

Snow King

Planned Resort District

Master Plan

SNOW KING RESORT MASTER DEVELOPMENT PLAN

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AFFIDAVIT AFFECTING TITLE

Re: Snow King Planned Resort District Master Plan

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

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

Further your Affiant sayeth naught.

Jeanne Jackson

STATE OF Wyoming
COUNTY OF Teton

The foregoing Affidavit Affecting Title was subscribed, sworn to acknowledged before me by Jeanne Jackson
this 16th day of July, 2001

WITNESS my hand and official seal.



Cynthia A. Nicholson
Notary Public

My commission expires: 2/2002

RELEASED	
INDEXED	
ABSTRACTED	
SCANNED	

Grantor: TOWN OF JACKSON
Grantee: THE PUBLIC
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By KIMBERLEE JANSEN Deputy

INTRODUCTION

Background

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

This Master Plan has gone through a series of Joint Town and County Planning and Zoning Commission, Town Council and Board of County Commissioners meetings and workshops prior to the submission and approval of this final document. The original approval of the Snow King Resort Master Plan took place on December 18, 2000 ("Original Master Plan"). Since the approval of the Original Master Plan, the Town of Jackson and Teton County LDRs have been updated.

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

This Master Plan applies to all properties located within the Snow King Planned Resort District. Previously, there was language in the Original Master Plan that stated that Sub-Area #7 (now Sub-Area #6 in this Master Plan) played a limited role in this Master Plan. To be clear, Sub-Area #6 is part of this Master Plan and shall be subject to all benefits and obligations contained in this Master Plan.

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

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

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

Chapter 1: Statement of Purpose and Existing Conditions

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

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

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

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

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

The second purpose of this chapter is to provide a background for the Master Plan by describing the existing conditions, extent of the Master Plan, and land ownership within the subject area. This purpose has been additionally addressed through the inclusion of both written and visual descriptions of the subject property and explanation of both existing and Planned Resort District development.

Chapter 2: Consistent with the Comprehensive Plan

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

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

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

“In the future, the (Snow King Resort) subarea will complement Downtown (Subarea 2.3) lodging and tourist amenities. Lodging will be provided in a variety of types and forms from hotel rooms to condominiums, in order to support the local tourism-based economy. The size and scale of structures will often be larger than those typically allowed in other subareas of Town, as resorts typically require a larger critical mass necessary to support visitor functions. Though buildings will tend to be larger than in other districts, the subarea will maintain an abundance of open space in relation to the 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 Master Plan is consistent with the Comprehensive Plan by providing a well-designed and thought out plan that will be a benefit to local residents and visitors while at the same time addressing the associated impacts of the proposed expansion on the local community.

Chapter 3: Compliance with the Land Development Regulations

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

Chapter 4: Master Site Plans

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

Chapter 5: Land Use Plan

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

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

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

This Chapter also includes a chart depicting the amount and type of development proposed in the Master Plan in an "Example Development Chart". The Example Development Chart is only to be used as an example of what may be developed on site, not as a mandate for what must be built. The Example Development Chart is necessary in order to determine the possible impacts and required facilities and services as a result of the proposal. The Example Development Chart is consistent with the need for resort expansion as well as with the primary purpose of the Master Plan to: *"create a vibrant mixed-use resort complex including a multi-faceted conference/convention center and community facility for Jackson, a facility that contributes to the economy of downtown and also serves as a permeable border between the town and the mountain."*

Chapter 6: Design Guidelines

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

Division 4.3.1.F.7 establishes seven individual criteria upon which the proposed Design Standards are to be evaluated.

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

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

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

The fourth and fifth criteria: signage and lighting, is addressed in the Master Plan.

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

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

Chapter 7: Dimensional Limitation Plan

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

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

Chapter 8: Housing Element

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

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

Chapter 9: Transportation Element

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

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

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

Chapter 10: Capital Improvement Plan

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

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

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

Chapter 11: Phasing and the Snow King Resort Master Association

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

Among other things, the Snow King Resort Master Association (SKRMA) shall be responsible for ensuring that the phasing plan and phasing conditions are satisfied. SKRMA has specific duties and commitments with regard to this Master Plan and its implementation, all of which are outlined and described in this Chapter.

Chapter 12: Community Services Element

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

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

Conditions of Approval

Conditions of approval included in the original approval and subsequent amendments of the Master Plan have been largely incorporated in the Master Plan or are on file in the Town Planning Office.

I. STATEMENT OF PURPOSE

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

As stated in Section 4.3.1.A, the purpose of this Master Plan is to *establish the development standards and serve as a guide to all future development within the Planned Resort. The Master Plan is intended to be of sufficient detail to describe the amount, type, size, location and impact of the proposed resort, but technical specifications of the proposed development, such as engineered plans or fully engineered plans or fully detailed architectural drawings are not required.* The Master Plan is to provide for a mix of recreational, retail, and service-oriented activities which have a high degree of self-containment and provides economic and other benefits to the community. The Master Plan is intended to guide the creation or continuation of a planned development configured around a major recreational activity.

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

Prologue

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

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

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

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

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

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

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

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

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

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

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

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

In addition to the recreational facilities, the Snow King Resort Hotel has provided the largest year round meeting and conference facilities in the county since 1976. The Grand View Lodge Conference facility has expanded the conference space at Snow King and allowed the resort to remain competitive in attracting small to medium sized conferences. As the resort expands in the future there is the potential to increase conference space further with a new facility in the heart of the Resort District. Depending on conference demand and the desire for more diverse uses at the resort, this space may also be designated for indoor recreational activities to complement the array of outdoor activities on the mountain.

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

Functionally, visitors will be able to step out of our meeting rooms directly into the mountain environment. The pedestrian circulation system links the Resort to the mountain on both the north/south and the east/west 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 Master Plan document considers, addresses and ultimately assists in achieving these Goals and Objectives, while taking advantage of the unique characteristics of the site.

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

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

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

Introduction to Existing Conditions and Vicinity Maps

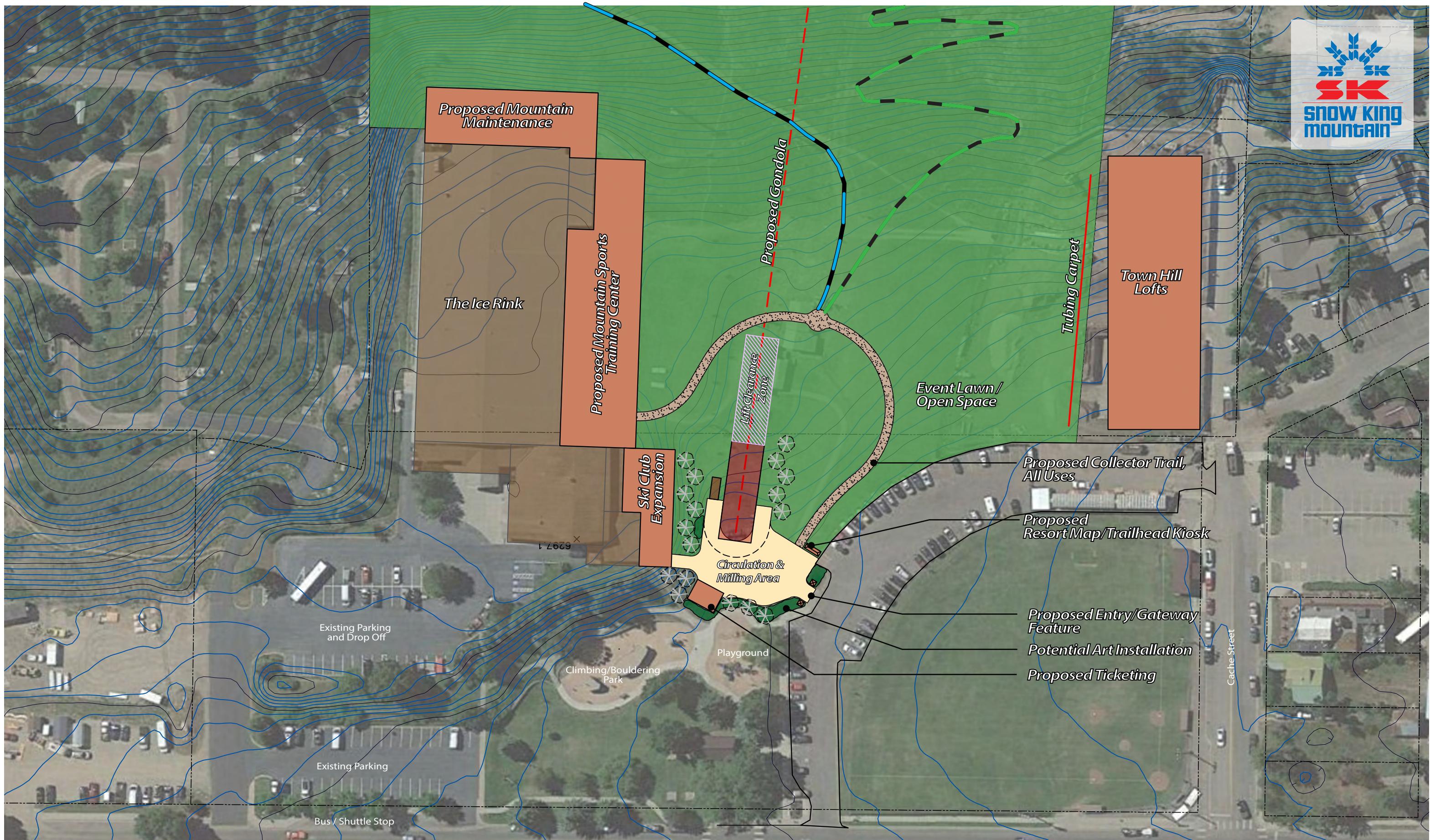
This chapter of the Master Plan defines the existing conditions within the Snow King Planned Resort District (PRD) and its immediate neighborhood. The maps are designed to provide distinct information and to assist in the familiarization process as well as providing reference information with respect to the later chapters. These maps provide information about the current zoning in the Snow King Planned Resort District (PRD) vicinity, and the current status of the built environment at Snow King Resort.

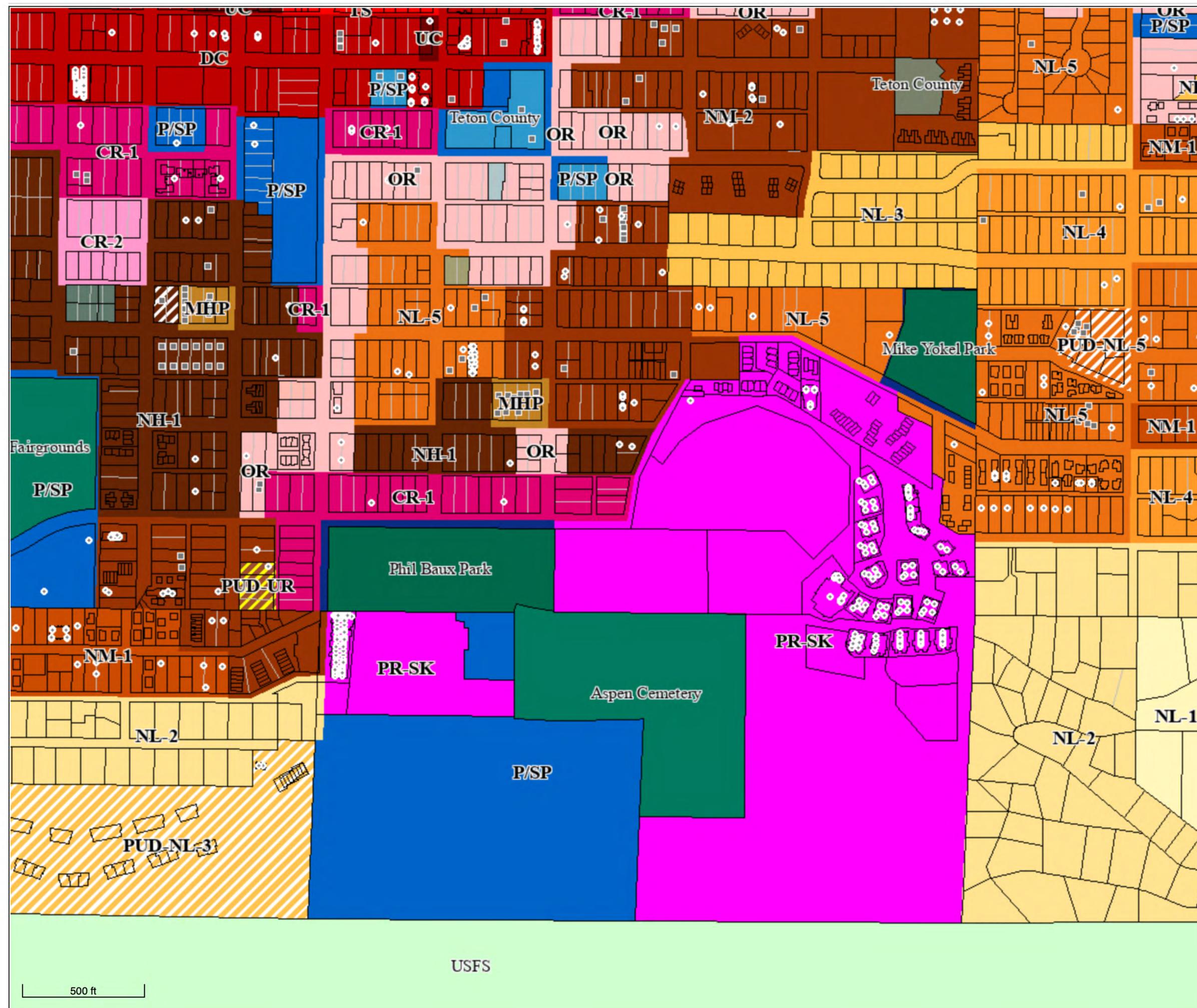
The Master Plan includes all areas within the Planned Resort District. The Master Plan has been divided into 6 sub-areas, Subareas #1-6.

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

Extent of this Master Plan







D. Neighborhood Zoning Map



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. H. 2. Statement Regarding Sub-Area #6

The following projects, all located in Sub-Area 6, had a limited part in the Original Master Plan:

- Pitchfork Townhomes	- Grand Vista Townhouses
- Vine St. Townhomes	- King Ridge
- Clark's Knoll Townhouses	

To be clear, Sub-Area #6 is located within and is governed by this Master Plan. Sub-Area #6 is approximately 4.85 acres and can accommodate a maximum of 252 guests. These 252 guests reduce the maximum lodging capacity (i.e. APOs) remaining in Sub-Areas #1-5 to 2,208 (2,460 APOs – 252 = 2,208 APOs). Owners of property within Sub-Area #6 are permitted to short-term rent their units. The ability to short-term rent comes from this Master Plan. Any owner that chooses to short-term rent their property within Sub-Area #6 shall be required to pay to SKRMA 1% on the gross revenue generated from all short-term rentals. This 1% fee (the SKRMA Fee, as defined and described in Chapter 11) is explained in more detail in Chapter 11. This 1% fee applies to all short-term rentals in the Master Plan. Prior to submission to the town, properties within Sub-area #6 shall be required to submit development applications to SKRMA for review only (not approval or denial of the right to submit the application to the Town.)

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

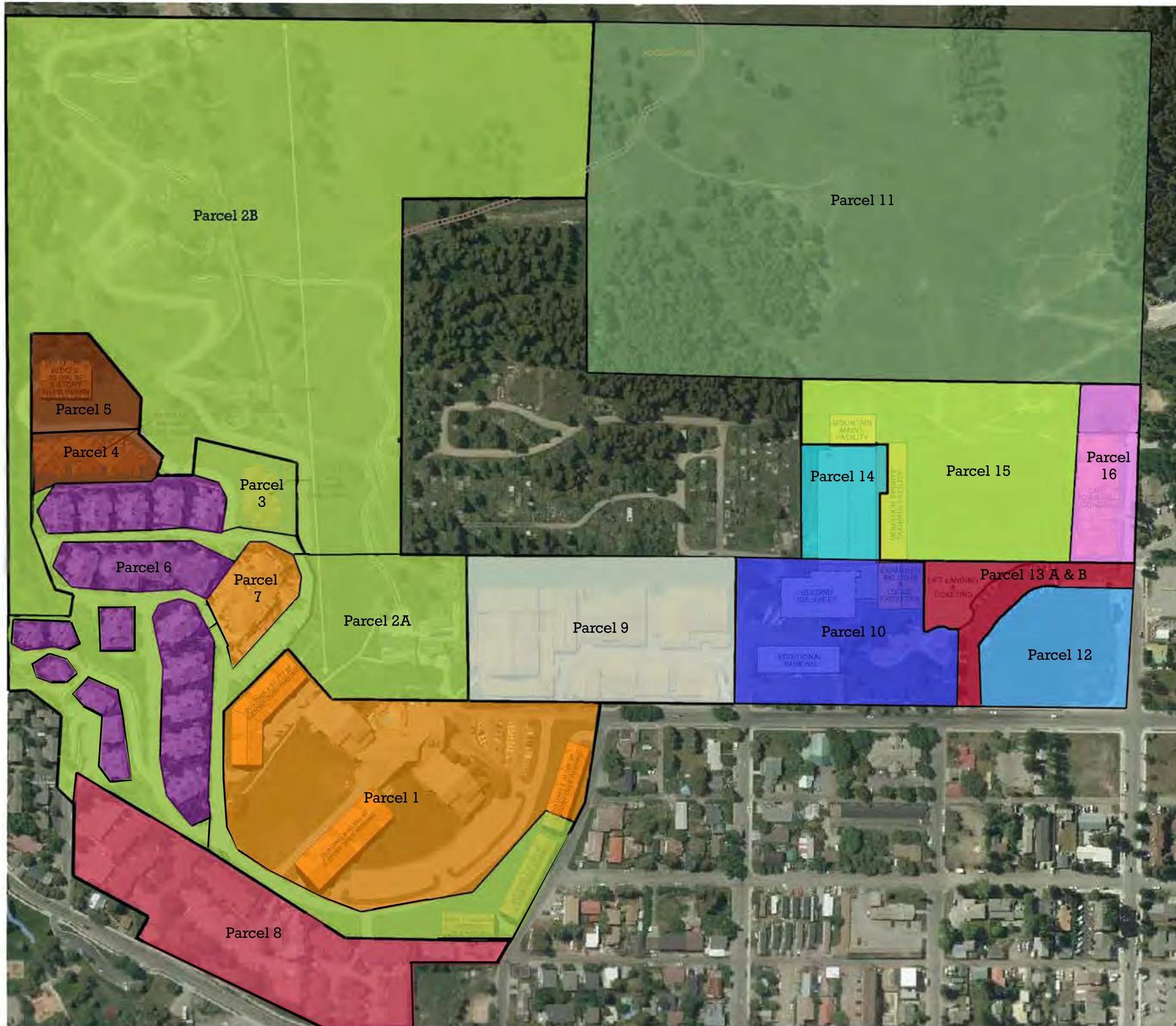
The King Ridge and Vine St. properties have been assigned 20 and 24 guests respectively.

- The Vine St. project is allowed a maximum 20 guests (APOs) and therefore is allowed to build an additional unit sized similarly to the 4 existing units.
- The King Ridge lot is allowed a maximum of 24 guests (APOs) and 9600 SF of livable space.
- The Vine St. lot has been built with one employee unit and will remain so.
- The King Ridge lot will need to provide its own employee unit or make an arrangement for compliance with the Housing Mitigation Plan for the Snow King Planned Resort District.
- Any redevelopment may not exceed these maximum Floor Areas

-Pitchfork	95,200 SF	-Grand Vista	6,800 SF
-Clark's Knoll	44,000 SF	-King Ridge	9,600 SF
-Vine St.	9,400 SF		

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

	Pitchfork	Clark's Knoll	Grand Vista	King Ridge	Vine St. Townhomes	TOTALS
Condominium Units #	30	19	3	6	5	63
Doors#	48	19	3	12	10	92
Guests#	120	76	12	24	20	252
Site Area - Acres	2.8	1.3	0.2	0.28	0.27	4.85 Acres
Site Area - SF	122,000	56,400	8,700	12,300	12,000	211,400 SF
Parking Spaces - #	60	38	6	16	10	130
Employee Units - #				As needed	I (2Bdnn)	



I. Land Ownership

This map indicates the private and public land ownership in the Snow King Area. The Parcels owned by Snow King Mountain Resort LLC, KDG LLC, Snow King LLC, KM6 LLC, CCC's Town Hill Lofts LLC, ABSK LLC, and privately owned condominiums pertain to this Master Plan. These parcels are:

KDG Capital LLC:

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

Snow King Mountain Resort LLC:

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

KM6 LLC:

- Parcel 9 4.92 Acres

ABSK LLC:

- Parcels 4 & 5 1.89 Acres

CCC's Town Hill Lofts LLC:

- Parcel 16 1.3 Acres

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

- Parcel 6 4.73 Acres

Total Extent of this Master Plan 62.364 Acres

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

Other Parcels within the PRD:

Existing Condominium Areas:

- Parcel 8 4.85 Acres

See: Statement Regarding Existing Condominiums

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

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

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

USDA Forest Service Special Use Permit

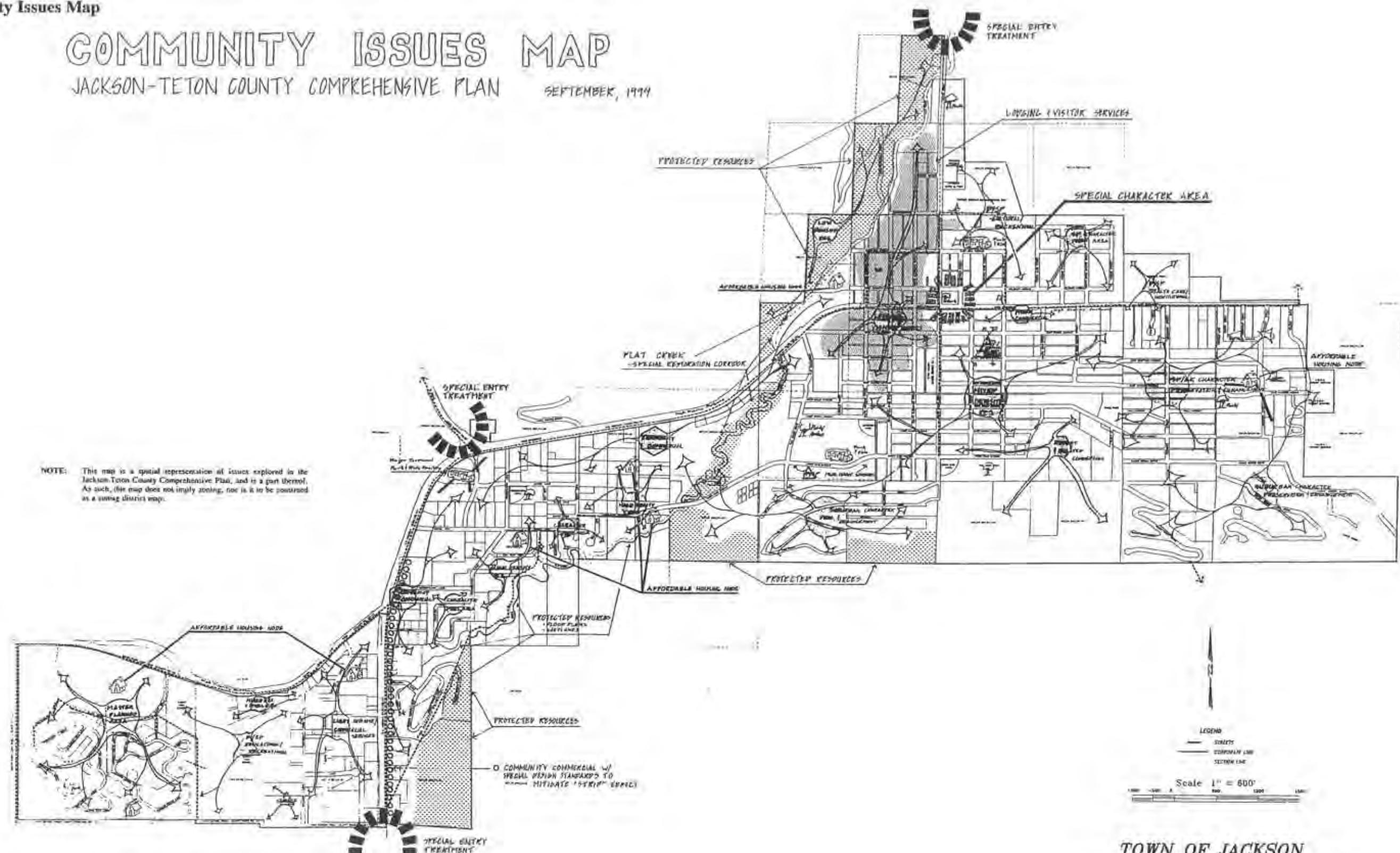
Issued to Snow King Mountain Resort LLC - 369.51 Acres

I. Community Issues Map

COMMUNITY ISSUES MAP

JACKSON-TETON COUNTY COMPREHENSIVE PLAN

SEPTEMBER, 1994



TOWN OF JACKSON
TETON COUNTY, WYOMING

COMMUNITY ISSUES MAP

1"=1200'

ORTHOPHOTO
USGS-1976

TOPOGRAPHY
NELSON
ENGINEERING
HORIZONS FILE
4-1853

Prepared:
August 18, 1998



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
Site Scoping Document of May 12, 1998 by Jackson
Ranger District, Bridger-Teton NF

W-Fk Game Creek

1623 ac.
Study Boundary to 6400' Alt.

369.5 ac.
Permit to 7100' Alt.

Tr.2
Hiking Trail

Panorama House

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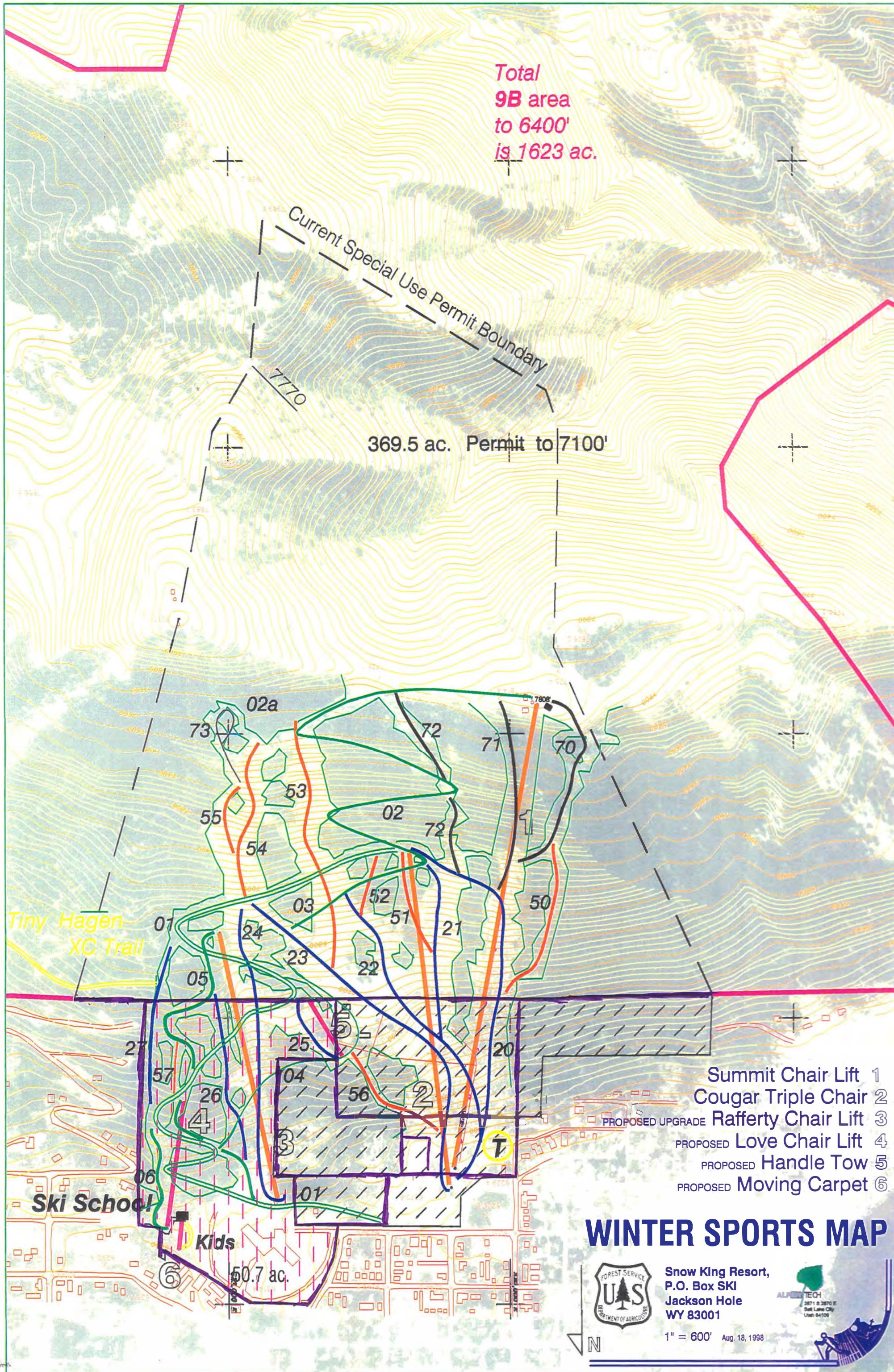
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LEGEND

- 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

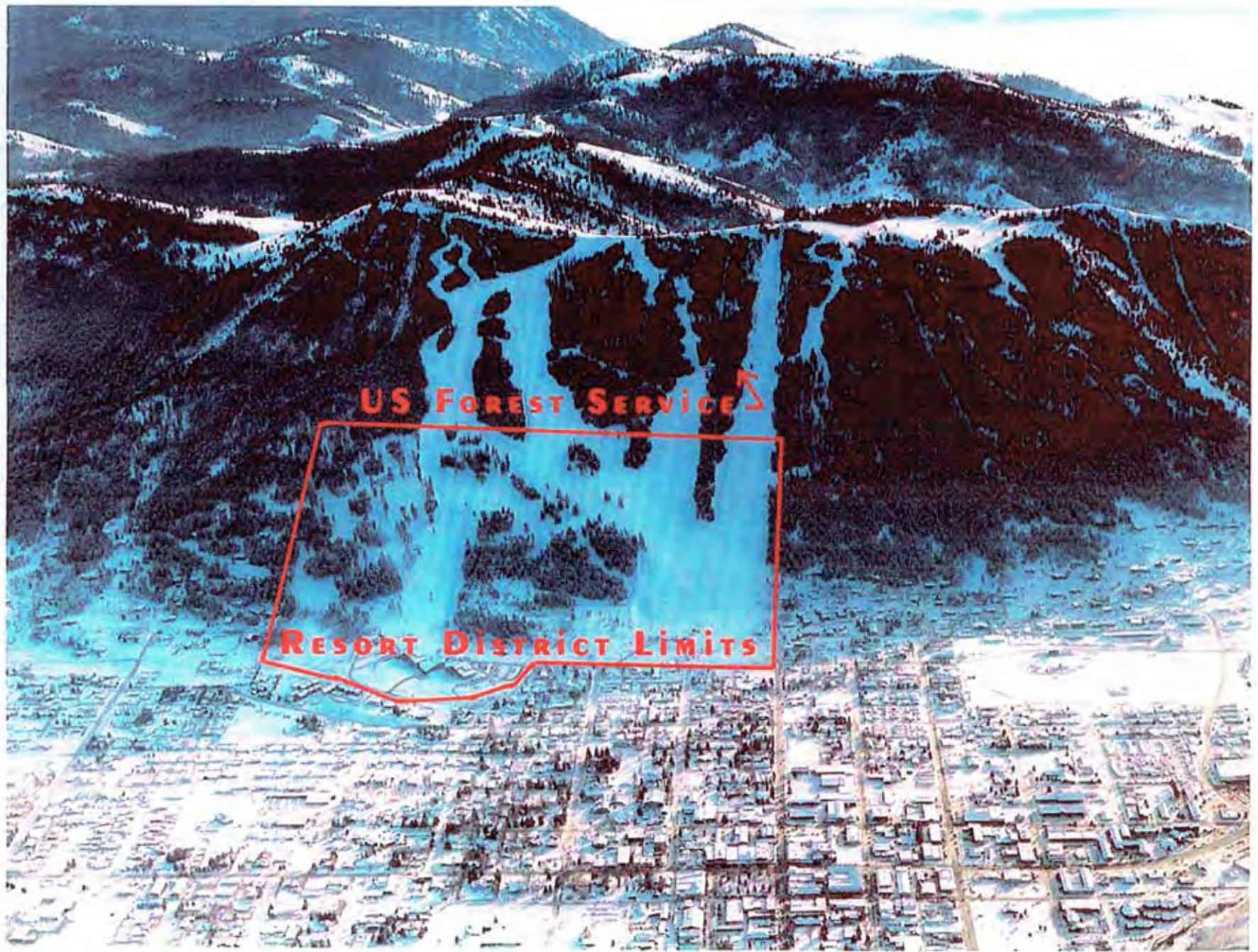


2014 MASTER DEVELOPMENT PLAN
SUPPLEMENTAL INFORMATION
SEPTEMBER 2017

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 Plans as a whole and specifically addresses goals and objectives in every Chapter of the Plan. These two Comprehensive Plans are interrelated and language within both of these plans support the Master Plan. In addition to the statements in this Chapter, other submittal components further articulate the relationships between the Master Plan and various community goals.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"This district is anchored by two primary economic and community centers, each with their own identity and role – Snow King Resort and Downtown. A key goal of the district will be to better connect these subareas in order for each to benefit from the other's vitality, complementary uses, and activities while supporting the overall success of the district as the center for our tourist-based economy."

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

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

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

III. COMPLIANCE WITH LAND DEVELOPMENT REGULATIONS

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

The Master Plan utilizes and complies with the intensity of use and performance- 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, 3 and 4) and Floor Area Ratio (.40 for the total of Sub-Areas 1, 2, 4, 5 and 6 and .60 for the area within Sub-Areas 1, 2, 3, and 4 compare favorably even with those for residential areas and with the requirements of Division 4.3.1.

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

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

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

SECTION 4.3.1.A PURPOSE AND INTENT

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

SECTION 4.3.1.B APPLICABILITY

Snow King Resort is specifically named.

SECTION 4.3.1.E PROCEDURE

This Master Plan is in compliance with the procedures outlined in Section 4.3.1.E.

Section 4.3.1.D. Require the following submittal components:

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

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

SECTION 4.3 STANDARDS APPLYING TO ALL PLANNED RESORTS

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

SECTION 4.3.2 STANDARDS SPECIFIC TO SNOW KING RESORT

These standards fall into six categories:

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

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

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

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

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

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

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

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

SECTION 4.3.1.D FINDINGS FOR APPROVAL

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

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

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

H. *Phasing plan. The Master Plan contains a phasing plan.*

I. *Character element. The Master Plan ensures the resort's development will be in keeping with the community's goals.*

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

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

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

A particular and unique strength of this Master Plan is its conformance to the Community Services standards (Section 4.3.1.F.12, which call for the Resort to function as *"integral parts of the community by participating in civic initiatives and by implementing the goals of the community."* These standards encourage *"programs designed to retain access to the resort's main recreational activity and facilities, ... help to maintain a balance between out-of-town visitors and the community, and contribute to the quality of life of the community."* As a community partner for over 60 years, Snow King is proud of its close relationship with the community. The various Chapters of this Master Plan clearly address all of the impacts and the rationale of the proposed development in a cooperative spirit with the community.

Issues of building height are considered in the Dimensional Limitations Chapter.

