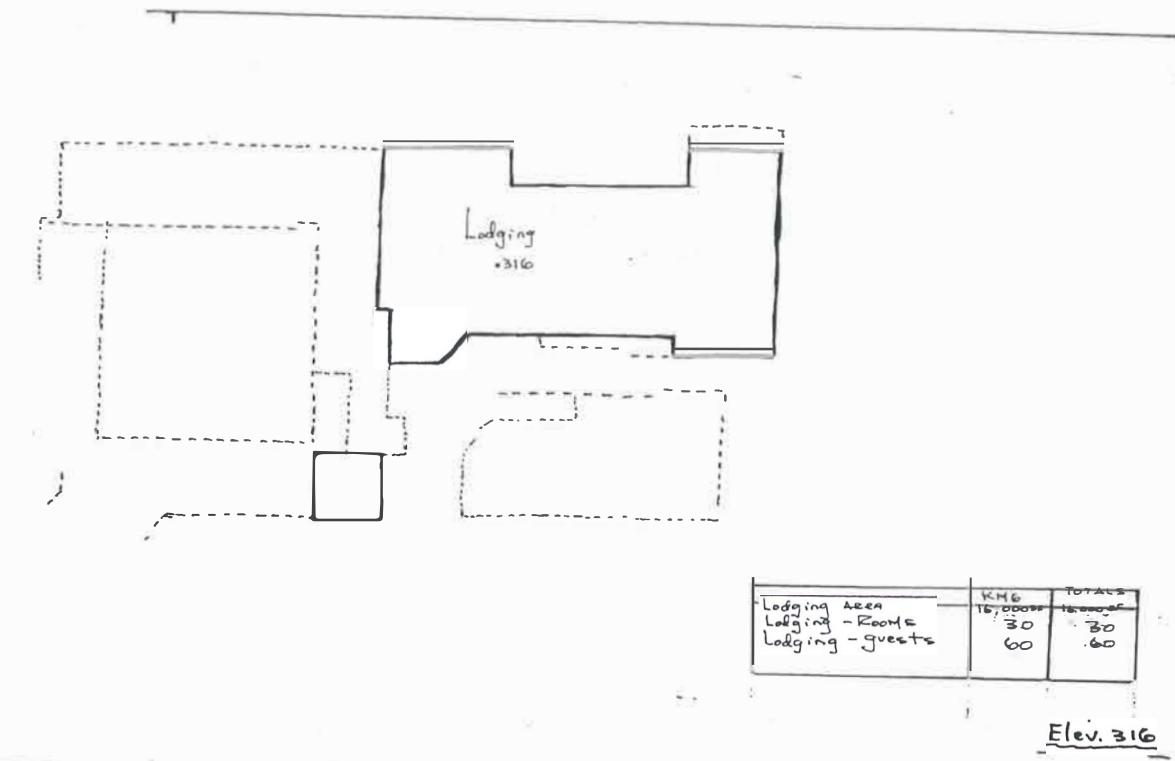
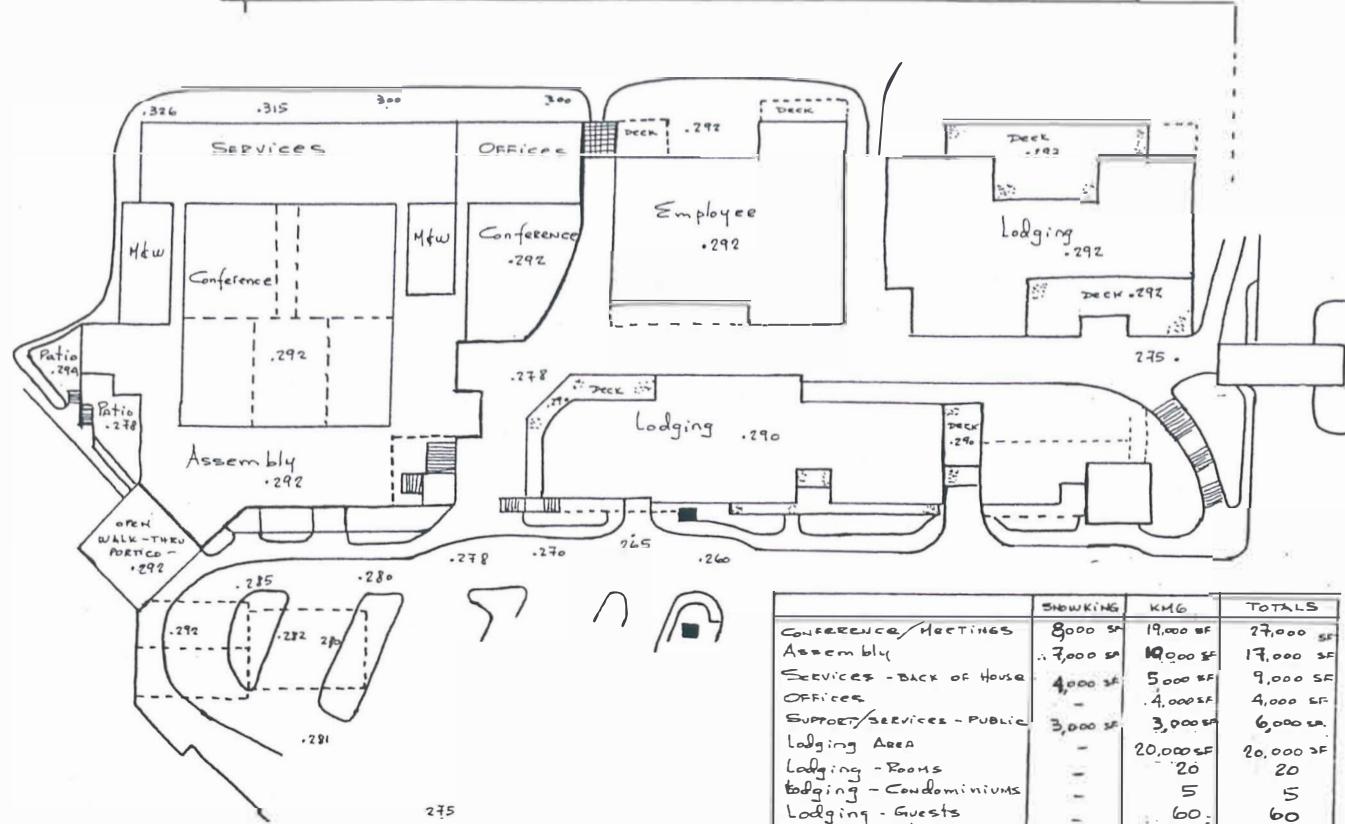


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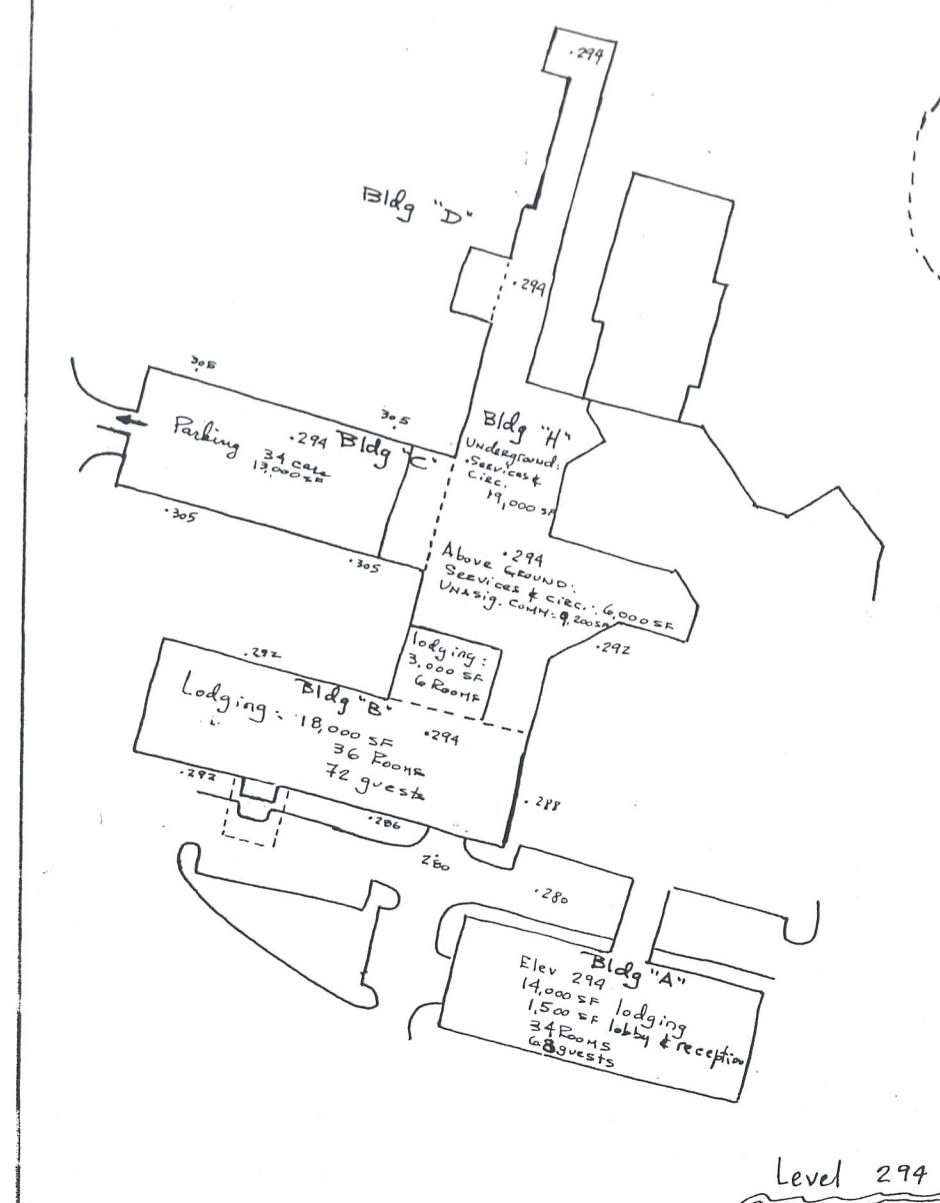
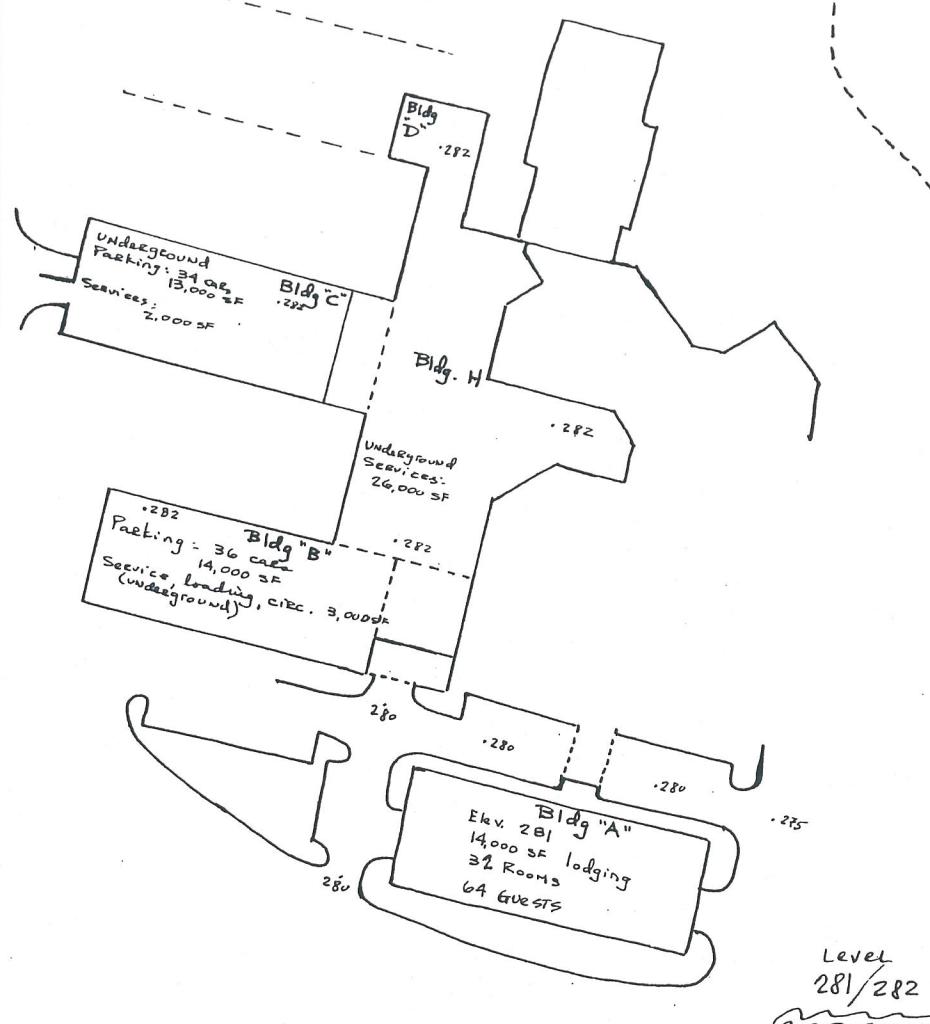
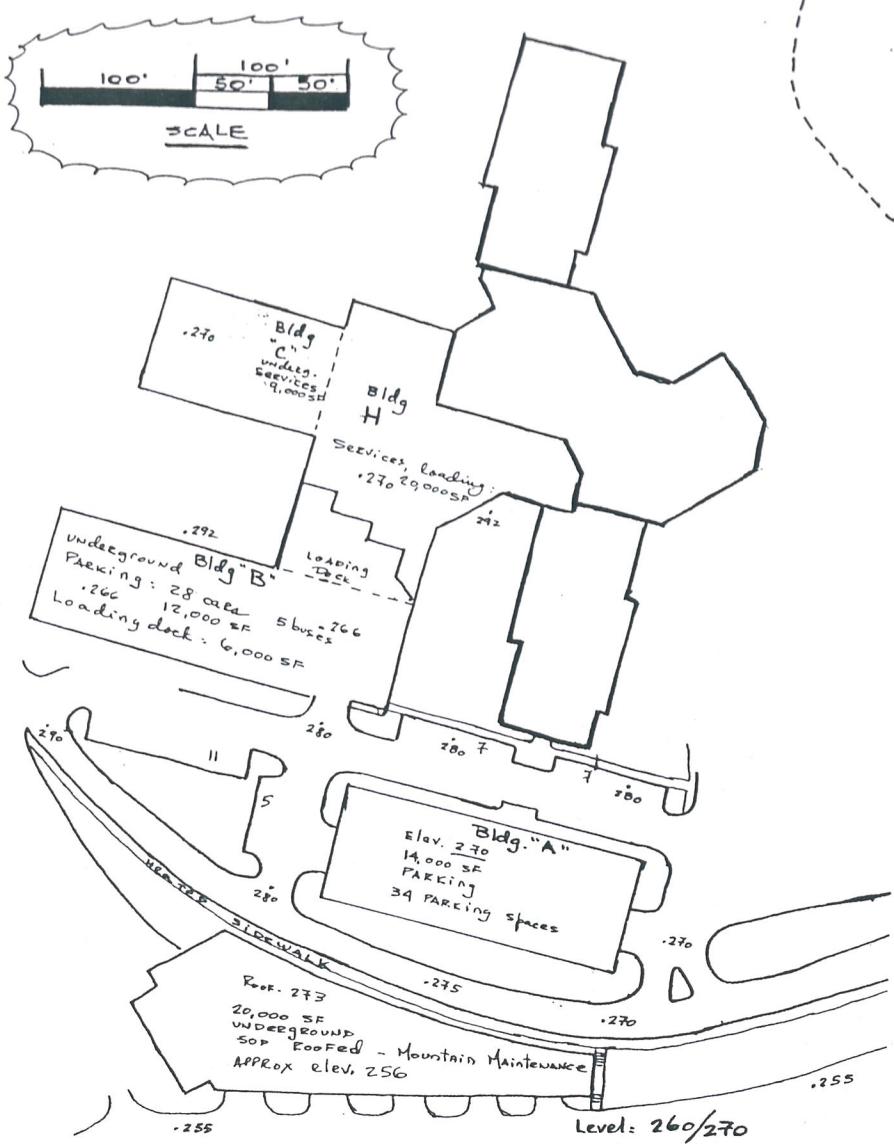