It must be noted that goals such as creating a sense of arrival, a dense development oriented towards pedestrian circulation, creating meaningful open spaces and activity areas, proximity to parking, incorporating employee housing and in general creating a vibrant mixed-use district necessitates higher buildings than in other zoning districts. The topography of the site clearly helps in blending larger buildings into the mountains. The Dimensional Limitations and Design Guidelines Chapters expand on this topic and also compare future buildings with the existing hotel and Snow King Center. When taken together, a balance is reached that achieves the stated goals and objectives of this Master Plan.

Regarding (b) capacity, the maximum lodging capacity of sub areas 1-5 is 2,208 guests and the maximum building square footage of 915,000 SF are to remain in adherence to the intensity of use established in Section 4.3.2.C as amended.

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

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

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

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

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

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

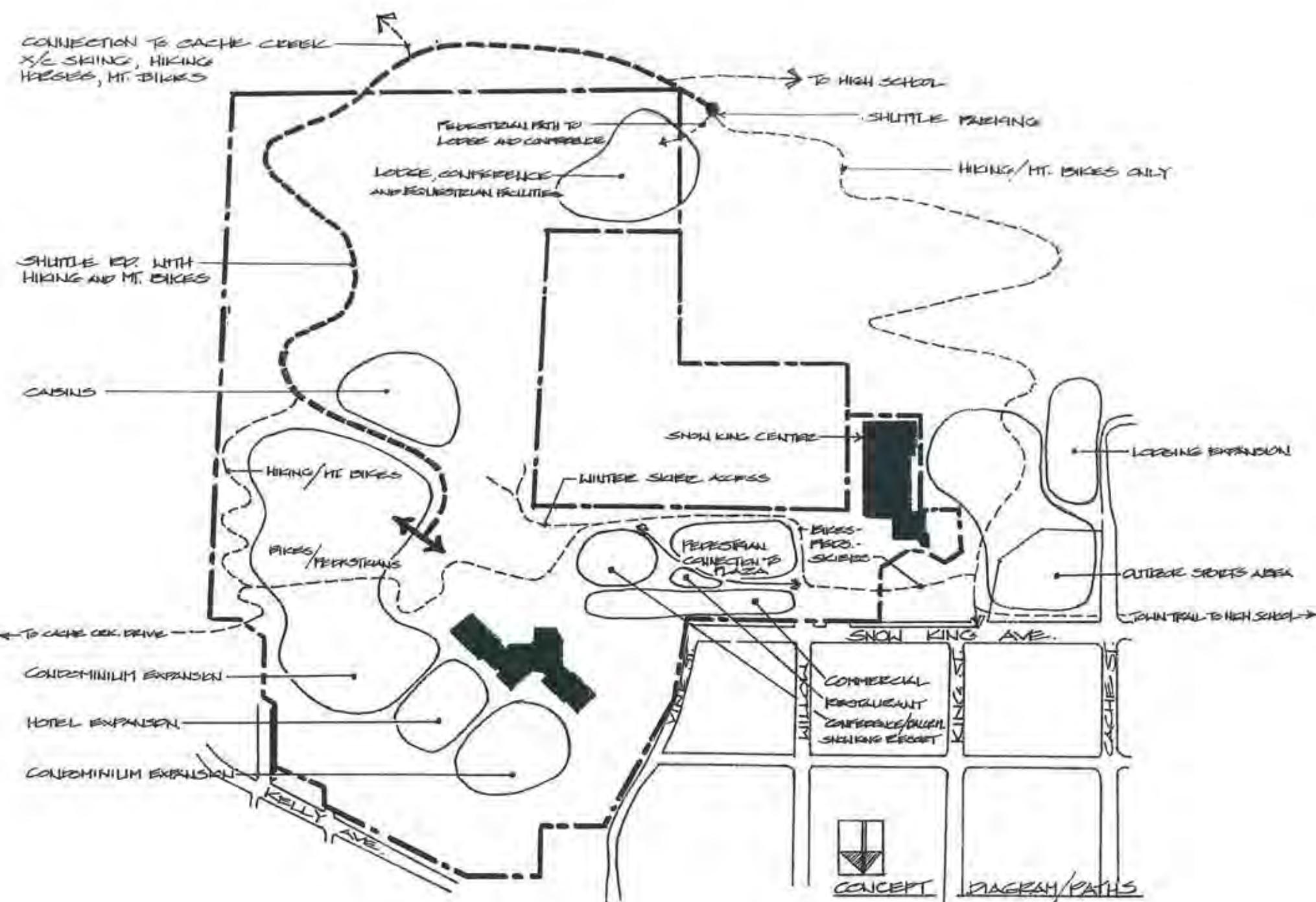
Regarding (c) land use, the standard calls for convention facilities capable of competing successfully in the *"year-round convention market."*

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

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

IV. A. Introduction to Site Plans

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



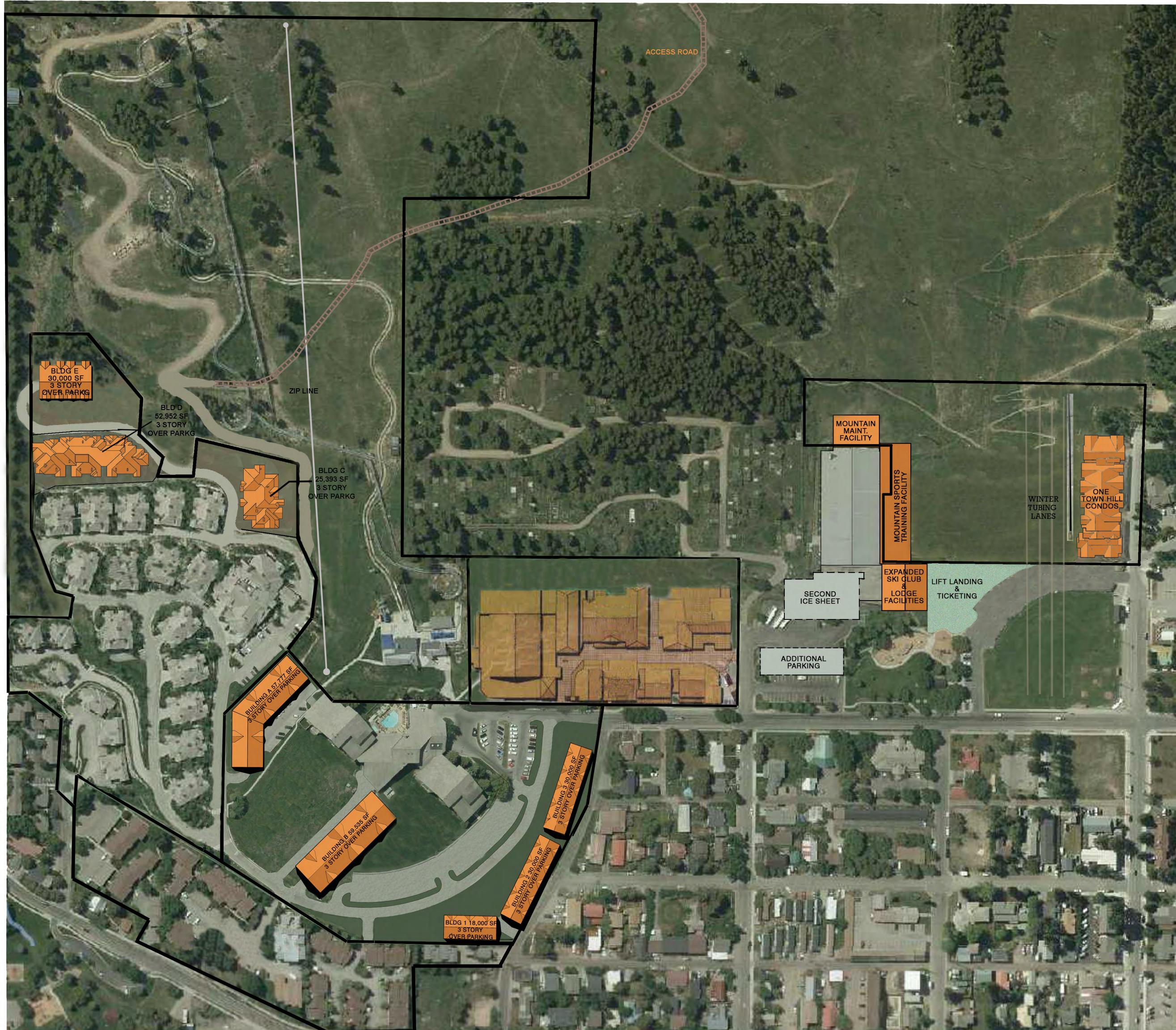
The large contiguous undeveloped land holdings being considered in this Master Plan afford a great opportunity in designing a successful project. Careful consideration has been given to its topography, vegetation, and location. Hiking trails, wind, soils, vehicular, pedestrian and services access, orientation,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

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

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

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

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



C. Proposed Master Plan

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

Love Ridge / Grand View Vicinity

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

Hotel Additions

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

KM6 Area

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

East Base Area

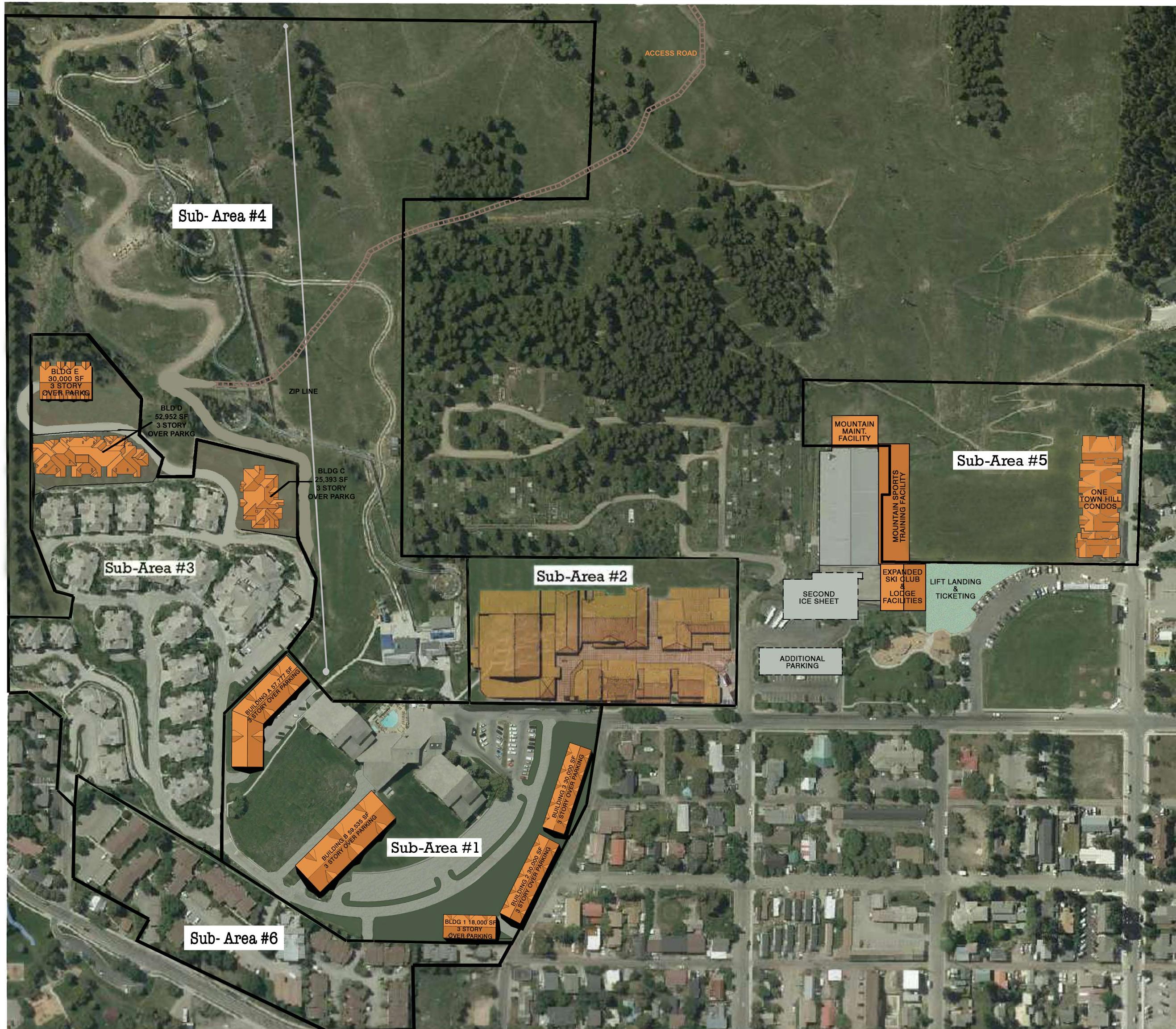
- Rafferty Center & Mountain Coaster
- Alpine Slide & Rafferty Lift
- Zip-line

West Base Area

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

Vine Street Area

- Employee Housing / Apartments



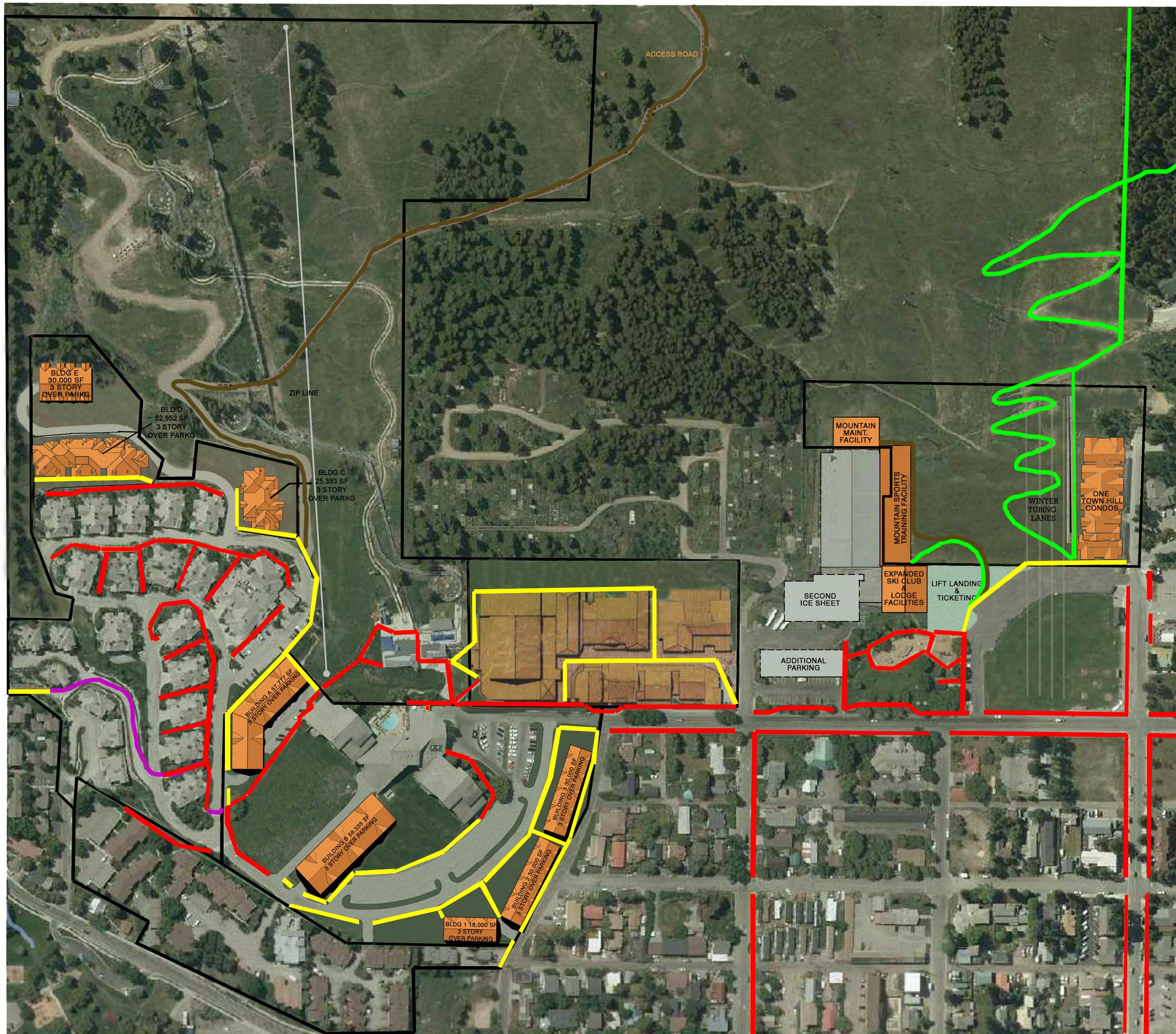
B./D. Sub-Area Plan

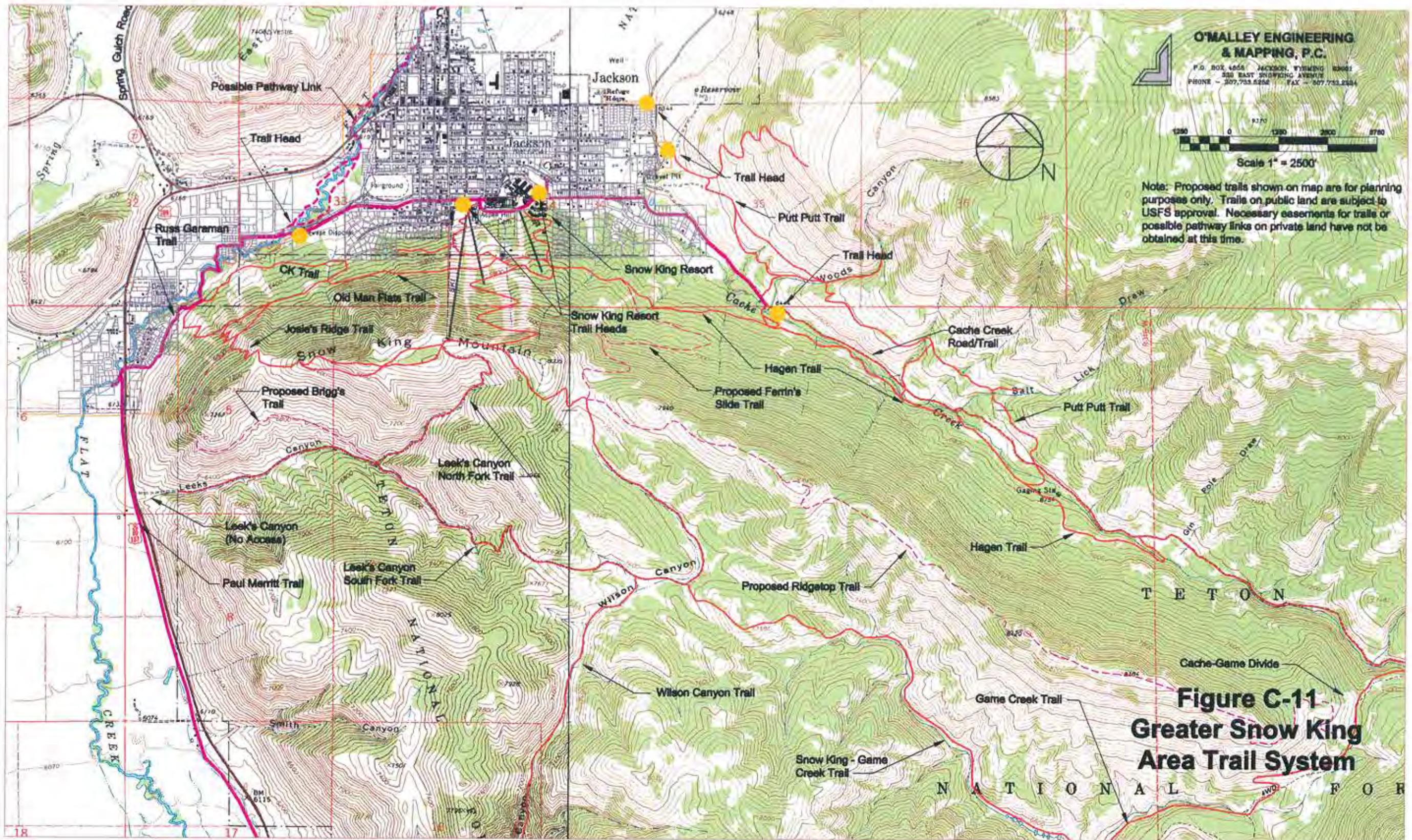
For planning purposes the land in the Snow King Planned Resort District has been reconfigured as follows:

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

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

Snow King Resort Circulation Trails, Pathways & Sidewalks





V. THE LAND USE PLAN

Introduction to Land Use Plan

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

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

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

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

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

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

Overview of Permitted Uses

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

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

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

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

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

Other various recreational uses such as (but not limited to) swimming pools, hot tubs, playgrounds, picnic areas and shelters, pathways, trails, tennis and volleyball courts, alpine slide, miniature golf, outdoor function areas, sign structures, bridges, ticket windows, barns, tents, performing stages and platforms, dance floors, band stands, BBQ areas, ski lifts, decks, loading areas, nurseries, equestrian operations, ski school and day care facilities are allowed both within and outside the Building Envelope areas.

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

Uses Permitted Within Building Envelopes.

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

While it appears that residential use within the Snow King PRD will be limited, Snow King believes that residential uses may still have a place in the resort. Consequently, the previously stated uses as listed in Section 2220 4.3.1.F.10 are allowed.

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

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

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

Non-Residential Uses - Snow King has the following commercial uses included in this Master Plan: Commercial Lodging (including hotel, condominiums, condominium-hotel, interval ownership units and support facilities associated with residential and non-residential short-term rentals), Commercial Retail, Office uses, Restaurant /Bars and Service uses. Although not currently in the group of contemplated commercials uses the resort believes that Bed and Breakfast operations could increase the Resort's ability to provide a viable center for both visitor and residents. These uses are all defined by Article 6 of the LDRs.

Commercial Lodging - Commercial Lodging (or simply lodging) can take the form of hotel rooms, cabins, lodges, townhouses, condominiums, condominium-hotels or interval ownership units. Condominiums or other units can be sub-divided into separate sub-units called "lock-offs". A lock-off is a portion of a larger residential unit that can be used, or rented, separately from the rest of the unit. A unit can have more than one-lock off portion; for instance, a 3-bedroom condominium unit can be subdivided into 3 separate rental units, each with a separate entrance door.

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

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

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

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

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

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

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

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

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

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

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

Commercial Amusement. Commercial Amusement uses are permitted as follows:

- Permitted by Right: noncommercial theatres and music halls, video arcades, and indoor skating rinks.
- A Conditional Use Permit shall be required for all permanent Outdoor Amusement/recreation and Commercial Amusement uses
- Other uses shall require a Conditional Use Permit unless determined to be unnecessary by the Town Community Development Director.

A zip-line in sub-area 4 as indicated in the included Master Plan maps and requires a conditional use permit. The CUP application shall include an operational plan and associated impacts for all outdoor recreational uses in this area including but not limited to the Mountain Coaster, Alpine Slide, Mini-golf and Maze to determine the overall cumulative effect including but not limited to hours and days of operation, noise, lighting, and other associated impacts to the area. This zip-line will not be permitted to open until construction on a gondola has commenced. Notwithstanding the foregoing, if SKRMA proceeds with its application and construction of a gondola in good faith, this condition shall not take effect if a regulatory or judicial circumstance prevents SKRMA from building the gondola. Further, this condition shall be void if the Town and SKRMA fail to come to agreement on a lease for the landing of the gondola by August 1, 2020.

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

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

Uses Permitted within the Recreation Land Use Zone

Outdoor Amusement/recreation.

All permanent outdoor amusement/recreation within the Recreation land Use Zone requires a conditional use permit from the Town of Jackson.

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

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

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

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

Snow King Mountain Resort, LLC (“Snow King Mountain”) is the current owner of all recreational improvements. Snow King Mountain shall not sell off individual recreational improvements to different owners. This condition shall not prevent Snow King Mountain from selling all of Snow King Mountain’s recreational improvements to a different owner.

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

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

Temporary Uses. As stated in the section on Uses Within the Building Envelopes the resort acknowledges Temporary Uses as one of the most important uses to be allowed within the Resort District. Particularly important is the Special Event definition listed in Section 4.3.1.F.10. Winter ski races, the Hill Climb, mountain bike races and summer Hill Climb are a few of the important events held on the mountain each year. The Annual 4th of July fireworks has been considered in allocating open space. Over the years, other outdoor uses will come up. Snow King assumes that the desire for more of these types of events will grow in number and diversity. With the exception of Gravel Extraction all the Temporary Uses listed in Section 6.1.12 may have a place at the resort and are allowed. Temporary uses such as events, recreational equipment demonstrations or wedding and event tents are a critical feature of the resort district that allow it to cater to guests on short notice. These uses are common and approved for all of the resorts in Teton County including Grand Targhee and the Teton Village. As such, the ability to host an event at short notice for the Snow King Hotel or Mountain Operations are an important aspect of Resort district operations. As part of the SKRMA annual report, SKRMA shall provide to the Town a list of all temporary special events over 200 attendees including but not limited to number of patrons, hours, and any associated off-site impacts. Should staff or Council determine in their reasonable discretion that there have been compatibility issues with said events a Conditional Use or Special Use permit may be required going forward at the Town's discretion.

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

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

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

Light Industrial Uses. All light industrial uses must be reviewed and approved through the Conditional Use Permit Process. In general, these uses pertain to ski area operations and maintenance facilities which are designated in sub-areas 4 and 5. Sufficient space exists within these sub-areas for all required light industrial uses associated with mountain operations.

Uses not governed by this Master Plan

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

SNOW KING RESORT LAND USE SCHEDULE

	Building Envelope Zone	Recreation Land Use Zone		Building Envelope Zone	Recreation Land Use Zone
Gravel Processing Extraction			Commercial		Y
			Office		
Disposal			Planned Commercial		Y
Temporary Uses			Commercial Retail		L
Christmas Tree Sales	Y	Y	Heavy Retail/Service	Y	Y
Contractor's Office			Services		
Special Event	Y	Y	Restaurant/Bar	Y	L
Real Estate Sales Office Shelter	Y	Y	Drive-in Facility Commercial Lodging	Y	
Farm Stand			Bed and Breakfast		C
Gravel Extraction & Processing			Dude/Guest Ranch		Y
Amusement/Resort			Residential short-term Rental		
Commercial Amusement	C	C	Agricultural Support/Service	L	L
Campgrounds			Institutional Residential-Other		C
Outdoor Recreational	L	C	Residential		
Indoor Recreational	Y	Y	Agricultural Employee Housing Conventional		Y
Tour Operators/Outfitters	Y	Y	Single-Family Unit		
Ski Slopes	Y	Y	Conventional Single-Family Subdivision Planned Residential		Y
Home Uses	Y		Planned Unit Development		Y
Home Occupation Home Businesses					Y
Day Care Home, Family Day Care	Y	Y	Mobile Home Mobile Home Park		
Home, Group			Working Ranch Subdivision		
Cottage Industry			Guest House/Guest Unit Accessory	L	
Aeronautical			Residential Units	Y	
Airports Landing			Institutional Residential/Employee Housing	Y	
Strips			Nonresidential		
Heliports			Agricultural		
Balloon Operations			Agriculture	L	L
Industrial			Nurseries	L	L
Institutional					
Light Industry	C	C	Y:::Permitted by Right, C:::Conditional Use , S:::Special Use		
Heavy Industry			L= Limited -See Text for details		
Institutional					
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	375
Hotel Room (Number)	204	100	50			354
Total Units	343	150	200		36	729
Statistics: Lodging SF/Guest	255	250	334		319	284
Total Guests (Number)	964	400	700		144	2,208
Above-Ground Uses (Square Feet)						
Lodging	246,000	100,000	234,000		46,000	626,000
Lobby / Reception	12,000	6,000	2,000			20,000
Conference / Meeting	9,000		6,000			15,000
Assembly	1,000	15,000				16,000
Commercial: F&A	20,000	11,000				31,000
Commercial: Unassigned		36,000	4,000		4,000	44,000
Commercial: Theaters		9,000				9,000
Health Club, Daycare, Ski School, Etc.	5,000		3,000	5,000		13,000
Back of House & Storage	10,000	17,000	3,000			30,000
Services and Circulation	10,000			1,000	6,000	17,000
Supply & Mech	5,000			1,000		6,000
Services - Offices	3,000					3,000
Supply - Public		6,000				6,000
Office	10,000	4,000				14,000
Recreational Uses		40,000		10,000	15,000	65,000
Total Above-Ground Building Area	331,000	244,000	252,000	17,000	71,000	915,000
Underground Uses (Square Feet)						
Back of House		18,000				18,000
Supply, Mechanical, Maintenance	25,000	28,000	10,000			63,000
Services Loading / Circulation	84,000					84,000
Loading Dock Area	6,000	22,000				28,000
Kitchen Storage Services					4,000	4,000
Maintenance / Services	20,000		10,000			30,000
Storage and Misc.	10,000		5,000	5,000		20,000
Supply Services – Public		2,000				2,000
Underground Conference		22,000				22,000
Underground Assembly		9,000				9,000
Lockers - Health Club	20,000					20,000
Total Underground Building Area	165,000	101,000	25,000	5,000	4,000	300,000
Ground Surface Area (SF)						2,716,500
Floor Area Ratio (FAR)						0.34

VI. DESIGN GUIDELINES

A. Introduction:

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

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

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

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

B. Design Guidelines. Character and Design Objectives

1. Capitalization on Location at Terminus of Snow King Avenue

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

2. Creation of a Sense of Arrival

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

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

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

5. Porous Edge Encouraging Pedestrian Travel

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

6. Size and Layout that Attracts People

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

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

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

8. Pathways Connecting to Pathways System

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

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

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

C. Design Guidelines. General Purposes

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

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

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

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

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

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

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

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

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

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

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

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

3. **Bulk and scale.** The design guidelines shall ensure the bulk and scale of individual buildings within the Planned Resort achieve compatibility with:

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

 - A. **Orientation and aspect.** Structures and public spaces within the Planned Resort, 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 section 4.3.1(F)(7).

D. Architectural Design Guidelines

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

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

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

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

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

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

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

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

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

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

9. **Lighting:** The lighting systems will serve functional and aesthetic roles that include:

- Providing security and visual safety
- Serving as directional indicators for vehicular and pedestrian traffic
- Providing extended outdoor use time, particularly in pedestrian areas,
- Reinforcing the identity and character through form, color, and materials of fixtures, visual light quality and placement

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

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

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

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

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

10. Sub Area 2. Specific Guidelines.

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

Key components of this pedestrian mall are:

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

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

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

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

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

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

- Building facades must be articulated, and are not permitted to run straight for more than 200' in length. Jogs or setbacks breaking a straight run must be at least 8' in depth. Curved facades will be allowed and considered breaks.
- Building facades must be organized into a base, middle and top, with appropriate changes of material, varying of the massing and the use of balconies to help break down the massing of the buildings.
- Town staff will review the final design of Sub- Area 2's public thoroughfare frontage at the Final Development Plan stage to ensure that this street level frontage is treated architecturally to achieve the appropriate scale.

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

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

E. Site Design Guidelines. Plant Palette.

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

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

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

Other planting materials of sufficient caliper will be used to screen and enhance the buildings. In general, the plant material will be in accordance with the Land Development Regulations, except for areas designated as Ski Trails and Outdoor Recreation.

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 built environment with its rural surroundings. This color theme is not intended to prohibit bright colors entirely; however, it is intended to define the predominant surface area of the sign face and all of the base and/or standards.

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

VI. DIMENSIONAL LIMITATION PLAN

A. Introduction, Definitions and Maximum Scale of Development

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

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

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

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

It should be noted that two existing buildings on the site are rather large, but fit into the mountain landscape. The existing hotel has over 130,000 square feet and is over 70 feet in height at places, while the Snow King Center has over 53,000 square feet. However, these building relate well to their location and are designed in such a manner as to disguise their size. The site's topography is appropriately used in this Master Plan in order to attain the major goals stated in the Statement of Purpose while minimizing impacts.

Many goals and objectives listed in Division 4.3.1 and discussed in the Statement of Purpose necessarily lead towards larger buildings than those all owed in other sections of the LDR's. Division 4.3.1 recognizes that fact and encourages a different approach to dimensional limitations as necessary to achieve these goals. Creating a sense of arrival, vibrant pedestrian spaces, structure sizes that draw people to the area, concentrating development in order to create meaningful open spaces, reducing walking distances, having a central arrival point, proximity to parking and creating a lively urban environment necessitate a dense development pattern for some areas of the resort. Some buildings are necessarily large in order to accommodate the desired size of the conference center as well as to have lodging within a reasonable, and preferably indoors, walking distance to the conference facilities.

Other goals, such as creating porous edges and blending into existing neighborhoods are also taken into account. The topography of the site assists in achieving the stated goals of this Master Plan in a successful mixed-use development. When combined and taken as a whole, the performance guidelines of this Dimensional Limitation Plan, the Design Guidelines, Land Use Plan and Site Plans are balanced to achieve the stated goals.

The Snow King Dimensional Limitation Plan is based on a method of three-dimensional building envelopes and is presented in a mostly graphic format. This method, when combined with the

performance based Design Guidelines, the Land Use Plan and the Site Plans, achieve the goals and objectives of this Master Plan while allowing flexibility and controlling bulk and scale within the integral pedestrian fabric of the Resort. This Plan adapts, and is well suited, to the site's topography as well as other site-specific considerations such as soils, vegetation coverage, solar and wind factors and proximity to common amenities.

This Chapter also includes photographs of a model used to demonstrate the 3-dimensional building envelope concept used throughout this Master Plan.

Since the lands comprising this Master Plan are unplanned and are not yet subdivided, setbacks are drawn and based only on the perimeter property lines. Setbacks at specific perimeter locations vary according to the relationship to adjacent areas.

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

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

As previously mentioned, development within Sub-Area 6 will be controlled in accordance with Section I.H.2 Statement Regarding Sub-Area #6" "".

Building Envelopes.

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

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

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

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

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

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

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

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

Example Development.

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

The Example Development Chart has generally been weighted towards land uses producing larger impacts than others. However, as part of the 2020 Master Plan Amendment, the number of hotel rooms indicated in the Example Development Chart has been substantially reduced. In the revised Example Development Chart most of the Lodging Capacity of 2,048 guests has been allocated to condominiums as opposed to hotel rooms. Since hotel rooms have greater impacts per square foot, and per guest, on traffic, parking and housing than condominiums, this amendment reduces impacts of resort development on the community.

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

Recreational Land Use Zone.

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

Specific Considerations Related to Sub-Area 1

The 2019 proposed Master Plan amendment for Sub-Area 1 envisions a substantial decrease in hotel rooms on this sub-area and an increase in condominiums and employee housing. In place of 5 additional wings of approximately 50,000 sq ft each, the 2019 proposal includes 2 condominium buildings of approximately 60,000 sq ft each. The maximum elevation for the eastern building is 6,400 feet and the maximum elevation of the western building is 6,370 feet. This is a reduction of approximately 130,000 sq ft of hotel rooms. This design leaves sufficient open green space for temporary events that are critical to the operation of the Snow King Hotel. In addition, Sub Area 1 has been redrawn to include all of the resort property on Vine St. Three new buildings are proposed on Vine St that would serve as some combination of employee housing and market rate apartments that are intended to be used for workers in the Town regardless of deed restriction. The design of these buildings on Vine St. will include a 10-20 foot setback to allow for a sidewalk and Complete Street cross section connecting the facilities to the resort with a maximum building height of 39 feet. The setback along Vine Street will allow for adequate landscaping and screening adjacent to the proposed structures and to be able to accommodate all features of a complete street along Vine Street including all modes of transportation including START buses, pedestrians and bikes in a safe and inviting manner. The elevation of Vine St. is approximately 6,260 feet and the elevation of the Snow King Loop Road in the area of the existing maintenance facility is 6,283 feet. Therefore, the building at this location would be approximately 8 feet higher than the Snow King Loop Rd at this point. Changes to this Sub-Area site plan enhance the focus of this Master Plan on housing local employees as opposed to increasing tourist capacity, and is consistent with current LDRs.

Specific Considerations Related to Sub-Area 2

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

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

At the corner of Willow and Snow King a Plaza/Entry feature is intended. Pages VII. I and VII. J depict a conceptual image of the intended use of the corner envelope. This Master Plan considers an optional change in use for the conference center within this sub-area. Since substantial conference space has been built in Sub-Area 3 at the Grand View Lodge, Snow King Resort is proposing the option for this conference center to be used for either conference space or indoor recreation depending on future demand at the time of construction. Unless otherwise agreed, building permits within Sub-Area #2 shall not be issued until construction has commenced on an aerial tramway (i.e. gondola). This condition shall not take effect until the USFS and Town of Jackson have issued final non-appealable approvals for the proposed improvements.

Specific Considerations Related to Sub-Area 3

The remaining developable lots within Sub-Area 3 consisting of Lots 53, 57, and 58 located to the South of the existing Grand View Condominiums will be developed to fit in with the bulk, scale, and character of the existing Grand View Condominiums and Grand View Lodge. These buildings can be up to three stories in height with a basement and with massing, articulation, openings, and step backs used to reduce bulk and mass. Buildings on these lots may consist of one single building complex or multiple buildings in order to best create a design that fits well with the topography and neighboring condominiums. Parking is to be primarily provided on-site and generally consistent with neighboring development. Active uses, such as retail and services, are permitted on the lower two levels, with lodging, residential or office on upper floors. The minimum landscape surface ratio for these lots is 10%. Sketch plans for buildings on lots 53 and 57 are included with this Master Plan. Both of these buildings were previously approved for construction by the Jackson Town Council. Additional landscape screening around these buildings will be included at the time of development plan submittal for these buildings. At the time of development on any additional lots within this sub-area the developer will be required to provide alternative transportation mode improvements to connect the Master Plan to Cache Creek Drive including paving, bollards, signage and other best practices associated with this connection. Plans for lot 58 must ensure compatibility with the neighborhood to the east at the time of development plan including but not limited to additional landscape screening and architectural design that best incorporates the building into the hillside.

Specific Considerations Related to Sub-Area 4

Sub-Area 4 includes property owned and operated by Snow King Mountain for the purposes of summer and winter recreational facilities. A zip-line is proposed to land in this sub-area and will require a conditional use permit. The conditional use permit (CUP) for the zip-line will include an operational plan and associated impacts for all outdoor recreational uses in this area including but not limited to the Mountain Coaster, Alpine Slide, Mini-golf and Maze to determine the overall cumulative effect including but not limited to hours and days of operation, noise, lighting, and other associated impacts to the area. Elevations of the zip-landing platform are included in this document for review as part of the CUP. This sub-area is eligible for light industrial uses associated with mountain operations and maintenance through a conditional use permit.

Specific Considerations Related to Sub-Area 5

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

A new gondola is proposed to land adjacent to Sub-Area 5 on land currently leased from the Town of Jackson for ski area operations in the area outside of what is commonly known as Phil Baux Park. A conditional use permit will be required for the construction of this gondola with plans to include site circulation for all modes of transportation and the clustering of buildings to preserve as much open space as possible. These improvements should be located generally at the street level to address accessibility and ease of access during all seasons. Considerations will be given to queuing and waiting areas for users accessing the gondola so as not to impact other users of the 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 is defined as land surface not covered by buildings, structures or impervious surfaces. Ski trails and other open space recreational spaces as well as hardscape surfaces comprising pedestrian plazas, patios and outdoor function areas are also considered Open Space Areas.

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

Hillside Development.

All development within the Master Plan shall meet the LDR hillside development requirements in place at the time a development plan is submitted.

Landscape Surface Area and Landscape Surface Ratio (LSR)

Landscape surface area means a land surface not covered by buildings, 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 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 as:

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

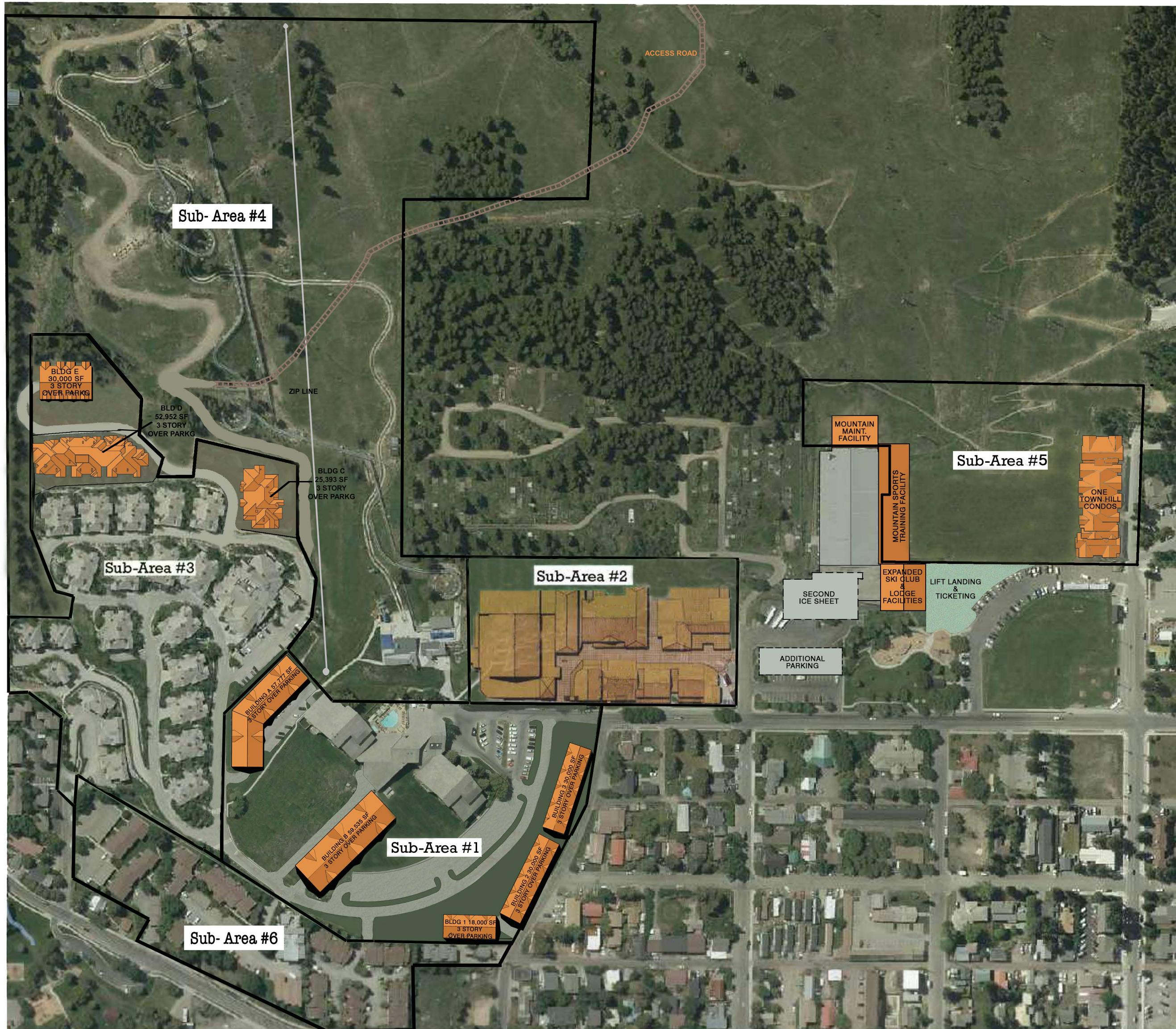
- The Maximum Floor Area Ratio (FAR) for the total of Sub-Areas 1, 2, 3, 4, and 5 shall not exceed .40
- The Maximum Floor Area Ratio (FAR) for the total of Sub-Areas 1, 2, 3 and 4 shall not exceed .60

Lodging Capacity.

Lodging Capacity within Sub-Areas 1, 2, 3, 4, 5 shall not exceed 2,208 guests (APO) as listed in Section 4.3.2.C:

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

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



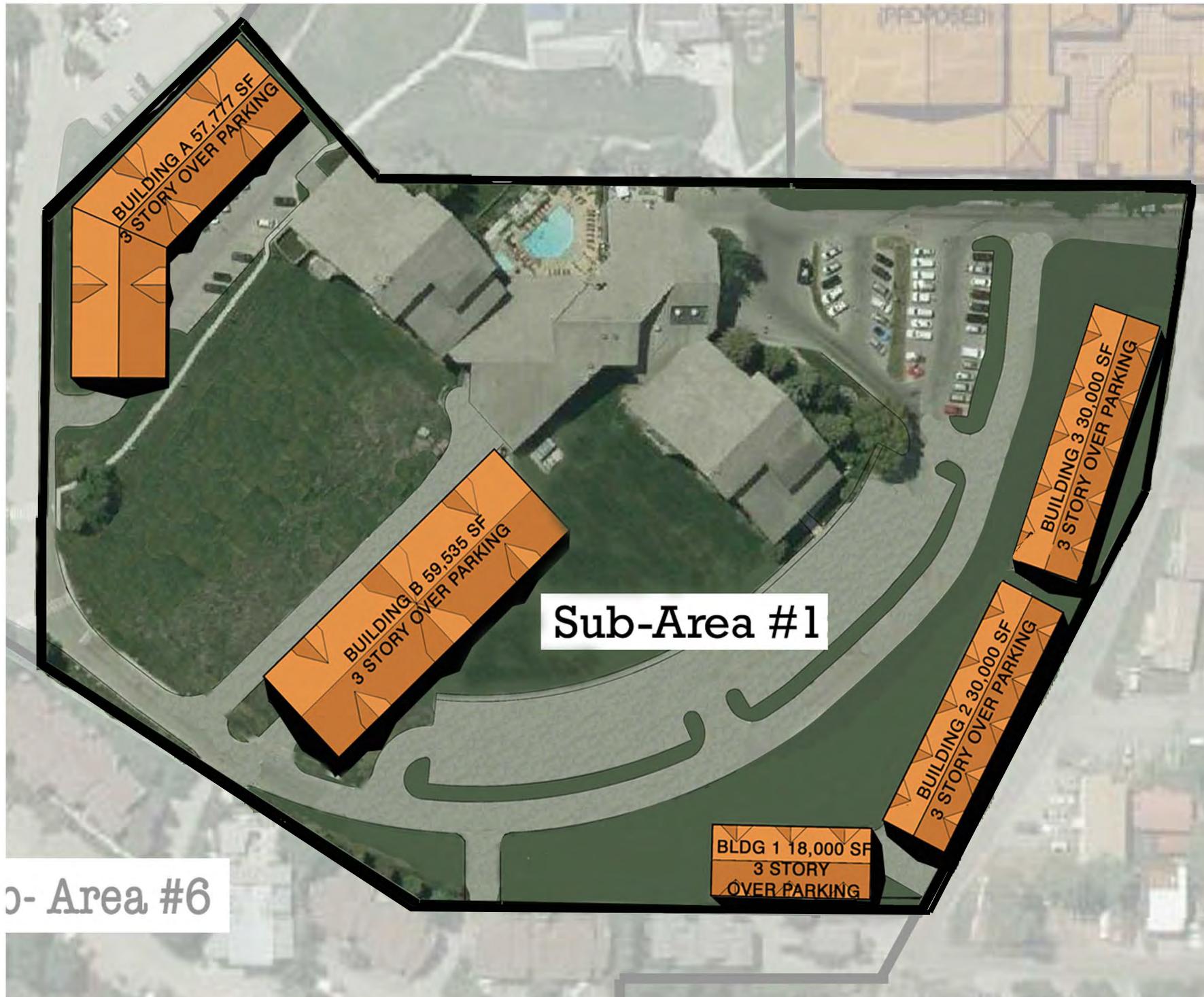
B./D. Sub-Area Plan

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).

D. Sub-Area #2



Sub-Area 2
KM6 Area

Ground Surface Coverage (Example)

Buildings	133,000
Pavement: Roads & Parking	N/A
Walks, Pathway, Plaza, Patio	17,330
LSR	0.44
Other Impervious (Bike/Foot Paths, Tennis Courts, Etc.)	7,730
Total Impervious Coverage	150,330

Total Impervious Coverage 150,330



Sub Area #3
Existing and Proposed Condominiums

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

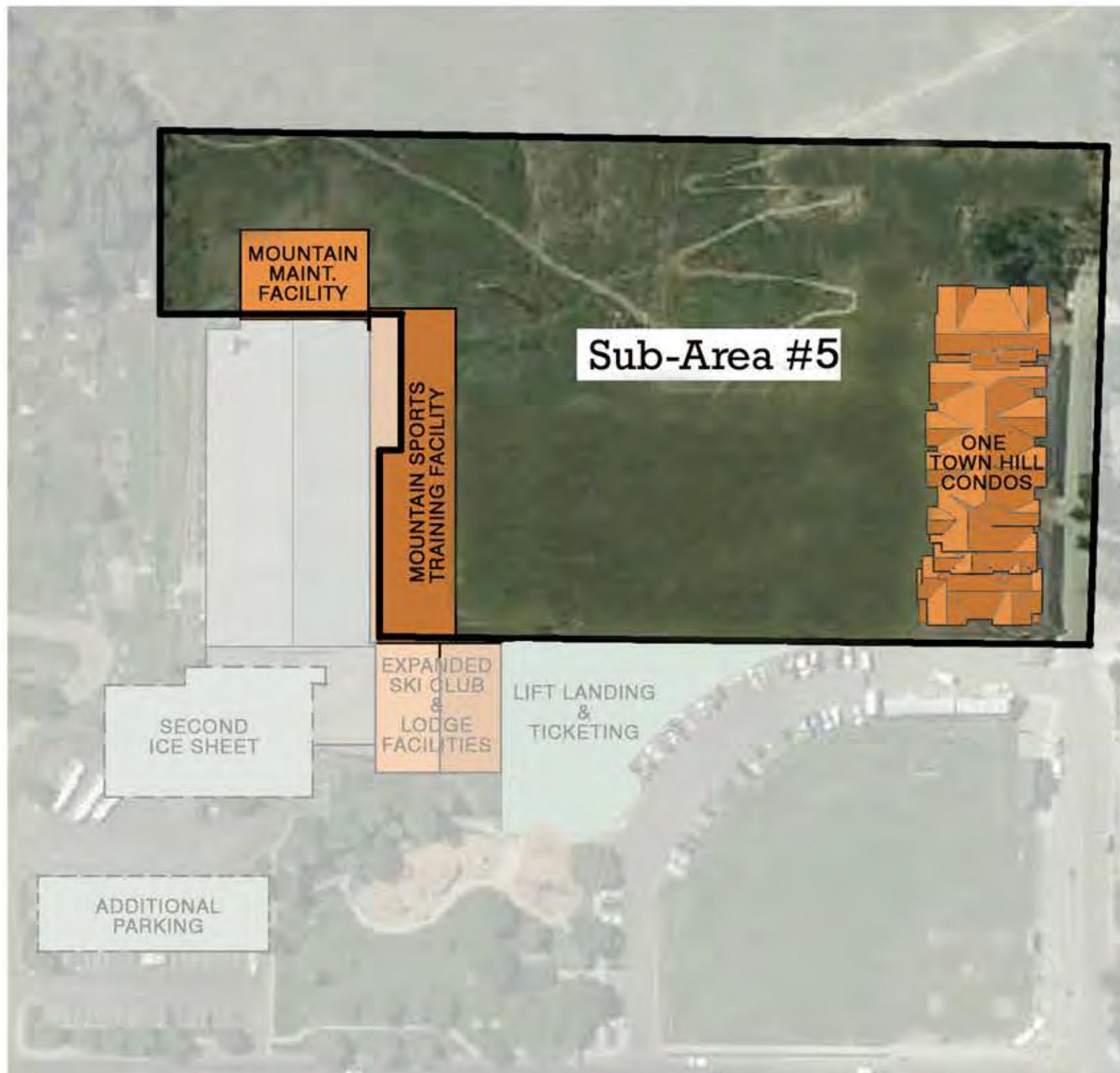


G. Sub Area #4

Sub Area #4 Snow King Mountain Recreation Area

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

F. Sub-Area 5



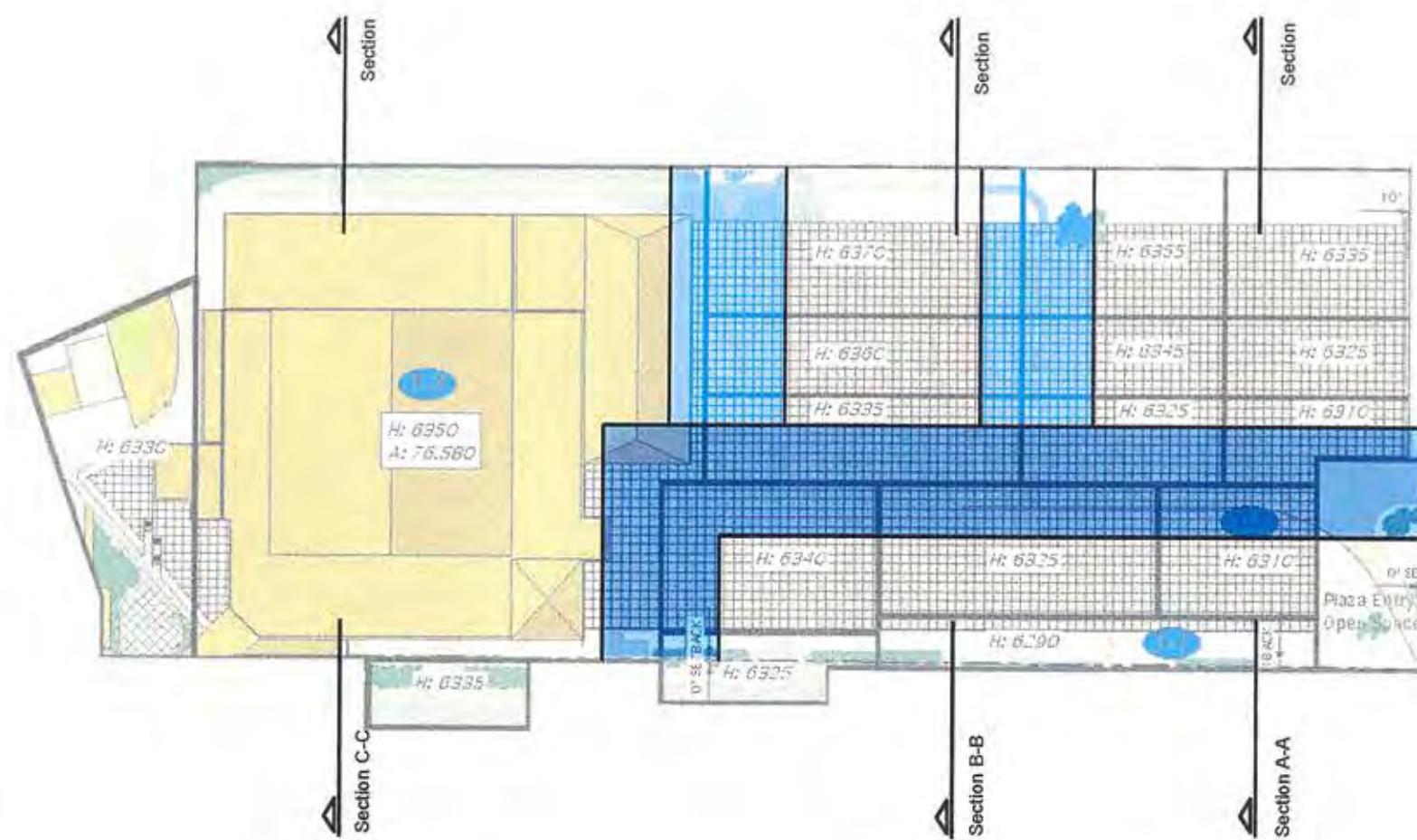
**Sub-Area #5 - Snow King Mountain
West Base Area & One Town Hill**

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



SNOW KING MASTERPLAN - ELEVATION ALONG SNOW KING AVE.

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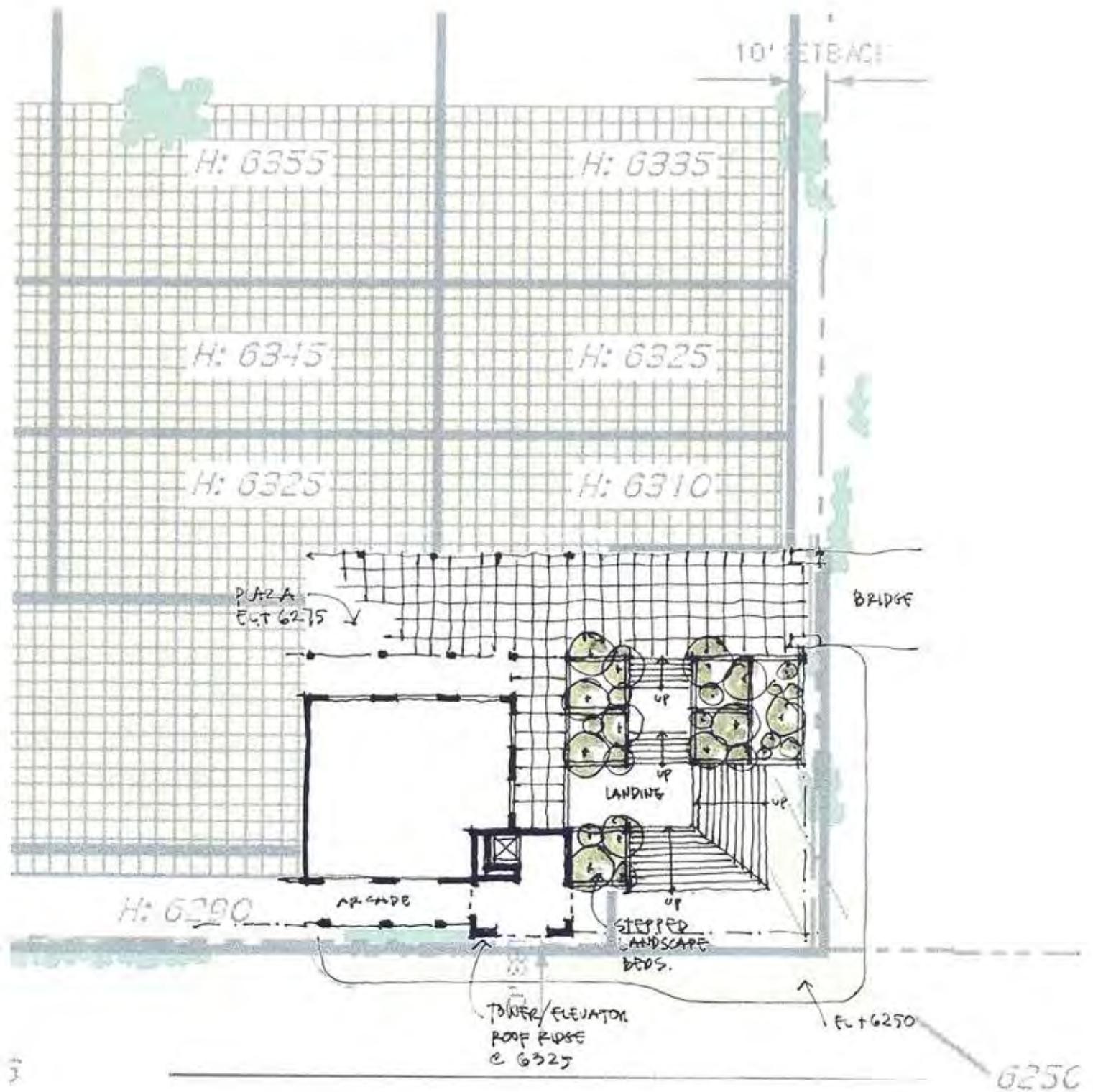


Primary Circulation



Secondary Circulation

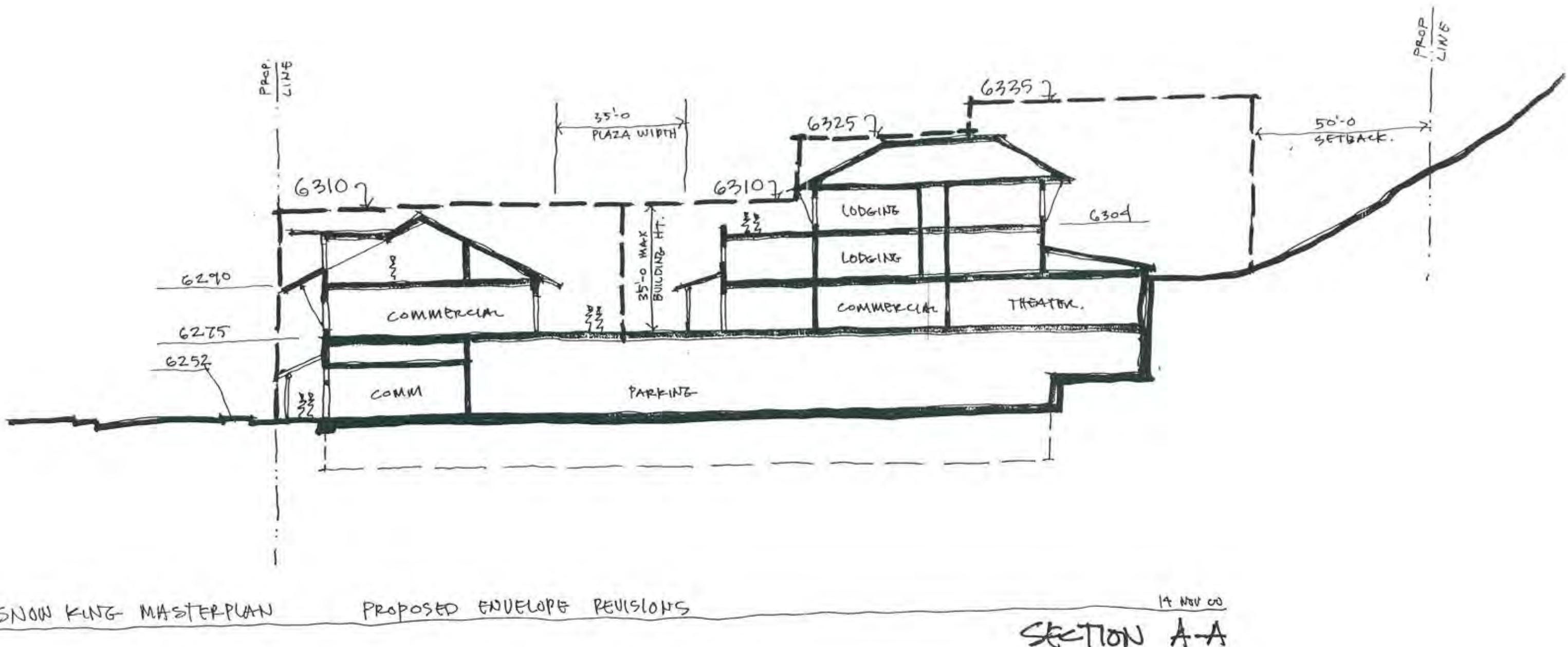


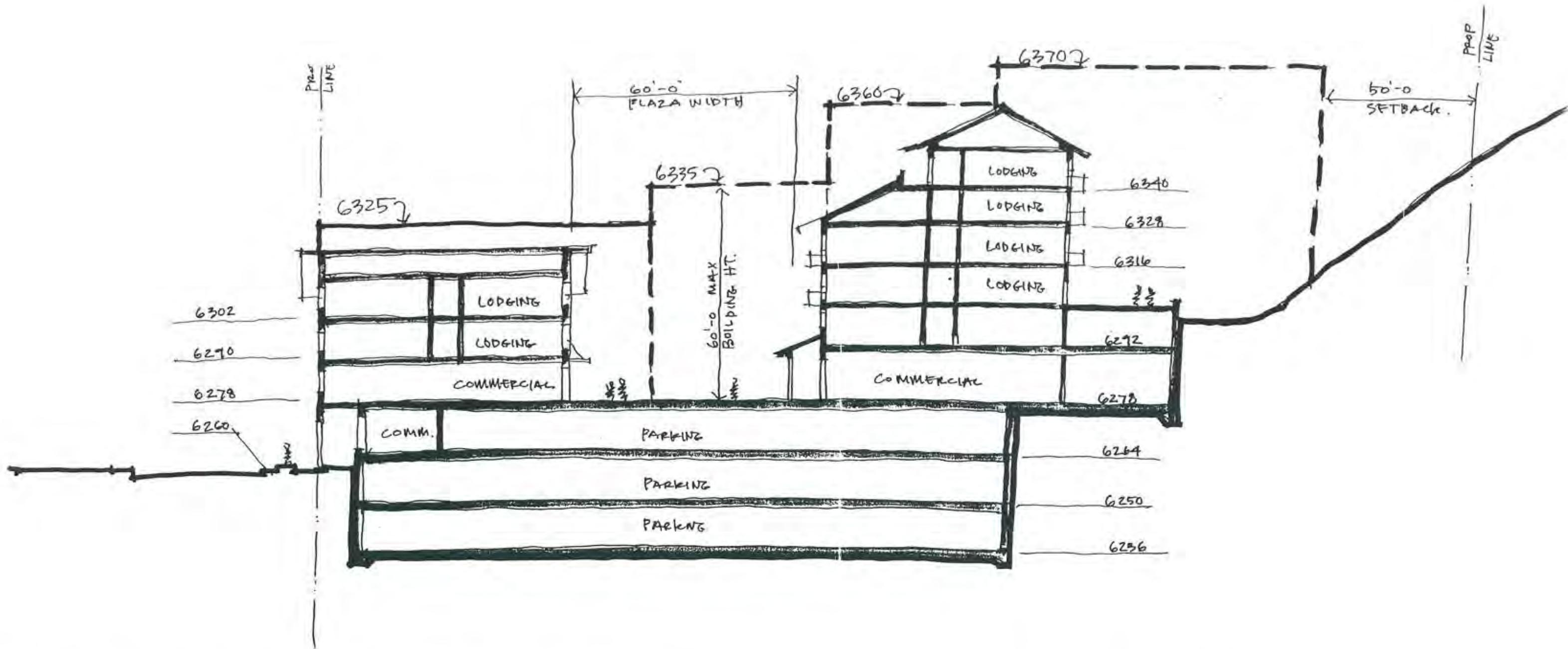


PLAZA/ENTRY SKETCH



SNOOKING MASTERPLAN (REVISED)
27 FEB 01

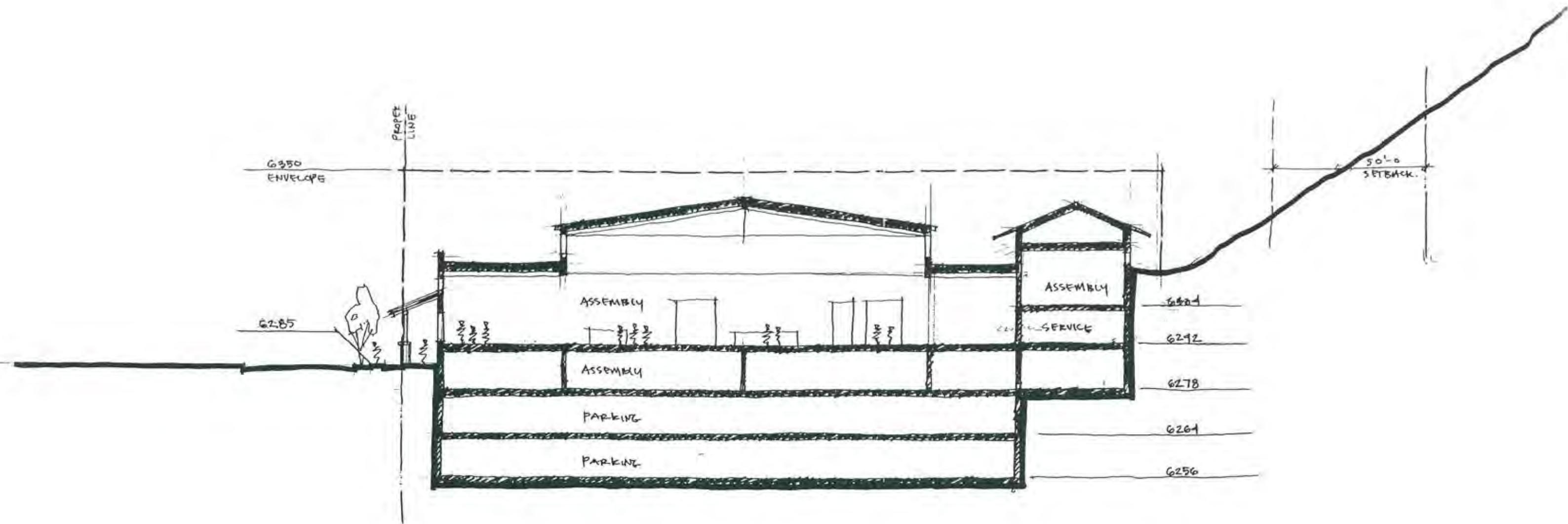




SNOW KING MASTER PLAN
PROPOSED ENVELOPE REVISIONS.