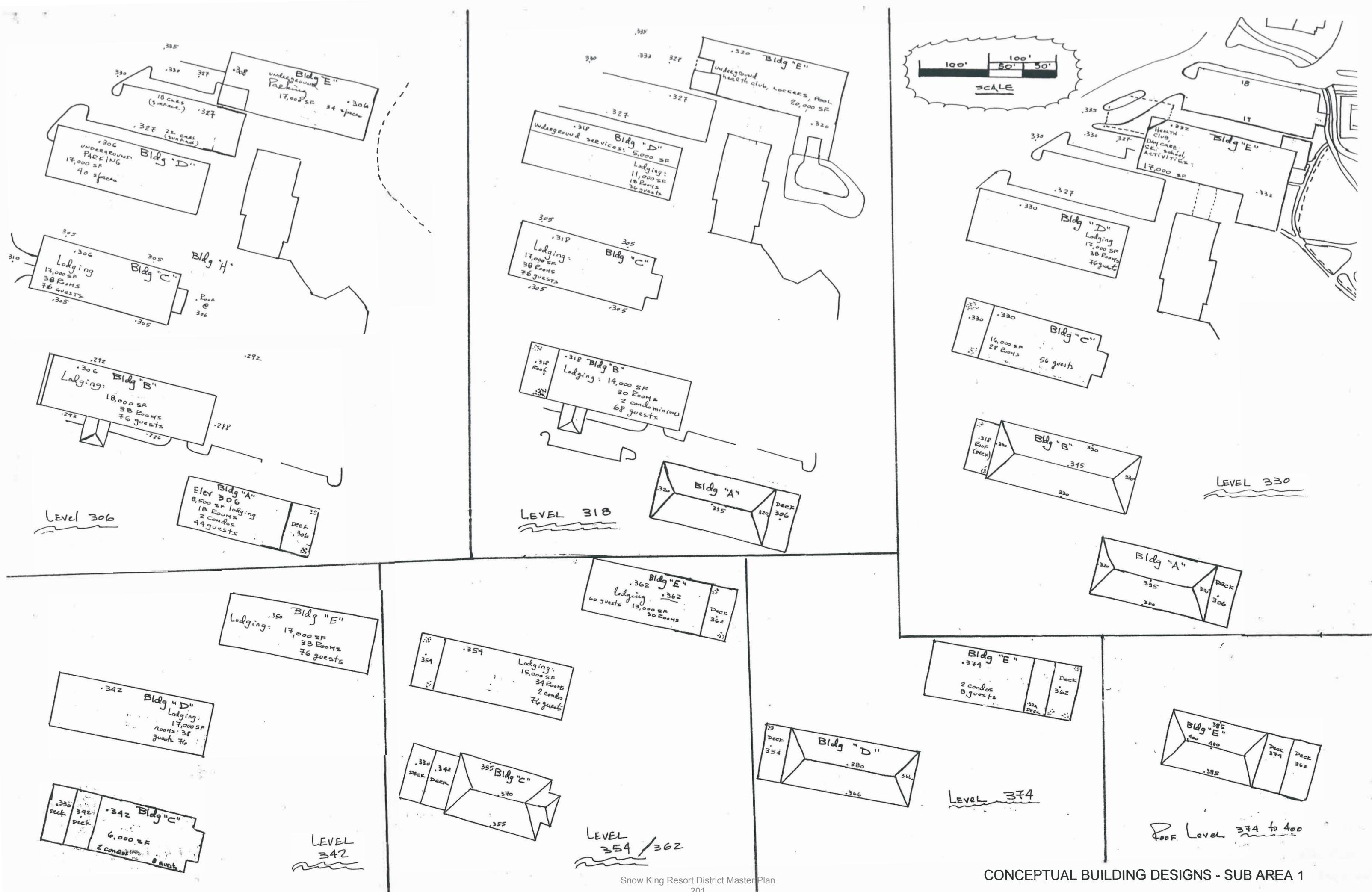
.275	.270	.265	.260	.150	
<u>Under Ground</u>	CONFERENCE /Meetings	11,000 SF	11,000 SF	22,000 SF	
	Assembly	4,000 SF	5,000 SF	9,000 SF	
	Services - back of house	5,000 SF	13,000 SF	18,000 SF	
	Support & Services - public	2,000 SF	-	2,000 SF	
<u>Above Ground</u>	Commercial (F & B)	- - -	11,000 SF	11,000 SF	
	Commercial (passing)	-	34,000 SF	34,000 SF	
	Assembly	-	3,000 SF	3,000 SF	
	lobby, lobby & Recept.	-	6,000 SF	6,000 SF	
	Theatre or Commercial	-	9,000 SF	9,000 SF	
<u>GROUND COVERAGE</u>	Buildings	22,000 SF	111,000 SF	133,000 SF	
	Landscape PLAZA	-	37,000 SF	37,000 SF	
	Pathways, Sidewalks	2,000 SF	15,000 SF	17,000 SF	

CONCEPTUAL BUILDING DESIGNS - SUB AREA 2



CONCEPTUAL BUILDING DESIGNS - SUB AREA 2





# **TRANSPORTATION DEMAND MANAGEMENT MONITORING REPORT**

**SNOW KING RESORT  
TETON COUNTY, WYOMING**

PREPARED  
FOR  
**SNOW KING RESORT MANAGEMENT ASSOCIATION  
JACKSON, WYOMING**

PREPARED  
BY  
**NELSON ENGINEERING  
JACKSON, WYOMING**



OCTOBER 2016  
Project No. 16-106-01

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## 0. Executive Summary

Snow King Resort's Master Plan document outlines a Transportation Demand Management Monitoring System that is designed to assess the effectiveness of 13 defined TDM Strategies. Of those 13 strategies, Snow King Resort is actively executing 11 strategies to a satisfactory level; however, this study's findings indicate that a few of these passing strategies can yet be improved upon to further achieve the goals of the TDM. The two strategies that are not being met are either because they are not applicable to the Resort's business model at this point in time, or they relate to factors outside of the Resort's control.

Overall, no significant increases in average daily traffic (ADT) were observed during the traffic volume observation period (approximate window of 30<sup>th</sup> highest hour). Minor changes in ADT and traffic flow patterns were observed and noted, however, are not highly correlated to Resort activity. An analysis of parking lot usage revealed that the Resort is providing ample parking acreage for its current patronage, however, forecasted development will warrant the need for ongoing lot usage monitoring. Snow King Resort's recent infrastructure contributions (sidewalk connecting the Resort to the Town of Jackson sidewalk) have been observed to be used regularly, and their ongoing complimentary Guest shuttle system is exemplary.

# 1. Overview and Project Description

## **1.1 – Master Plan & Transportation Demand Monitoring Program**

In 1999 Snow King Resort submitted a Master Plan document to the Town of Jackson outlining their business model, expansion plans, and mitigation efforts for the various projected impacts on the town's residents, and infrastructure. This Transportation Demand Management Monitoring report reviews and analyzes the component of that report referred to as the *Transportation Elements* (Snow King Resort Master Plan, Section IX). In particular, execution and effectiveness of the Transportation Demand Monitoring Strategies will be analyzed.

The Traffic Analysis and Transportation Plan overview as stated in the Master Plan is as follows:

*“Snow King Resort has been successful at encouraging guests of the Resort to walk or utilize existing public/private transit systems for both on-site and off-site events. With moderate improvements to the street and sidewalk system in the vicinity of Snow King Resort, the addition of a convenient Town shuttle system, and implementation of an aggressive **Transportation Demand Management Program**, the existing street system is sufficient to accommodate the projected buildout traffic.”*

The Town of Jackson's Conditions of Approval at the time for Snow King Resort's Master Plan included the following feedback relating to Transportation Elements:

- *The applicant shall be required to implement the Travel Demand Management Monitoring System as described in the Transportation Elements of this Plan.*
- *The applicant shall be required to implement a minimum of two and a maximum of all thirteen proposed Transportation Demand Management Strategies in order to meet the goals as described in the Transportation Elements of this Master Plan.*

In accordance with both the original Master Plan- Travel Demand Management Monitoring System, as well as in response to the 2013 document *Snow King Mountain Resort 2014 Development Master Plan* presented to the United States Forest Service (USFS), the Town of Jackson and Snow King Resort Management Association (SKRMA) retained the services of Nelson Engineering in the Summer of 2016 to gather traffic/transportation count data and produce a report to assess the effectiveness of ongoing Traffic Demand Management.

## **1.2 – Transportation Management Strategies**

The core of the Transportation Demand Management Program are the 13 strategies that were designed to influence Guests' chosen mode of travel, and minimized the use of single-occupant vehicles. The Transportation Demand Management (TDM) Strategies are aimed at both Guests, and Employees to streamline/minimize daily trip generation and reduce loading on peak hour traffic demand (and/or 30<sup>th</sup> highest hour demand). The 13 strategies as originally stated are outlined below:

- *Provide free or reduced-rate bus passes to employees and hotel guests (as part of the room package). Inform guests of the availability of transit and non-motorized modes prior to arrival.*
- *Continue (and increase frequency of) shuttle to Teton Village and Airport to encourage guests to use transit rather than renting automobiles.*
- *Provide employee ride sharing incentives. Provide free parking for multi-occupancy vehicles and paid parking for single occupancy vehicles.*
- *Continue to have groups as a large percentage of the lodging business.*
- *Construct the majority of development in a dense pattern near the shared parking area.*
- *Support and participate in community wide mass transportation invitations.*
- *Promote alternative travel modes through advertising and marketing.*
- *Provide "town" bikes at a nominal rate for guests.*
- *Coordinate with Town to provide a frequent and convenient Town Square – MAC Campus – Snow King Shuttle System.*
- *Provide information and reservation services and staging areas for float trips, snowmobile operators, and other tour operations.*
- *Develop parking district with combination of free and fee parking.*
- *Provide on-site and nearby employee housing.*

By implementing a minimum of two, and up to all 13 of these strategies, Snow King Resort aims to continue meeting the Conditions of Approval between the Resort and the Town of Jackson.

### **1.3 – Transportation Management Monitoring System**

The 1999 Snow King Resort Master Plan also defined a Travel Demand Management Monitoring system that aimed to ensure the TDM program was meeting its goals and making a significant effort to implement the TDM Strategies. The following points are components of the Transportation Management Monitoring System (TMMS):

- *Prior to issuance of a building permit for the first approved Final Development Plan, conduct baseline traffic counts for all modes.*
- *Every three years, conduct 24-hour traffic counts, pedestrian counts, bicycle counts, and transit counts. These counts shall begin two years following completion of the first Final Development Plan project.*
- *Conduct guest and employee surveys to determine mode choice, success of alternative traffic modes, and satisfaction with transportation options.*
- *Conduct parking surveys to determine parking utilization by employees, guests, locals, and other visitors.*
- *Correlate hotel occupancy with traffic counts and available transportation options.*
- *Survey transit providers (public and private) to determine utilization during peak travel periods. Maintain a database of transit ridership.*

Initially defined goals of the TDM program were to reduce projected buildout trip generation by 25-35%, and see a relative reduction in the peak hour traffic counts. However, over the past 17 years the Town of Jackson as a whole has seen significant growth and development, and the metrics with which the TDM system's success is measured must also take into account traffic demand generated by locals and other businesses.

## 2. Existing Conditions and Traffic Data

### 2.1 – Overview of Roadway System & Resort Access

The primary access routes to Snow King Resort all feed onto Snow King Ave, which is an East-West collector street within the overall Town of Jackson street network. Snow King Ave has an eastern terminus that flows directly into the Snow King Resort Hotel. There is no vehicular access to the resort from the South, East, or North. The secondary access routes (which all feed onto Snow King Avenue) include Cache St, Willow St, and to a lesser extent, Vine St. While pedestrians and cyclists can still access from directions other than the West, the topography and condominium development to the North and East of the Resort make non-vehicular access routes negligible. Snow King Mountain restricts access from the South, and anyone approaching from the South is likely already using and enjoying Resort features and facilities. Therefore, the focus areas for traffic studies, previous and current, include Snow King Ave, Cache St, Willow St, and Vine St.



Figure 1: Overview of local traffic network & Snow King Resort Access

### 2.2 – Review of Baseline Studies & Datasets

The previous traffic studies that have been performed and will be used for comparison are detailed in the table below. The 1999 study performed by O’Malley Engineering & Mapping was the original baseline study included in the 1999 Snow King Master Plan. The 2003 and 2008 studies were performed by Rendezvous Engineering for the purpose of the TMMS and reporting on the status of Snow King Resort’s TDM system. The 2006 dataset was performed by WYDOT over a two-day period in Mid-July as part of an ongoing traffic volume monitoring program. In 2011, as part of an analysis of the Maple Way-Snow King Avenue Corridor

Analysis, L2 Data Collection performed traffic counts along Snow King Ave as far East as Cache St (dataset does not include Willow St or Vine St, see 7.5 *References* for all above cited sources).

Table 1: Historical/Baseline Traffic Count Data that include some, or all, of the study area.

<u>Report Year</u>	<u>Count &amp; Report Performed By:</u>	<u>Data Collection Period</u>
1999	O'Malley Engineering & Mapping	August 16 & September 2, 1999
2003	Rendezvous Engineering	August 5-15, 2003
2006	WYDOT	Mid-July, 2006
2008	Rendezvous Engineering	August 5-11, 2008
2011	L2 Data Collection	August 16-17, 2011

### **2.3 – Public Transit System**

The Town of Jackson's public transit system consists of the expanding presence of the STARTBus system, a Teton County bussing service that originated in 1987 as transportation from Jackson to Teton Village. In recent years the STARTBus services have expanded to provide Monday-Friday commuter lines from Star Valley, Wyoming and Teton Valley, Idaho, as well as a free town shuttle consisting of multiple lines running every day from 7:00 AM-8:00 PM.

Snow King Resort was included as a stop as early as the STARTBus program's inception in 1987. Other than Teton Village, it is the only other stop in the entire STARTBus operation that is on private land (all other stops are on public roads). Since 1987, the frequency of Bus pickup/drop-off frequency has increased steadily to a current rate of hourly trips to Teton Village, and 30-minute intervals for the free town Shuttle.

### 3. Data Collection Methodology

Snow King Resort's projected expansion plans outlined in section 1.4, as well as joint discussions with the Town of Jackson and SKRMA, dictate the importance of establishing strong and thorough baseline datasets for 2016. Stringent data collection, regarding the TMMS, will allow for more accurate assessment of the successes and potential failures of the TDM in coming years as development execution progresses. The following methodologies were implemented for the collection of each type of dataset.

#### **3.1 – Automatic Road-Tube Counters**

Pneumatic impulse road tube counters were configured and deployed to automatically collect 24-hour vehicle volume time-stamped data at 3 intersections: Snow King Ave & Cache St, Snow King Ave & Willow St, and Snow King Ave & Vine St. The units were setup to count vehicular volume only, and not classification or speed data. Upon initial configuration and deployment, the units' internal clocks were set, and began counting when the secured road tubes were connected. While all three units were checked on a daily basis to check connections and tube integrity, there were several incidents in which the continuous datasets were interrupted, either via the tube end caps being cracked and detached from contact with vehicle tires, or from the entire tubes being severed from Town of Jackson street sweeping equipment (these minor dataset interruptions are indicated in Figures 5 and 7, and can be seen in *Appendices: Daily Traffic Volume Graphs*). The units were initially intended to be deployed for a two-week period, however, to account for dataset losses/gaps, they were collected after 25 days of nearly uninterrupted traffic volume collection.



Figure 2: Study area overview and traffic counter unit deployment locations.

### **3.2 – Manual Vehicle, Pedestrian, and Cyclist Counts**

In order to gauge vehicle turning movements, and establish a modal split ratio between vehicular and non-motorized transportation, manual counts were performed at all three focus intersections during peak traffic hours, 7:00-9:00 AM, and 4:00-6:00 PM for three days. Nelson Engineering Employees were stationed at each intersection, and manually tallied turning movements for vehicles, pedestrians, and cyclists on 15-minute batch worksheets. These numbers were later tabulated into detailed directional-turning movement tables with 15-minute intervals. This data can be used independently to establish a more accurate modal split (in lieu of the 80% vehicular/20% non-motorized split assumed in previous studies), as well as demonstrate a percentage of cyclists and pedestrians that can be extrapolated to match automated vehicular volume data. This raw data is summarized and included in *Appendices: Turning Movement Tabulation*.

### **3.3 – Parking Lot Capacity Analysis**

One of the components of the TMMS includes an analysis of parking lot utilization, which has been largely previously unaddressed. However, with development plans that aim to increase daytime patronage, from Resort Guests and others alike, establishing a baseline dataset and methodology for collecting future data was regarded as an important part of this study.

To assess parking lot utilization, Snow King Resort contracted a local drone aviation and photography consultant, Justin Means. From August 10-14<sup>th</sup> an unmanned camera equipped drone was flown over each parking lot and bird's eye view photographs were taken of each lot. The initial request was for lot capacity to be taken from relatively identical positions during an AM and PM period. However, due to contractor availability, the aerial photography dataset was largely taken during PM hours. Furthermore, it was communicated that several flights had to remain at low elevations or were partially compromised due to high winds. The aerial photos were subsequently given a timestamp, and lot utilization was tabulated as a percentage of total capacity per lot. The data from this component is summarized and included in *Appendices: Parking Lot Capacity Tabulation*.

### **3.4 – Resort Employee & Guest Surveys**

The success of several of the TDM strategies rest on the Resort adequately informing the Guests of their available transportation options, as well as benefits and incentives provided to the Resort Employees. Assessing components of several of the TDM strategies therefore required surveying both the Resort Employees, as well as Resort Guests. A questionnaire was developed for each, respectively, between Nelson Engineering and SKRMA representatives. The Employee questionnaire was then distributed by Human Resources to be filled out manually by Employees to achieve a sample size of 165 Employee surveys.