14 NOV 00

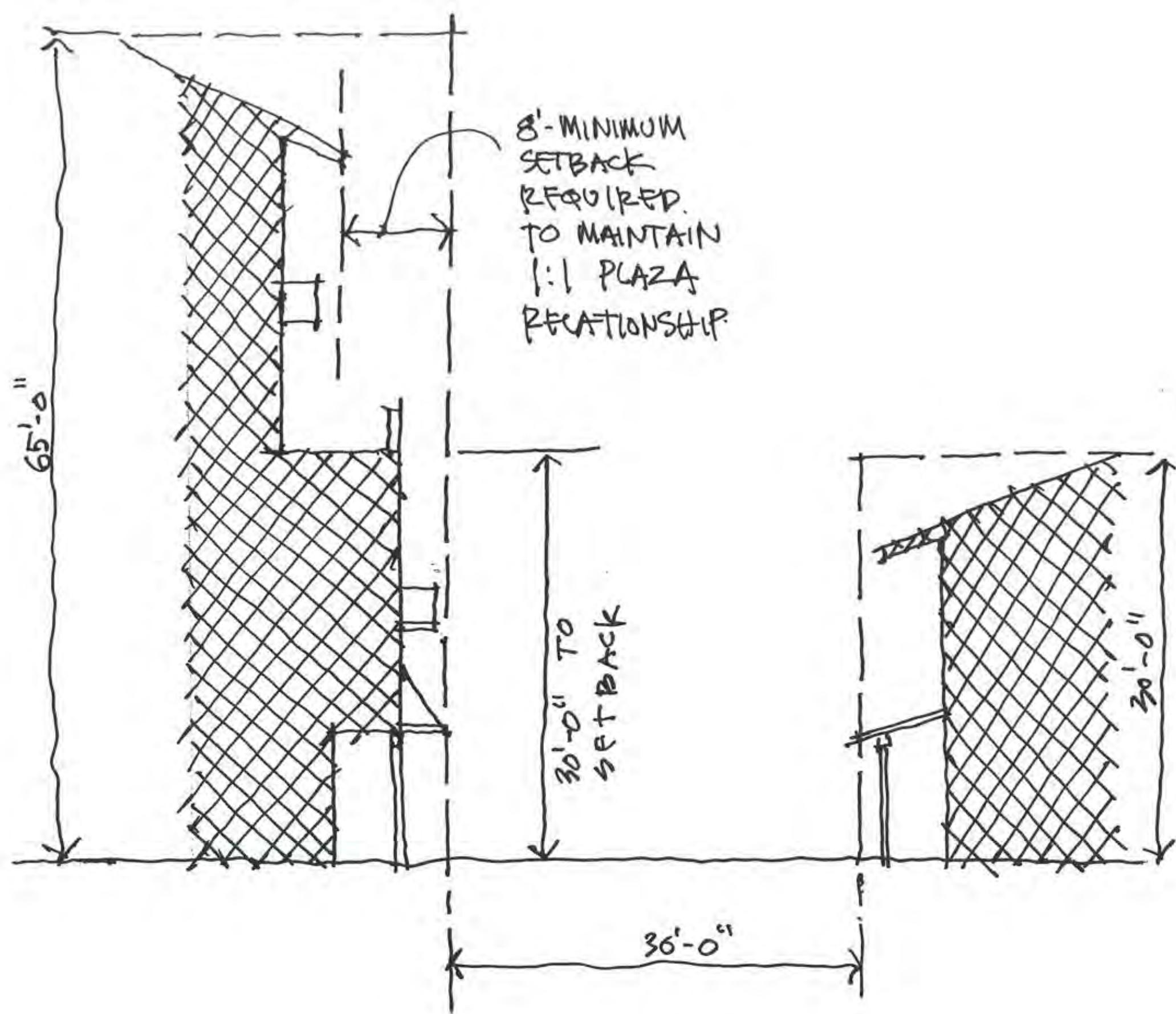
SECTION B-B



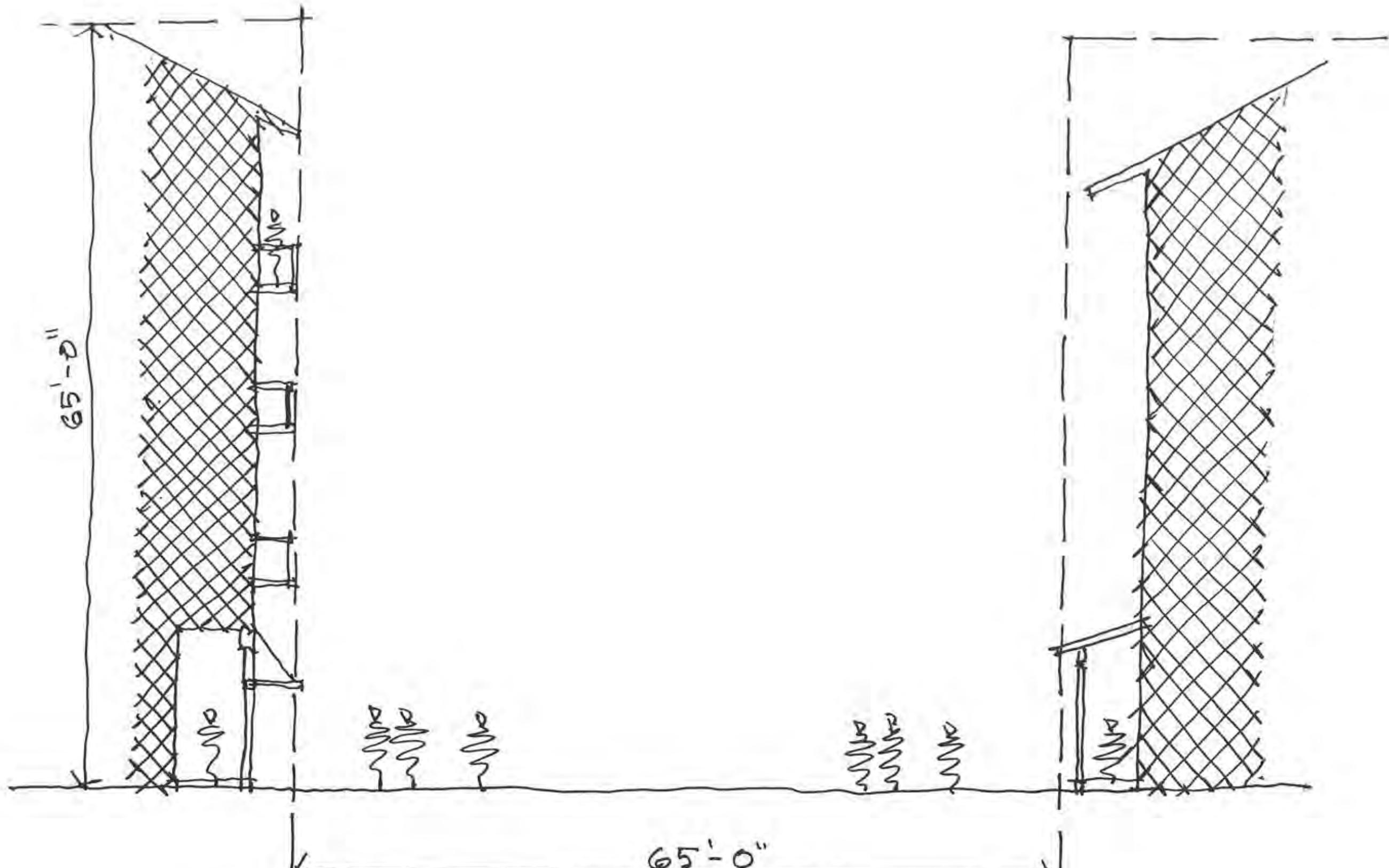
SNOW KING MASTER PLAN · TRANSVERSE SECTION KM-6 CONFERENCE CENTER 1/16" = 1'-0"

20 SEPT 00

SECTION C-C



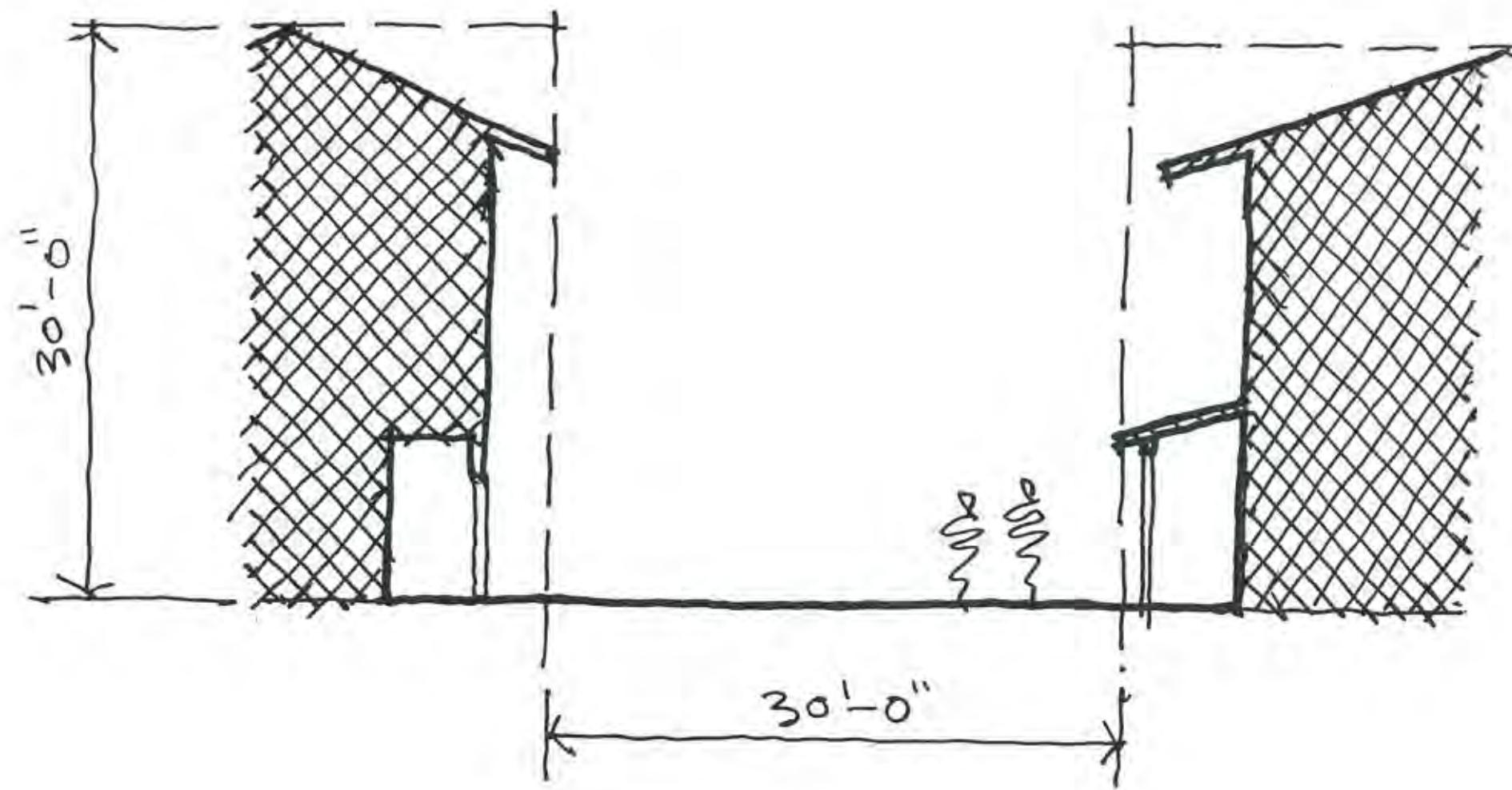
SNOW KING MASTER PLAN - PLAZA 1:1 ASYMMETRIC ENVELOPES EXAMPLE



SNOW KING MASTERPLAN -

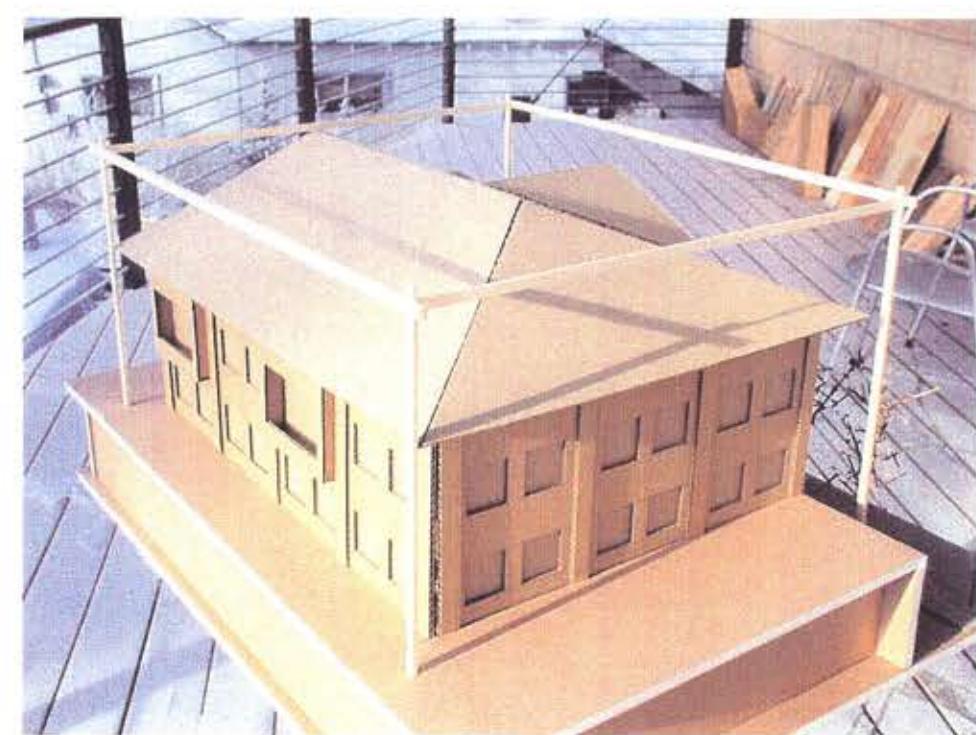
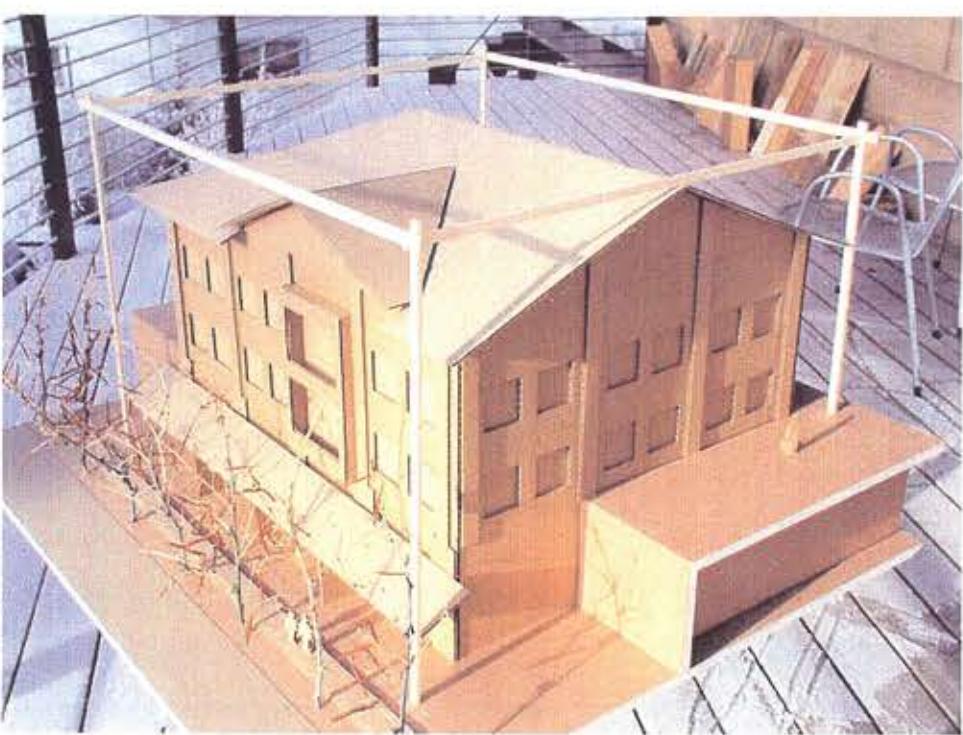
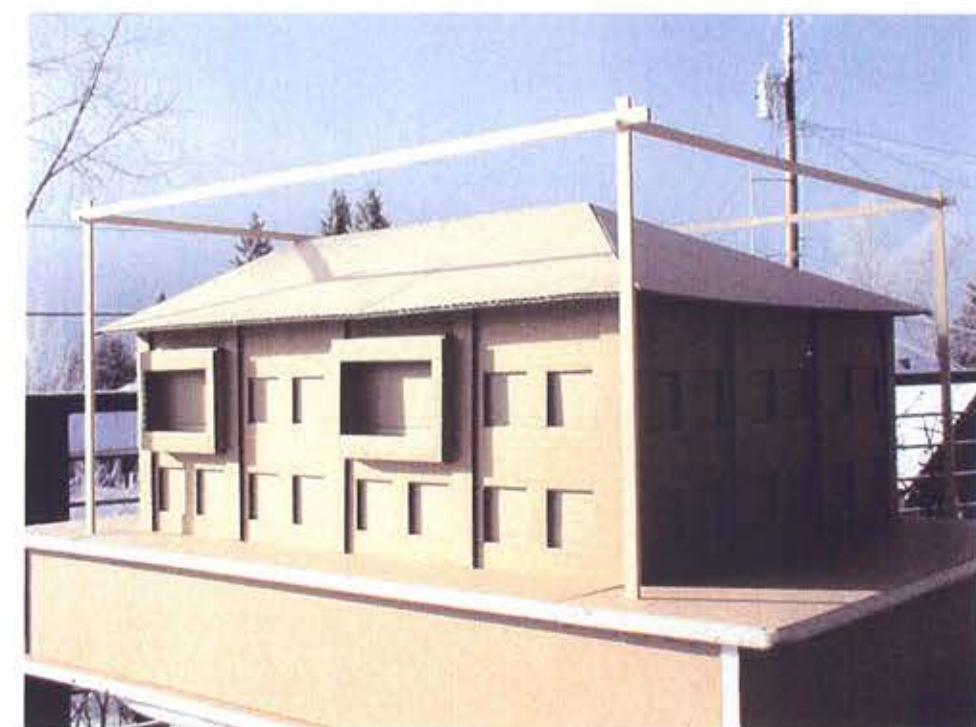
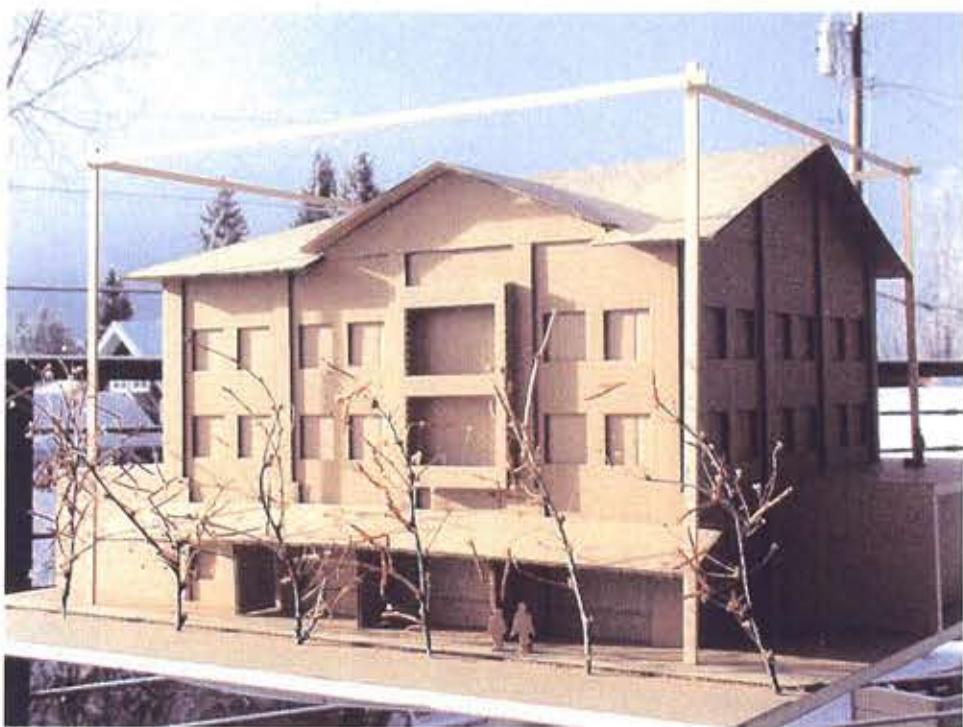
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PLAZA 1:1 MAXIMUM.

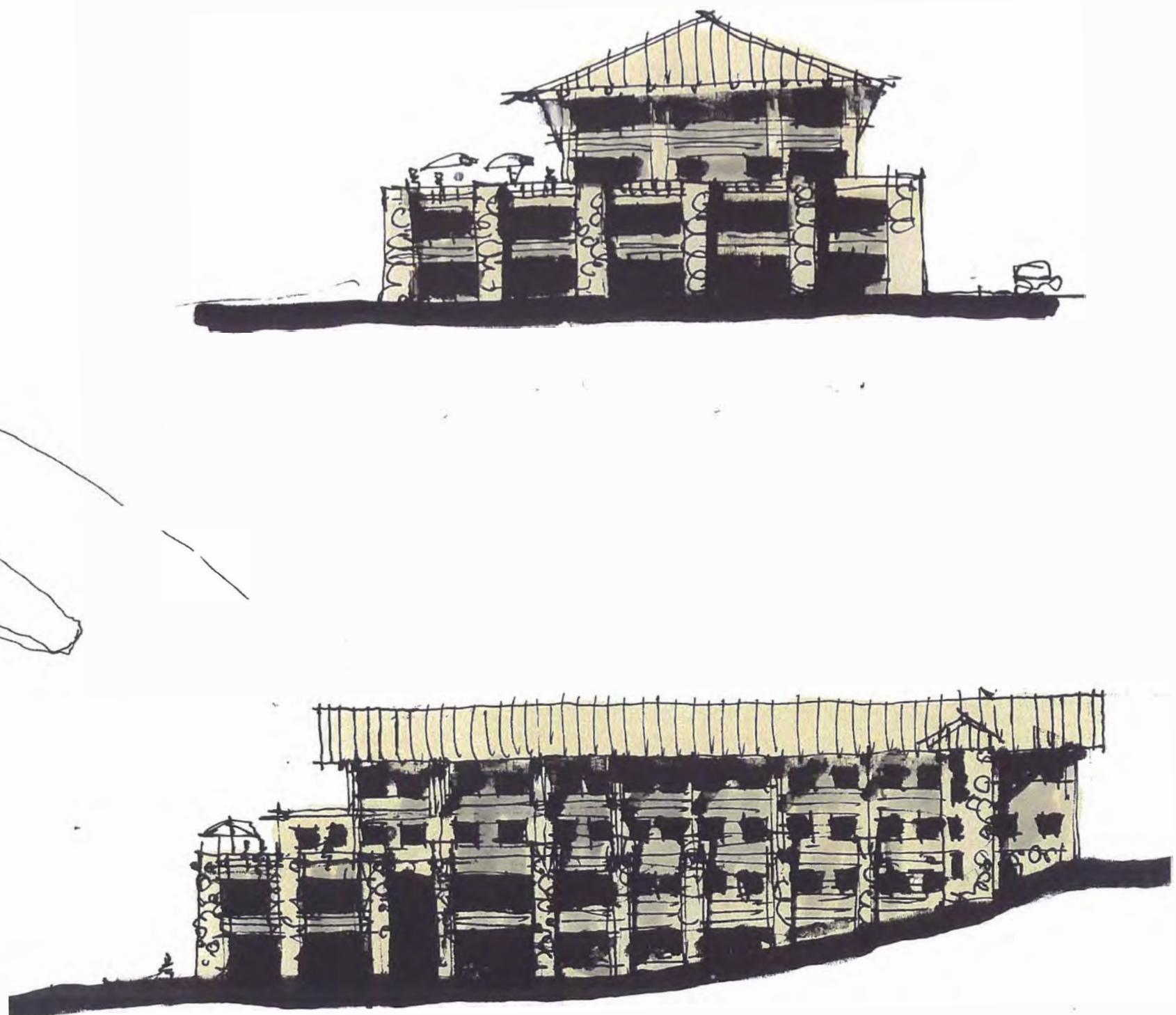
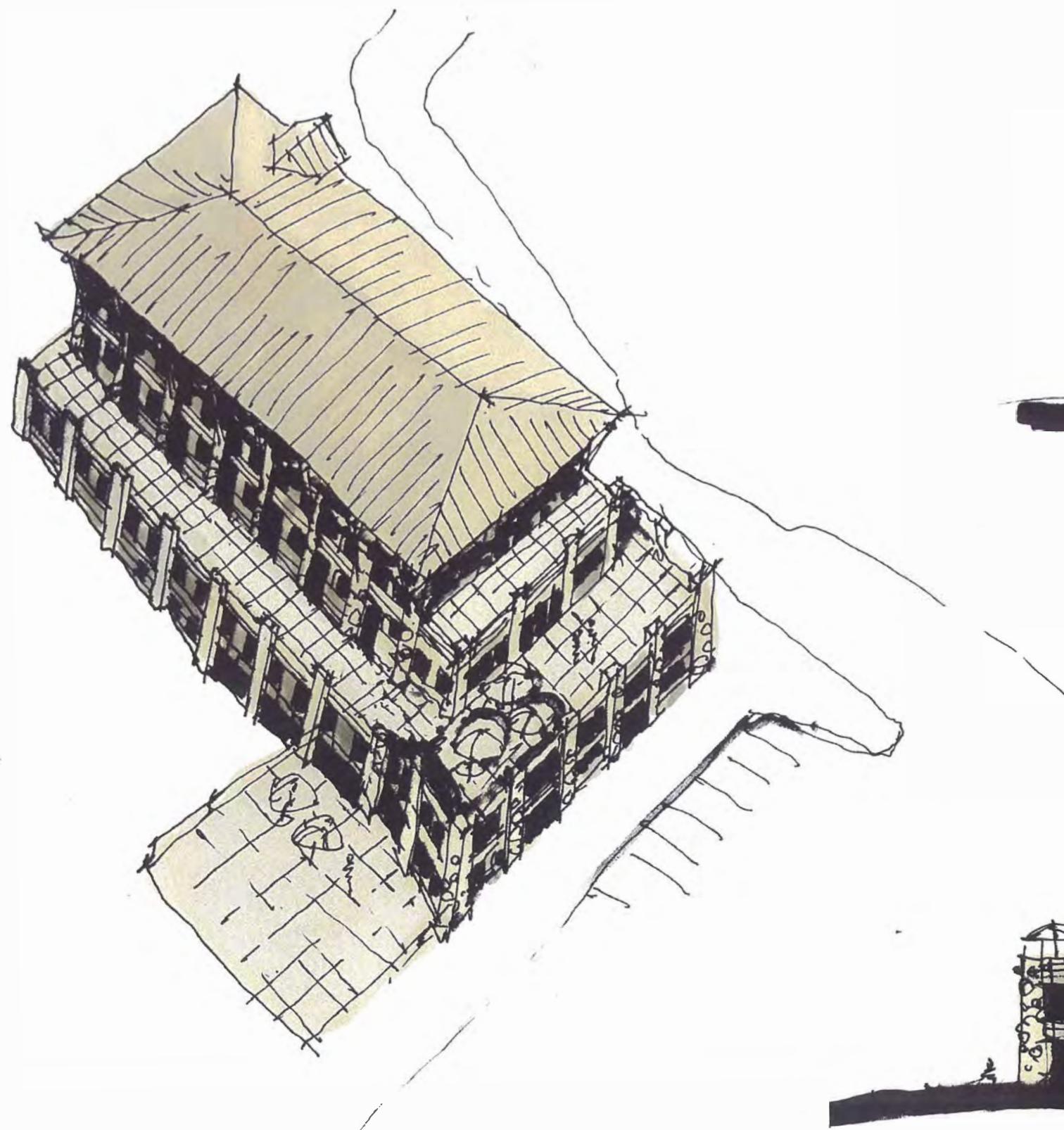


SNOW KING MASTERSUIT

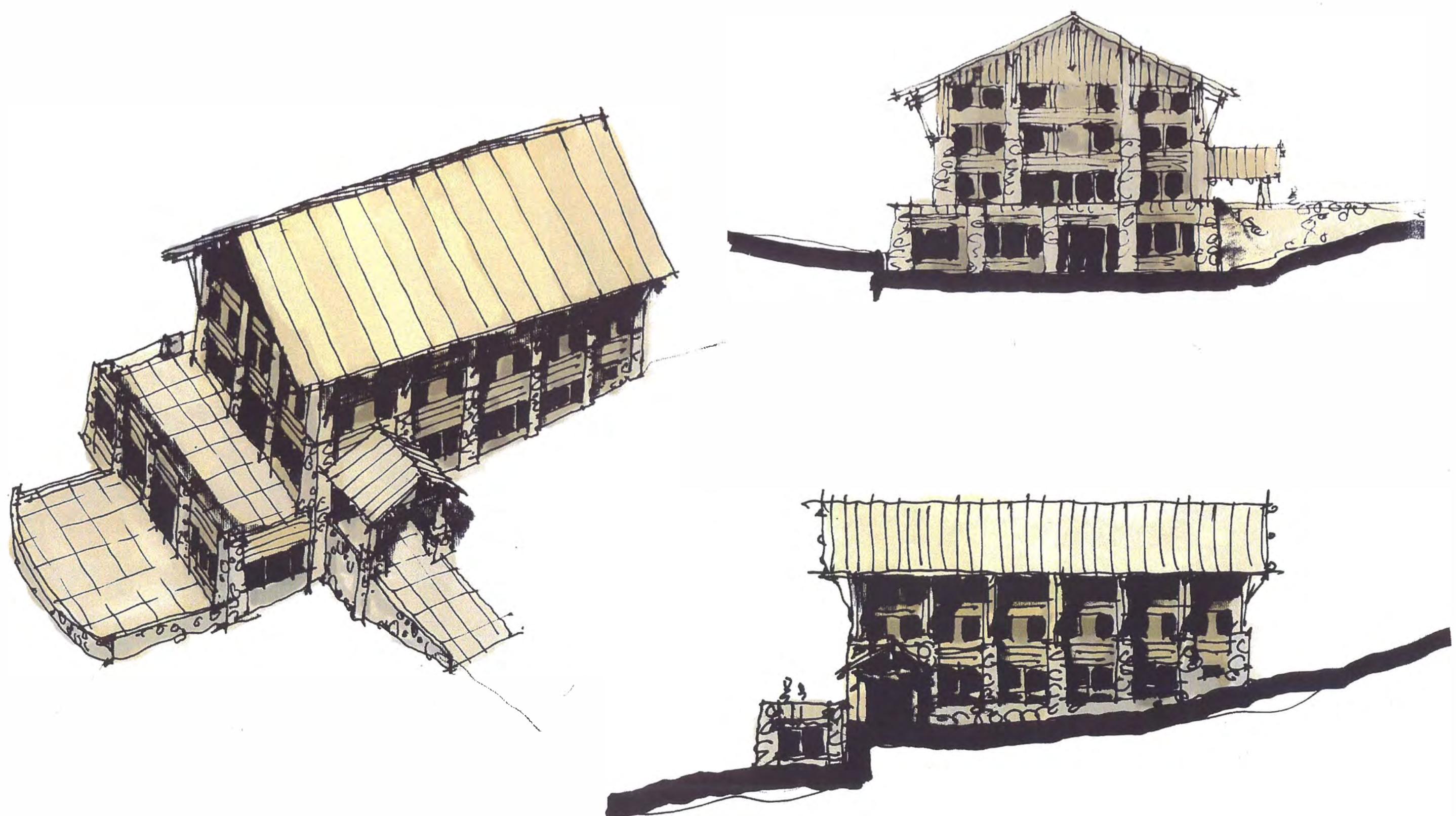
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Three-Dimensional Building Envelope Study



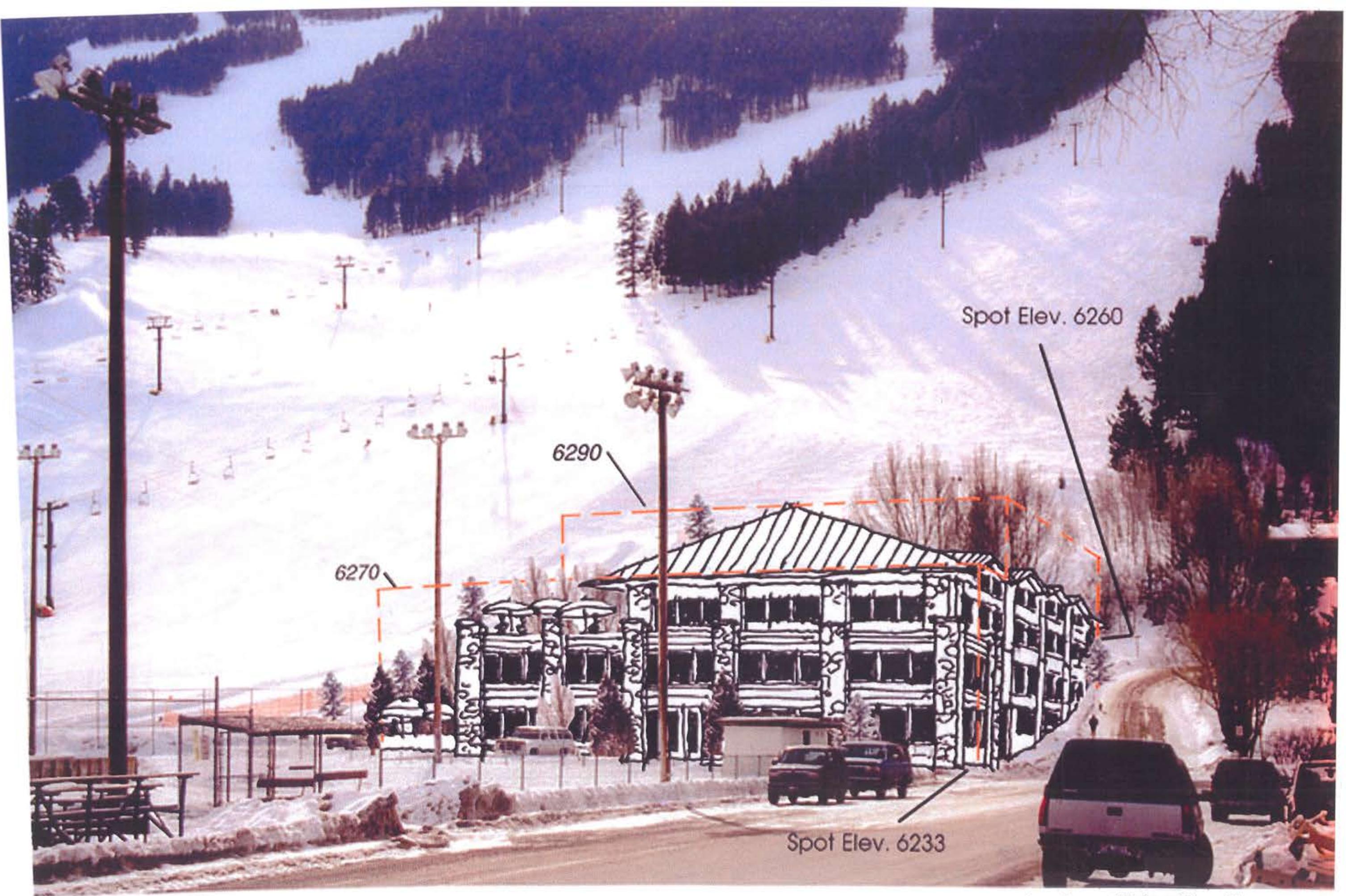
Architect's Supplemental Sketches • PINE LODGE



Architect's Supplemental Sketches • MID-MOUNTAIN LODGE



View of Snow King from North of Visitor's Center



View South from Corner of Cache and Snow King



Architect's Rendering Lot 53 Proposed Building





Side View Proposed Building on Lot 53



Architect's Rendering Proposed Building on Lot 57



Architect's Rendering Proposed Building on Lot 57



Architect's Rendering Proposed Building on Lot 57



Architect's Rendering Proposed Building on Lot 57



VII. HOUSING ELEMENT

A. Housing Mitigation Plan

Affordable workforce housing shall be provided in conjunction with all commercial development and redevelopment at the resort in accordance with the Jackson Land Development Regulations. The applicant for each development or redevelopment permit shall submit a housing mitigation plan that demonstrates compliance with the affordable workforce housing requirements that are in effect at the time of the application. All development within the Snow King Resort District prior to 2020 has satisfied employee housing requirements under the then-existing Master Plan and will not require any additional mitigation in the event of changes to Town and County Land Development Regulations except for as may be required through a change of use. The following housing mitigation plan pertains to all future development within the district from the date this Master Plan is approved forward.

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

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

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

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

This Housing Element will cover all the development that occurs within Sub-Areas 1 through 6 and will be managed following these guidelines:

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

accommodate 100% of the required housing, the object would be to locate, as development occurs, up to 70% of the required housing in other locations, to be determined, within the limits of the Town of Jackson.

- SKRMA will ensure that any developers and/or landowners within the district finance, build, own or sell with required restrictions, and manage the units needed to comply with the Snow King Housing Mitigation Plan, or contract with other entities to do so. When units are owned by others, occupancy of the units will be monitored by SKRMA and deed-restricted as described. All required units will be newly built restricted units. Deed restrictions will specify that occupancy of the units required under this plan will be limited to Teton County employees and their immediate family.

- All future development within the Snow King Resort district will be subject to the Housing Requirements in the Town Land Development Regulations in place at the time of the application in addition to the requirements listed within this Housing Element. However, in the event that the State of Wyoming changes or eliminates workforce housing requirements, the minimum housing requirements for the Snow King Resort District will be those adopted with the 2000 Snow King Resort District Master Plan.

- Up to 25% of the required affordable workforce housing within the resort district can be satisfied through the use of dormitory units and may be rented to non-qualified employees.

- In addition to various forms of housing such as apartments, duplex, dormitories, townhouses, or other types of housing, rental units may be configured in the form of condominiums owned by SKRMA (or its agents). These employee housing condominiums will be managed in accordance with the deed restrictions and other requirements of this Housing Mitigation Plan.

- Housing will be developed in increments in tune with commercial development phases. Developed housing will meet or exceed the required needs of each phase as computed in accordance with this section. When the developed housing exceeds the required needs, this excess developed housing will be credited towards the requirements of future phases.

- A housing unit in the Snow King resort district may be used to meet an affordable workforce housing requirement only one time. Once the unit has been approved, counted and duly restricted for such purpose, the unit shall not be approved or counted again to meet another housing requirement.

- Employees of entities located within the Snow King PRD will have priority for occupancy in the **SKRMA** controlled units. Other available units will be open for any other qualified household.

- All development that existed prior to the adoption of this Master Plan is exempt from the requirements of this Housing Mitigation Plan, except for redevelopment or changes of use that would increase the number of required employee housing units. Any future redevelopment or change of use within the "Existing Condominium Parcels" that increase the number of employees within that area, will need to comply with the requirements of this Housing Element at the expense of the development entity.

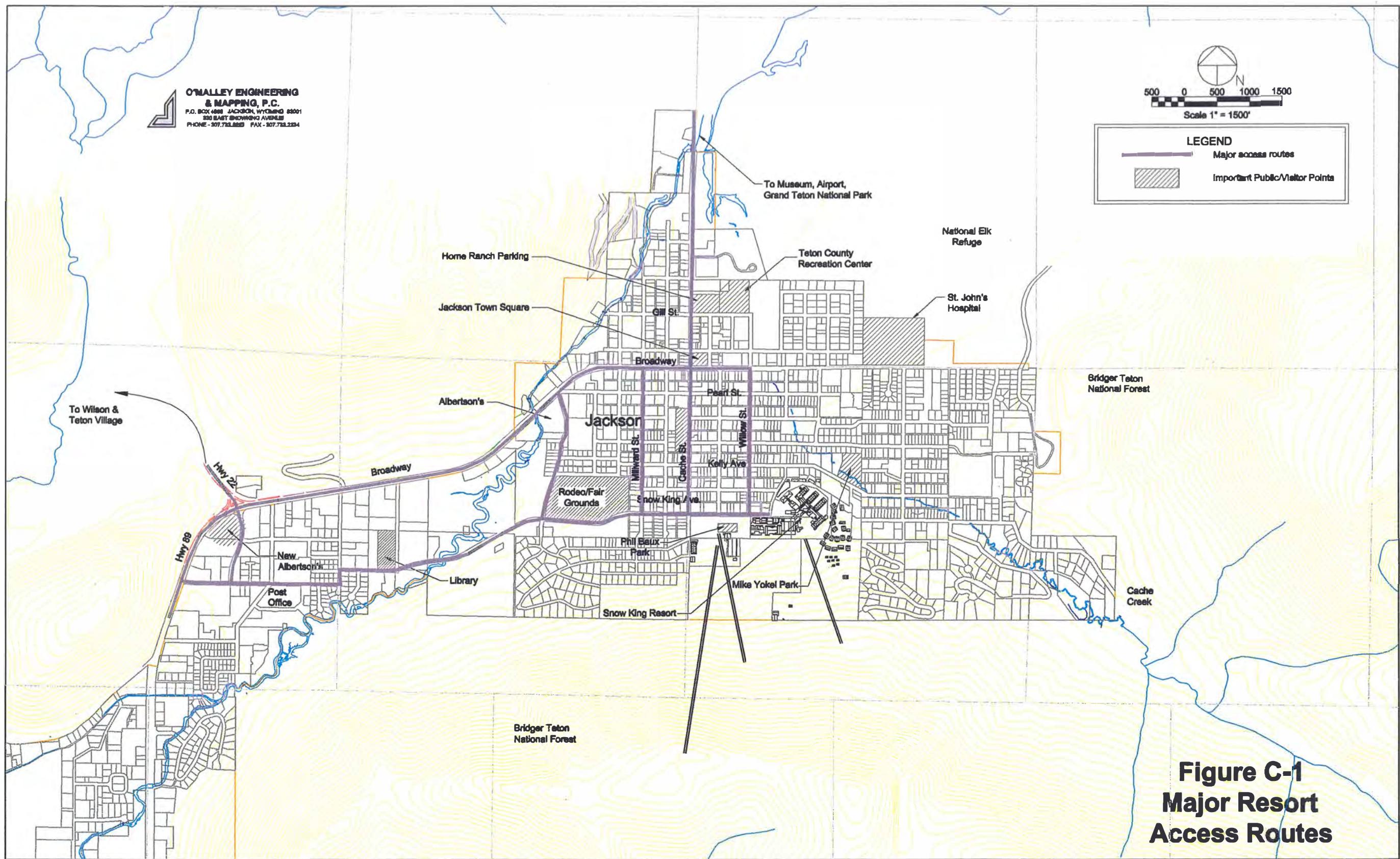
- The type and layout of housing will vary as time goes by. For planning purposes, we have used averages of 150 SF per person for dormitory housing and 370 SF per person for apartment housing.

- Habitable spaces built within the Snow King Resort PRD District to comply with the requirements of this Housing Element will be exempt from consideration in any maximum development space and FAR computations.

- Since all of the resort-wide development within the District is intended to be classified as commercial, there will not be a need for any park and school or other residential exactions. However, all development will need to provide affordable workforce housing as per this Section. Since all residential-type

development that is contemplated will be available for short-term rentals, this development will all be considered as commercial and will need to comply with this Section. Any non-commercial and non-short-term rental residential development that may be proposed in the future within the District will need to pay exactions as per the current Land Development Regulations at the time of final Development Plan Approval.

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



VIII. TRANSPORTATION ELEMENTS

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

Overview

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

Definitions

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

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

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

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

C.1 Existing Conditions

Roadway System

The primary access routes to Snow King Resort all feed onto Snow King Ave, which is an East-West collector street within the overall Town of Jackson street network. Snow King Ave has an eastern terminus that flows directly into the Snow King Resort Hotel. There is no vehicular access to the resort from the South, East, or North. The secondary access routes (which all feed onto Snow King Avenue) include Cache St, Willow St, and to a lesser extent, Vine St. While pedestrians and cyclists can still access from directions other than the West, the topography and condominium development to the North and East of the Resort make non-vehicular access routes negligible. Snow King Mountain restricts access from the South, and anyone approaching from the South is likely already using and enjoying Resort features and facilities. Therefore, the focus areas for traffic studies, previous and current, include Snow King Ave, Cache St, Willow St, and Vine St.

Figure 1: Overview of local traffic network & Snow King Resort Access



Review of Baseline Studies and Datasets

The previous traffic studies that have been performed and will be used for comparison are detailed in the table below. The 1999 study performed by O'Malley Engineering & Mapping was the original baseline study included in the 2000 Snow King Master Plan. The 2003 and 2008 studies were performed by Rendezvous Engineering for the purpose of the TMMS and reporting on the status of Snow King Resort's TDM system. The 2006 dataset was performed by WYDOT over a two-day period in Mid-July as part of an ongoing traffic volume monitoring program. In 2011, as part of an analysis of the Maple Way-Snow King Avenue Corridor Analysis, L2 Data Collection performed traffic counts along Snow King Ave as far East as Cache St (dataset does not include Willow St or Vine St, see 7.5 References for all above cited sources).

Table 1: Historical/Baseline Traffic Count Data that include some, or all, of the study area.

Report Year	Count & Report Performed By:	Data Collection Period
1999	O'Malley Engineering & Mapping	August 16 & September 2, 1999
2003	Rendezvous Engineering	August 5-15, 2003
2006	WYDOT	Mid-July, 2006
2008	Rendezvous Engineering	August 5-11, 2008
2011	L2 Data Collection	August 16-17, 2011
2016	Nelson Engineering	July 25-Aug. 19, 2016

Roadway System Traffic Volumes

The observations and data gathered in 2019 have been compiled into average daily traffic (ADT) and are shown in Table 2 and Figure 3 alongside the historical data listed in Table 1. It is important to note the slight difference in data collection timeframes, varying from Mid-July to Mid/late-August reflect a noticeable

difference that represents the difference between highest hour (approximately Mid-July), and 30th highest hour (accepted benchmark and period for previous studies). Nonetheless, the additional datasets from Mid-July, as well as additional roadway segments surveyed in more recent studies, provide valuable additional data can be used for comparison in future years.

Most of the study area roadway segments showed an increase in ADT when compared to the most recent datasets from 2016. However, a slight decrease in ADT has been observed at Snow King Ave, East of Cache. Due to road condition and geometry, it is believed that traffic has a tendency to flow from Snow King Ave to Willow St more-so than from Snow King Ave to Vine St. The data collected during this study indicates strongly that this is the case. The volume of traffic using Vine St is significantly less than Willow St. This can be attributed to Vine St's termination at the 'Tee' intersection with Kelly St, whereas Willow St is a North-South route that leads downtown and provides access to Broadway (East of Town Square). Another additional measurement taken during this survey was on Snow King Ave/Snow King Loop East of Vine St, which is both the entrance to Snow King Hotel and its other adjoining Resort properties such as Love Ridge Condominiums, Grandview Lodges, and the Snow King Resort Conference Center. Compared to the 2016 ADT data, there was a significant increase in traffic heading East into the resort, and condominiums; which appears to be indicative of higher bookings, hotel occupancy, and/or conference events at this time of year for 2019 compared to 2016.

Table 2: Comparison of study area ADT from 1996-2019

Street Segment & Location	July 1996 ADT	Late August 1999 ADT	August 2003 ADT	Mid July 2006 ADT	August 2008 Weekday ADT	Mid-August 2011 ADT	August 2016 ADT	July-August 2019 ADT
SKA West of Cache	7658	4833	5729	4216	5893	6100	N/A	N/A
SKA East of Cache	6055	4298	5064	6077	4682	5290	4009	3041
SKA East of Willow	N/A	2654	3809	N/A	3506	N/A	2596	3150
SKA East of Vine	N/A	N/A	N/A	N/A	N/A	N/A	2277	3640
Cache North of SKA	4863	2554	2774	1683	2725	2723	1795	4982
Willow North of SKA	1215	1602	2120	2205	1782	1978	4524	6219
Vine North of SKA	N/A	N/A	N/A	N/A	1155	N/A	1087	1874

Figure 3: Comparison of study area ADT from 1996-2019

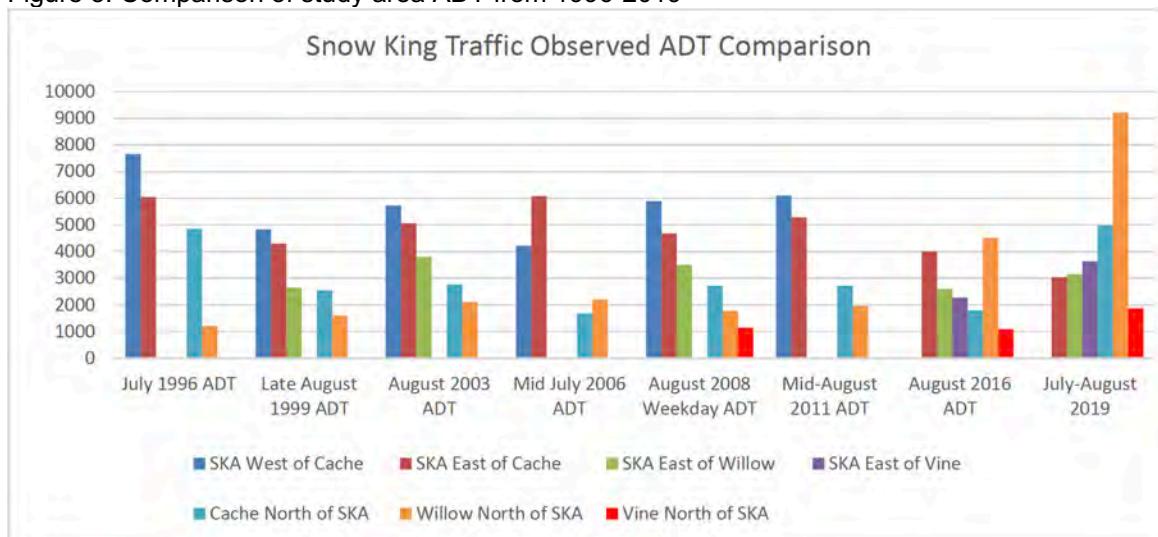
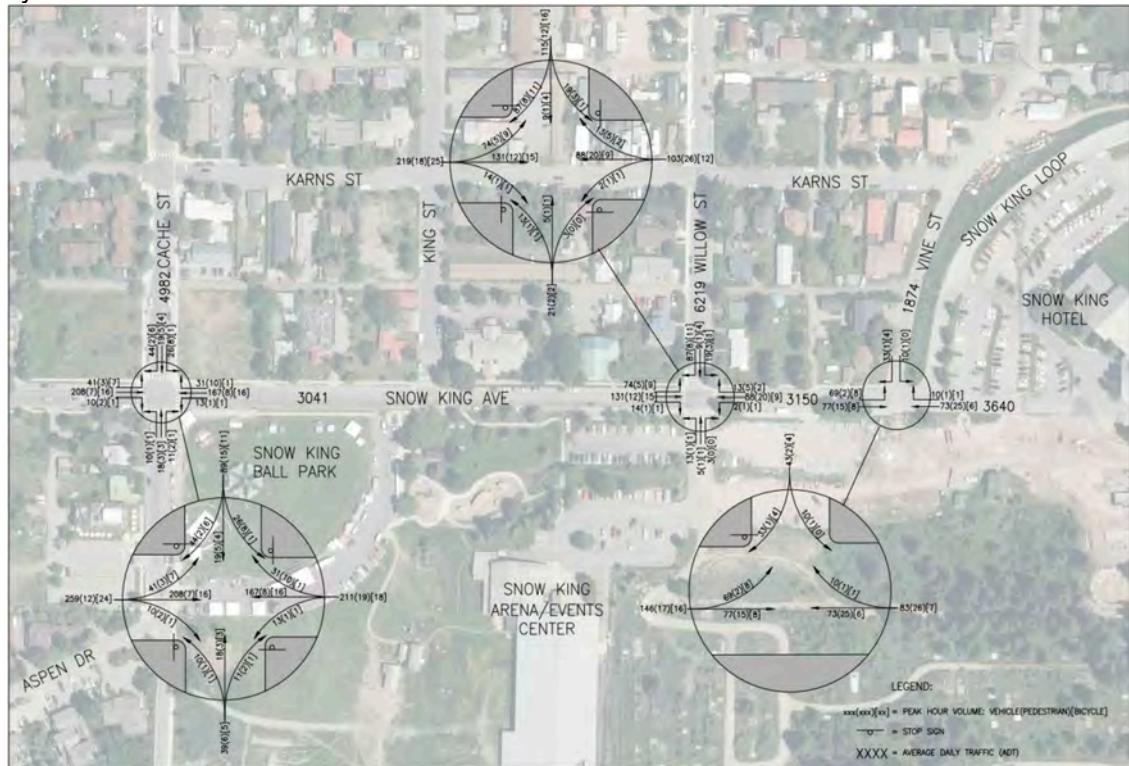
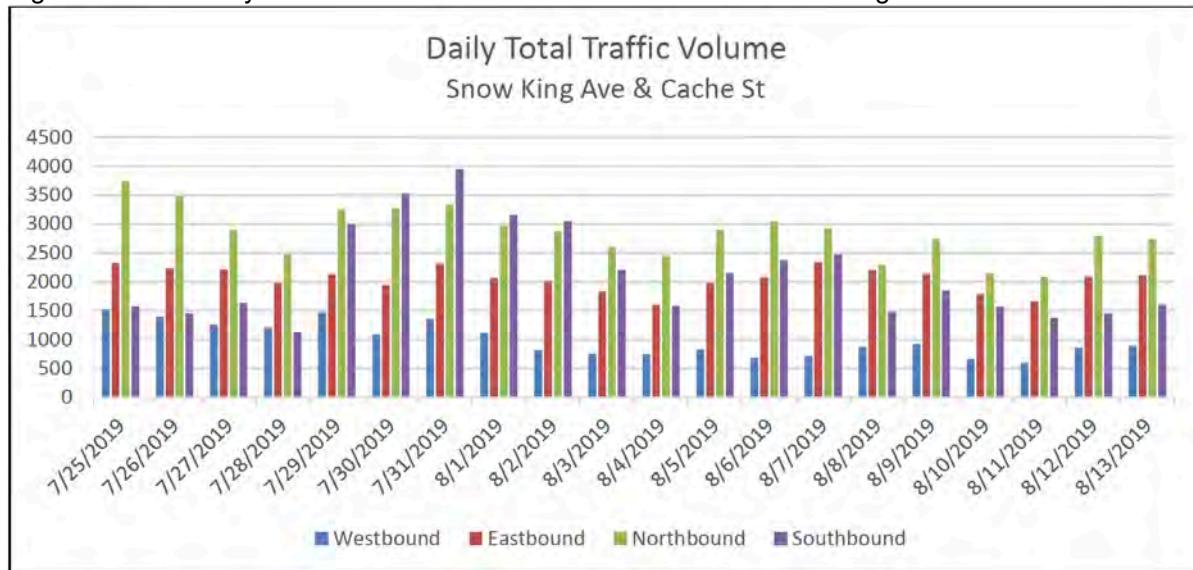


Figure 4: Overview of 2019 ADT, Peak Hour Volume, and turning movements for vehicles, pedestrians, and cyclists.



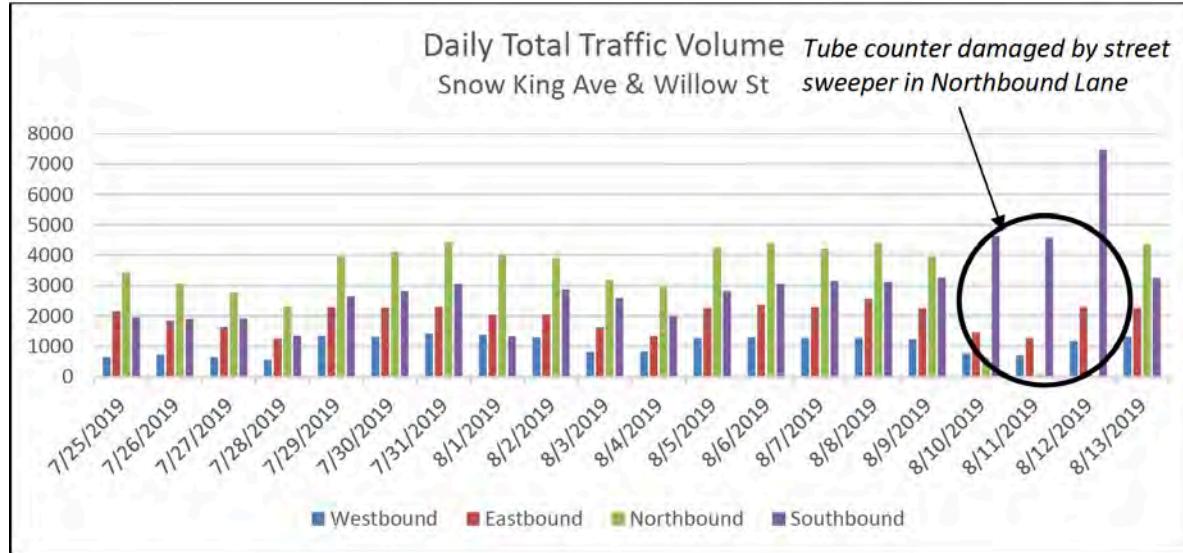
Directional daily total traffic volumes can be reviewed in Figures 5-7. At the intersection of Snow King Ave and Cache St the flow of traffic can be seen to be predominately East-West averaging 3000 vehicles per day. Northbound traffic is noticeable higher than Southbound, as going Northbound on Cache St provides access to N Highway 89 and the National Parks, as well as a direct route to downtown Jackson (Figure 5).

Figure 5: Total Daily Traffic Volume Count Data observed at Snow King Ave & Cache St.



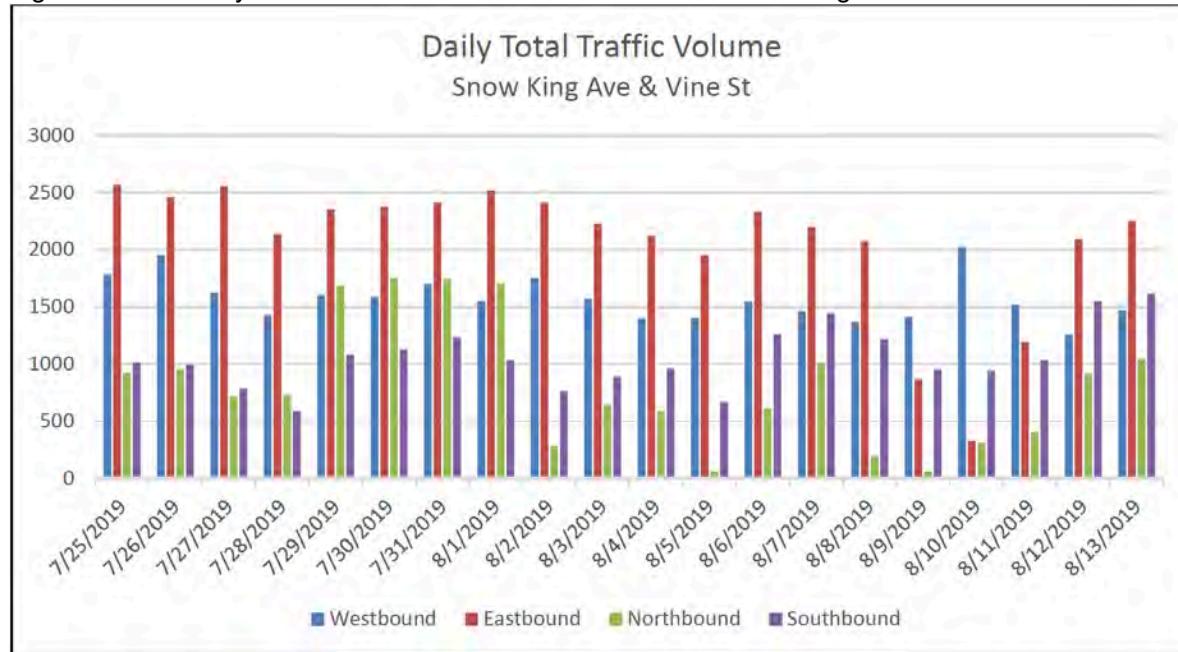
Daily traffic volumes for Snow King Ave and Willow St can be seen in Figure 6. This data demonstrates, again, that Willow St is being largely used as an arterial route North that circumnavigates the traffic of downtown and provides quick access to downtown from the East, or access to East Jackson. The Northbound traffic at this intersection averages 3200 vehicles per day (VPD), while southbound averages 3000 VPD. East-West traffic, using the aforementioned East-West corridor, averages approximately 2000 VPD (Figure 5).

Figure 6: Total Daily Traffic Volume Count Data observed at Snow King Ave & Willow St.



The intersection of Snow King Ave and Vine St observed good data collection for the duration of the study; damage to the tube counters did occur from street sweeping equipment, but they were promptly discovered and repaired before a significant data gap was created. (Figure 7). The predominant flow of traffic at this intersection can be seen to be flowing Eastbound into Snow King Resort, and its associated condominiums/accessory structures

Figure 7: Total Daily Traffic Volume Count Data observed at Snow King Ave & Vine St.



An analysis of ADT over typical peak season Weekdays vs. Weekends can be seen in Table 3. The Weekend ADT is predictably lower than Weekday ADT at all intersections, with varying ratios dependent on the street segment. The observed average ratio of Weekday:Weekend ADT is 1.29, which is slightly lower than the 2016 observed ratio of 1.41.

Table 3: Comparison of Weekday vs. Weekend ADT for respective street segments.

	Weekday Average ADT	Weekend Average ADT	Overall Average ADT	Weekday:Weekend ADT Ratio
SKA East of Cache	3180	2718	3041	1.17
SKA East of Willow	3354	2673	3150	1.25
SKA East of Vine	3763	3354	3640	1.12
Cache North of SKA	5390	4032	4982	1.34
Willow North of SKA	6811	4835	6219	1.41
Vine North of SKA	2064	1432	1874	1.44
Average ADT Ratio:		1.29		

Alternative Transportation Analysis

Use of alternative transportation means varies between Snow King Resort Employees and Guests. As part of the wording in the TDM Strategy, each shall be reviewed separately (see next section for respective analysis). Initial manual count data, performed from 7:00-9:00 AM and 4:00-6:00 PM on 8/8/19 and 8/13/19 yielded the peak hour traffic numbers in Table 4. Including all routes at all intersections, a commuter hour modal split of 24% was observed, averaged over the three days of manual data collection. This is a slight decrease from the alternative transportation modal split of 30% observed in 2016.

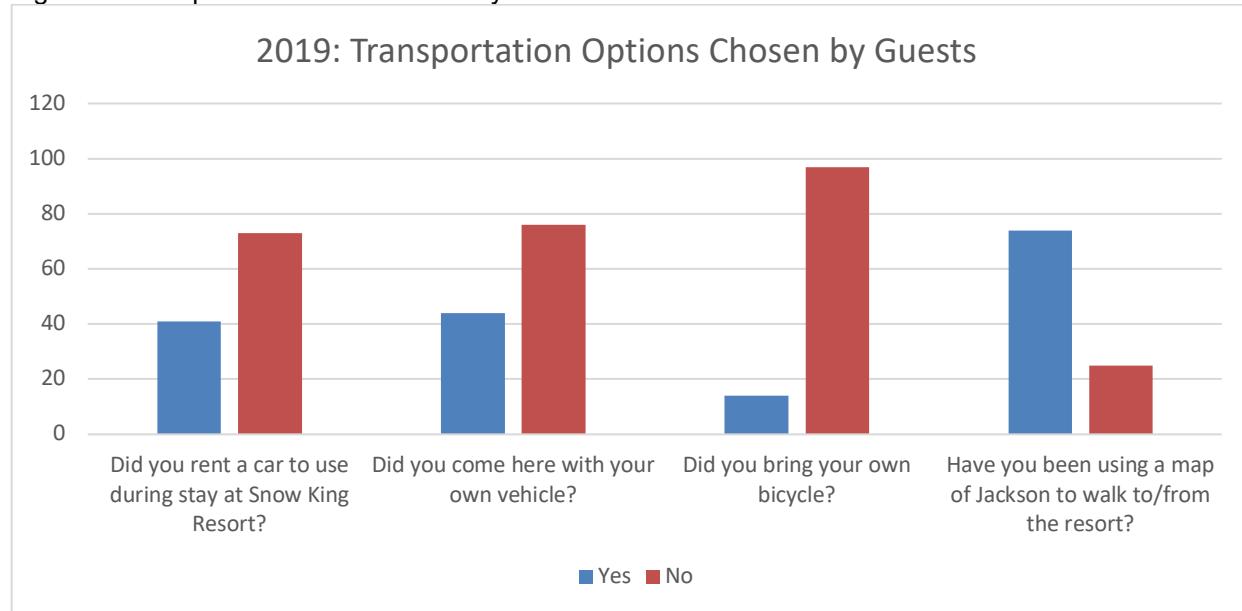
Table 4: Peak Hour Directional Traffic by Transportation Mode & Observed Modal Split by Route.

Intersection & Direction	Total Vehicles	Total Pedestrians	Total Cyclists	Modal Split Ratio
SKA & Cache Eastbound	259	12	24	14%
SKA & Cache Westbound	211	19	18	18%
SKA & Cache Northbound	39	6	5	28%
SKA & Cache Southbound	89	15	11	29%
SKA & Willow Eastbound	219	18	25	20%
SKA & Willow Westbound	103	26	12	37%
SKA & Willow Northbound	21	2	2	19%
SKA & Willow Southbound	115	12	16	24%
SKA & Vine Eastbound	146	17	16	23%
SKA & Vine Westbound	83	26	6	39%
SKA & Vine Southbound	43	2	4	14%
Average:		24%		

Resort Guest Alternative Transportation Analysis:

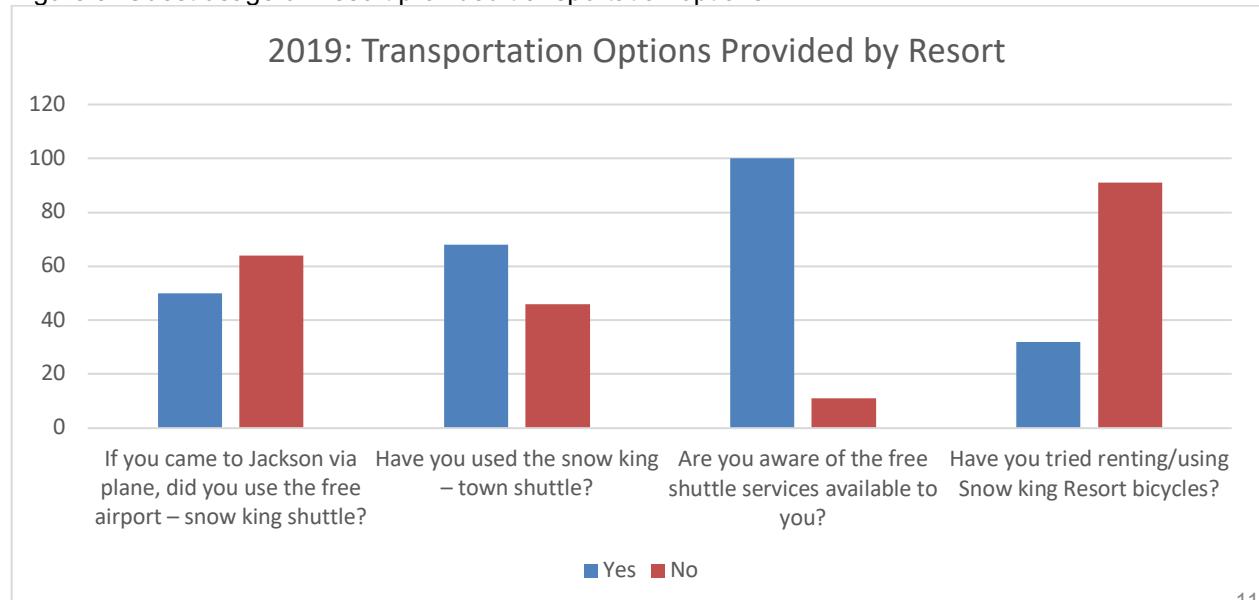
The majority of insight that was gathered into the transportation mode choices made by Guests was through analysis of the Resort Guest Questionnaires. Several of the TMMS strategies are aimed at encouraging Guests to ride the Bus, walk, or bike, through financial incentives as well as convenience. The data in Figure 8 indicates approximately 1/3 of Resort Guests flew into Jackson Airport and rented vehicles for the duration of their stay. However, approximately 30% of Guests that stayed at the Resort came to Jackson with their own vehicles. This provides the basis to assume that approximately 1/3 of Snow King Resort Guests arrived to Jackson via plane, and did not rent their own personal vehicles (Figure 9). This assumption is strongly supported by the figure that roughly 78% of Guests chose, at some point in their visit, to walk to and from downtown Jackson (Figure 8, last question).

Figure 8: Transportation choices made by Guests.



The Resort-furnished transportation options seem to be relatively well known by Guests and experience significant use (Figure 9). Approximately 43% of Guests arriving by plane took advantage of the Snow King Resort Shuttle, and over half of the Guests are regularly using the Resort-Town Square Shuttle. Less than 10% of Guests were unaware of the shuttle services available to them, or at least unaware that they were free/included with their stay at Snow King Resort. Approximately 18% of Guests took advantage of the Resort bike rentals, which is a relatively good achievement based on the age and interest range of Resort Patrons (Figure 9).

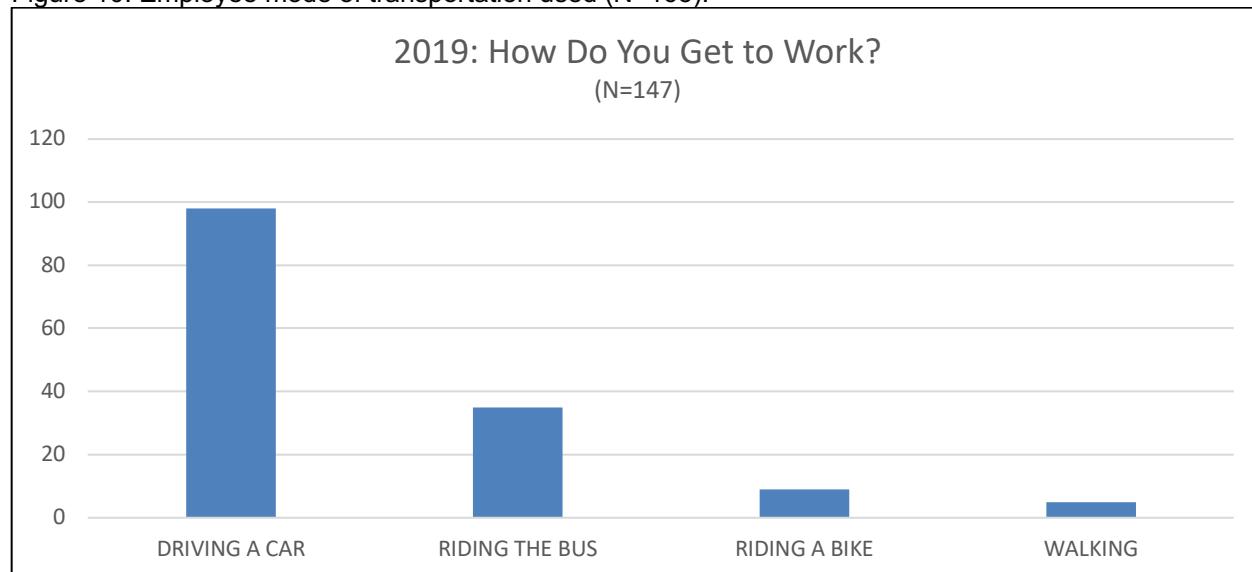
Figure 9: Guest usage of Resort provided transportation options.



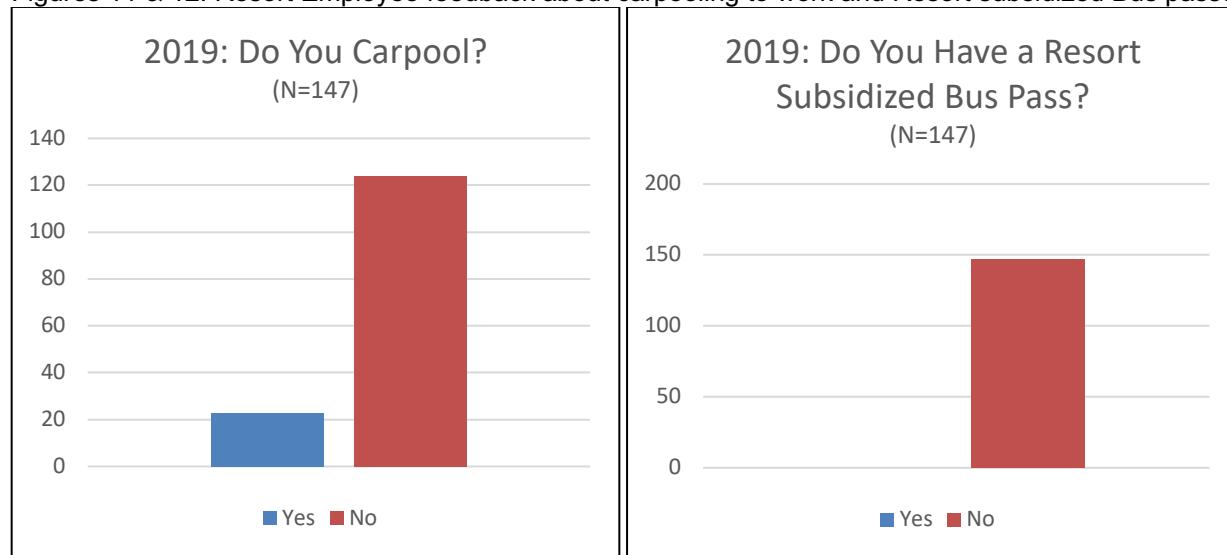
4.2.2 – Resort Employee Alternative Transportation Analysis:

A review of the transportation choices made by Snow King Resort Employees revealed that the vast majority of Employees are either driving in personal vehicles, or riding the STARTBus (Figure 10). While this does not demonstrate an effort to encourage Employees to cycle, or walk to work, the public transportation ridership comprises over 1/3 of Resort Employees using alternative transportation.