The hotel Guest survey was also developed collaboratively between Nelson Engineering and a SKRMA representative. The approved questionnaire was then provided to Resort management and Guests were casually approached in the Resort Lobby throughout the week of August 28 to September 2 and asked to participate in an optional survey. A total sample size of 113 Guest surveys was gathered.

The raw data from surveys and questionnaires is summarized and included in *Appendices: Resort Employee & Guest Tabulation*.

## 4. Observations & Data Analysis

### 4.1 – Vehicle Traffic Analysis

The observations and data gathered in 2016 have been compiled into average daily traffic (ADT) and are shown in Table 2 and Figure 3 alongside the historical data listed in Table 1. It is important to note the slight difference in data collection timeframes, varying from Mid-July to Mid/late-August reflect a noticeable difference that represents the difference between highest hour (approximately Mid-July), and 30<sup>th</sup> highest hour (accepted benchmark and period for previous studies). Nonetheless, the additional datasets from Mid-July, as well as additional roadway segments surveyed in more recent studies, provide valuable additional data can be used for comparison in future years.

Most of the study area roadway segments showed a slight decrease in ADT when compared to the most recent datasets from 2008 and 2011. However, a significant increase in ADT has been observed at Willow Street, North of Snow King Avenue. This increased traffic can possibly be explained by increased local traffic using Snow King Ave to Willow St as an East-West arterial route, which is largely supported by human observations made during turning movement counts conducted during commute hours from August 8-10, 2016 (see Figure 4). Due to road condition and geometry, it is believed that traffic has a tendency to flow from Snow King Ave to Willow St more-so than from Snow King Ave to Vine St. The dataset from 2008, as well as collected count information from 2016 for Vine St North of Snow King Ave, demonstrated no significant observed changes. The volume of traffic using Vine St is significantly less than Willow St. This can be attributed to Vine St's termination at the 'Tee' intersection with Kelly St, whereas Willow St is a North-South route that leads downtown and provides access to Broadway (East of Town Square). Another additional measurement taken during this survey was on Snow King Ave/Snow King Loop East of Vine St, which is both the entrance to Snow King Hotel and its other adjoining Resort properties such as Love Ridge Condominiums, Grandview Lodges, and the Snow King Resort Conference Center. While there is no historical data to compare this information to, it will be a valuable baseline number for comparing future traffic in and out of the Resort.

Table 2: Comparison of study area ADT from 1996-2016.

Street Segment & Location	July 1996 ADT	Late August 1999 ADT	August 2003 ADT	Mid July 2006 ADT	August 2008 Weekday ADT	Mid-August 2011 ADT	August 2016 ADT
SKA West of Cache	7658	4833	5729	4216	5893	6100	N/A
SKA East of Cache	6055	4298	5064	6077	4682	5290	4009
SKA East of Willow	N/A	2654	3809	N/A	3506	N/A	2596
SKA East of Vine	N/A	N/A	N/A	N/A	N/A	N/A	2277
Cache North of SKA	4863	2554	2774	1683	2725	2723	1795
Willow North of SKA	1215	1602	2120	2205	1782	1978	4524
Vine North of SKA	N/A	N/A	N/A	N/A	1155	N/A	1087

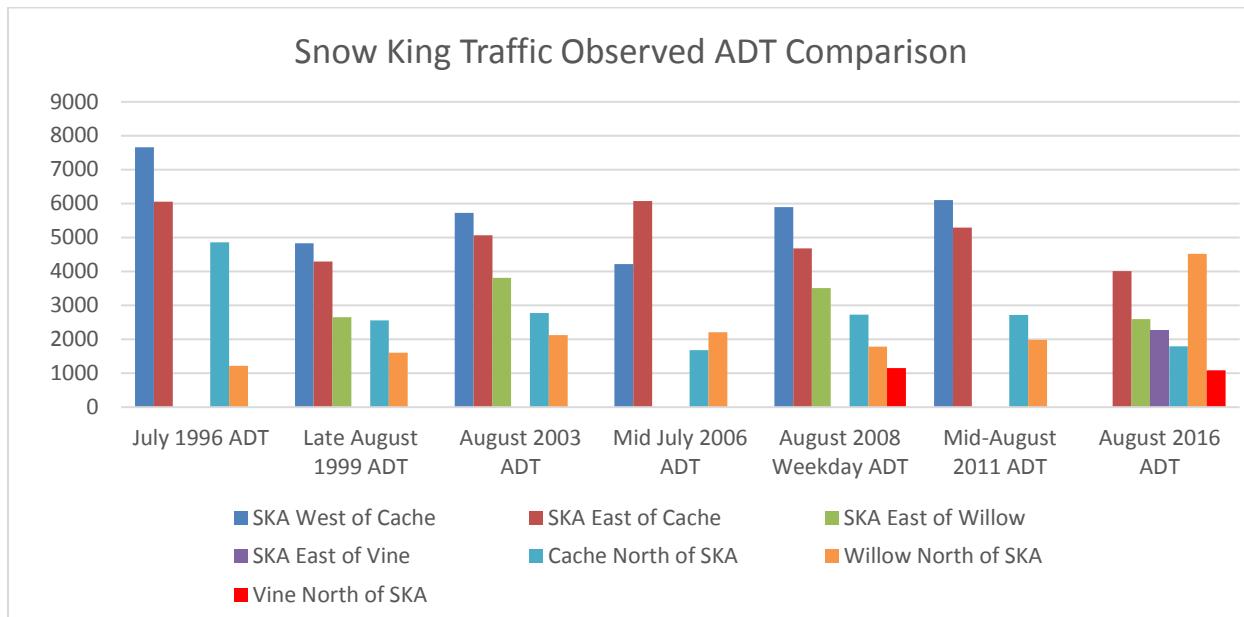


Figure 3: Comparison of study area ADT from 1996-2016.

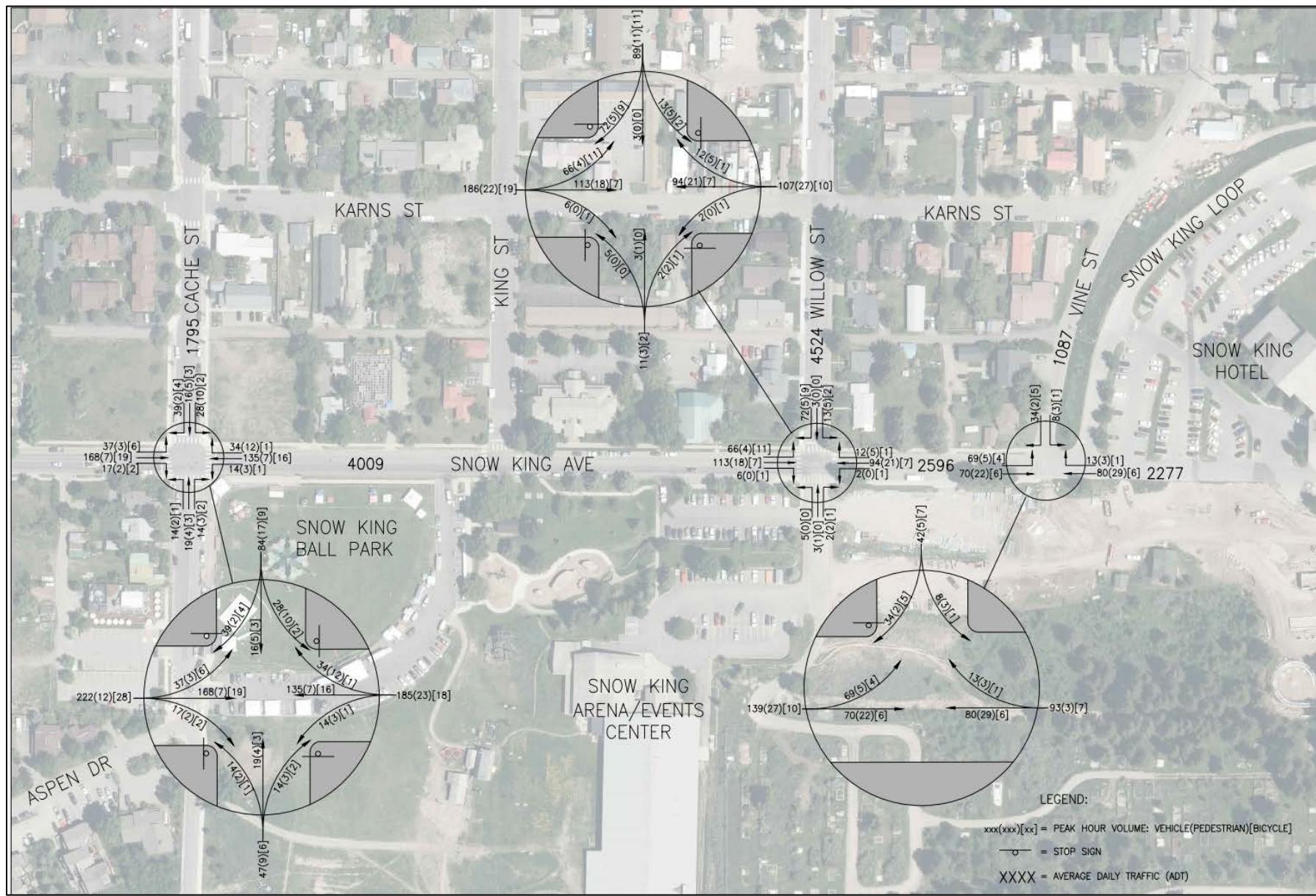


Figure 4: Overview of 2016 ADT, Peak Hour Volume, and turning movements for vehicles, pedestrians, and cyclists.

Directional daily total traffic volumes can be reviewed in Figures 5-7. At the intersection of Snow King Ave and Cache St the flow of traffic can be seen to be predominately East-West averaging 4000 vehicles per day. Northbound traffic is noticeable higher than Southbound, as going Northbound on Cache St provides access to N Highway 89 and the National Parks, as well as a direct route to downtown Jackson. Southbound traffic at this intersection is predictably low, as this mainly leads to a residential part of town (Figure 5).

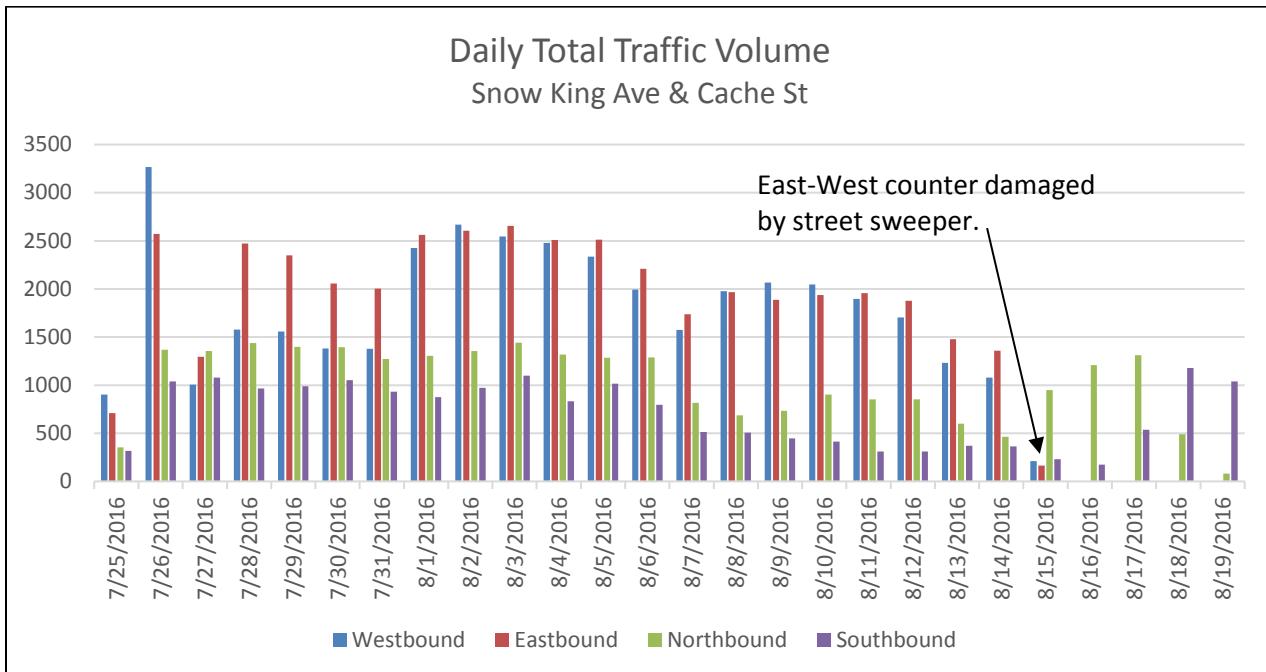


Figure 5: Total Daily Traffic Volume Count Data observed at Snow King Ave & Cache St.

Daily traffic volumes for Snow King Ave and Willow St can be seen in Figure 6. This data demonstrates, again, that Willow St is being largely used as an arterial route North that circumnavigates the traffic of downtown and provides quick access to downtown from the East, or access to East Jackson. The Northbound traffic at this intersection averages 2500 vehicles per day (VPD), while southbound averages 2200 VPD. Westbound traffic, using the aforementioned East-West corridor, averages 1500 VPD, while Eastbound traffic towards Vine St and Snow King Resort is estimated to average 500 VPD (Figure 5).

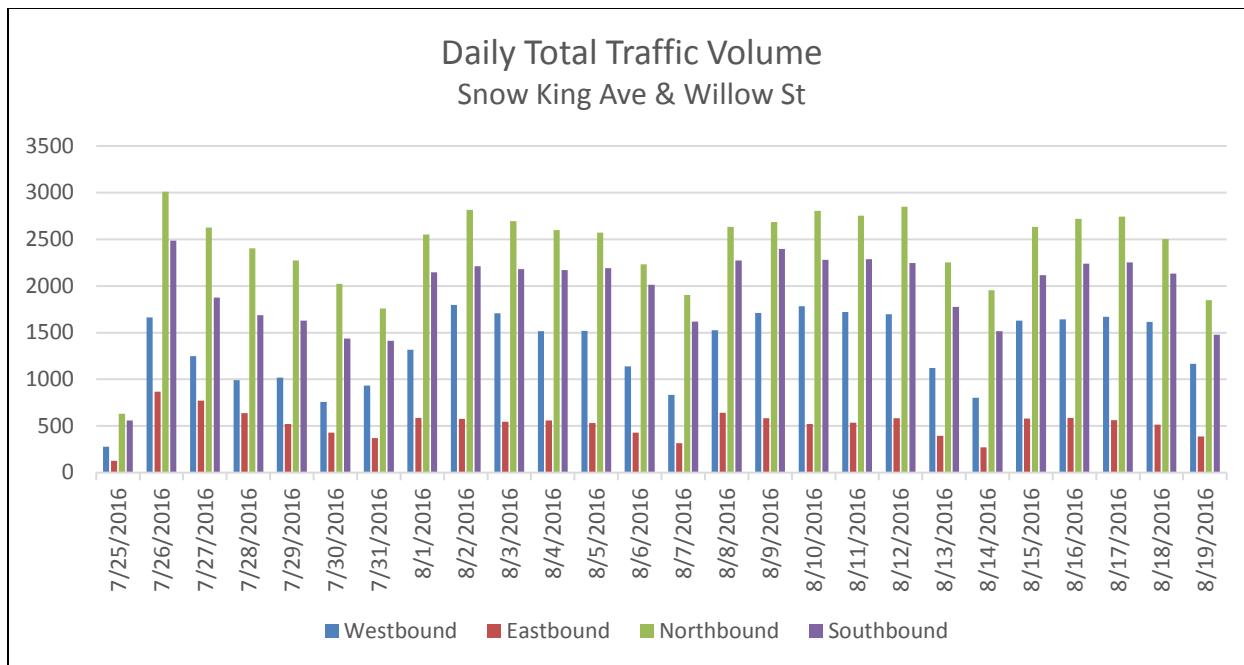


Figure 6: Total Daily Traffic Volume Count Data observed at Snow King Ave & Willow St.

The intersection of Snow King Ave and Vine St observed good data collection for approximately one week, where thereafter visually unidentifiable damage to the counter hoses resulted in hose pressure loss that rendered the automatic counters unreliable/unresponsive. Of the good data collected, it can be clearly seen that the predominant flow at this 'Tee' intersection is Eastbound into Snow King Hotel and its associated properties (Figure 7).