Figure 10: Employee mode of transportation used (N=165).



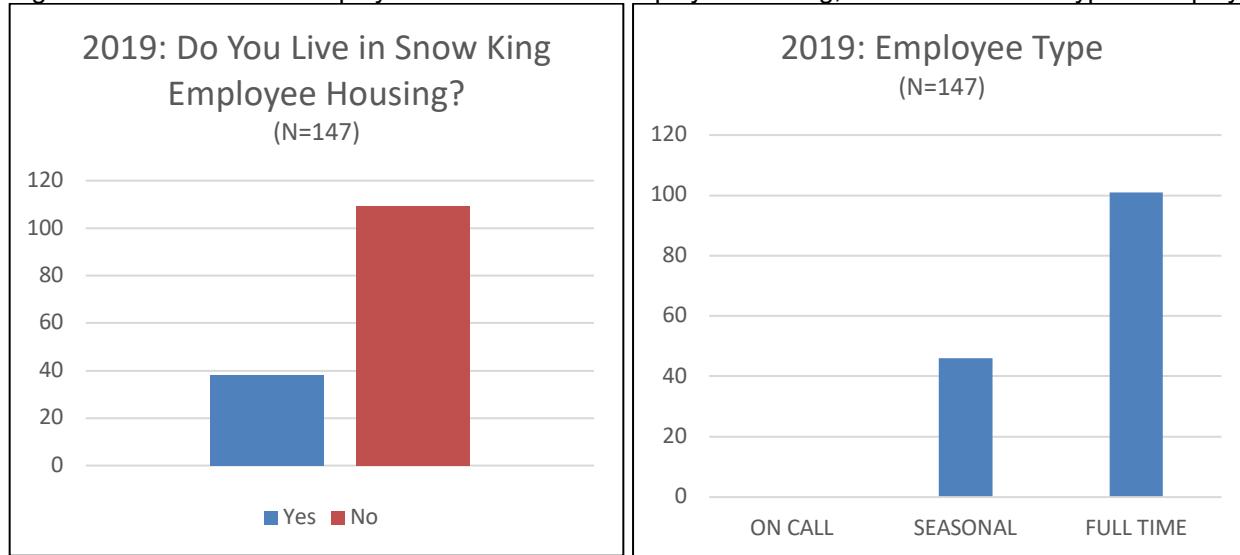
Figures 11 & 12: Resort Employee feedback about carpooling to work and Resort subsidized Bus passes.



Approximately 28% of the Employees that choose to drive a vehicle to work responded 'Yes' when asked if they regularly carpooled, which significantly adds to the effort to reduce non-single-occupancy vehicles (Figure 11). When asked if the Resort provided discounted rates for STARTBus passes, 100% of Employees responded 'No.' While the majority of Employees likely live in the Town of Jackson, where the STARTBus Town Shuttle is free and therefore doesn't require a paid Bus pass, this leaves in question the benefits offered to Employees that live in Teton Village, Teton Valley, Idaho, or Star Valley/Alpine, Wyoming (Figure 12).

When surveyed about Employee housing, approximately 28% responded that they were offered, and currently live in, Snow King Resort provided Employee housing. This Employee benefit comes in several options- either in rented apartment units in the Town of Jackson, or seasonally leased motel rooms at the Kudar Motel (Figures 13 and 14).

Figures 13 & 14: Resort Employee feedback about Employee housing, and distribution of type of employment.



STARTBus Ridership

The STARTBus program has been serving Snow King Resort since its creation in 1987; however, only since 2015/2016, have START Bus drivers started collecting count information about ridership at the Snow King Resort stop.

One of the prominent conclusions from the 2016 Traffic Study was that the ridership data collection could be improved upon. Unfortunately, the START Bus program was attempting to do so across all of their lines and routes, but reported an issue mid 2019 regarding the data collection. Due to data collection software problems, the Start Director informed us that the current ridership dataset is unavailable.

Parking Impact Analysis

An important part of Snow King Resort's business, and the associated impact on the surrounding residential community, is the usage of both Resort-owned, as well as public parking lots. The aerial drone photography that was collected from 8/22/19 – 8/26/19 demonstrated an average mid-afternoon to early evening usage that can be seen in Table 6. During the typical mid-day times when this data was collected at either 10 AM, or 5 PM, it can be assumed that most Hotel Guests were out doing daytime activities (i.e., visiting National Parks, shopping, etc). The data shows continued medium usage in the Resort adjacent parking lots, with an average of 40% capacity throughout all observed periods. The Arena Lot, and the Overflow Dirt Lot remained largely unused throughout most of the week of observations with averages of 23% and 30%, respectively. The Snow King Ball Park Lot had low-moderate usage, with an average capacity of 26%.

Table 6: Summary of Parking Lot maximum capacity and average observed usage.

Parking Lot #	1	2	3	4	5
Lot Description	Ball Park Lot	Arena Lot	Hotel Main Lot	Hotel Rear Lot	Overflow Dirt Lot
Total Capacity	86	79	149	71	64
Average % of Max Capacity:	26%	23%	40%	35%	30%

Transit Systems

The Town of Jackson's public transit system consists of the expanding presence of the START Bus system, a Teton County bus service that originated in 1987 as transportation from Jackson to Teton Village. In recent years the START Bus services have expanded to provide Monday-Friday commuter lines from Star Valley, Wyoming and Teton Valley, Idaho, as well as a free town shuttle consisting of multiple lines running every day from 7:00 AM-8:00 PM.

are on public roads). Since 1987, the frequency of Bus pickup/drop-off frequency has increased steadily to a current rate of hourly trips to Teton Village, and 30-minute intervals for the free town Shuttle.

Pedestrian and Other Non-Motorized Facilities

Snow King Resort is served by a series of 5-foot wide detached and 6-foot wide attached concrete sidewalks along Snow King Avenue. A short section of wooden boardwalk is located on the north side of Snow King Avenue. A 3-ft. wide sidewalk is located along both sides of South Cache Street from Snow King Avenue to Broadway Avenue. A series of horse trails and hiking trails diverge from the resort and access various parts of Snow King Mountain and the National Forest lands to the south of the Resort. These trails and sidewalks are shown in **Figures C-9, C-9A, C-9B, C-9C, C-10, and C-11**.

The best pedestrian route from the resort to the town square is via Snow King Avenue and Cache St. Most Snow King guests walk the sidewalk on Snow King and Cache streets to access other parts of the downtown. The Jackson Hole Pathway System does not access the Resort at this time; however, designated bike routes connect the pathway system to the resort. Bicyclists use the vehicle travel lanes or parking lanes of Snow King Avenue to travel to and from the Resort. Two popular trails for hiking and biking originate at Phil Baux Park and go up the mountain to connect to the greater Snow King trail system on National Forest Lands.

C.2 Travel Demand Analysis

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

Trip Generation

Trip generation for Snow King Resort is focused on summer conditions. Trip generation for Resort buildout is calculated from several factors including: total overnight guestrooms (hotel), total condominium units, commercial uses and densities, and number of employees. **Table C-5** lists existing conditions at the time of the original master plan (2000) and proposed conditions, projection rates, and traffic projections for Snow King Avenue east of Willow Street. The Institute of Transportation Engineers (ITE) Trip Generation Manual indicates that typical projection rates for resort hotels vary between 10 and 15 trips per day per lodging unit. Removing the Vine Street traffic counts and the Phibbs Law Office counts from the Snow King Avenue counts (East of Willow) and dividing by the number of lodging units yields an average projection rate of 10.1 trips per day per unit (at full occupancy). According to ITE, hotel condominium units generate between 4 and 18 trips per day per unit with an average rate of 9.5 trips. Teton County has historically used a townhouse trip generation factor of 7.2 trips per unit per day. Dividing the number of condominium units into the number of trips accessing the condominiums yields a trip generation factor of 8.0 trips per day. For these projections a hotel rate of 10.2 and a condominium rate of 8.0 are used. The floor area, guest numbers and conference seats are shown for comparison purposes.

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Table C-5

Use Description	Existing (2000)	Proposed	Gen. Rate	Projected Existing ADT	Final ADT
Hotel Rooms	204	654	10.2	2,080	8,752
Condo Units	38	95	8.0	304	1,064
Employee Housing		65	4		260
Alpine Slide (Rides/day)	900	1,350	*		
Restaurant Seats	47	0	*		
Lounge/Bar Seats	50	0	*		
Total				2,384	10,076
Floor Area	160,000	730,000			
Total Guests	616	1,844			
Conference Seats	250	1,000			

⁵ = Indicates maximum occupancy accessed from the Resort.

⁶ = Indicates 204 employees to be housed on-site in 65 - 3 and 4 bedroom units.

* = Indicates projection included in resort (hotel) rate.

ADT = Average Daily Traffic

In general, the trip generation factor of 10.2 yields traffic volumes consistent with the recorded volumes. Minor differences between the recorded and projected ADTs maybe due to several factors including lower hotel occupancy rates, shared uses, and high pedestrian and transit activity.

The projected final ADTs in **Table C-5** reflect a "worst-case" scenario. The Resort may build more condominiums and fewer hotel rooms resulting in lower projected traffic volumes. Also, as shown in **Table C- 2**, changes in room occupancy and alpine slide ridership do not appear to significantly impact traffic volumes. There is a certain amount of "background" traffic along East Snow King Avenue that exists whether the hotel has guests or not. Consequently, the traffic projections in **Table C-5** likely overstate the future traffic volumes.

The traffic volume on Willow Street averages 51% of the volume on Snow King Avenue east of Willow. Assuming no changes to Willow Street (improvements at the MAC campus, installation of one-way pairs, etc.) and no changes in pedestrian, transit, or land uses, the projected traffic volume on Willow Street at Resort buildout is approximately 4,100 ADT. Analysis of **Figures C-2** through **C-7** and on-site observation indicate a significant flow of traffic eastbound on Snow King Avenue and then northbound on Cache and Willow Streets around 8 AM. Between 4 PM and 6 PM there is a similar flow in a southerly direction (on Willow) and a westerly direction (on Snow King).

Modal Split

Lack of data regarding ridership on private bus services, taxis and START at Snow King Resort and incompatible modal counting methodologies make it difficult to accurately determine modal split between automobiles, transit, pedestrians, and bicycles. The available data and conversations with START personnel indicate that Snow King Resort enjoys a high level of transit ridership compared to other areas in Teton County. The best estimate of current transit share is between 1% and 4% of vehicular trips at Snow King Resort. Improvements to summer transit operations (both public and private), emphasis on transportation demand management strategies, improved pedestrian facilities, and the addition of a frequent intra-town shuttle system should increase the transit mode share to 15-20%.

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

Table C-6

Street Segment	ADT 2000	Projected Trips (No Additional Modal Split)	Projected Trips (25%-35% Modal Split)
SKA - East of Willow	2,384	10,076	6,549
SKA - East of Cache	4,672	12,627	9,470
SKA - West of Cache	5,046	13,637	10,228
Willow	1,627	4,091	2,864
Cache	2,991	8,083	6,062

Peak Hour Forecasts

Peak hour and 30th highest hour is often a more useful measure of a roadway's capacity than ADT. Roadway planning efforts utilize the projected 30th highest hour to determine whether a roadway segment needs improvement. The 30th highest hour is typically between 70% and 80% of the peak hour(s) and reflects a break in the curve below which the majority of the hours in a year fall. Designing for the 30 highest hour provides the best balance between cost and function. The peak hour in Jackson is likely to occur around the July 4th holiday weekend. The 30th highest hour for Jackson would typically represent the highest daily hour in June or August. It is reasonable to assume that the peak hours identified in the traffic counts conducted at Snow King Resort during August 1999 reflect the 30th highest hour.

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

Table C-7

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

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C.3 Level of Service

Street and Intersection Level of Service (LOS)

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

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

Specific information required for the calculations include:

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

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

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

Table C-8

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

The *Highway Capacity Manual* does not include a methodology for determining level of service for urban streets that are stop-controlled rather than signalized. Extrapolating from the methodologies for arterial streets, it appears that all streets in the vicinity of Snow King Resort are functioning at a level of service of NB. During peak hour congestion, the intersections at Willow - Snow King Avenue (for the Willow Street southbound leg) and Cache - Snow King Avenue degrade briefly to LOS C. The conditions on Cache Street will be influenced more by land use decisions for the downtown core than by the Snow King Resort.

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, 9B, and 10**)

C.4 Transportation Demand Management Program.

Transportation Demand Management Strategies

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

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

A combination of five or more of the above strategies are required to ensure the the modal-split assumptions listed in **Table C-6** are to be realized.

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

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ten trips per day.

Travel Demand Management Monitoring system

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

- Prior to issuance of a building permit for the first approved Final Development Plan, conduct baseline traffic counts for all modes.
- Every three years, conduct 24-hour traffic counts, pedestrian counts, bicycle counts, parking counts, and transit counts. These counts shall begin two years following completion of the first Final Development Plan project.
- Conduct guest and employee surveys to determine mode choice, success of alternative traffic modes, and satisfaction with transportation options.
- Conduct parking surveys to determine parking utilization by employees, guests, locals, and other visitors.
- Conduct parking counts for all surface parking lots over 10 spaces as part of the required transporting monitoring.
- Correlate hotel occupancy with traffic counts and available transportation options.
- Survey transit providers (public and private) to determine utilization during peak travel periods. Maintain a database of transit ridership.
- Snow King will participate in any Town of Jackson TDM programs for the entire base area including surrounding property owners and users as requested in the future.
- Ensure a minimum of at least 5 TDM Strategies are implemented at all times.
- In the event that all businesses in the Town of Jackson are required to fund the START Bus in the future, the Snow King Resort district will follow the same obligations as other businesses.
- Prior to development of sub-area 2, the parking lots in this area are to be available for public day use. The Town of Jackson may require these lots to be paved and stormwater infrastructure addressed (temporary and/or permanent) when deemed necessary by the Town. Both parking capacity and stormwater requirements shall be reviewed as part of the required TDM reporting every 3 years and/or as part of other permit review including but not limited to Conditional Use Permits. Parking capacity will be triggered for consideration when peak parking occupancy reaches 80% for the lots located in subarea #2 and in those lots adjacent to the recreational amenities in subarea #1. Stormwater consideration will be determined by the Town Engineer based upon increased impact to the Town right of way and infrastructure and other associated factors.

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

C.5 Recommendations and Proposed System Improvements

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

C.6 Phasing Plan

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

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

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

The most recent Transportation Demand Management Report completed in 2019 is included at the end of this Master Plan.

Snow King Resort Master Plan - Parking Elements

Snow King Resort Master Plan - C. Parking Elements

P.1 Parking Summary

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

SKRMA shall continue to engage in discussions with the Town and property owners in Sub-Area #2 on a shared parking arrangement between Sub-Area #2 and the Town's Phil Baux park property. Unless otherwise agreed, SKRMA must enter into a shared parking agreement with the Town of Jackson by December 31, 2020 so long as both parties are continuing to negotiate in good faith. The shared parking agreement shall include, at least but not limited to, provisions regarding construction and maintenance of the shared parking areas, snow removal from said areas and storm water system installation and maintenance.

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.

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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 ^a	109	947	8:00 PM	799	109	908
9:00 PM	810	109	920	9:00 PM	776	109	886
10:00 PM	764	140	904	10:00 PM	752	140	892
11:00 PM	630	156	786	11:00 PM	656	156	812
12:00 AM	590	156	746	12:00 AM	629	156	785
a Max Shared Parking Space Demand = 947 a,b Shared Parking Space Supply = 1415 c Parking Surplus at Peak Hour = 468				a Max Shared Parking Space Demand = 908 a. b Shared Parking Space Supply = 1415 c Parking Surplus at Peak Hour = 507			

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

b Shared parking supply from table P-1

c Represents minimum parking surplus

Summer Shared Parking Summary Table P-2

Snow King Resort Master Plan - Parking Elements

Winter Weekday

	Shared Guest Parking Spaces	Shared Employee Parking Spaces	Total Shared Parking Spaces
6:00 AM	371	156	527
7:00 AM	390	156	546
8:00 AM	403	156	559
9:00 AM	386	140	526
10:00 AM	339	125	464
11:00 AM	334	125	459
12:00 PM	396	125	520
1:00 PM	408	125	532
2:00 PM	360	125	484
3:00 PM	318	140	458
4:00 PM	387	140	527
5:00 PM	463	140	603
6:00 PM	575	125	700
7:00 PM	595	125	720
8:00 PM	595	109	704
9:00 PM	548	109	657
10:00 PM	484	140	624
11:00 PM	401	156	557
12:00 AM	372	156	528

a Max Shared Parking Space Demand = 720

a, b,d Shared Parking Space Supply = 1275 Parking
Surplus at Peak Hour = 555

Winter Weekend

	Shared Guest Parking Spaces	Shared Employee Parking Spaces	Total Shared Parking Spaces
6:00AM	344	156	500
7:00 AM	372	156	528
8:00 AM	385	156	541
9:00 AM	376	140	517
10:00 AM	330	125	455
11:00 AM	301	125	426
12:00 PM	406	125	531
1:00 PM	414	125	538
2:00 PM	391	125	516
3:00 PM	347	140	488
4:00 PM	385	140	526
5:00 PM	447	140	587
6:00 PM	551	140	692
7:00 PM	559	125	683
8:00 PM	579	109	688
9:00 PM	538	109	647
10:00 PM	503	140	644
11:00 PM	449	156	605
12:00 AM	426	156	582

a Max Shared Parking Space Demand = 692

a, b,d Shared Parking Space Supply = 1275
Parking Surplus at Peak Hour = 583

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

b Shared parking supply from table P-1

c Represents minimum parking surplus

d 82 summer spaces deducted from available parking supply

Winter Shared Parking Summary
Table P-3

Snow King Resort Master Plan - Parking

P.2 Shared Parking Design Process:

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

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

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

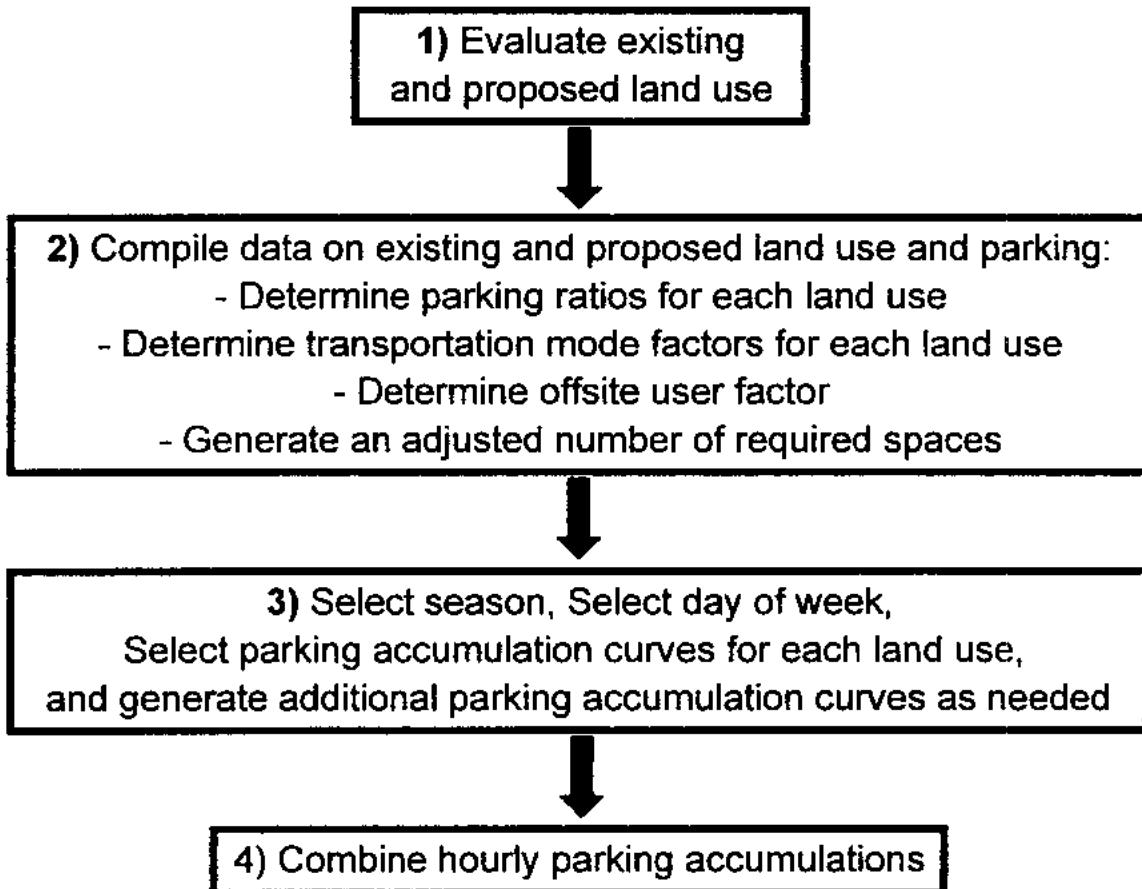
To more accurately predict the parking demand, the model needs to be adjusted to compensate for factors such as multiple use and businesses that are compatible with non-automobile use. This adjustment is made by using two factors, a "transportation mode factor" (TMF) and an "offsite user factor" (OUF).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

Snow King Resort Master Plan - Parking

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

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

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



Shared Parking Design Process
Figure P-4

Benefits of Shared Parking Discussion

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

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

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

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

Snow King Resort Master Plan - Parking Elements

Appendix A

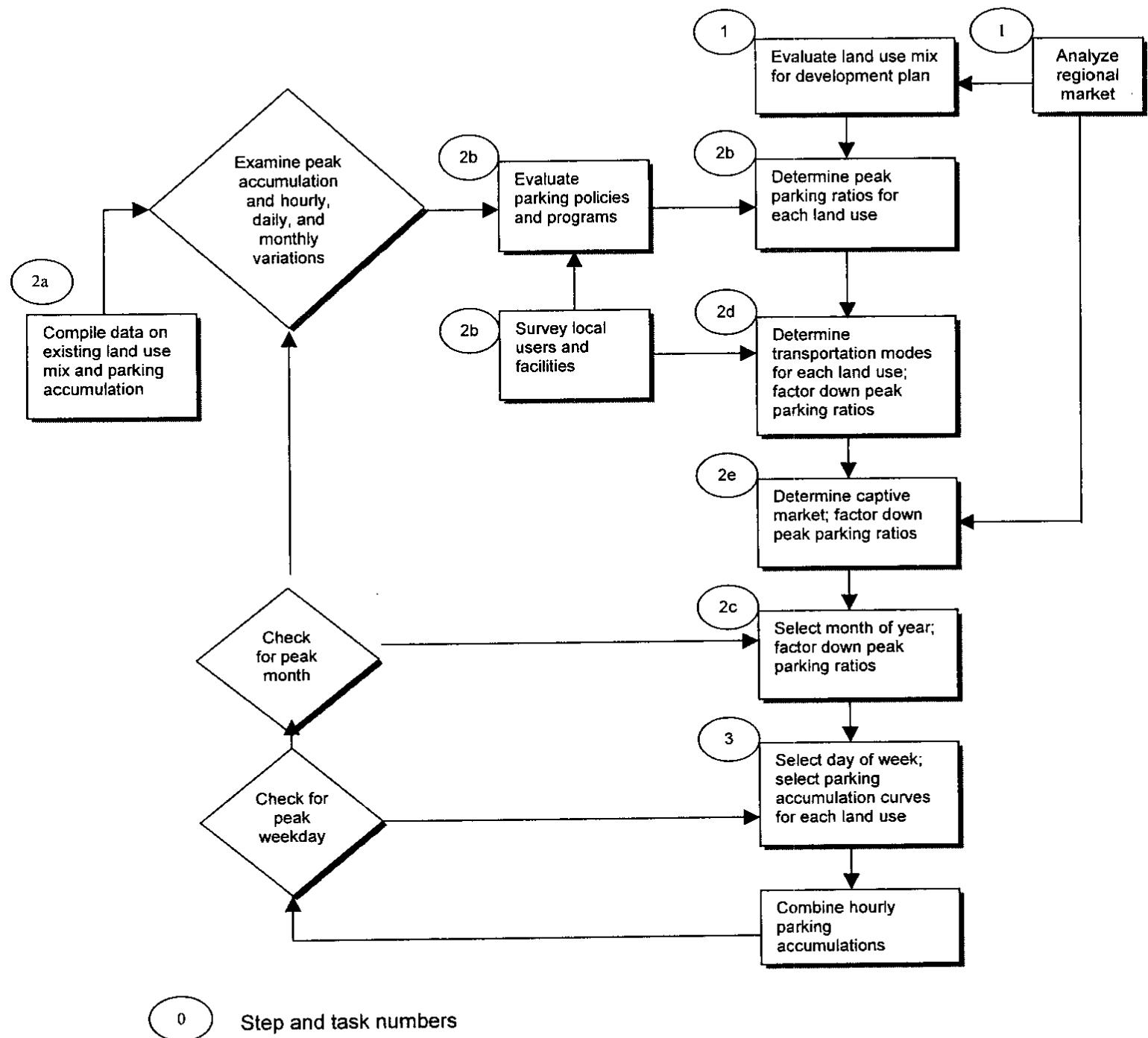
Parking Accumulation Curves

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

Hotel:

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

Snow King Resort Master Plan – Parking



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

Summer - Weekend & Weekday																			Winter - Weekend & Weekday																		
SUMMER			WEEKDAY			WEEKEND			SUMMER			WEEKDAY			WEEKEND			SUMMER			WEEKDAY			WEEKEND													
Hotel & Meeting	Theater & Other	Ski Area Activities	Restaurant /Lounge	Retail & Commercial	Health Club	Employees	Employees	Hotel & Meeting	Theater & Other	Ski Area Activities	Restaurant /Lounge	Retail & Commercial	Health Club	Employees	Employees	Hotel & Meeting	Theater & Other	Ski Area Activities	Restaurant /Lounge	Retail & Commercial	Health Club	Employees	Employees														
6:00 AM	100%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
7:00 AM	87%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
8:00 AM	65%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
9:00 AM	55%	45%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
10:00 AM	45%	60%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
11:00 AM	35%	70%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
12:00 PM	30%	80%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
1:00 PM	30%	80%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
2:00 PM	35%	70%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
3:00 PM	35%	70%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
4:00 PM	45%	50%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
5:00 PM	60%	30%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
6:00 PM	60%	30%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
7:00 PM	55%	20%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
8:00 PM	15%	60%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
9:00 PM	10%	40%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
10:00 PM	75%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
11:00 PM	75%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
12:00 AM	75%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		

Parking Accumulation
by Percent of Peak Parking

Table P-7

Summer Weekday	Summer Weekday										Summer Weekend										
	Condominiums		Hotels/Guest Rooms		Lodging		Conferences		Resort Activities		Activity		Resort Amenities		Amenities		Total of Employees		Employees with Onsite		
Peak Parking	Approved	Existing	Proposed	Existing	New	Sub-Totals	Groups	Theater	Ski Area	Miniature	Golf	Rides	Sub-Rides	Bar	Retail & Commercial	Sub-Spaces	Guest Spaces	Housing	Shared Spaces	Total Shared Spaces Red.	
6:00 AM	n/a	n/a	n/a	122	428	551	253	130	0	9	4	33	46	50	45	121	90	256	1286	156	n/a
7:00 AM	n/a	n/a	n/a	106	373	479	0	0	0	0	0	0	0	0	0	0	0	18	18	569	196
8:00 AM	n/a	n/a	n/a	81	283	364	63	0	0	0	0	0	0	0	0	0	18	18	569	196	
9:00 AM	n/a	n/a	n/a	67	236	303	114	0	0	1	0	0	0	0	0	0	18	18	569	196	
10:00 AM	n/a	n/a	n/a	55	193	248	152	0	0	5	2	20	28	18	40	38	14	38	569	196	
11:00 AM	n/a	n/a	n/a	43	150	183	177	0	0	7	3	26	37	10	9	79	18	106	523	125	
12:00 PM	n/a	n/a	n/a	37	129	165	203	0	0	6	3	23	32	28	25	88	27	140	648	1442	
1:00 PM	n/a	n/a	n/a	37	129	165	203	0	0	5	2	17	23	30	27	91	27	145	568	125	
2:00 PM	n/a	n/a	n/a	43	150	193	127	13	0	6	3	23	32	25	23	88	18	129	556	125	
3:00 PM	n/a	n/a	n/a	43	150	193	127	13	0	8	4	30	41	15	14	67	14	114	503	142	
4:00 PM	n/a	n/a	n/a	55	193	248	176	75	0	7	3	26	37	10	9	80	23	111	557	140	
5:00 PM	n/a	n/a	n/a	73	257	330	76	75	0	5	2	20	28	13	11	73	36	120	642	140	
6:00 PM	n/a	n/a	n/a	86	300	398	101	87	5	2	17	23	25	23	74	45	141	763	140	904	
7:00 PM	n/a	n/a	n/a	92	321	413	101	95	0	5	2	17	23	25	23	82	45	150	807	125	
8:00 PM	n/a	n/a	n/a	110	386	458	76	106	0	0	0	0	0	0	0	0	25	23	79	32	
9:00 PM	n/a	n/a	n/a	116	407	523	76	106	0	0	0	0	0	0	0	0	18	16	52	109	
10:00 PM	n/a	n/a	n/a	122	428	551	51	108	0	0	0	0	0	0	0	0	10	9	27	9	
11:00 PM	n/a	n/a	n/a	122	428	551	0	65	0	0	0	0	0	0	0	0	8	7	0	7	
12:00 AM	n/a	n/a	n/a	122	428	551	0	39	0	0	0	0	0	0	0	0	0	0	0	0	
Summer Weekend																					
Summer Weekend	Approved	Existing	Proposed	Hotels/Guest Rooms	Lodging	Convention	Movie Theater	Ski Area & Other	Miniature Golf	Rides	Alpine Sleds	Total Rides	Restaurant	Bar	Restaurant & Commercial	Health Club	Sub-Rides	Total of Guests	Employees w/ Onsite Housing	Total Shared Spaces	Max Adjusted Non Shared Spaces Req.
Peak Parking	n/a	122	428	551	253	130	9	4	33	46	50	45	121	90	256	1286	156	n/a	142		
6:00 AM	n/a	n/a	n/a	110	386	498	0	71	0	0	0	0	0	0	0	38	567	156	723	1442	
7:00 AM	n/a	n/a	n/a	86	300	386	0	0	0	0	0	25	23	6	8	71	448	156	604	1442	
8:00 AM	n/a	n/a	n/a	73	214	330	38	0	0	0	0	0	0	43	38	19	14	88	483	156	
9:00 AM	n/a	n/a	n/a	61	214	275	63	0	0	1	1	5	7	40	38	39	14	90	474	140	
10:00 AM	n/a	n/a	n/a	49	171	220	76	0	0	0	0	3	26	37	18	16	60	14	101	125	1442
11:00 AM	n/a	n/a	n/a	43	150	193	88	0	0	0	0	4	33	46	10	9	79	14	131	439	125
12:00 PM	n/a	n/a	n/a	37	129	165	101	39	0	9	4	31	44	26	25	88	18	136	508	125	
1:00 PM	n/a	n/a	n/a	37	129	165	101	91	0	6	3	21	30	30	27	81	18	124	553	142	
2:00 PM	n/a	n/a	n/a	43	150	193	88	91	0	6	4	30	41	25	23	88	14	110	583	125	
3:00 PM	n/a	n/a	n/a	49	171	220	63	91	0	9	4	33	46	15	14	87	9	102	545	142	
4:00 PM	n/a	n/a	n/a	61	214	275	38	91	0	9	4	33	46	10	9	80	14	106	583	140	
5:00 PM	n/a	n/a	n/a	73	257	330	38	91	0	7	3	26	37	13	11	73	23	114	615	140	
6:00 PM	n/a	n/a	n/a	86	300	398	51	104	0	6	3	21	30	27	23	84	18	118	705	142	
7:00 PM	n/a	n/a	n/a	98	343	441	51	117	0	6	3	21	30	25	23	82	14	110	782	125	
8:00 PM	n/a	n/a	n/a	110	386	458	38	130	0	0	0	0	0	0	0	0	25	23	79	9	
9:00 PM	n/a	n/a	n/a	116	407	523	38	130	0	0	0	0	0	0	0	0	18	16	52	109	
10:00 PM	n/a	n/a	n/a	122	428	551	25	130	0	0	0	0	0	0	0	0	10	9	27	9	
11:00 PM	n/a	n/a	n/a	122	428	551	0	91	0	0	0	0	0	0	0	0	8	7	0	7	
12:00 AM	n/a	n/a	n/a	122	428	551	0	78	0	0	0	0	0	0	0	0	0	0	0	0	

Summer Adjusted & Shared Hourly Peak Parking

Winter Weekday											
Winter Weekday	Condominiums		Hotel Guest Rooms		Lofting		Convention		Movie Theater		Resort Activities
	Existing	Approved	Proposed	Existing	New	Totals	253	137	130	0	0
Peak Parking	n/a	n/a	102	357	455						
6:00 AM	n/a	n/a	77	268	344	0	0	0	0	0	27
7:00 AM	n/a	n/a	66	292	288	0	0	0	0	25	53
8:00 AM	n/a	n/a	51	176	230	0	0	13	0	43	7
9:00 AM	n/a	n/a	41	143	184	63	0	0	0	40	32
10:00 AM	n/a	n/a	36	125	161	76	0	39	0	45	13
11:00 AM	n/a	n/a	28	89	115	101	0	52	0	20	11
12:00 PM	n/a	n/a	28	89	115	101	0	65	0	10	60
1:00 PM	n/a	n/a	26	89	115	101	0	65	0	11	54
2:00 PM	n/a	n/a	26	89	115	101	0	65	0	11	54
3:00 PM	n/a	n/a	28	89	115	101	0	72	0	11	54
4:00 PM	n/a	n/a	36	125	161	76	0	65	0	17	15
5:00 PM	n/a	n/a	46	161	207	61	0	65	0	11	10
6:00 PM	n/a	n/a	56	196	252	51	0	65	0	14	13
7:00 PM	n/a	n/a	56	196	252	51	0	65	0	28	26
8:00 PM	n/a	n/a	66	252	293	51	0	65	0	28	25
9:00 PM	n/a	n/a	71	321	321	52	0	65	0	28	25
10:00 PM	n/a	n/a	77	288	344	25	0	65	0	20	18
11:00 PM	n/a	n/a	77	288	344	25	0	65	0	10	8
12:00 AM	n/a	n/a	77	288	344	0	0	0	0	0	0