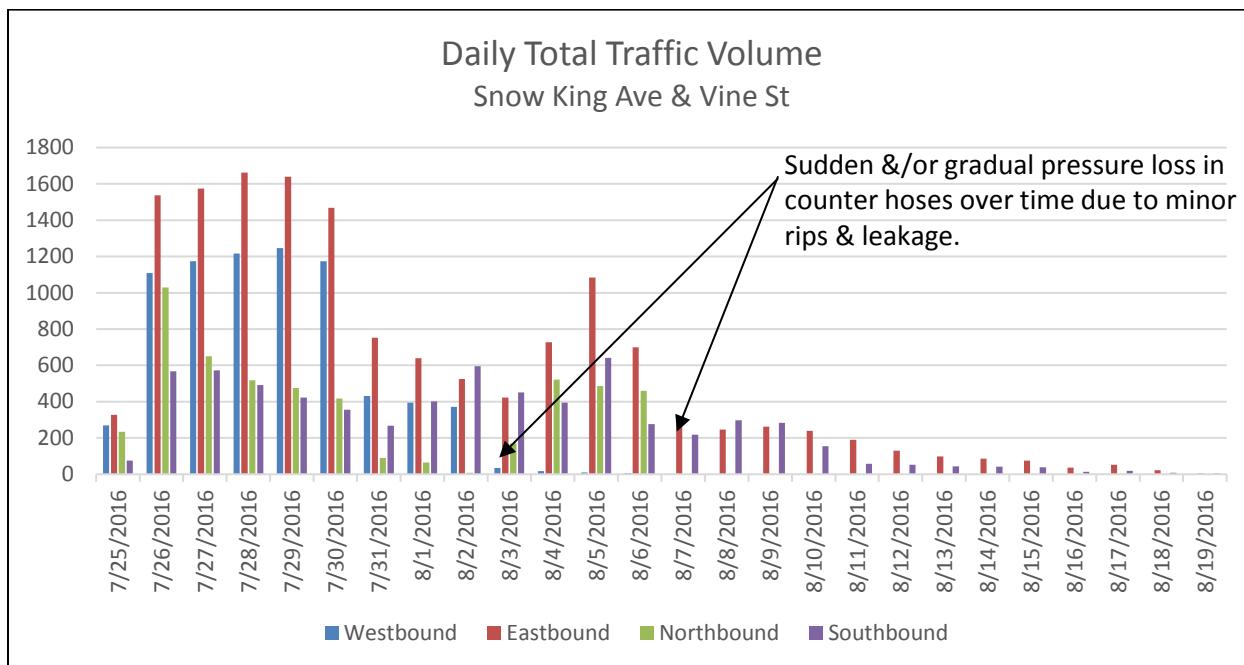


Figure 7: Total Daily Traffic Volume Count Data observed at Snow King Ave & Vine St.

An analysis of ADT over typical peak season Weekdays vs. Weekends can be seen in Table 3. The Weekend ADT is predictably lower than Weekday ADT at all intersections, with varying

ratios dependent on the street segment. The observed average ratio of Weekday:Weekend ADT is 1.42, which is very consistent with the 2008 observed difference of a 41% increase in ADT from Weekends to Weekdays.

Table 3: Comparison of Weekday vs. Weekend ADT for respective street segments.

	Weekday Average ADT	Weekend Average ADT	Overall Average ADT	Weekday:Weekend ADT Ratio
SKA East of Cache	4336	3245	4009	1.34
SKA East of Willow	2678	2351	2596	1.14
SKA East of Vine	2790	1913	2498	1.46
Cache North of SKA	1939	1643	1795	1.18
Willow North of SKA	4815	3650	4524	1.32
Vine North of SKA	1181	565	976	2.09
<b>Average ADT Ratio:</b>				<b>1.42</b>

#### **4.2 – Alternative Transportation Analysis**

Use of alternative transportation means varies between Snow King Resort Employees and Guests. As part of the wording in the TDM Strategy, each shall be reviewed separately (see next section for respective analysis). Initial manual count data, performed from 7:00-9:00 AM and 4:00-6:00 PM on 8/8/16 to 8/10/16 yielded the peak hour traffic numbers in Table 4. Including all routes at all intersections, a commuter hour modal split of 30% was observed, averaged over the three days of manual data collection.

Table 4: Peak Hour Directional Traffic by Transportation Mode & Observed Modal Split by Route.

Intersection & Direction	Total Vehicles	Total Pedestrians	Total Cyclists	Modal Split Ratio
SKA & Cache Eastbound	222	12	28	18%
SKA & Cache Westbound	185	23	18	22%
SKA & Cache Northbound	47	9	6	32%
SKA & Cache Southbound	84	17	9	31%
SKA & Willow Eastbound	186	22	19	22%
SKA & Willow Westbound	107	27	10	35%
SKA & Willow Northbound	11	3	2	45%
SKA & Willow Southbound	89	11	11	25%
SKA & Vine Eastbound	139	27	10	27%
SKA & Vine Westbound	93	33	7	43%
SKA & Vine Southbound	42	5	7	29%
<b>Average:</b>				<b>30%</b>

#### **4.2.1 – Resort Guest Alternative Transportation Analysis:**

The majority of insight that was gathered into the transportation mode choices made by Guests was through analysis of the Resort Guest Questionnaires. Several of the TMMS strategies are aimed at encouraging Guests to ride the Bus, walk, or bike, through financial incentives as well as convenience. The data in Figure 8 indicates approximately 1/3 of Resort Guests flew into Jackson Airport and rented vehicles for the duration of their stay. However, approximately 30% of Guests that stayed at the Resort came to Jackson with their own vehicles. This provides the basis to assume that approximately 1/3 of Snow King Resort Guests arrived to Jackson via plane, and did not rent their own personal vehicles (Figure 9). This assumption is strongly supported by the figure that roughly 78% of Guests chose, at some point in their visit, to walk to and from downtown Jackson (Figure 8, last question).

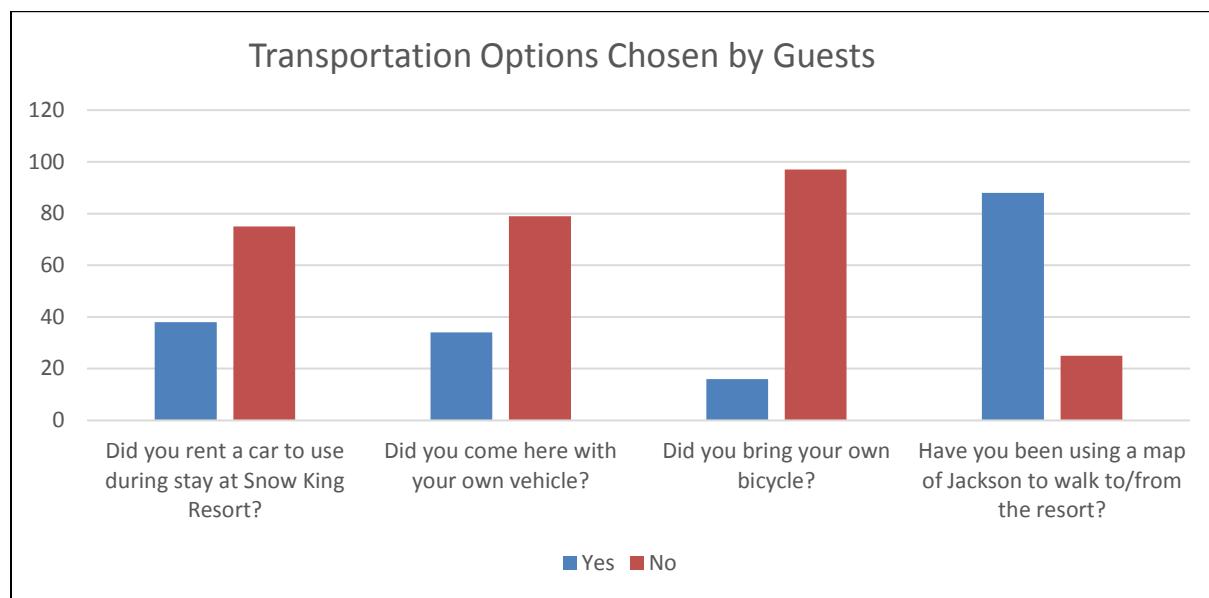


Figure 8: Transportation choices made by Guests.

The Resort-furnished transportation options seem to be relatively well known by Guests and experience significant use (Figure 9). Approximately 43% of Guests arriving by plane took advantage of the Snow King Resort Shuttle, and over half of the Guests are regularly using the Resort-Town Square Shuttle. Less than 10% of Guests were unaware of the shuttle services available to them, or at least unaware that they were free/included with their stay at Snow King Resort. Approximately 18% of Guests took advantage of the Resort bike rentals, which is a relatively good achievement based on the age and interest range of Resort Patrons (Figure 9).

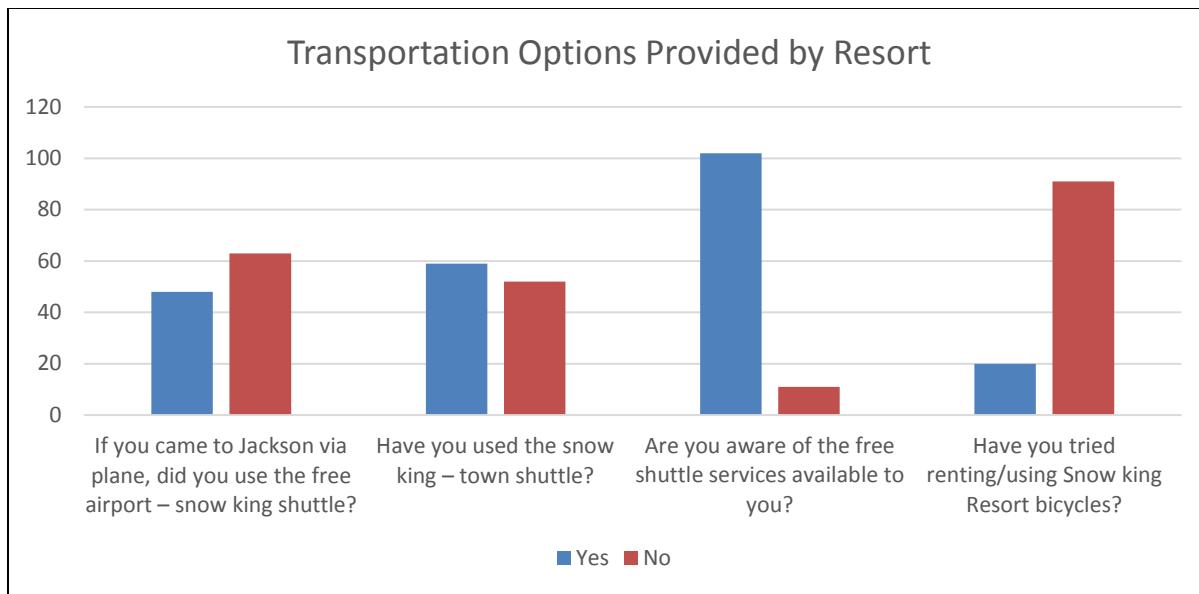


Figure 9: Guest usage of Resort provided transportation options.

#### **4.2.2 – Resort Employee Alternative Transportation Analysis:**

A review of the transportation choices made by Snow King Resort Employees revealed that the vast majority of Employees are either driving in personal vehicles, or riding the STARTBus (Figure 10). While this does not demonstrate an effort to encourage Employees to cycle, or walk to work, the public transportation ridership comprises over 1/3 of Resort Employees using alternative transportation.

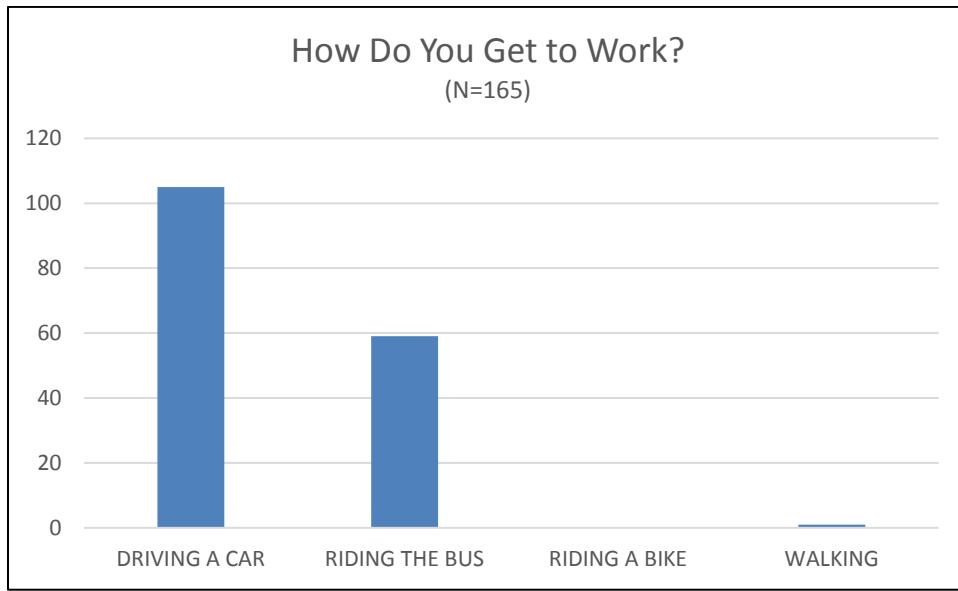
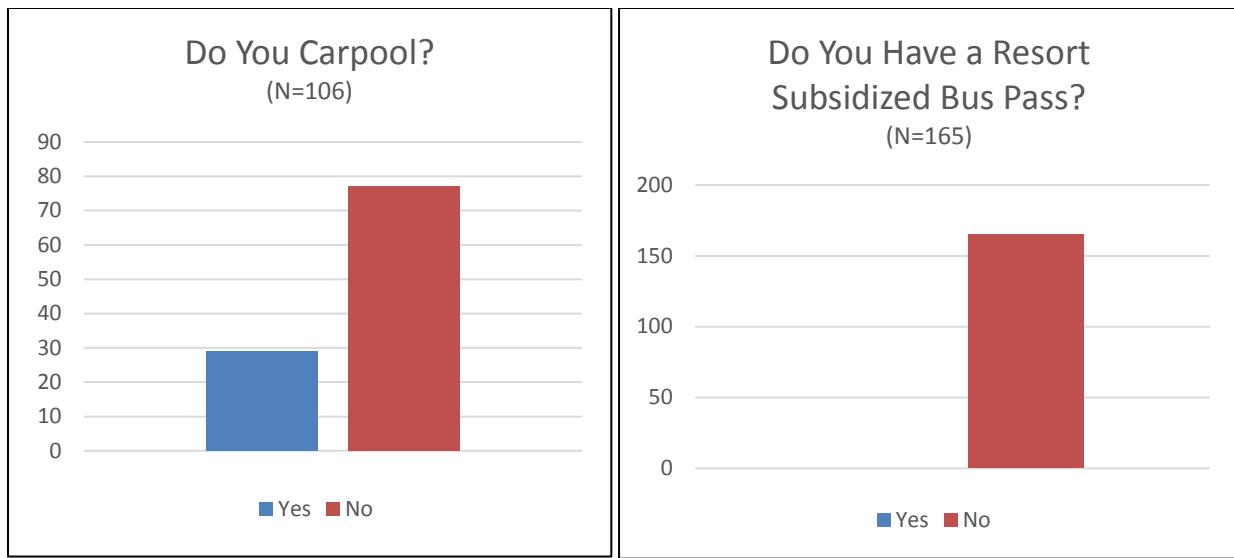


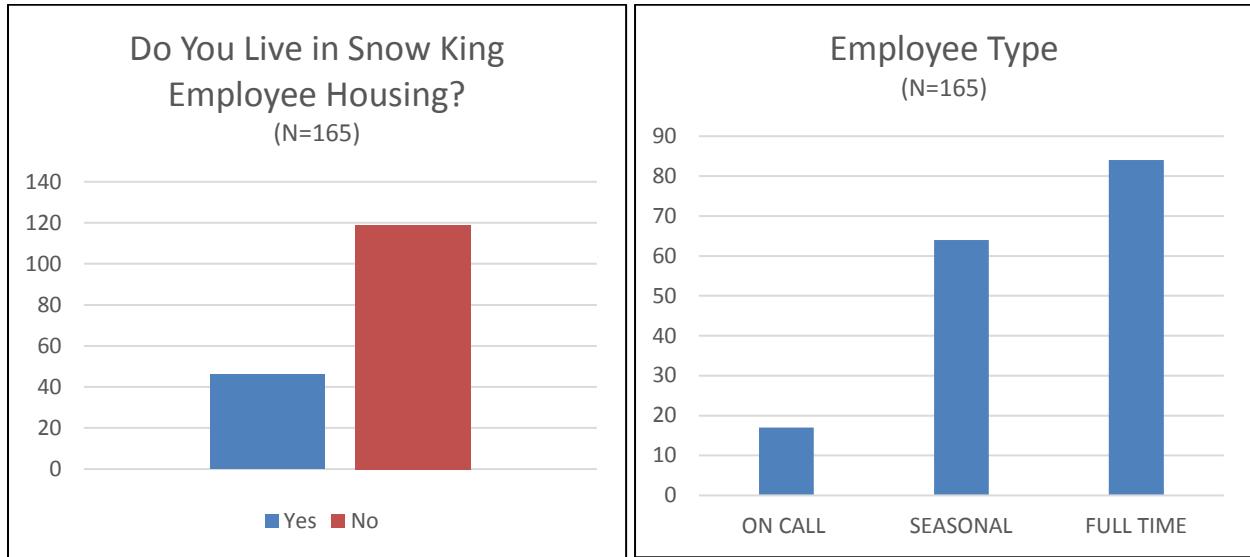
Figure 10: Employee mode of transportation used (N=165).



Figures 11 & 12: Resort Employee feedback about carpooling to work and Resort subsidized Bus passes.

Approximately 28% of the Employees that choose to drive a vehicle to work responded 'Yes' when asked if they regularly 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.

#### **4.2.3 – STARTBus Ridership**

The STARTBus program has been serving Snow King Resort since its creation in 1987; however, only in the past year, 2015/2016, have STARTBus drivers started collecting count information about ridership at the Snow King Resort stop.

Ridership data was requested from the STARTBus Program Management and reduced to daily pickups (Table 5). The data period sampled from STARTBus was taken to overlap with the period in which the automatic vehicle counters were deployed: 7/25/16 – 8/19/16. The count data obtained ranged from 49 to 103 riders/day, with an average of 75 (Table 5).

Table 5: STARTBus Ridership count data for the Snow King Resort stop for all Bus lines.

<b>Date</b>	<b>Daily Total Pickups @ Snow King Resort</b>	<b>Date</b>	<b>Daily Total Pickups @ Snow King Resort</b>
7/25/2016	77	8/7/2016	51
7/26/2016	77	8/8/2016	56
7/27/2016	56	8/9/2016	64
7/28/2016	101	8/10/2016	60
7/29/2016	79	8/11/2016	98
7/30/2016	76	8/12/2016	62
7/31/2016	93	8/13/2016	63
8/1/2016	60	8/14/2016	80
8/2/2016	74	8/15/2016	57
8/3/2016	74	8/16/2016	69
8/4/2016	137	8/17/2016	87
8/5/2016	86	8/18/2016	69
8/6/2016	49	8/19/2016	103
<b>Average:</b>		<b>75</b>	

While the count data obtained is going to provide an excellent additional data source in coming years to assess usage of public transportation options, the numbers themselves do pose several questions. With approximately 59 Employees using the Bus as their primary means of transportation to/from work, a daily average of 75 people (for all Bus lines, all day) seems unreasonably low. This could indicate that Bus drivers are not yet collecting comprehensive data, or that in the summer months when the data was collected most Employees are finding another means of transportation to/from the Resort.

### **4.3 – Parking Impact Analysis**

An important part of Snow King Resort's business, and the associated impact on the surrounding residential community, is the usage of both Resort-owned, as well as public parking lots. The aerial drone photography that was collected from 8/10/16 - 8/14/16 demonstrated an average mid-afternoon to early evening usage that can be seen in Table 6. During the typical mid-day times when this data was collected at approximately 3:00 PM, it can be assumed that most Hotel Guests were out doing daytime activities (i.e., visiting National Parks, shopping, etc). The data shows continued high usage in the Resort adjacent parking lots, with an average of 48% capacity throughout all observed periods, and approaching approximately 90% capacity during any evening data collection periods (approximately 8:00 PM). The Arena Lot, and the Overflow Dirt Lot remained largely unused throughout most of the week of observations with averages of 26% and 15%, respectively. The Snow King Ball Park Lot had moderate usage, with an average capacity of 31% (see *Appendices – Parking Lot Capacity Tabulation* for additional detail).

Table 6: Summary of Parking Lot maximum capacity and average observed usage.

Parking Lot #	1	2	3	4	5
<b>Lot Description</b>	<b>Ball Park Lot</b>	<b>Arena Lot</b>	<b>Hotel Main Lot</b>	<b>Hotel Rear Lot</b>	<b>Overflow Dirt Lot</b>
Total Capacity	95	86	152	72	95
<b>Average % of Max Capacity:</b>	<b>31%</b>	<b>26%</b>	<b>47%</b>	<b>48%</b>	<b>15%</b>

### **5. Strategy Implementation Analysis**

Aside from the inherent benefits of monitoring changes in peak summer traffic, as well as analyzing Snow King Resort's efforts to increase efficiency of their transportation and parking schemes, one of the primary goals of this report is to assess which of the Transportation Demand Management Strategies outlined in the 1999 *Snow King Resort Master Plan* are being implemented to a satisfactory level. The 13 strategies (mentioned in section 1.2) will be reviewed individually.

- *Provide free or reduced-rate bus passes to employees and hotel guests (as part of the room package). Inform guests of the availability of transit and non-motorized modes prior to arrival.*

**Strategy Met.** The first strategy is difficult to assess because it incorporates both Guest and Employee aspects. The Resort Guest surveys indicate that the Resort is making a clear effort to notify and encourage Guests to use Resort-furnished means of transportation. This includes shuttles to and from the Airport, Teton Village, and Town Square. However, although most Resort Employees can take advantage of the free town shuttle provided by STARTBus, it is very clear that the Resort is making no effort to subsidize Bus passes for any Employees that may live outside of the Town of Jackson (Star Valley, Alpine, Victor, Driggs, or other).

- *Continue (and increase frequency of) shuttle to Teton Village and Airport to encourage guests to use transit rather than renting automobiles.*

**Strategy Met.** The Resort has done an excellent job of providing Private Resort Shuttles to/from the Jackson Airport, Teton Village, and other destinations in the Town of Jackson.

- *Provide employee ride sharing incentives. Provide free parking for multi-occupancy vehicles and paid parking for single occupancy vehicles.*

**Strategy Met.** While it is clear that no Employees ever pay for parking, the number of Resort Employees that are either riding the STARTBus, or carpooling to work exceeds 50%.

- *Continue to have groups as a large percentage of the lodging business.*

**Strategy Not Met/Irrelevant.** The average groups size from a survey sample size of 101 Resort Guests was a group size of 3.1 Guests per party. A large percentage of Guests are either single individuals or couples.

This strategy is not only arguably not being met, but it is a standard of performance that is largely outside of the Resort's control (aside from obscure marketing practices there is no way to encourage group size of travelers). Furthermore, this Strategy has little impact/bearing on the goals of the Transportation Demand Management Program. If in upcoming years the TDM Program and its Strategies were subject to review, this strategy should be changed to something more quantifiable and meaningful.

- *Construct the majority of development in a dense pattern near the shared parking area.*

**Strategy Met.** Snow King Resort's development plan has seen several recent additions that are all localized around the Resort's main parking lot and along the base of Snow King Mountain.

- *Support and participate in community wide mass transportation invitations.*

**Strategy Met.** Snow King Resort has participated noticeably in the STARTBus program, as well as successful coordination with the Town of Jackson to recently construct new sidewalks connecting private property to public easement sidewalks to encourage Guests to walk to/from the Resort. However, it is important to note that the STARTBus Ridership information is possibly inaccurate and in need of improved accuracy.

- *Promote alternative travel modes through advertising and marketing.*

**Strategy Met.** It is clear that at least 30% of surveyed Snow King Resort Guests are choosing to not rely on personal vehicles during their stay. The Resort's use of a private shuttle system, coupled with the frequent STARTBus stops at the Resort provide ample opportunity for Resort Guests to enjoy everything Jackson has to offer without the need for a personal vehicle.

- *Provide "town" bikes at a nominal rate for guests.*

**Strategy Met.** The Resort has made bikes available for rental to Guests, either via the use of "Town" bikes, or mountain bikes.

- *Coordinate with Town to provide a frequent and convenient Town Square – MAC Campus – Snow King Shuttle System.*

**Strategy Met.** The Snow King Resort Shuttle system is widely known and used by Guests for transportation to daytime activities and attractions, as well as evening visits to Town Square.

- *Provide information and reservation services and staging areas for float trips, snowmobile operators, and other tour operations.*

**Strategy Met.** The Resort has successfully streamlined making arrangements for daytime activities for hotel Guests.

- *Develop parking district with combination of free and fee parking.*

**Strategy Not Met/Irrelevant.** The Resort has reserved a significant amount of lot space for Employee, Guest, and patron parking. The parking analysis indicated that the prime parking lots (reserved for hotel Guests) do occasionally reach capacity, however overflow parking is ample. Due to current sufficient availability of parking, the Resort does not charge Employees, nor Guests or daytime activity patrons for any parking. Therefore, technically this strategy is not being met- but for clear reason. As the Resort development continues to expand and daytime patronage increases, this will likely become an issue as the Snow King Arena Lot, and Snow King Ball Park Lot become more highly sought after parking due to Resort activity.

- *Provide on-site and nearby employee housing.*

**Strategy Met.** Snow King Resort has done an exemplary job of providing housing for its staff. While a significant portion of this housing is being provided to seasonal staff in motel accommodations, part-time and full-time Employees also are being provided for by the Resort for an approximate total of 28% of total staff having Employee housing.

## 6. Conclusions

Snow King Resort can be seen to be actively pursuing 11 out of 13 of the Transportation Demand Monitoring Program Strategies. Of these 11 strategies, there is noteworthy room for improvement in several regards (noted above). The two out of 13 strategies that are not being met are either irrelevant to the Snow King Resort business model at this point in time, or were poorly conceived strategies to begin with.

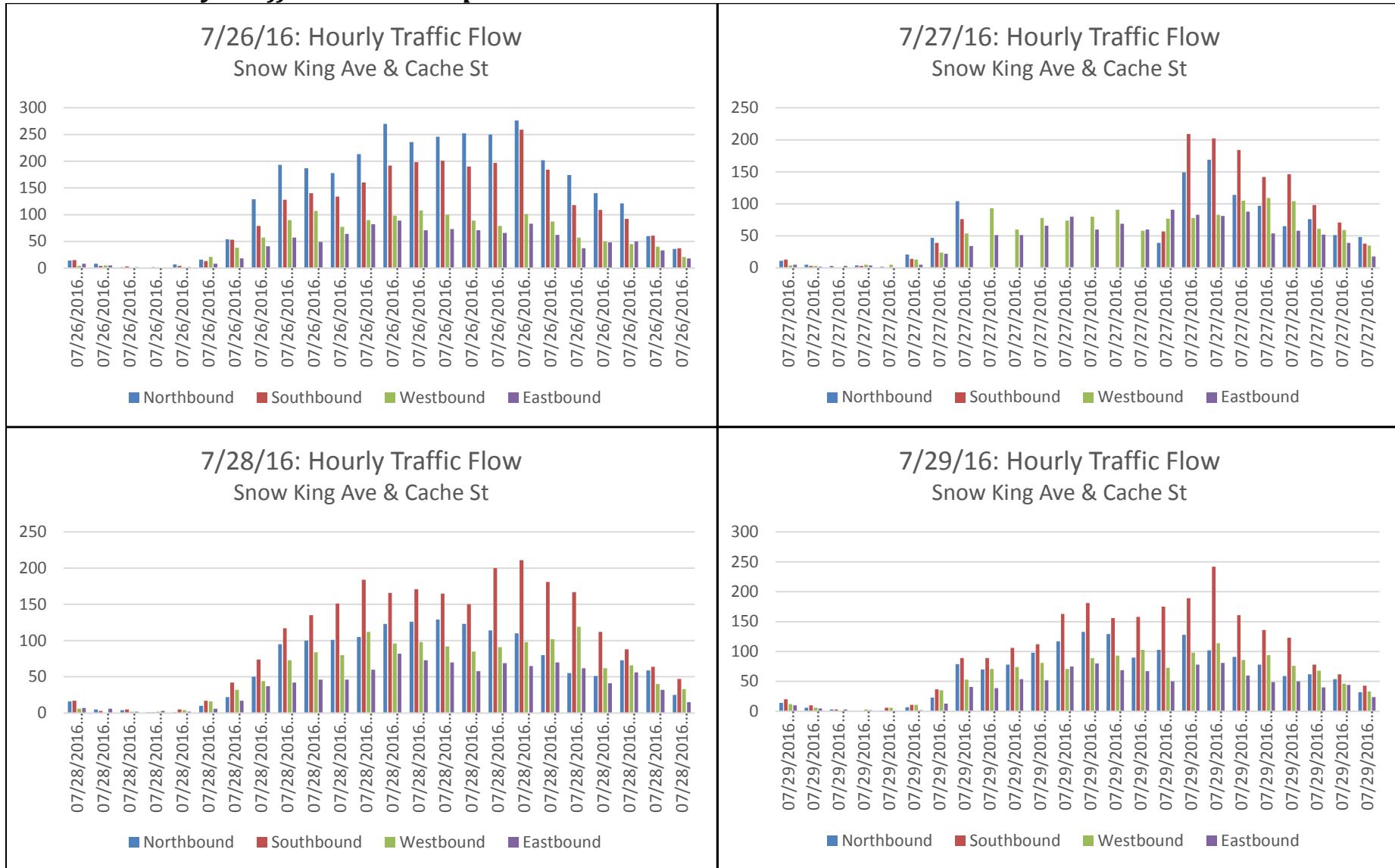
Were the Resort to expand/improve on any of the above Strategies or its general management of transportation issues, likely recommendations include providing Bus passes to Resort Employees (supposed Employees who live outside the routes of the STARTBus Free Town Shuttle) to further lower the number of Employees driving to work, expanding their bike rental program for Resort Guests including incentive-based options, and collaboration with the Town of Jackson to continue to improve walking and cycling corridors between Snow King Ave and Town Square (such as improving the walking conditions along Willow St by means of constructing a sidewalk).

The most successful strategies that the Resort has implemented include achieving high rates of Employee housing for such a large staff size, establishment and continued improvement of the Snow King Resort Private Shuttle System, and maintaining a high proportion of Resort-owned lots designated for Guest and Employee parking. No noticeable increases to daily traffic and trip generation have been observed in the roadway network that provides access to the Resort and its associated facilities, while non-single occupancy vehicle usage has noticeably increased by means of STARTBus use, private shuttle use, walking, and cycling.