Winter Weekend											
Winter Weekend	Condominiums		Hotel Guest Rooms		Lofting		Convention		Movie Theater		Resort Activities
	Existing	Approved	Proposed	Existing	New	Totals	253	137	130	0	0
Peak Parking	n/a	n/a	102	357	459						
6:00 AM	n/a	n/a	77	268	344	0	0	0	0	0	45
7:00 AM	n/a	n/a	66	292	293	0	0	0	0	7	344
8:00 AM	n/a	n/a	51	179	230	25	0	0	0	22	14
9:00 AM	n/a	n/a	41	143	184	38	0	39	0	45	110
10:00 AM	n/a	n/a	36	125	161	38	0	65	0	20	12
11:00 AM	n/a	n/a	28	89	115	51	0	85	0	11	10
12:00 PM	n/a	n/a	26	89	115	51	0	85	0	31	28
1:00 PM	n/a	n/a	26	89	115	51	0	85	0	34	30
2:00 PM	n/a	n/a	26	89	115	51	0	85	0	28	25
3:00 PM	n/a	n/a	26	89	115	51	0	85	0	17	15
4:00 PM	n/a	n/a	36	125	161	13	0	75	0	10	8
5:00 PM	n/a	n/a	46	161	207	13	0	75	0	14	13
6:00 PM	n/a	n/a	56	196	252	25	0	52	0	28	25
7:00 PM	n/a	n/a	56	196	252	25	0	52	0	10	8
8:00 PM	n/a	n/a	66	232	288	52	0	52	0	28	25
9:00 PM	n/a	n/a	71	250	321	52	0	52	0	20	18
10:00 PM	n/a	n/a	77	288	344	13	0	52	0	11	8
11:00 PM	n/a	n/a	77	288	344	0	0	52	0	8	0
12:00 AM	n/a	n/a	77	288	344	0	0	52	0	0	0

Winter Adjusted & Shared Hourly Peak Parking

Table P-9

Snow King Resort Master Plan - Parking Elements

Summer	Winter	
2256	2321	Town of Jackson Parking Requirement (Total Parking) ^a
n/a ^c	n/a ^c	Urban Land Institute Parking Requirement (Total Parking) ^a
2932	2989	Composite Parking Requirement (Total Parking) ^a
1292	1376	Town of Jackson Parking Requirement with Transportation Factor and Non-Resort User Factor ^b
n/a ^c	n/a ^c	Urban Land Institute with Transportation Factor and Non-Resort User Factor ^b
1442	1465	Estimated Composite Parking Required with Transportation Factor and Non-Resort User Factor ^b
947	720	Estimated Composite Parking Required with Transportation Factor and Non-Resort User Factor and shared parking
1415	1275	Proposed Shared Parking
1783	1643	Proposed Total Parking

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

^b Parking numbers represent the required parking based on parking ratios with credit given for combined trips and alternative transportation

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

Required Parking Summary Table P-10

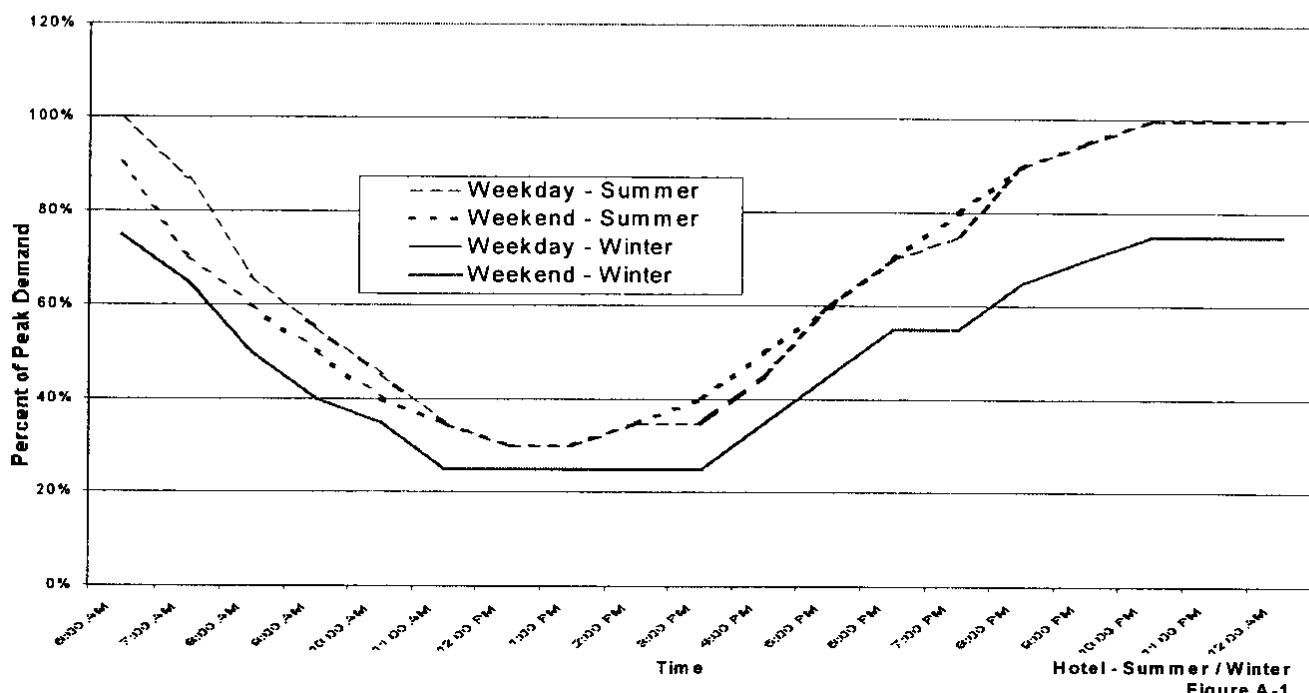
Snow King Resort Master Plan – Parking Elements

Appendix A Parking Accumulation Curves

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

Hotel:

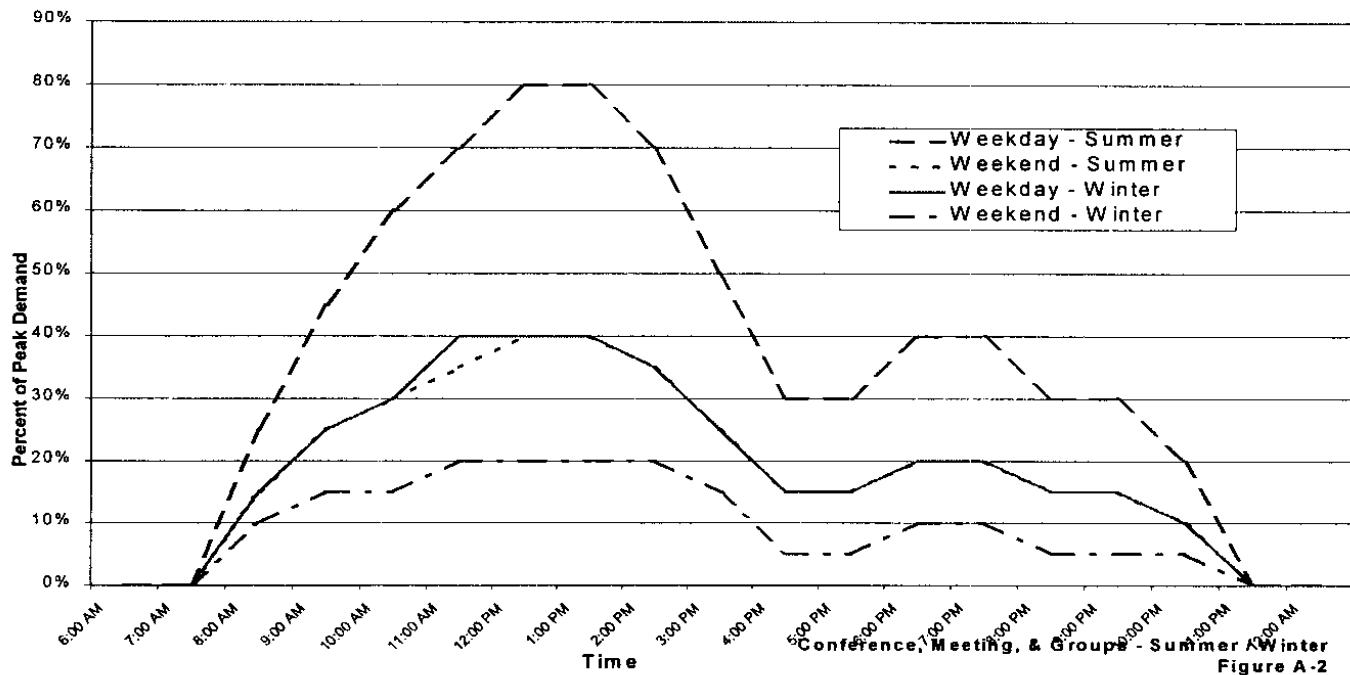
Parking accumulation for hotel guests is based on the Urban Land Institute parking accumulation curves. These curves represent the scenario that parking accumulation increases as guests check-in causing a peak in parking after guests have checked-in that remains high during the night until the morning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



Snow King Resort Master Plan – Parking

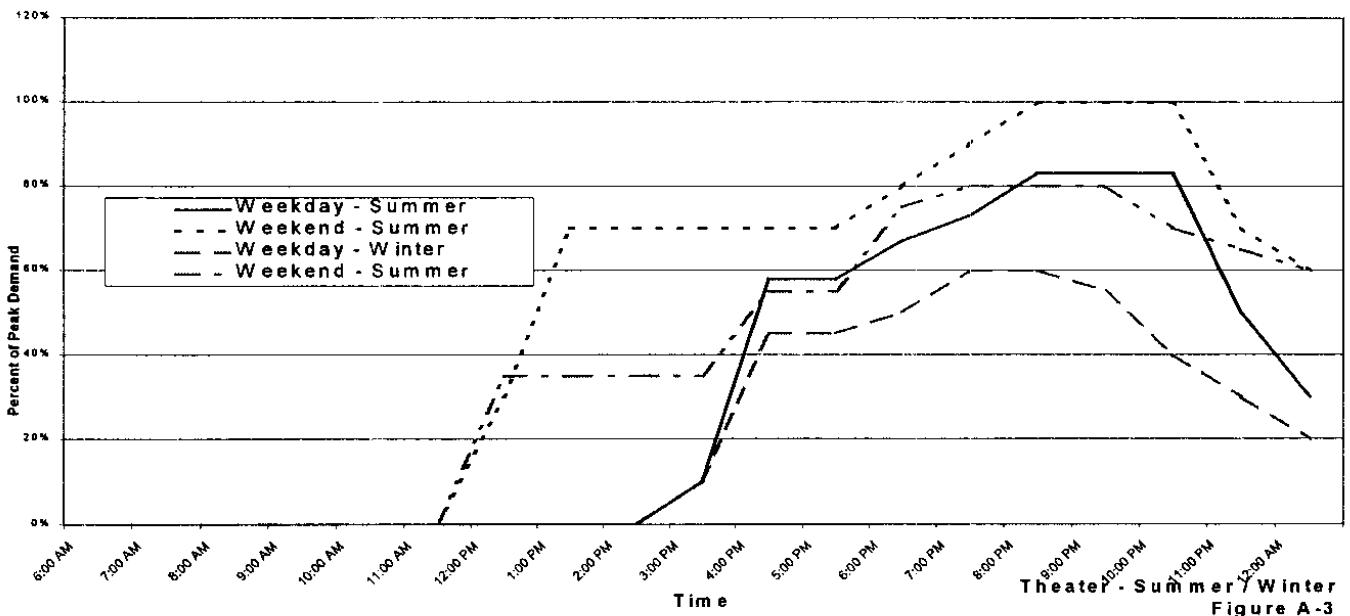
Conference, Meetings, & Groups:

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



Theater:

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



Snow King Resort Master Plan – Parking

Ski Area & Other:

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

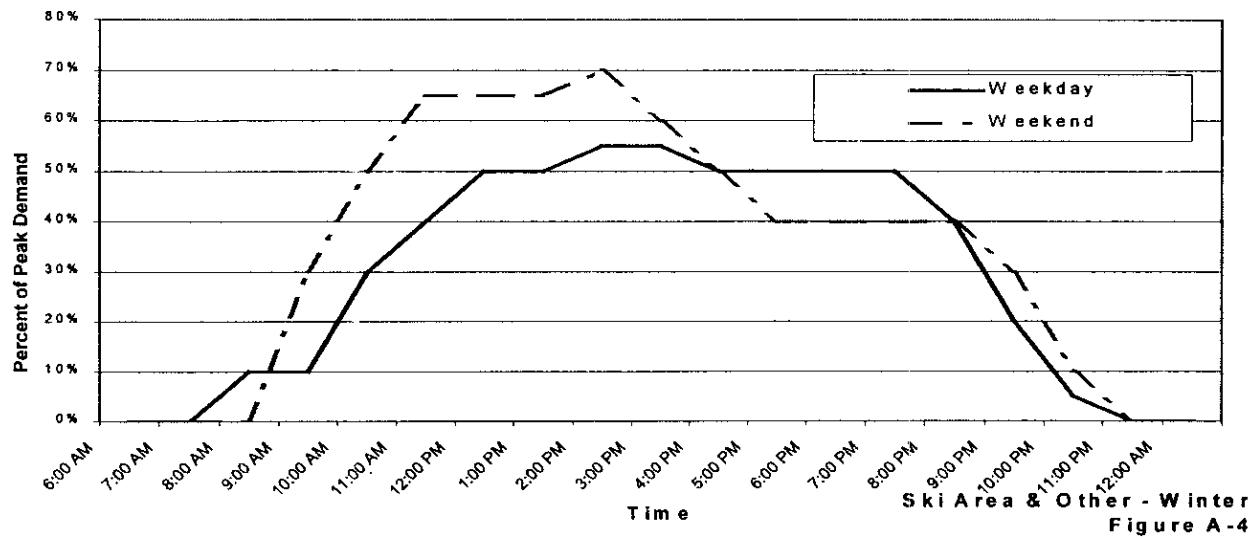


Figure A-4

Resort Activities:

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

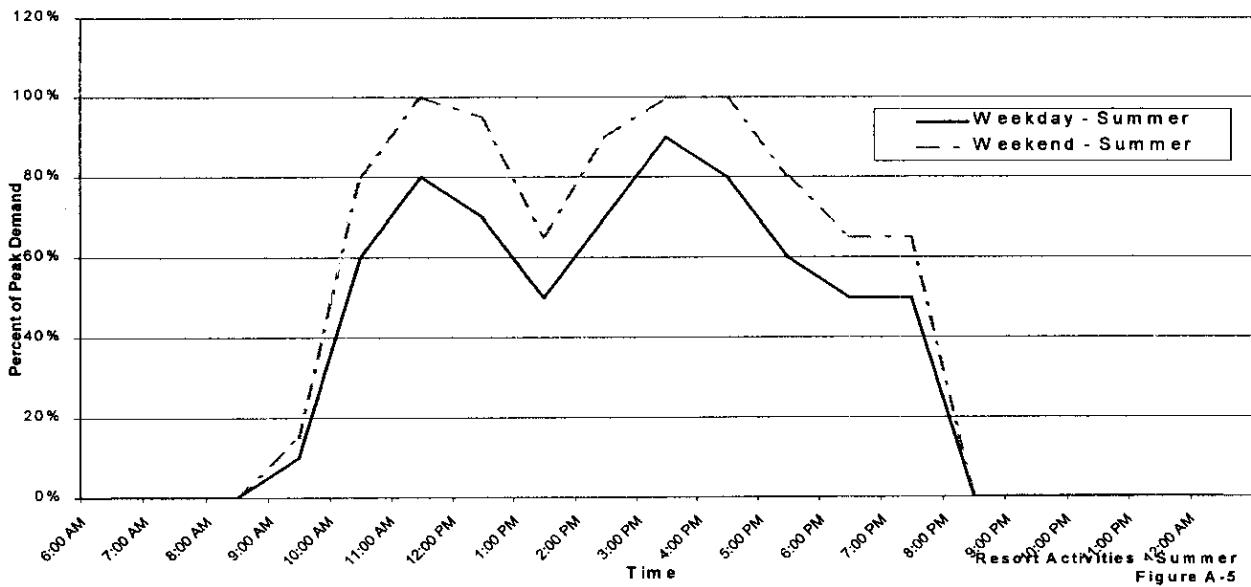
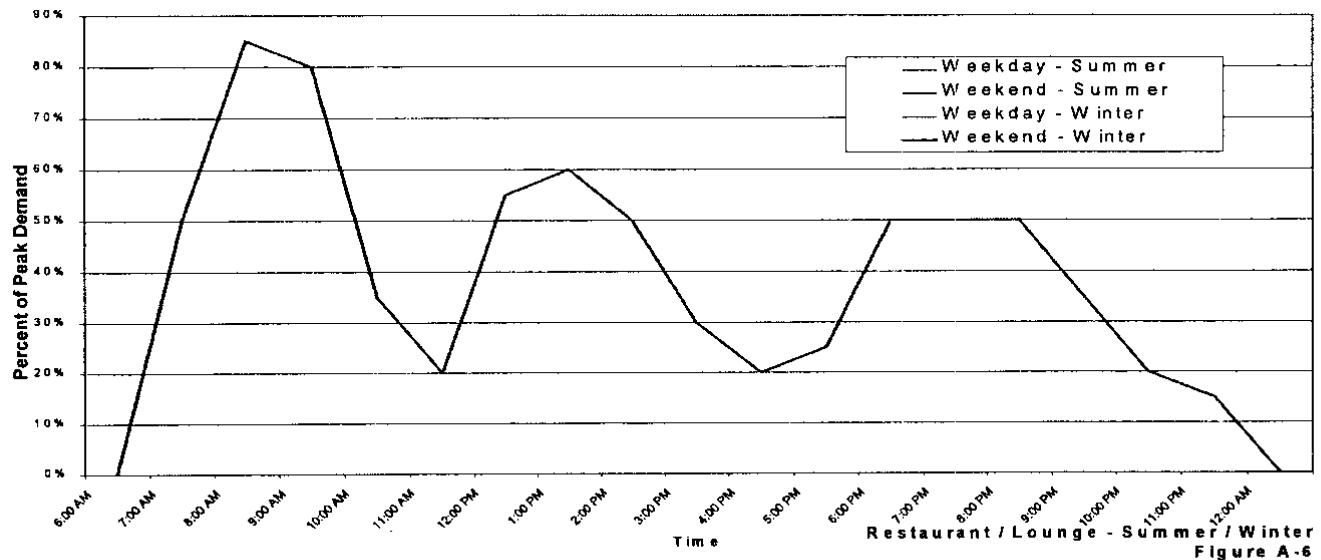


Figure A-5

Snow King Resort Master Plan – Parking

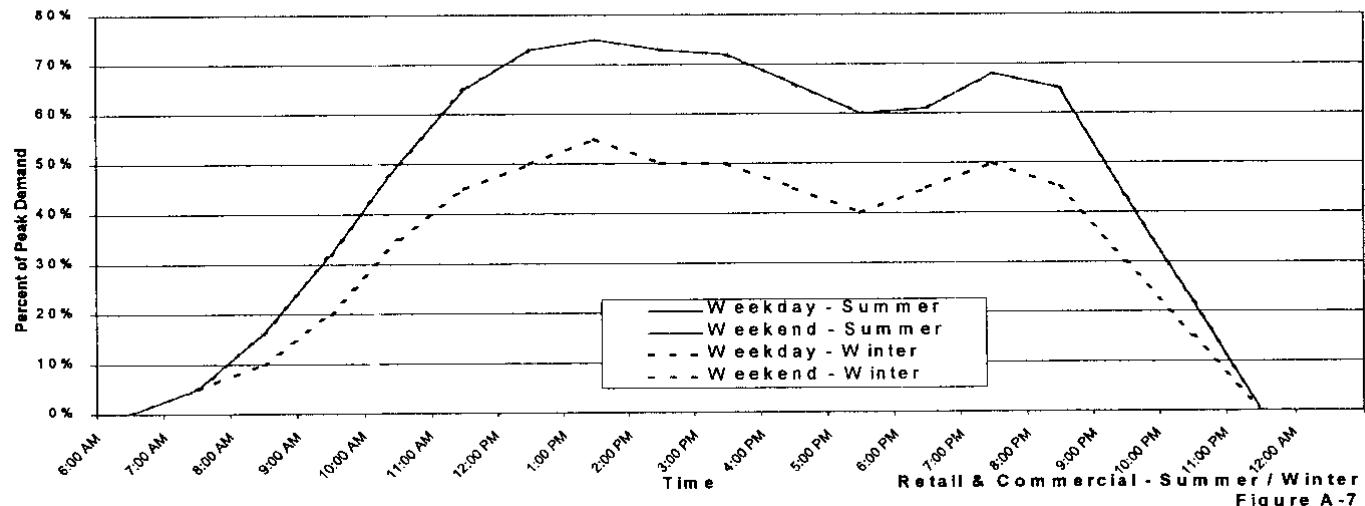
Restaurant & Lounge:

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



Retail & Commercial:

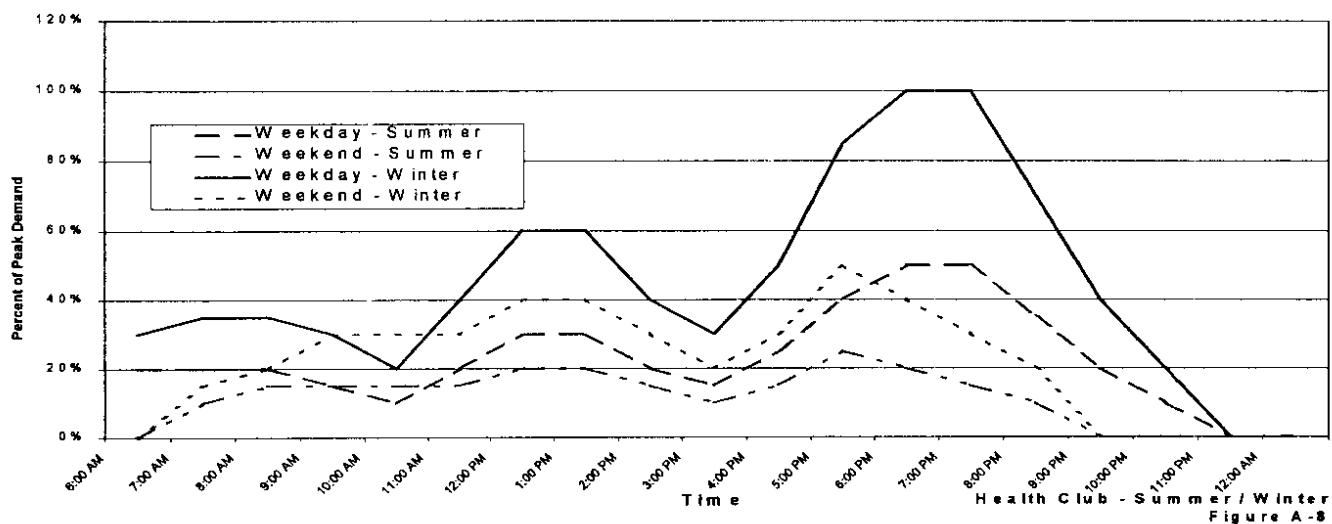
Parking accumulation curves come from the ULI recommendations with an increase in evening use to correspond with visitor shopping patterns. Summer represents the highest demand during the midday with a second peak in the evening. Winter demand is reduced from the summer demand.



Snow King Resort Master Plan – Parking

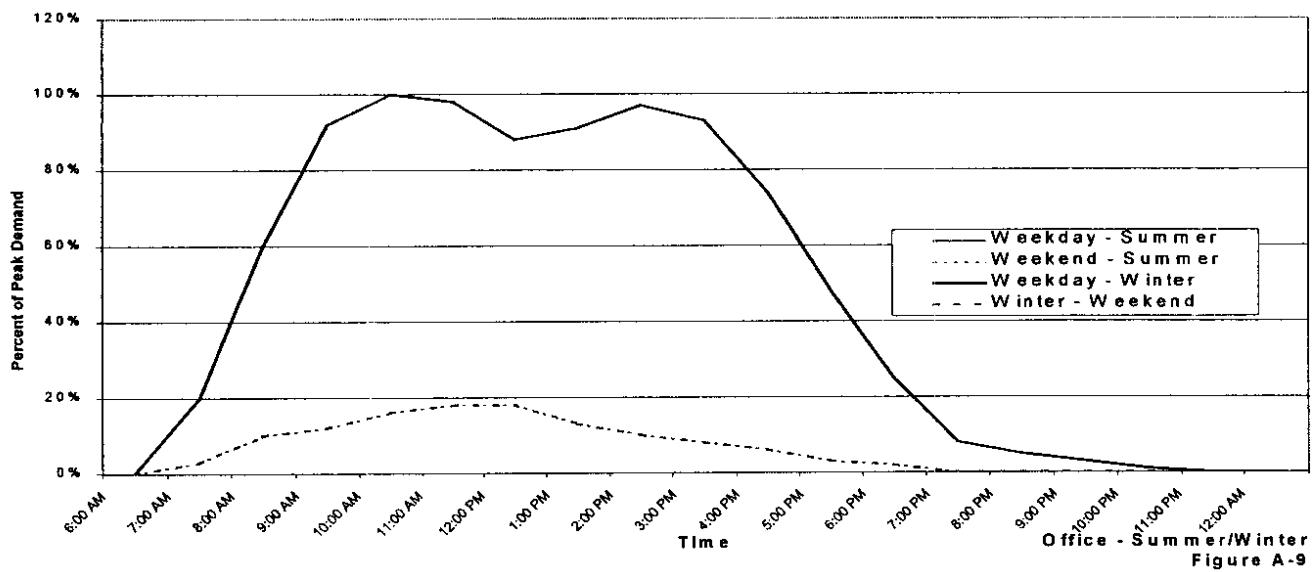
Health Club:

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:

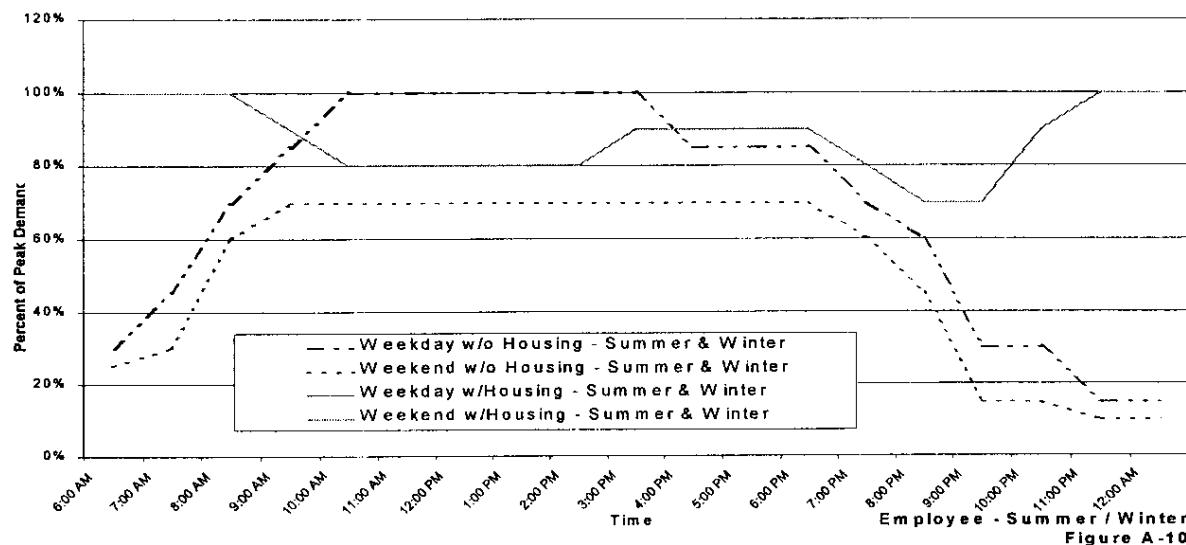
Parking accumulation for office use is based on the Urban Land Institute parking accumulation curves. This category of use has little influence on the overall parking because there are no offices located within the proposed use.



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.



Appendix 8

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Snow King Resort Master Plan - Parking

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

Typical Summer Day

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

Transportation Mode Factor total Occupied Car Spaces

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

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	24%	8
		Drive	20%	7
60	independent	Fly & Van	56%	
	Traveler	Fly & Drive	14%	8
		Drive	30%	18
100	Total Rooms		Total Spaces =	45

Transportation Mode Factor total Occupied Car Spaces

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

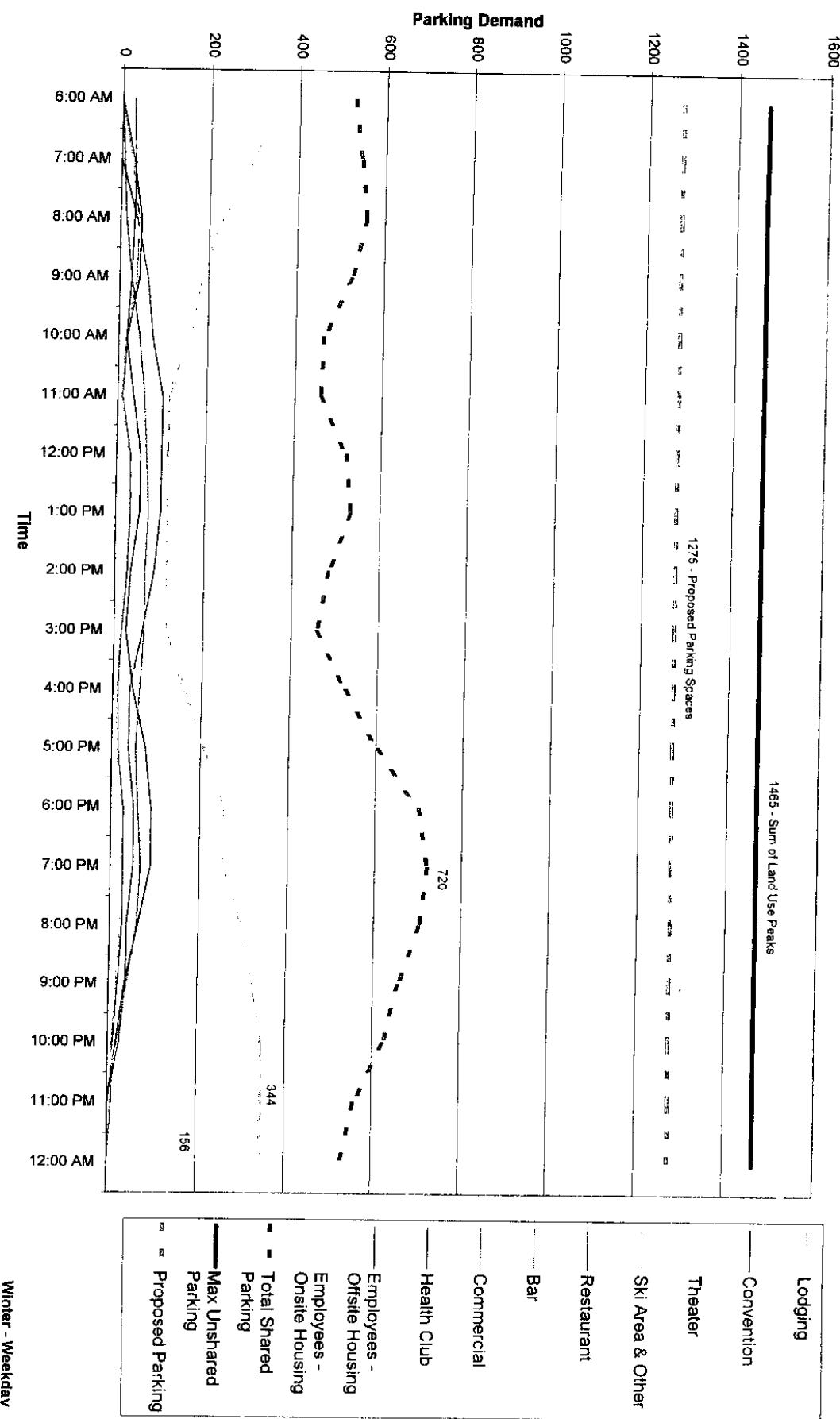
Lodging Transportation Mode Factor
Snow King Resort: Present Situation
Table 8-1

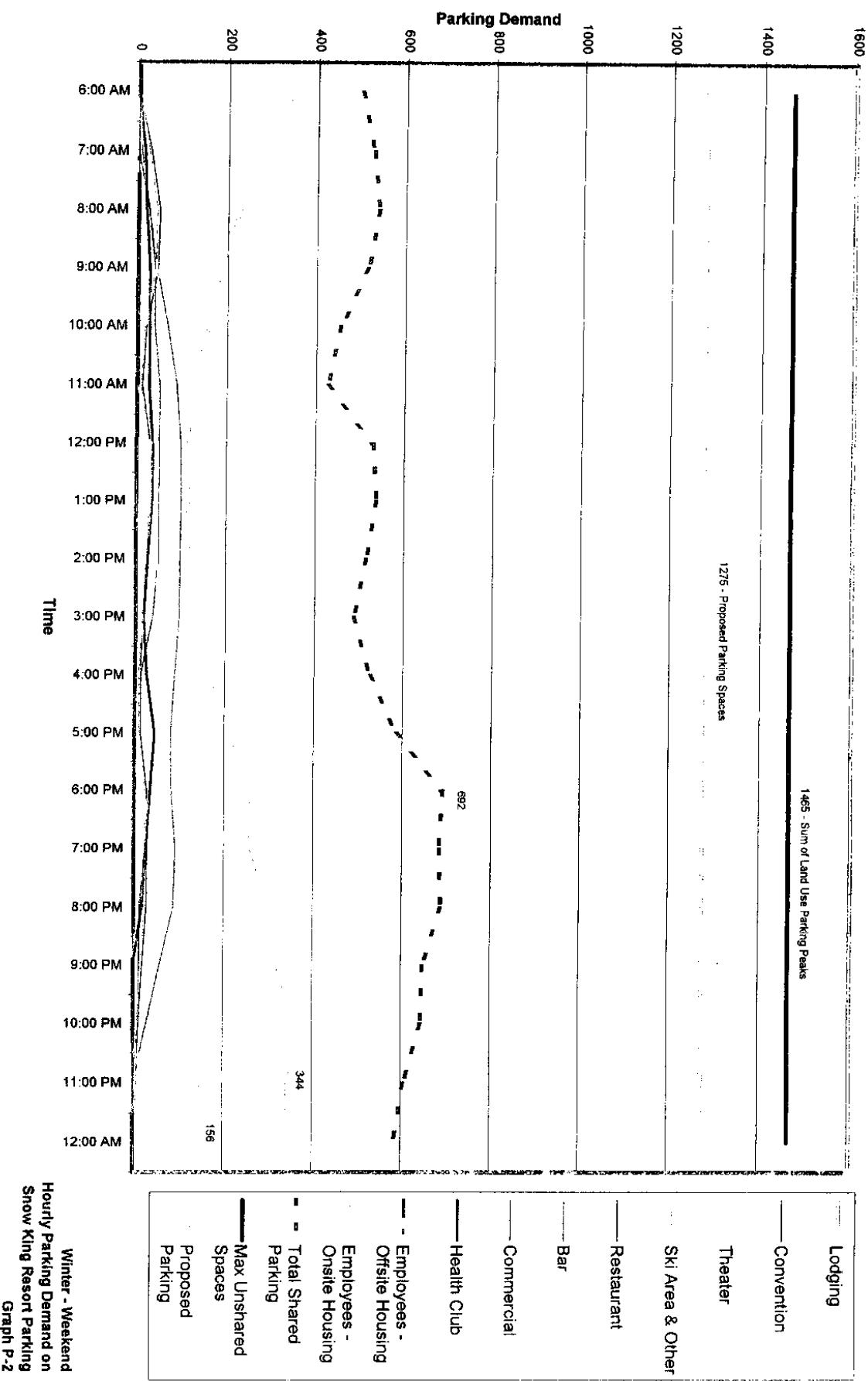
Snow King Resort Master Plan - Parking

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.