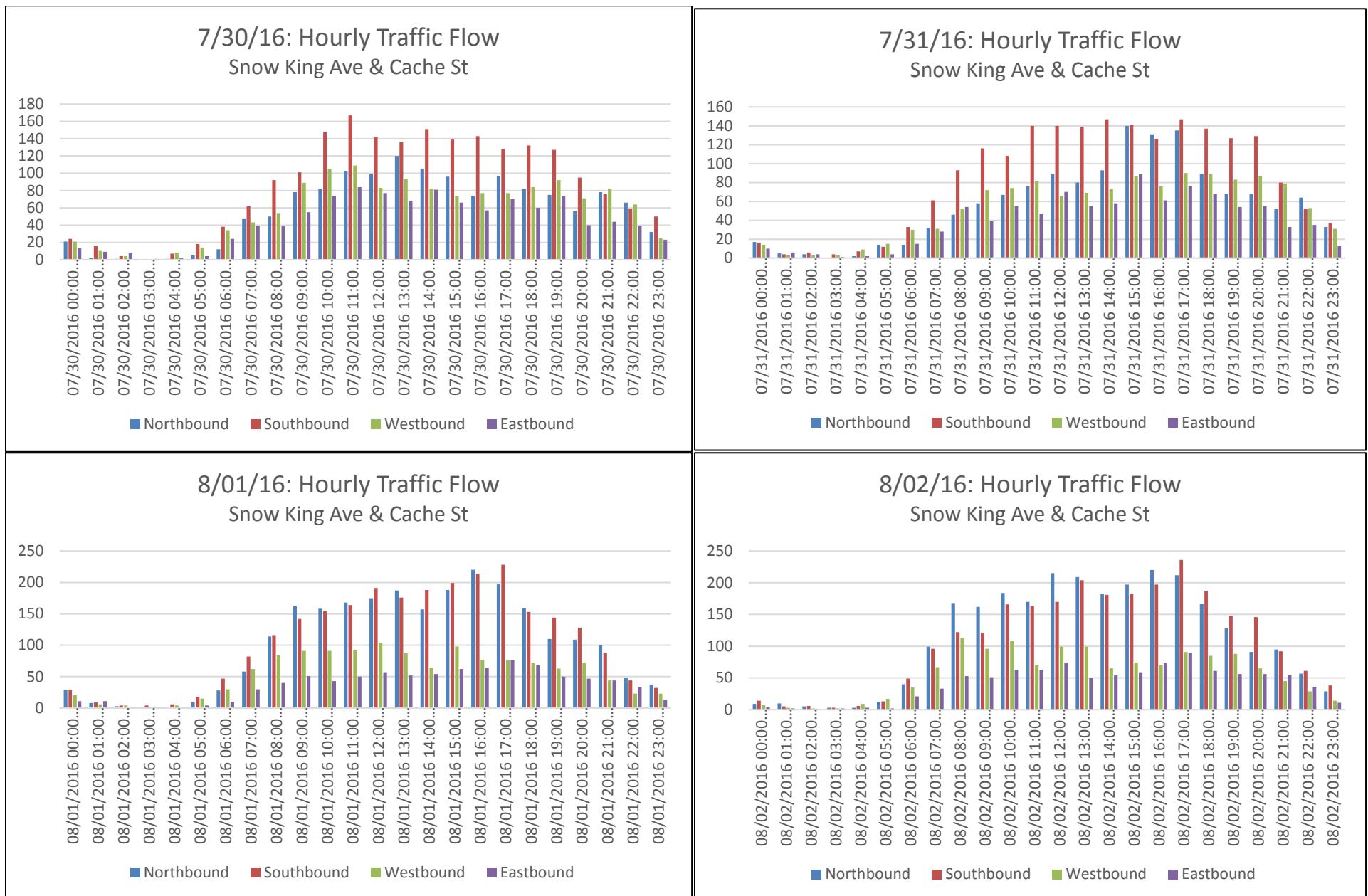


## 7. Appendices

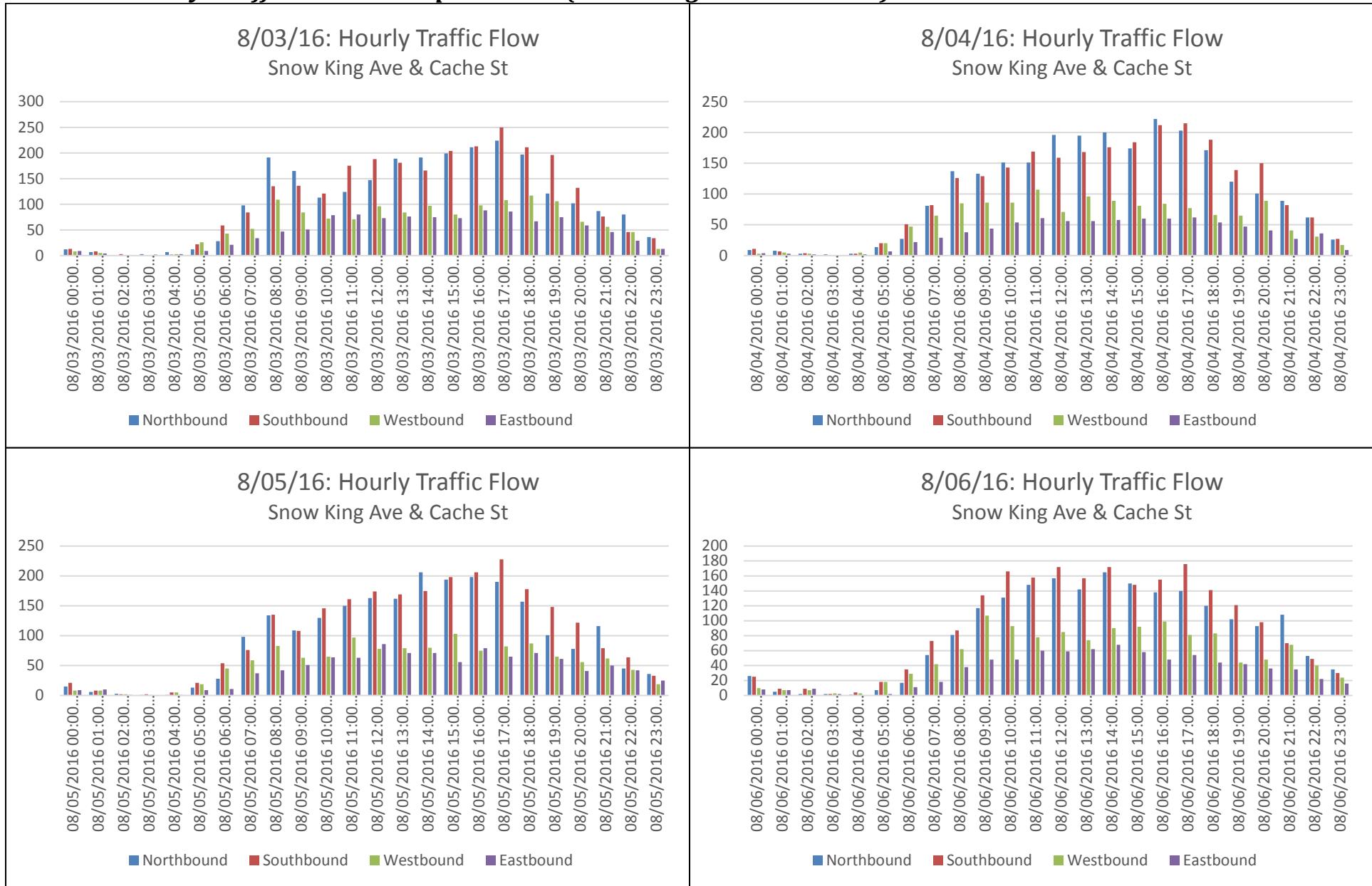
### 7.1 Daily Traffic Volume Graphs



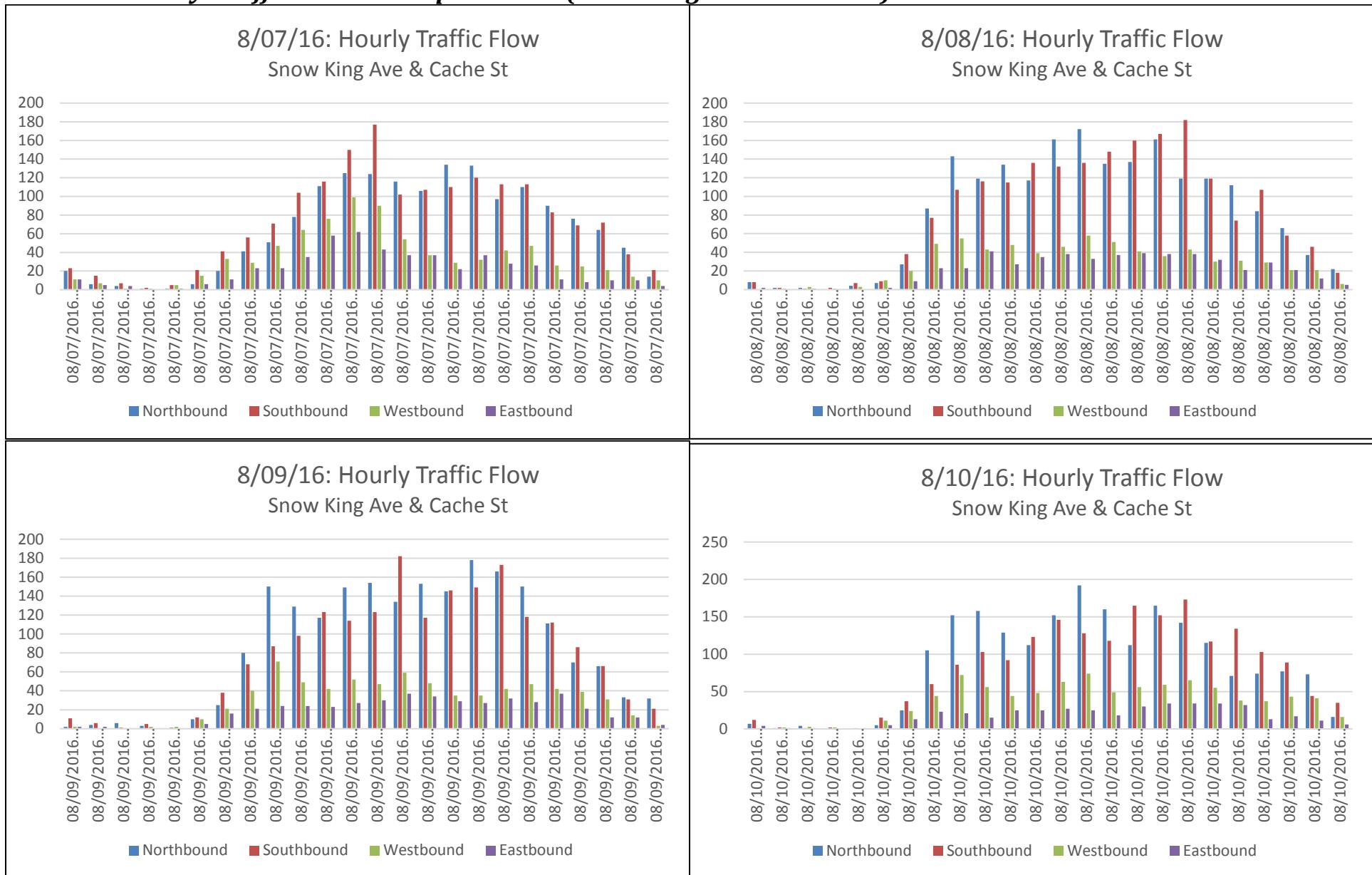
## 7.1 Daily Traffic Volume Graphs Cont'd (Snow King Ave & Cache St)



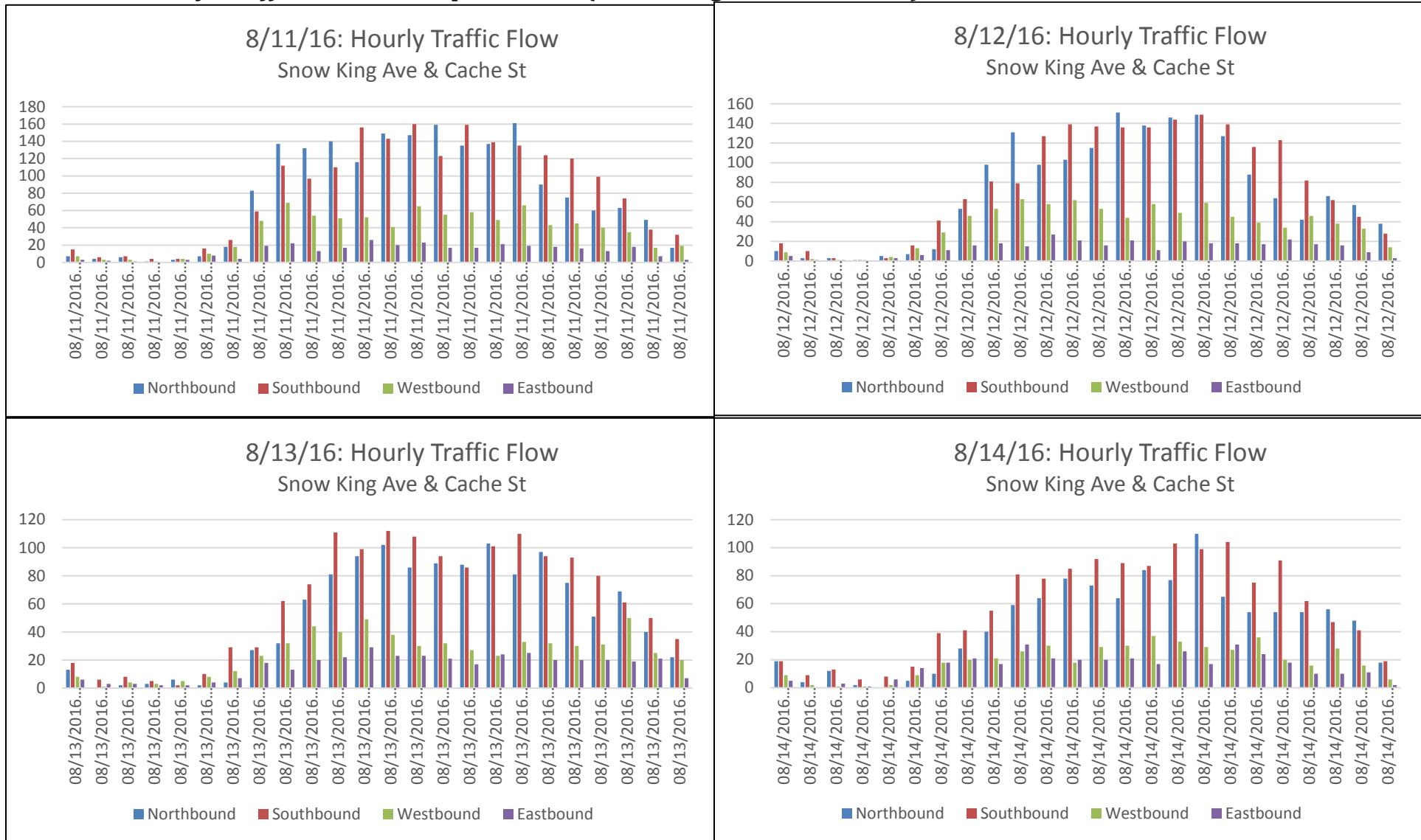
## 7.1 Daily Traffic Volume Graphs Cont'd (Snow King Ave & Cache St)



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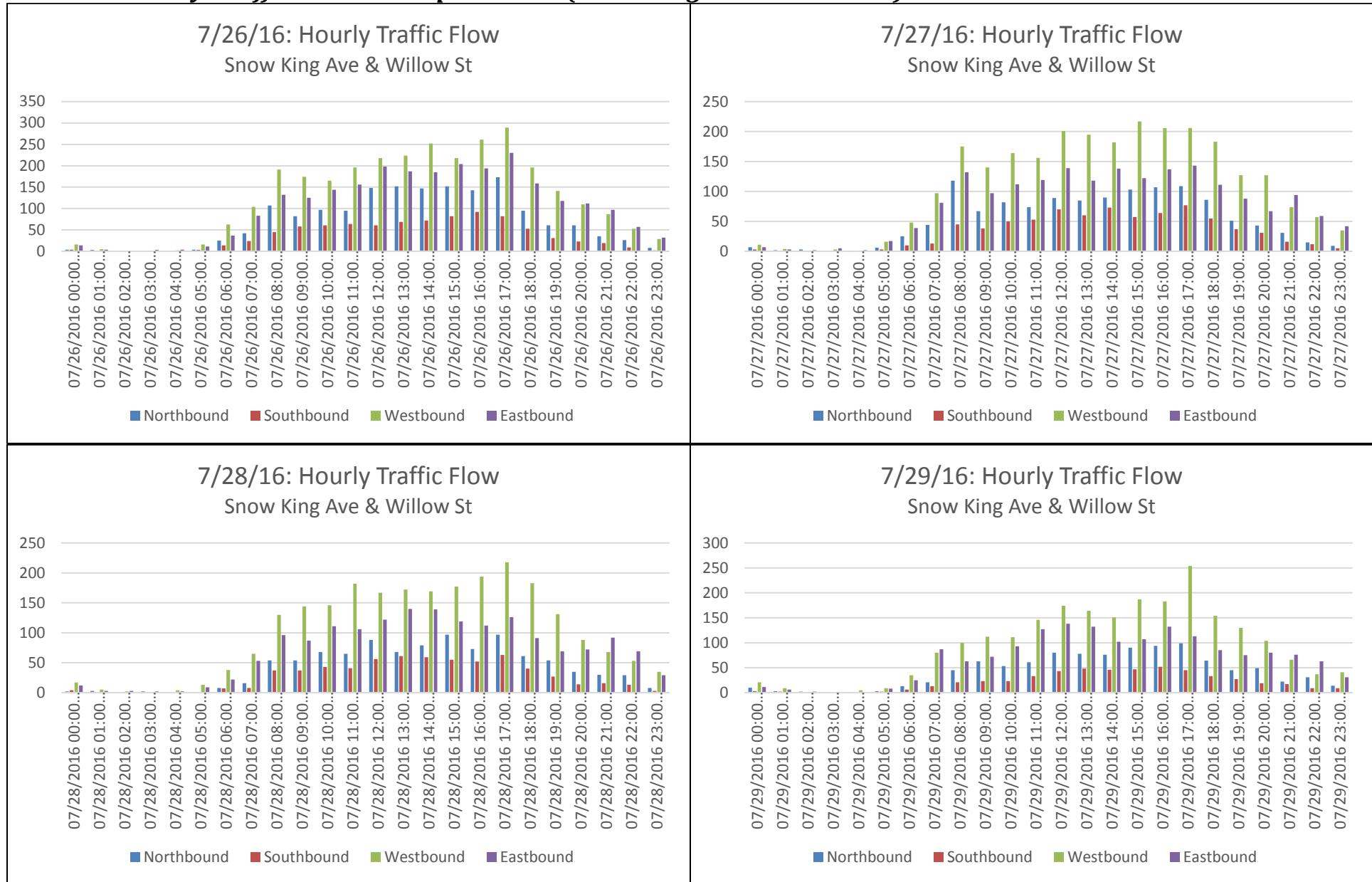


## 7.1 Daily Traffic Volume Graphs Cont'd (Snow King Ave & Cache St)

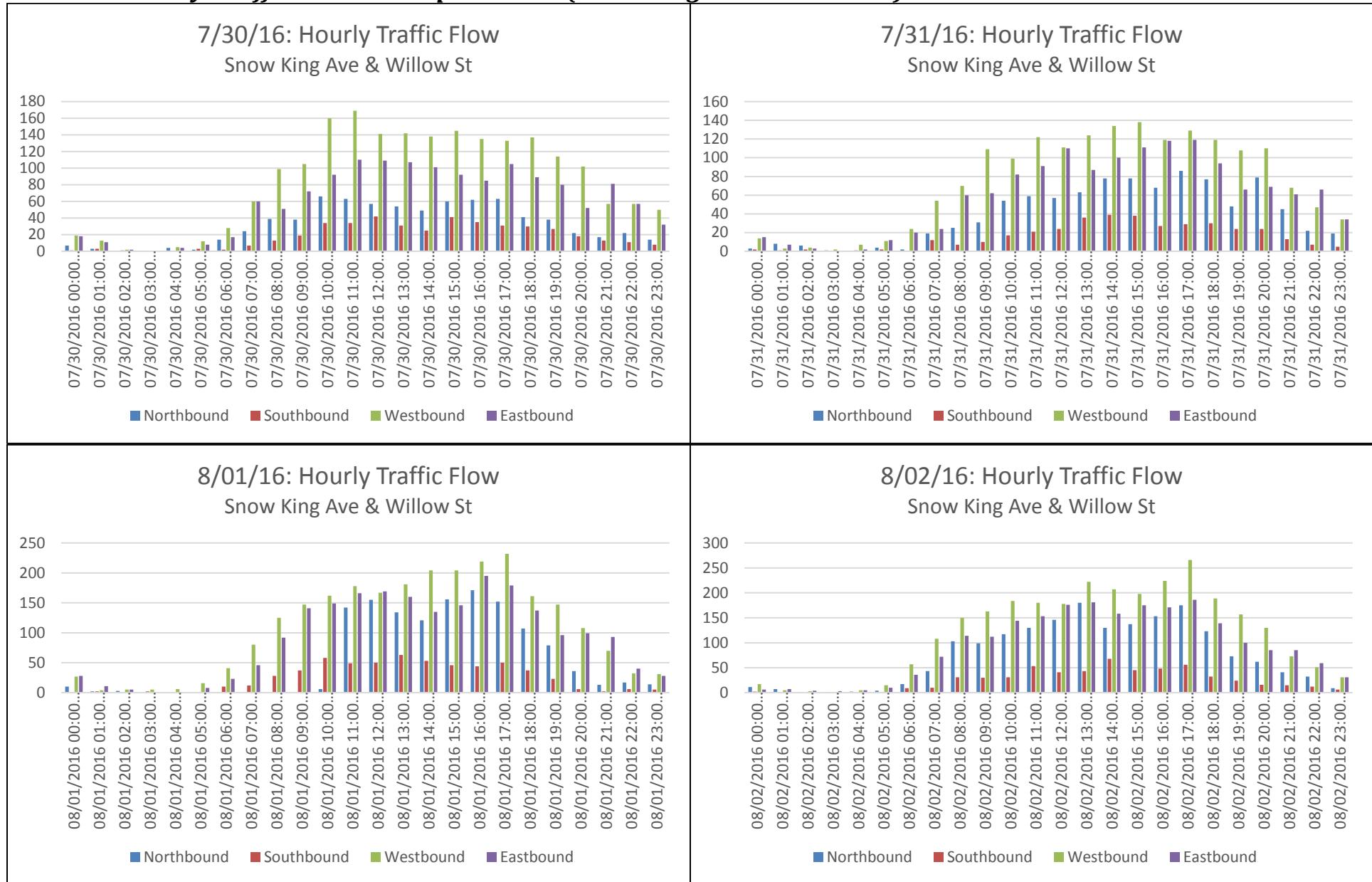


**Data from 8/15/16 and forward was compromised in field due to hose pressure loss. Snow King Ave & Cache St dataset terminates on 8/14/16 (**

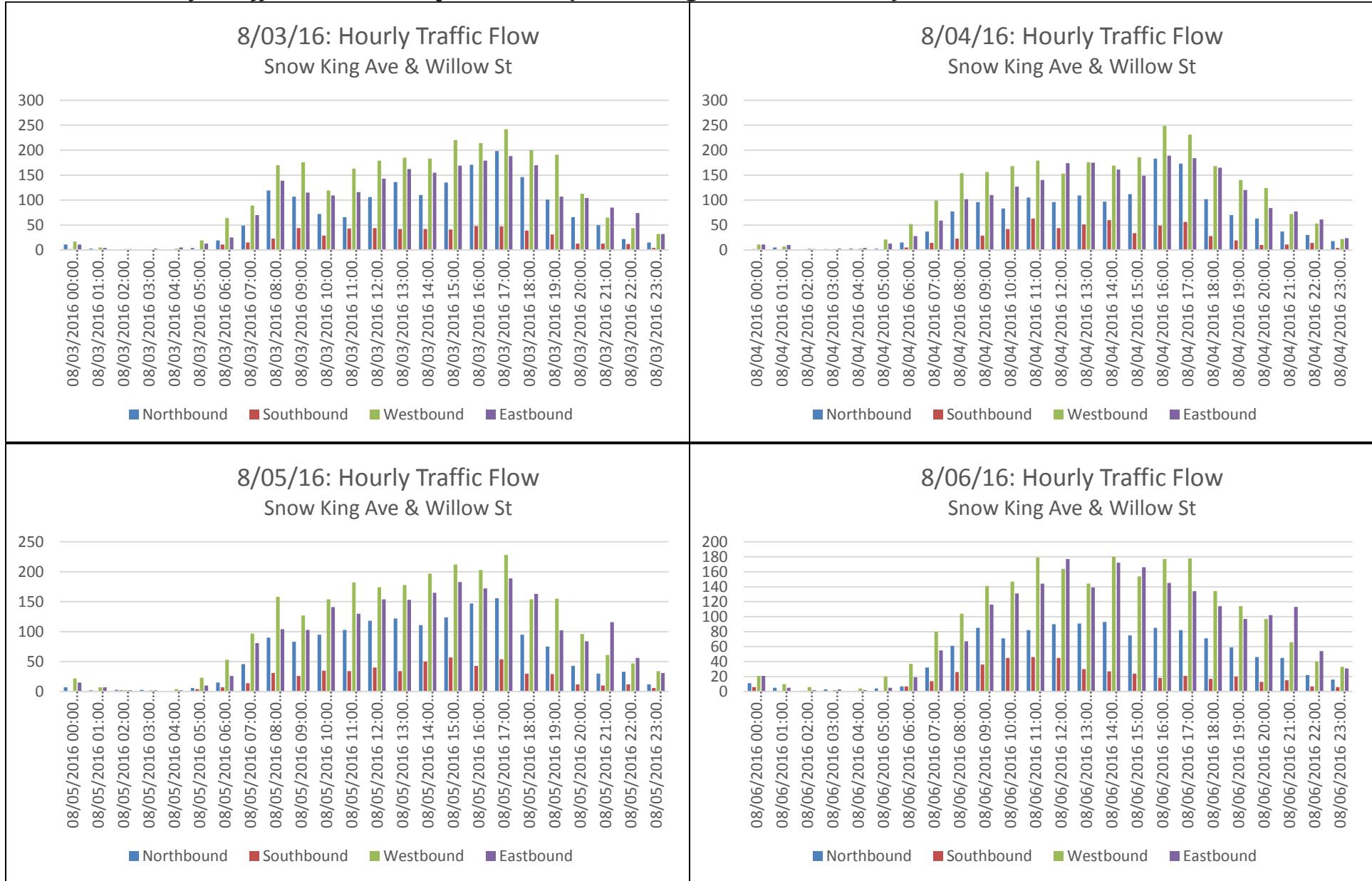
## 7.1 Daily Traffic Volume Graphs Cont'd (Snow King Ave & Willow St)



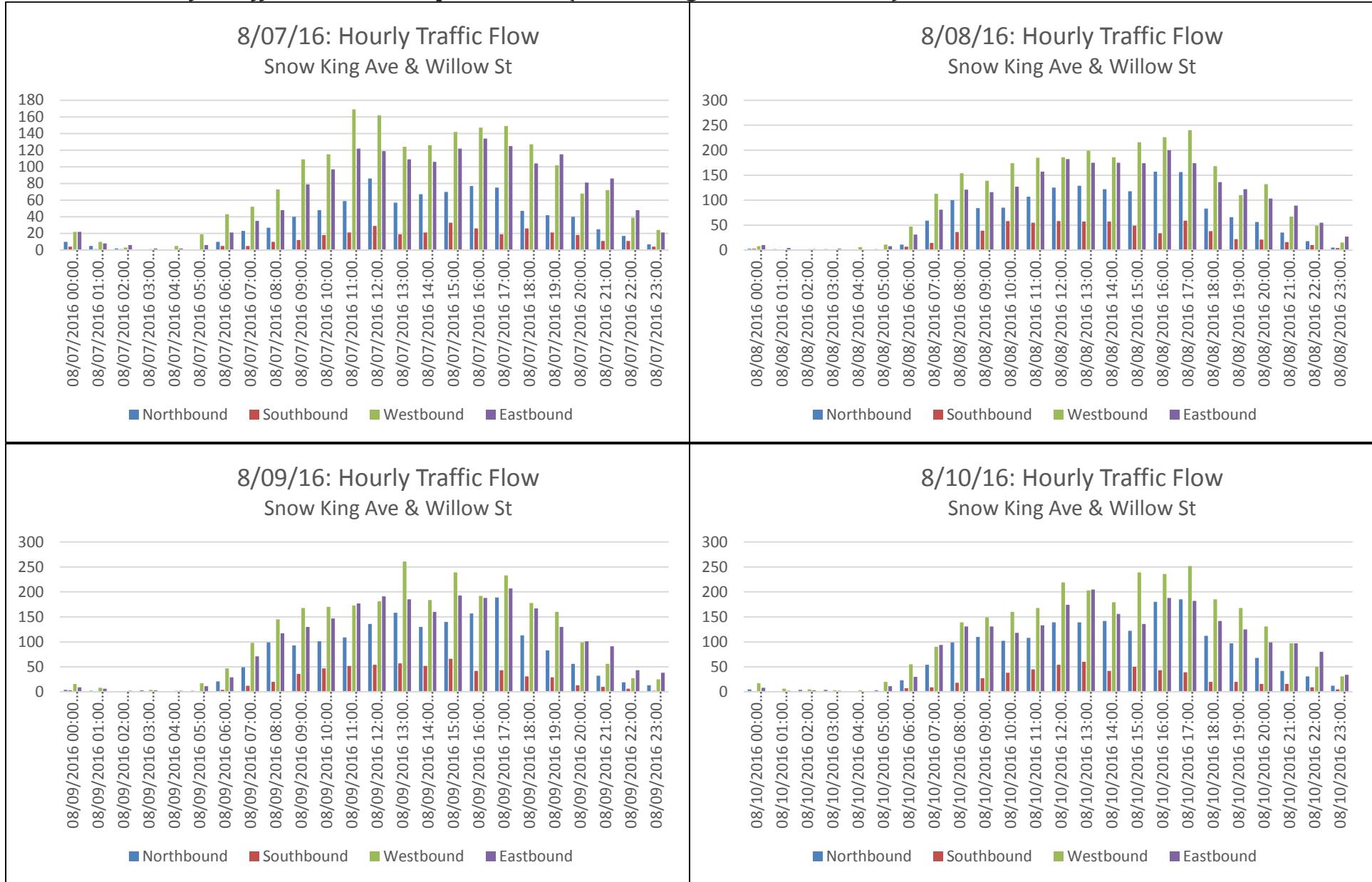
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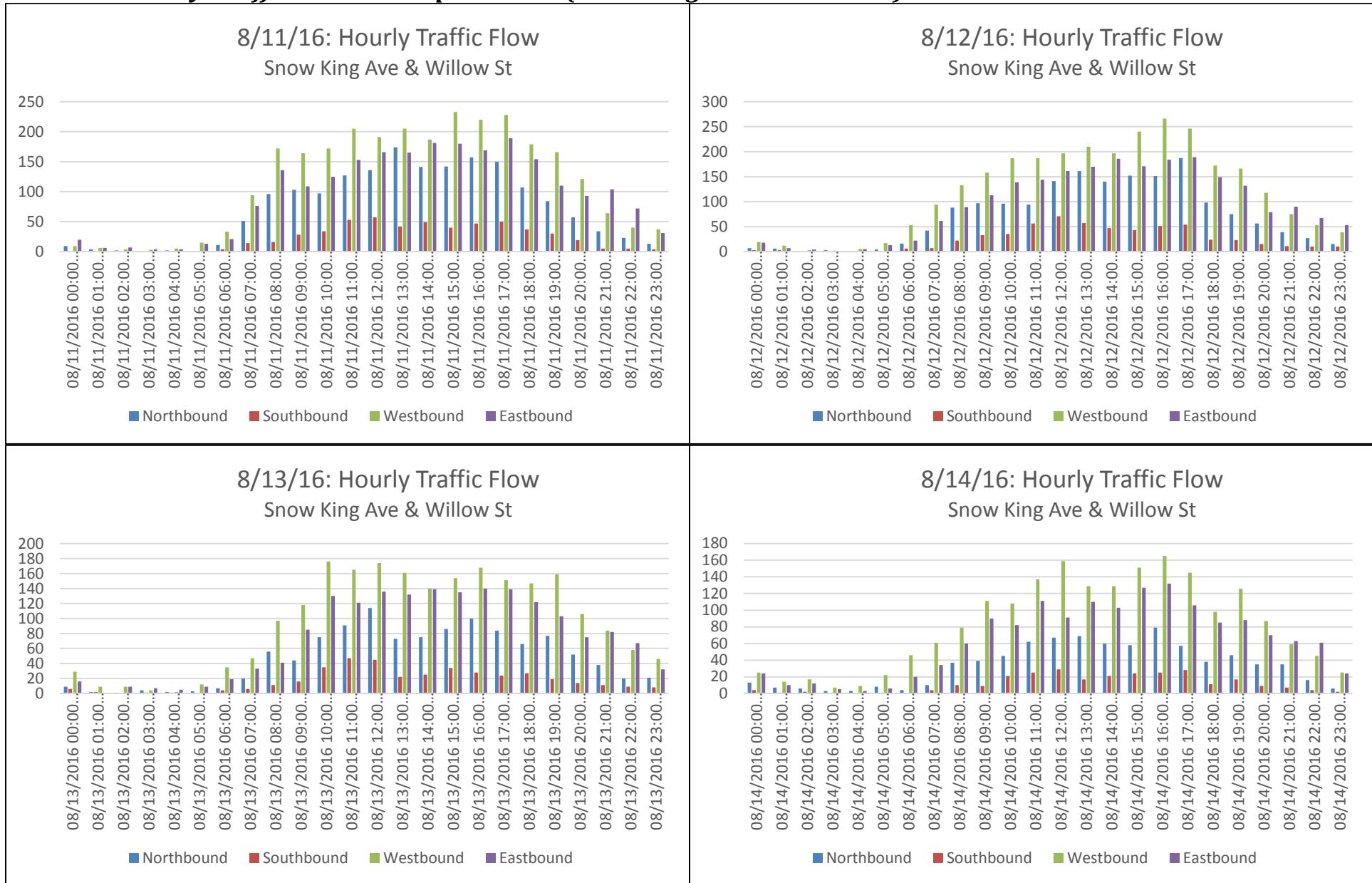
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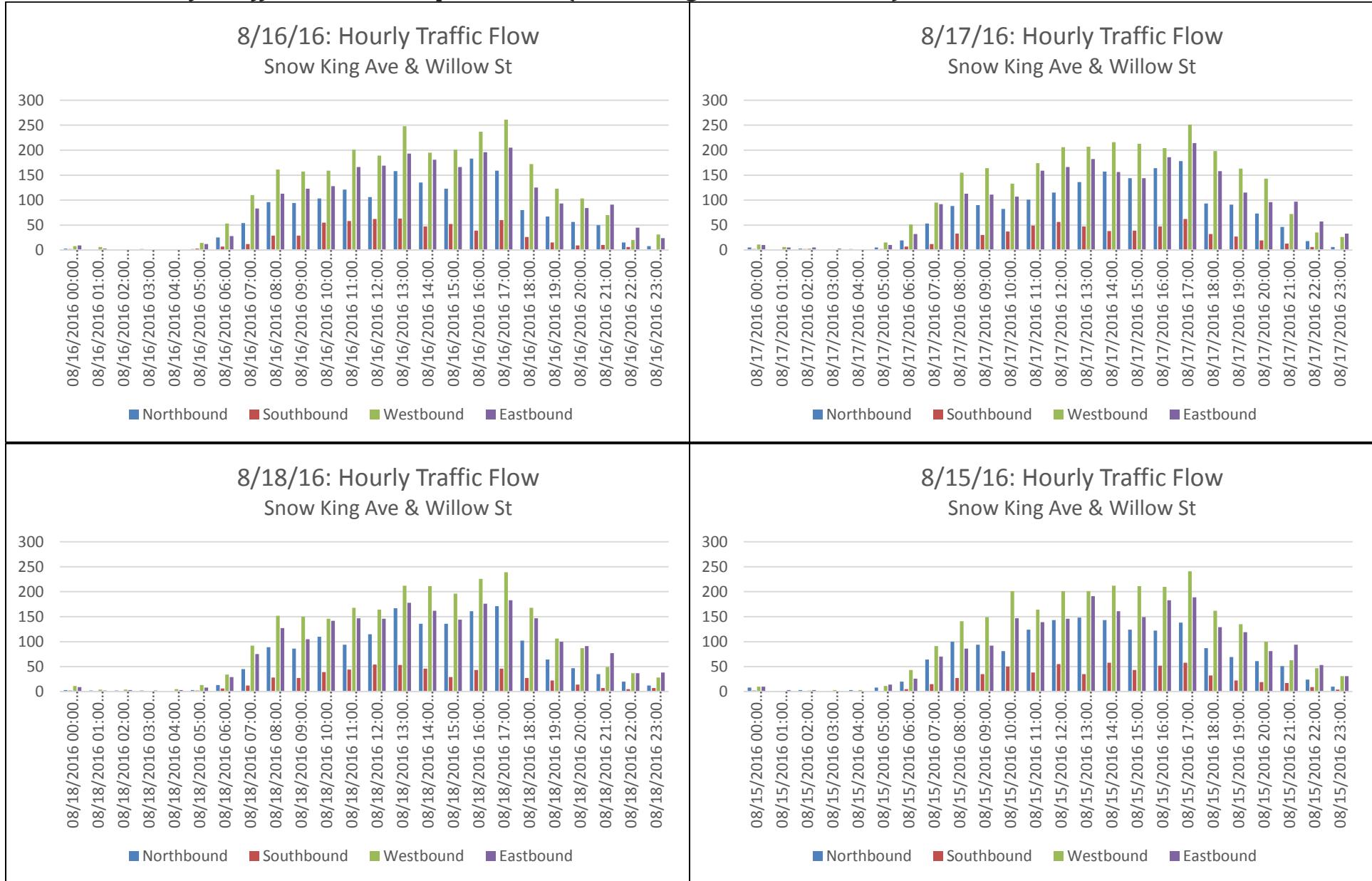
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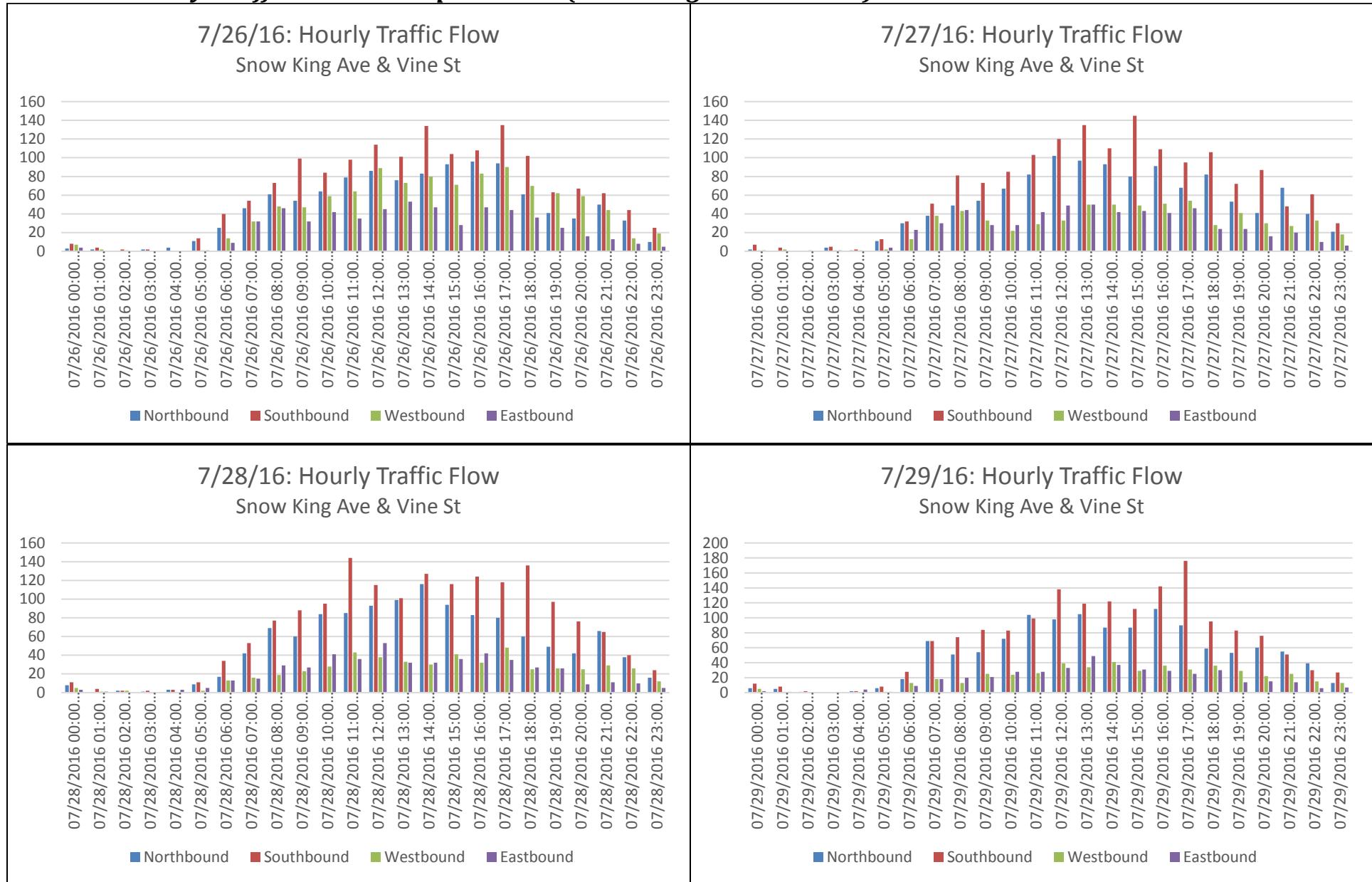
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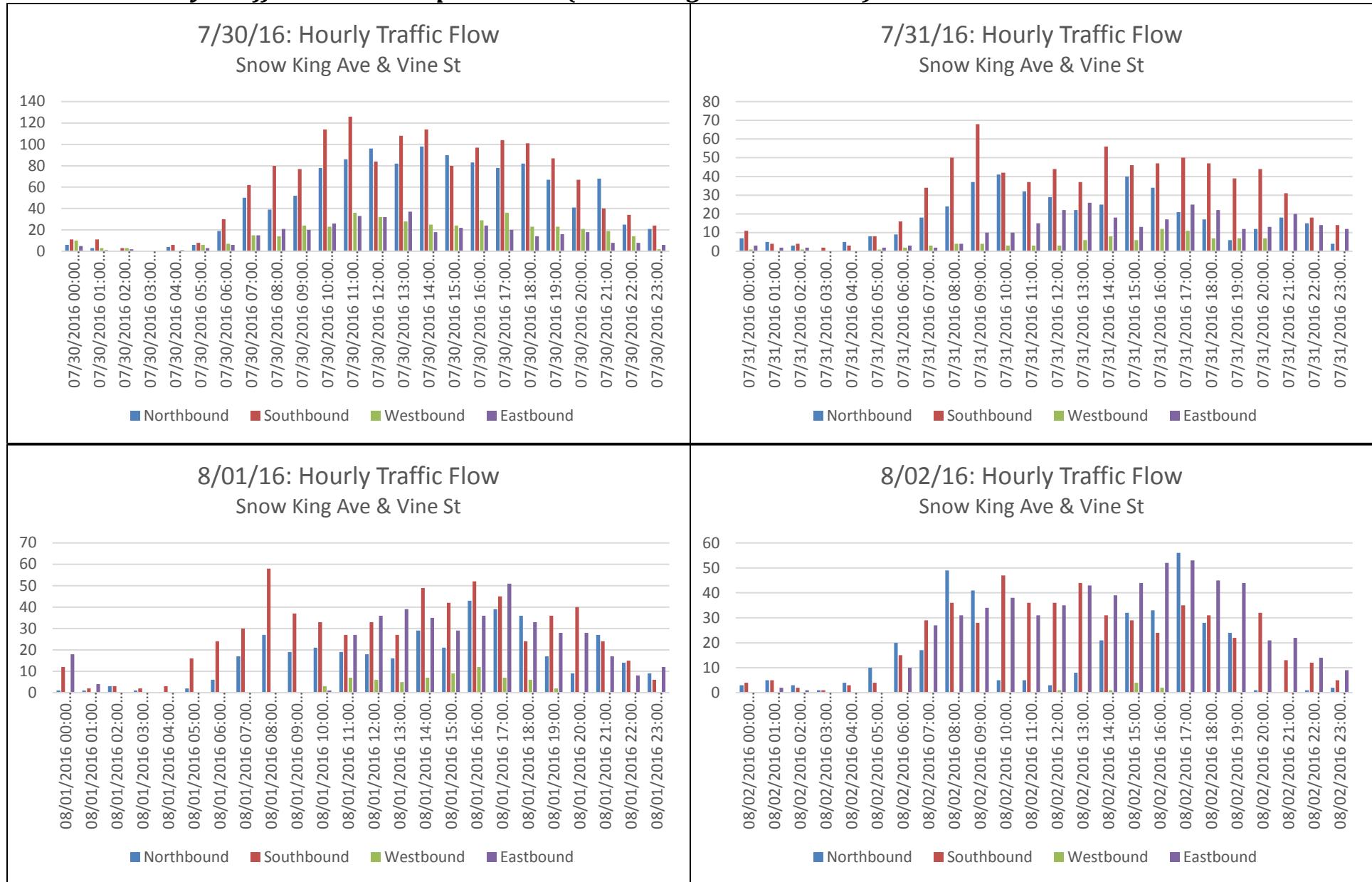
## 7.1 Daily Traffic Volume Graphs Cont'd (Snow King Ave & Willow St)



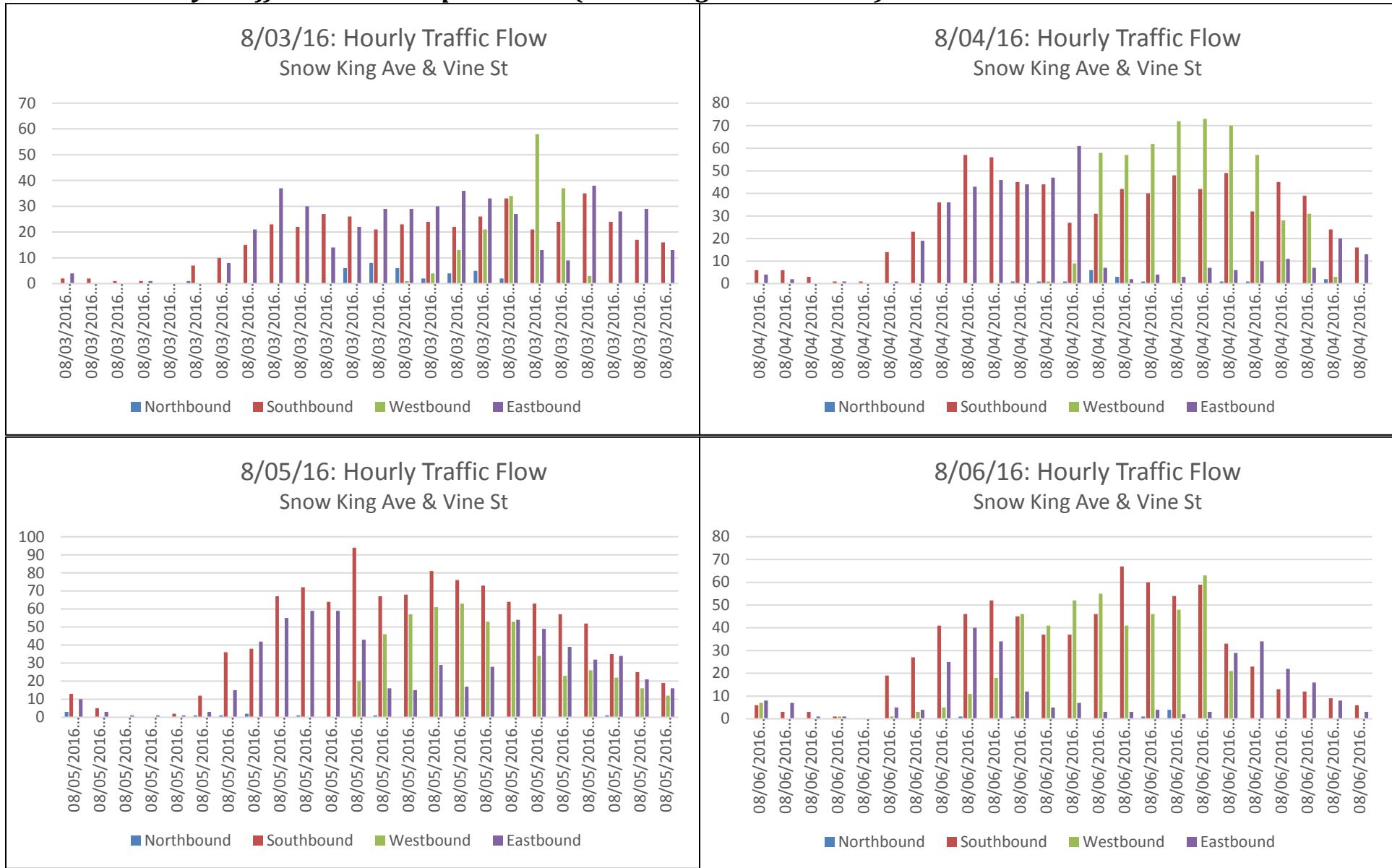
## 7.1 Daily Traffic Volume Graphs Cont'd (Snow King Ave & Vine St)



## 7.1 Daily Traffic Volume Graphs Cont'd (Snow King Ave & Vine St)



## 7.1 Daily Traffic Volume Graphs Cont'd (Snow King Ave & Vine St)



**Data from 8/7/16 and forward was compromised in field due to hose pressure loss. Snow King Ave & Vine St dataset terminates on 8/6/16 (or before, due to same issue).**

## 7.2 Turning Movement Tabulation

Intersection	Direction	Average Peak Hour Traffic: Vehicle				Average Peak Hour Traffic: Pedestrians				Average Peak Hour Traffic: Bicycles			
		Left	Straight	Right	TOTAL	Left	Straight	Right	TOTAL	Left	Straight	Right	TOTAL
Snow King & Cache	Eastbound	37	168	17	222	3	7	2	12	6	19	2	28
Snow King & Cache	Westbound	14	135	34	185	3	7	12	23	1	16	1	18
Snow King & Cache	Northbound	14	19	14	47	2	4	3	9	1	3	2	6
Snow King & Cache	Southbound	28	16	39	84	10	5	2	17	2	3	4	9
Snow King & Willow	Eastbound	66	113	6	186	4	18	0	22	11	7	1	19
Snow King & Willow	Westbound	2	94	12	107	0	21	5	27	1	7	1	10
Snow King & Willow	Northbound	5	3	2	11	0	1	2	3	0	0	1	2
Snow King & Willow	Southbound	13	3	72	89	5	0	5	11	2	0	9	11
Snow King & Vine	Eastbound	69	70	-	139	5	22	-	27	4	6	-	10
Snow King & Vine	Westbound	-	80	13	93	-	29	3	33	-	6	1	7
Snow King & Vine	Southbound	8	-	34	42	3	-	2	5	1	-	5	7

### 7.3 *Parking Lot Capacity Tabulation*

Parking Lot #	1	2	3	4	5
Lot Description	Ball Park Lot	Arena Lot	Hotel Main Lot	Hotel Rear Lot	Overflow Dirt Lot
<b>Total Capacity</b>	95	86	152	72	95
<b>Occupancy:</b>	-	-	-	-	-
8/10/2016 AM	30	27	70	30	9
8/10/2016 PM	17	24	46	35	16
8/11/2016 AM	-	-	-	-	-
8/11/2016 PM	40	17	60	35	14
8/12/2016 AM	-	-	-	-	-
8/12/2016 PM	36	16	72	44	16
8/13/2016 AM	-	-	-	-	-
8/13/2016 PM	36	52	112	47	11
8/14/2016 AM	x	12	76	21	20
8/14/2016 PM	20	9	62	30	13
<b>% capacity:</b>					
8/10/2016 AM	32%	31%	46%	42%	9%
8/10/2016 PM	18%	28%	30%	49%	17%
8/11/2016 AM	-	-	-	-	-
8/11/2016 PM	42%	20%	39%	49%	15%
8/12/2016 AM	-	-	-	-	-
8/12/2016 PM	38%	19%	47%	61%	17%
8/13/2016 AM	-	-	-	-	-
8/13/2016 PM	38%	60%	74%	65%	12%
8/14/2016 AM	-	14%	50%	29%	21%
8/14/2016 PM	21%	10%	41%	42%	14%
<b>Avg % Capacity:</b>	<b>31%</b>	<b>26%</b>	<b>47%</b>	<b>48%</b>	<b>15%</b>

## 7.4 *Resort Employee & Guest Survey Tabulation*

Guest Questionnaire Tabulation	Answer		
	(yes)	(No)	-
Did you rent a car to use during stay at Snow King Resort?	38	75	
Did you come here with your own vehicle?	34	79	
If you came to Jackson via plane, did you use the free airport – snow king shuttle?	48	63	
Have you used the snow king – town shuttle?	59	52	
How large is the group you are travelling with?	average=(sum/N)=(314/101)=3.1089		3.1089
Are you aware of the free shuttle services available to you?	102	11	
Did you bring your own bicycle?	16	97	
Have you tried renting/using Snow King Resort bicycles?	20	91	
Have you been using a map of Jackson to walk to/from the resort?	88	25	
On average, how many times per day has your group left/returned to the resort?	32	53	26
Have you used the free parking?	42	70	
Have you paid for parking?	49	63	

## 7.4 Resort Employee & Guest Survey Tabulation Cont'd

Employee Questionnaire Tabulation		<u>Answer</u>		
<u>Question</u>		(yes)	(No)	
Do you carpool?		29		77
Do you have a resort paid bus pass?		0		165
Do you use a paid bus pass?		0		165
Do you pay for parking?		0		165
Does you Transportation to work vary seasonally?		0		165
Have you been offered Employee housing?		47		118
Do you live in Snow King Employee housing?		46		119
	ON CALL	SEASONAL	FULL TIME	-
Employee Type	17	64	84	-
	DRIVING A CAR	RIDING THE BUS	RIDING A BIKE	WALKING
How do you get to work?	105	59	0	1

## 7.5 *References*

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