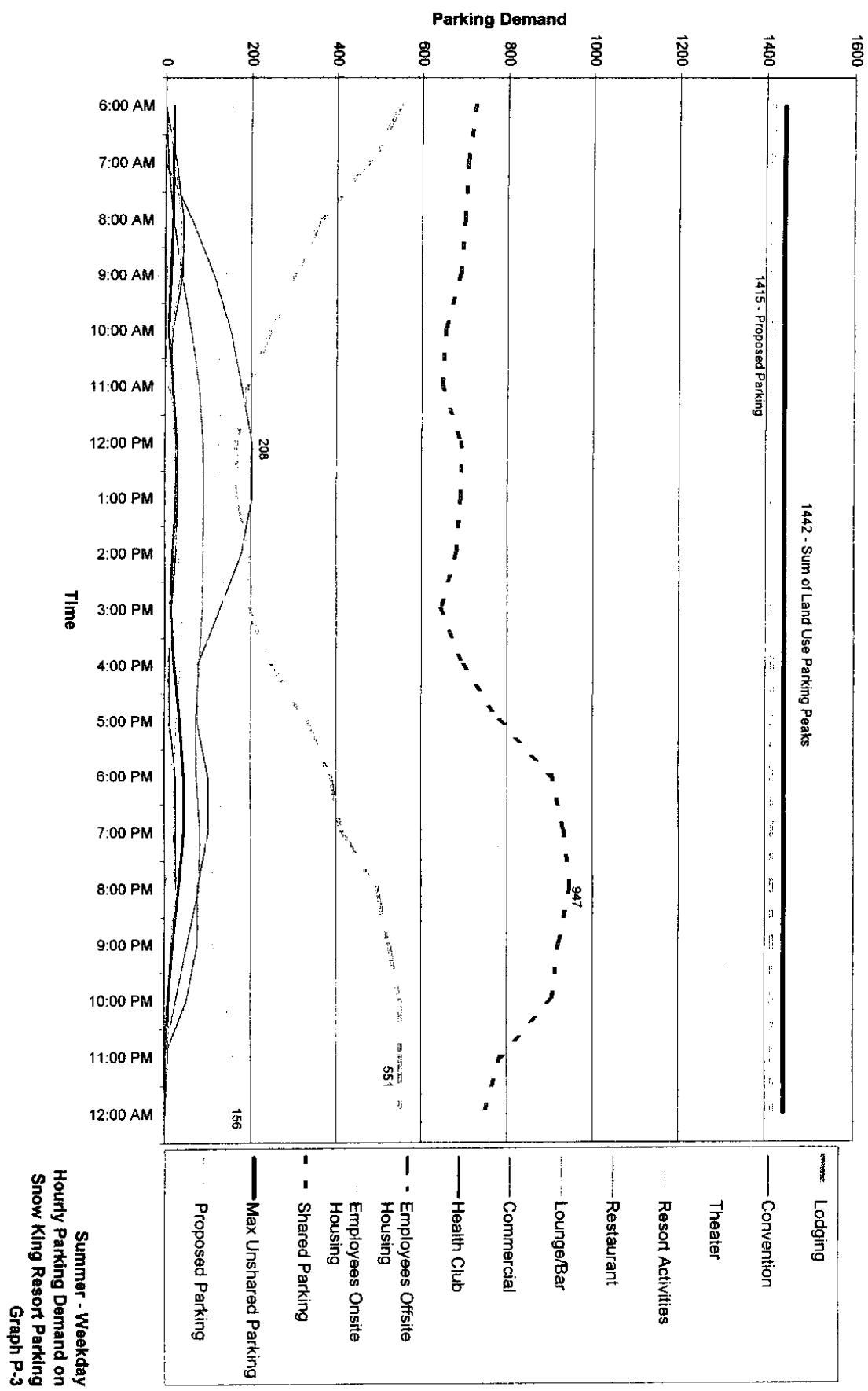
Adjusted number of spaces (Columns J & P):

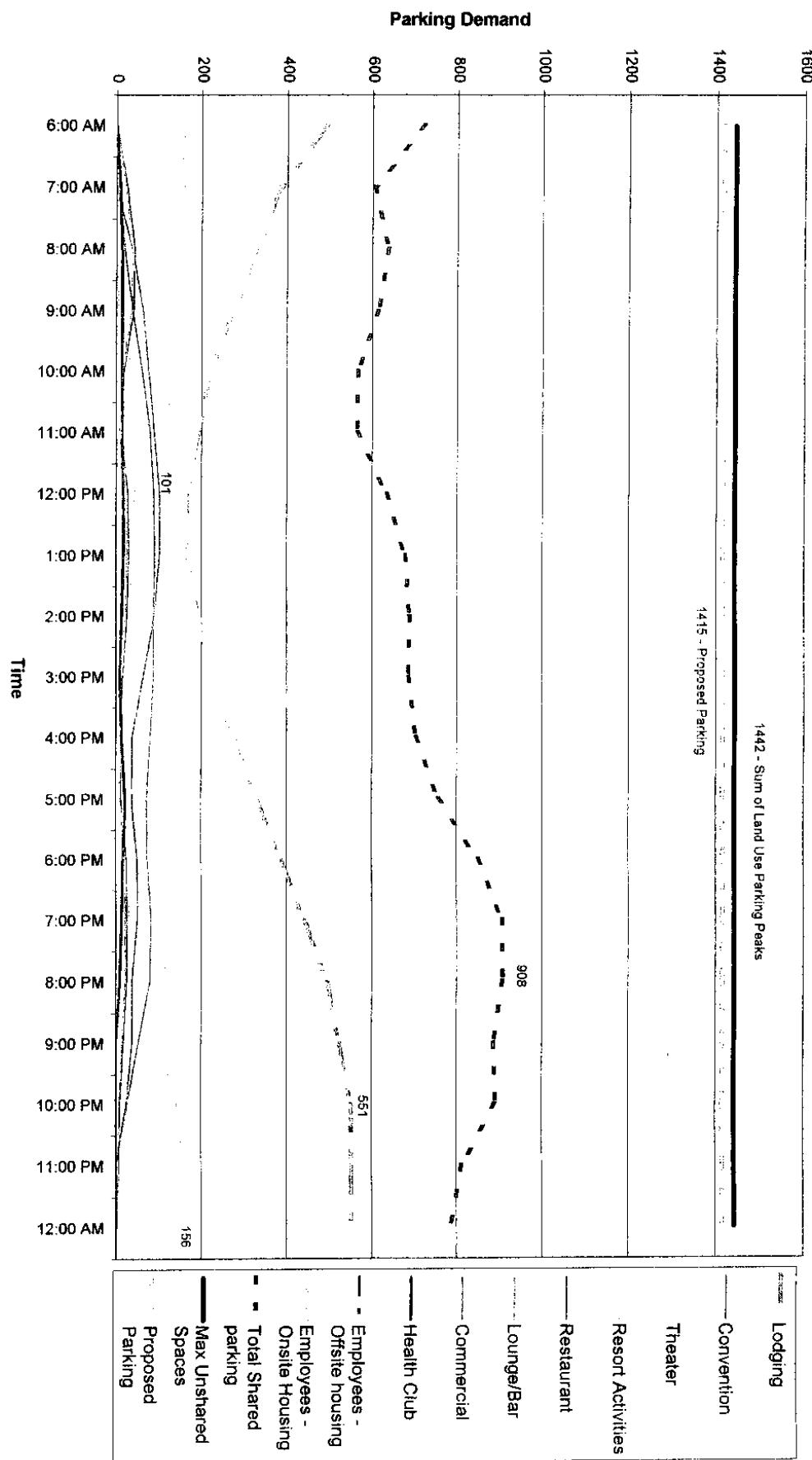
This number represents a reduction in required parking after the TMF and the OUF are applied. This number is a more accurate estimate of the required parking since it avoids counting users more than once and considers users who use alternative transportation. This number does not yet include any sharing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





Snow King Resort Master Plan - Parking Elements





IX. CAPITAL IMPROVEMENTS PLAN

A. Introduction and Summary

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

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

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

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

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

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

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

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

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

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

The Town of Jackson retains updated information related to all capital improvements within the Snow King Resort District for public reference.

B. Water Supply System Plan

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

Design Consideration - Water Service

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 2-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 = **QF.H.** = 250 gpm

OT = 2,300 gpm = Peak Hour Demand

QT = QFS - QFH = 548 gpm = Normal Max Operating Demand

2) Existing Infrastructure Capacity

The fact that maximum day water demand may occur several days consecutively led us to consider checking for a water supply that would provide the maximum day demands, 548 gpm, and a source that could provide the peak hour demand, 2,300 gpm.

The expanded Snow King system will tie into the existing Town of Jackson 6-inch diameter high pressure line that parallels the Resort's northern property boundary. The new Snow King water main would complete a high-pressure water main loop creating a system more efficient 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 Gp
		m
Peak Hour Flow (Avg Day *3)	=	490 Gp
Potential Upstream Max Day		m
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 Gp
		m

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 / ft² (5000 SF at 225 gpd per) 7,300 gpd

Commercial Theaters/Health Club/Daycare/
Pool at 37,000 SF. Assume 0.11 gpd/ft²
(2000 SF at 225 gpd per) 4,200 gpd

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

Employee Housing at 18 units at 450 gpd each	=	8,100 gpd
Condominiums at Love Ridge at 40 units at 450 gpd each	=	18,000 gpd
Cottages at 8 units at 450 gpd each	=	3,600 gpd
Proposed Max. Day Flow Total (2)	=	217,850 gpd
Proposed Max. Waste Water Flow (2) (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 76 gpm
Peak Hour Flow (Avg Day * 4)	=	305 gpm

5) Total Flow - Existing and Proposed

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

6) Existing Collector Capacity at the Resort Discharge

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

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

- Line parallel with West Karns Avenue between Mateosky Park and Flat Creek Drive MH C10-10
- Existing 8" clay / minimum slope downstream = 1.2 %
- Current land use designated: residential

The existing Town of Jackson Interceptor Sewers were checked for the capacity of three times the future maximum expected average daily flow, the maximum future flows are representative of the maximum possible build-out potential of all upstream sewers in accordance with the current land use plan.

Dwelling Units Representing Potential Downstream Flows Influencing Existing Collector Capacity on West Karns Avenue.

<u>Zone</u>	<u>Area</u>	<u>Max Density</u>	<u>No. of Units</u>	<u>Flow- May Day (gpd)</u>
AR	12 Acre	4.6/Acre	55	24,200
NC / MHP	6 Lots	2 / Lot	12	5,280
<i>PI SP</i>	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

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

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 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)

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

Pre-Development Runoff Summary

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

Pre-Development Runoff and Conditions

Assume 100% pervious surface conditions
 $C = 0.3$ for undeveloped with sparse grass

Time of concentration

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

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

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

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

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

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

Post-Development Runoff Summary

<u>Sub-Area</u>	<u>Total Area</u>	<u>Pervious Area</u>	Impervious Area
1	20.31	9.32	14.63
2	31.71	2.98	4.72
3	28.1	2.45	3.92
4	13.09	9.29	3.80
5	13.55	11.13	2.42
6	17.70	16.07	1.63

Storm water Runoff Summary

<u>Sub-Area</u>	<u>Acres</u>	Minimum Diameter			<u>(CFS)</u>
		Post-Dev. Runoff (CFS)	Storm Pipe (3 CFS)	Design Release	
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

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

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

<u>Sub-Area</u>	Volume	<u>36"</u>	Length
		596 LF	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:

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

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

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

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

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

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

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

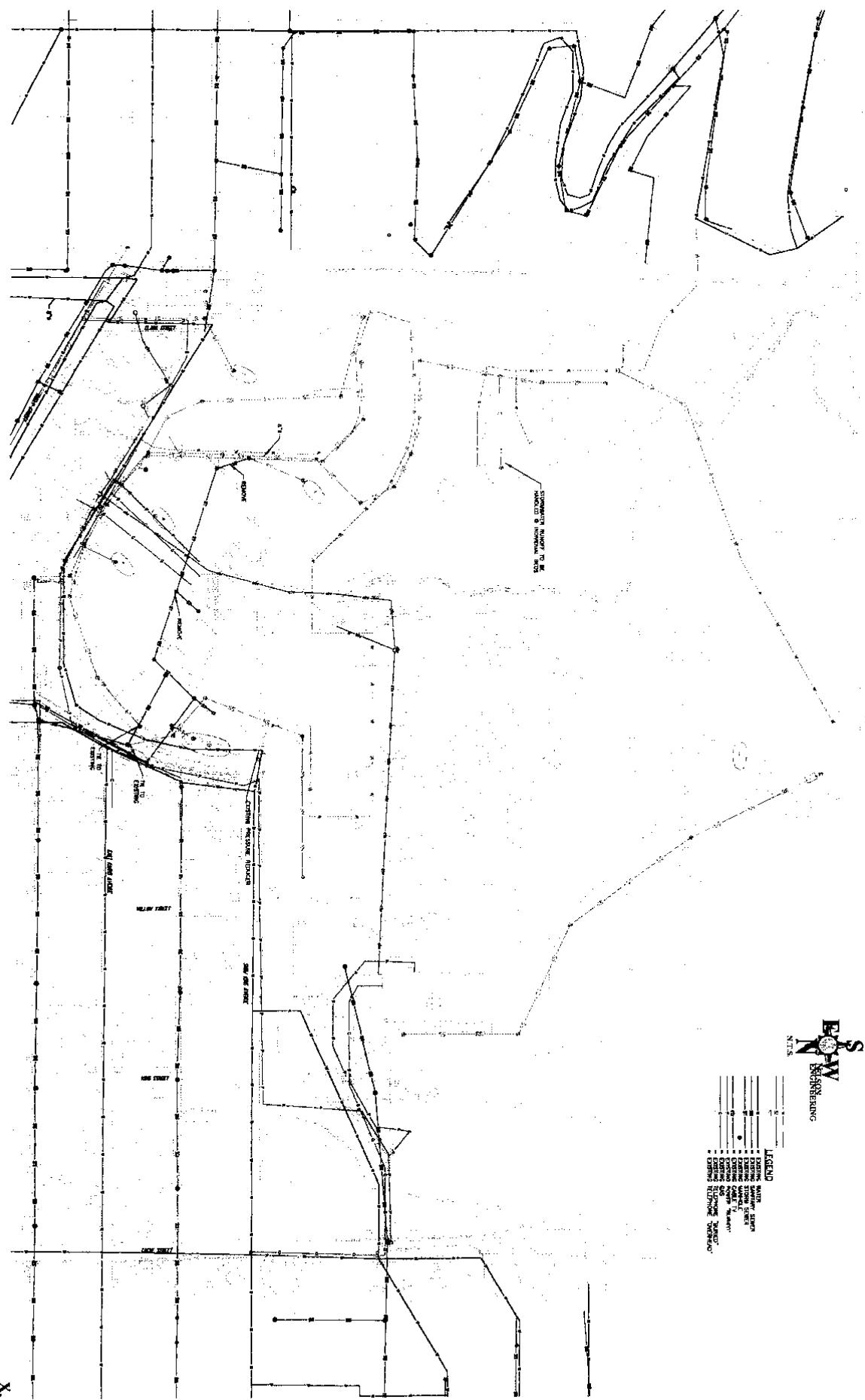
The applicant shall be required to provide the Town with financial mitigation fees for the completion of the Willow Street corridor (from Snow King Avenue to Broadway Avenue) and the intersection of Snow King/Willow.

The amount collected shall be based on the calculated increased levels of traffic and pedestrian impacts created from the development together with the estimated project completion costs for roadway, curb, pedestrian and landscaping improvements. The improvements required shall be based on the preliminary design as completed in the year 2000 charette process. The mitigation fee to be provided to the Town shall be based on the estimated project costs required to complete the corridor work at the time the fee is due. Any improvements to the Willow Street corridor that are completed by others prior to reaching the levels of new development described below are not to be included in the calculations of mitigation fees. The mitigation fees shall be provided to the Town in cash at the time the levels of development are reached and prior to issuance of building permits.

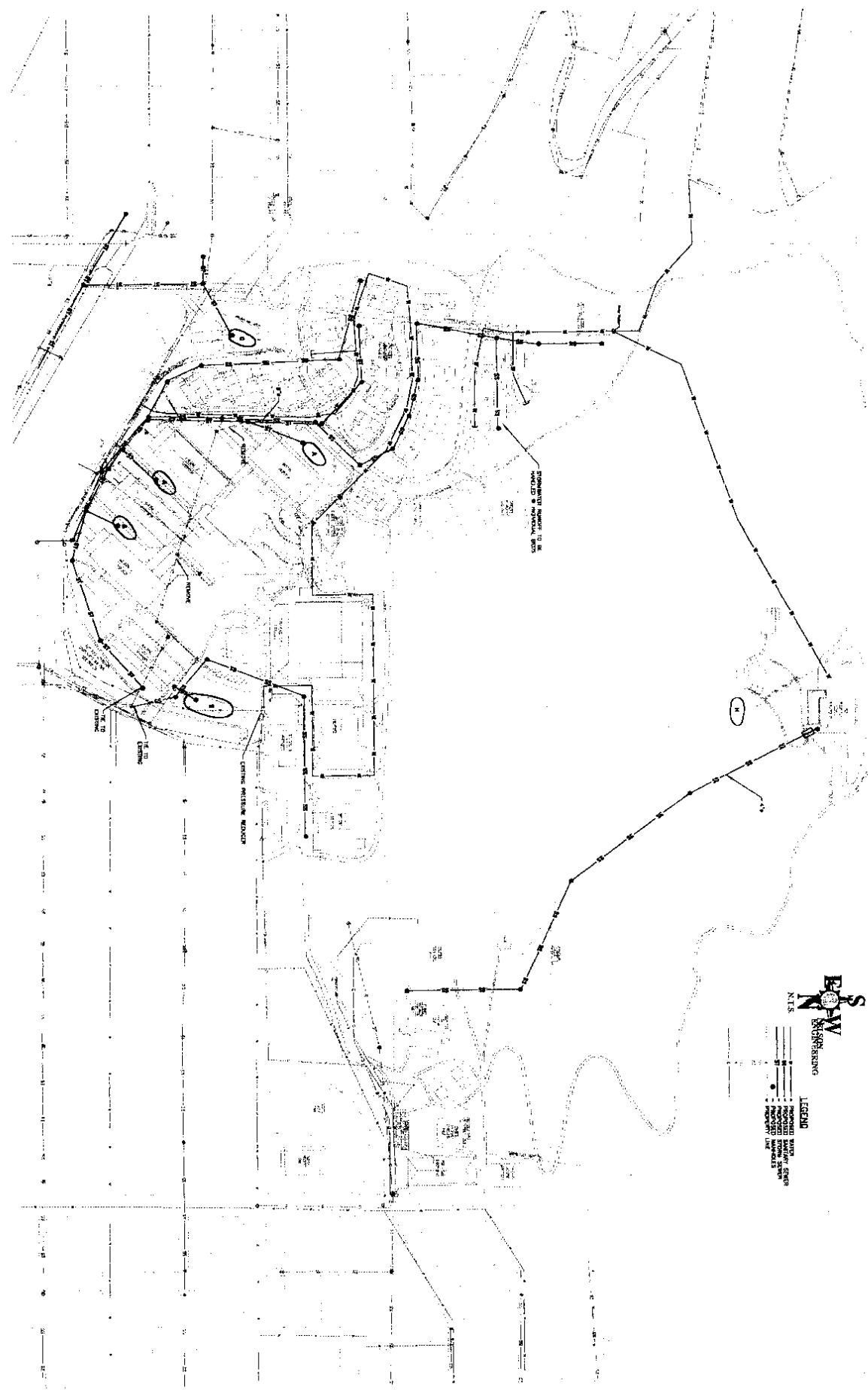
The total new square footage allowed under the original master plan is estimated to be approximately 700,000 SF. This new square footage does not include the existing hotel building or the Love Ridge development. As such the mitigation fees shall be forwarded to the Town as follows:

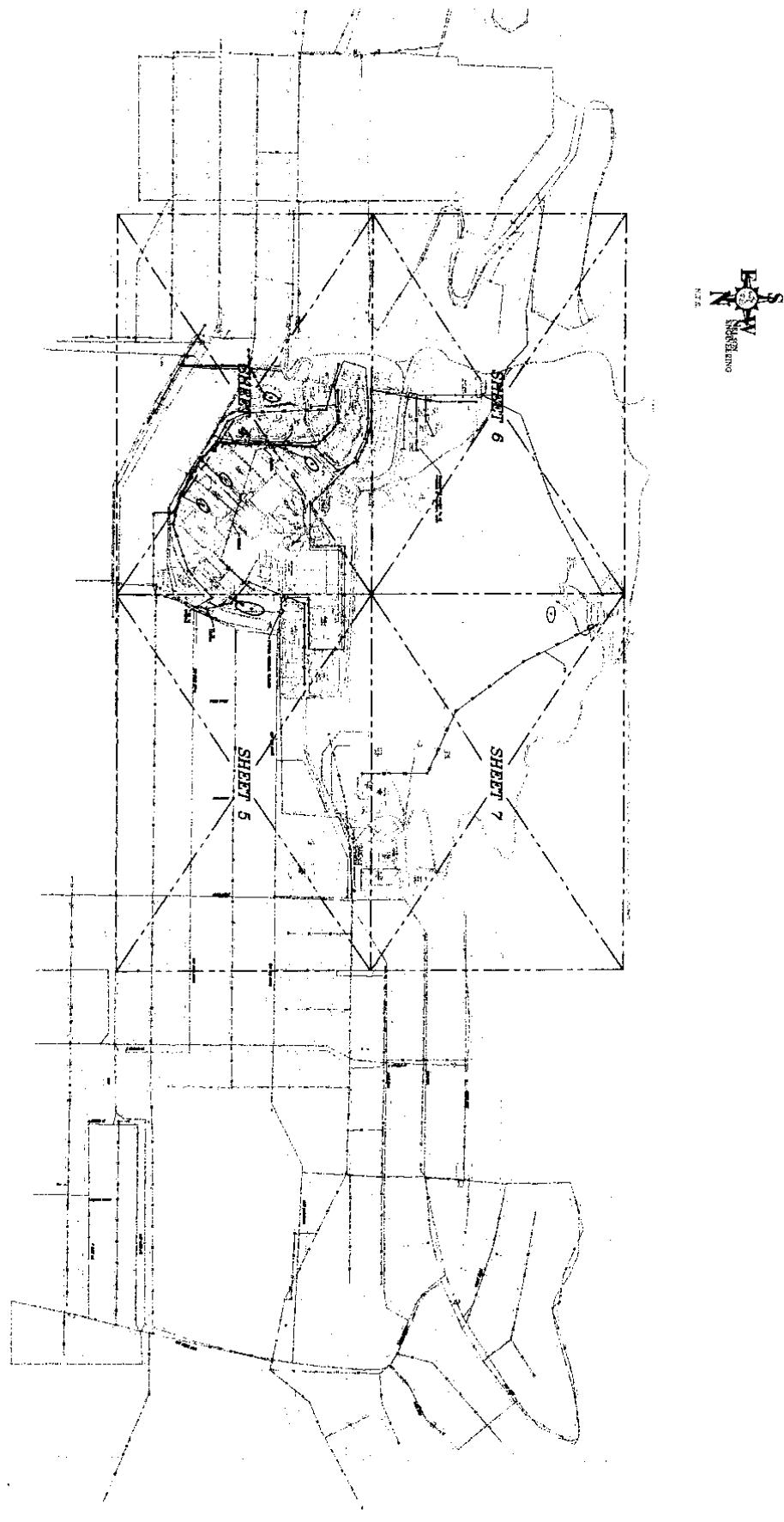
At 400,000 SF of new development: The applicant shall provide an additional mitigation fee in the amount of 15% of the total estimated project cost required to complete the Willow Street corridor.

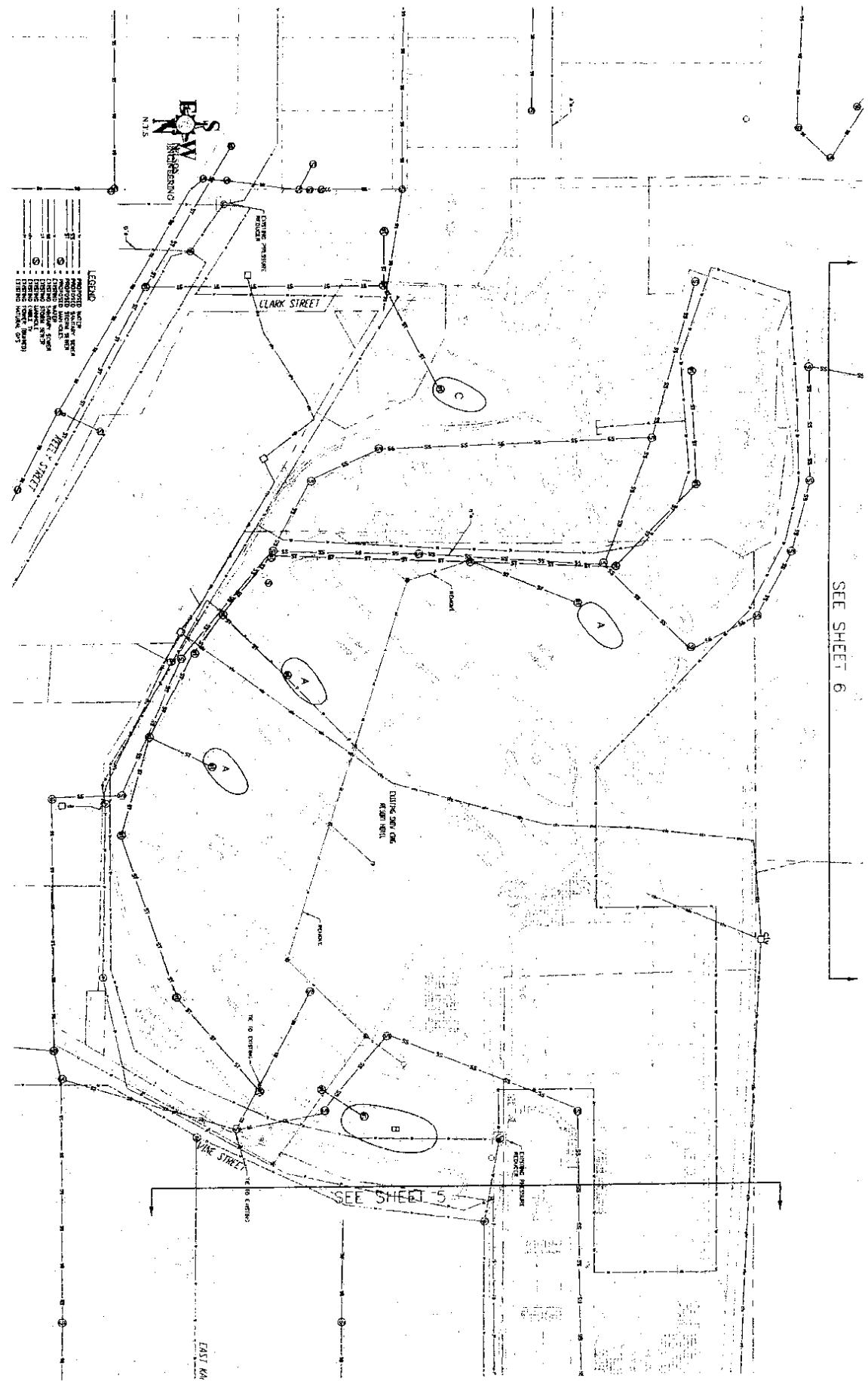
At 600,000 SF of new development: The applicant shall provide an additional mitigation fee in the amount of 15% of the total estimated project cost required to complete the Willow Street corridor.

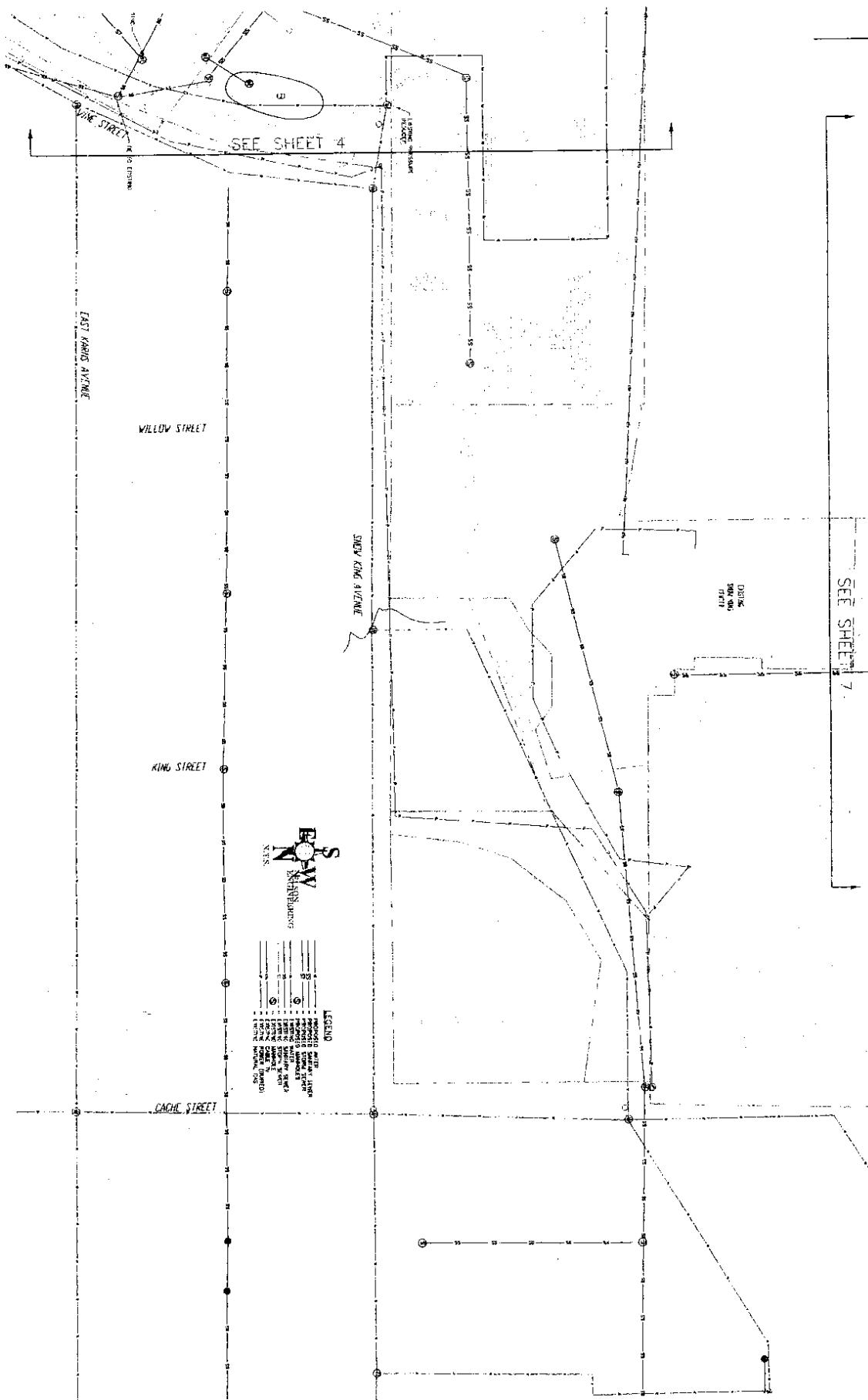


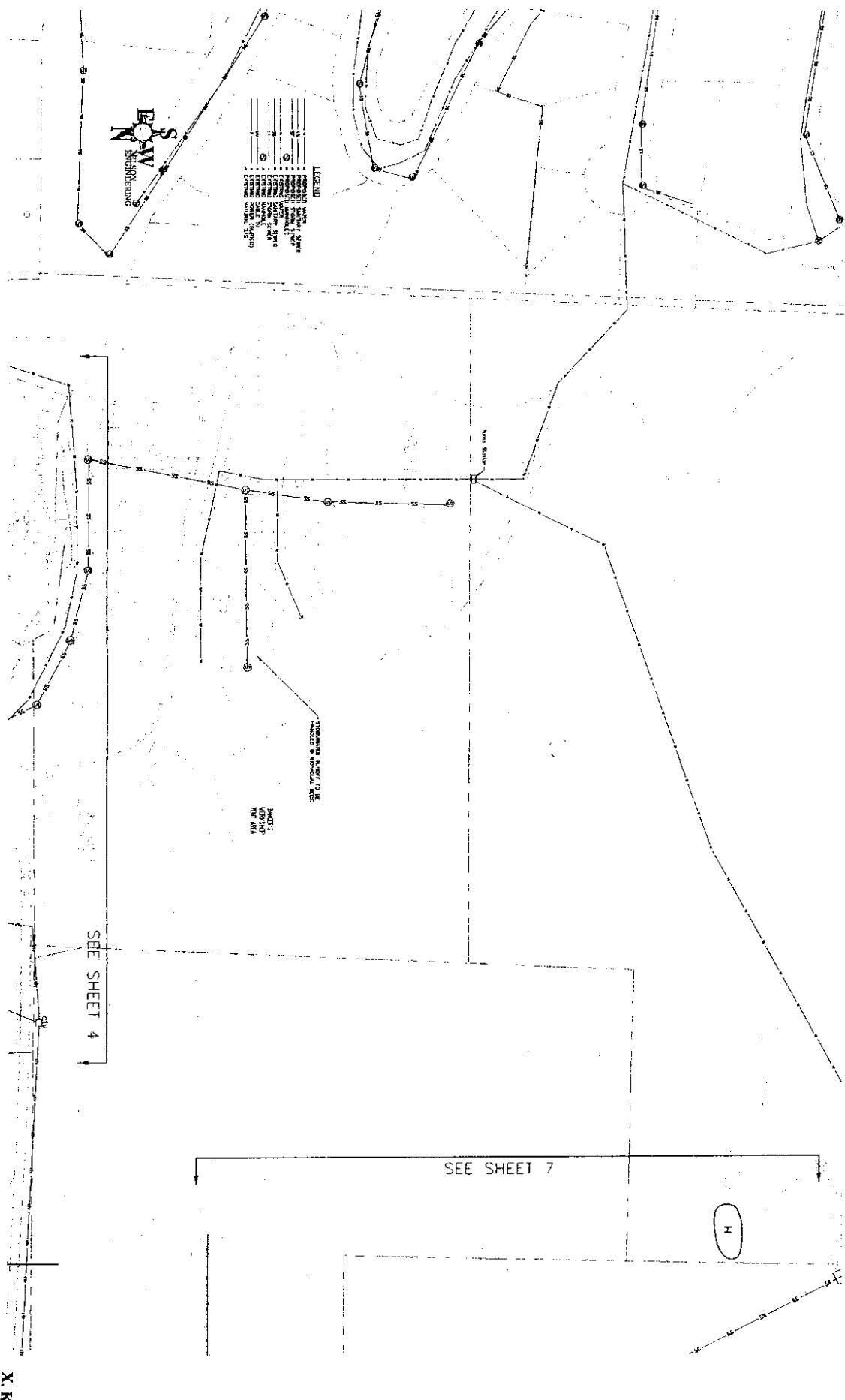
ESTATE UTILITY PLAN











SEE SHEET 6

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XI. PHASING AND THE SNOW KING RESORT MASTER ASSOCIATION

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

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

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

SKRMA will be controlled by the landowners in the District and will ensure that development occurs in groups, or bundles, that ensure a well-balanced development. SKRMA is managed by a Board of Directors consisting of up to seven members elected by the District property owners, with voting based on assessed valuation as described in the Board bylaws. SKRMA will assign responsibilities and cost-sharing among entities other than the applicants. SKRMA will provide an annual report to the Town of Jackson that includes, but is not limited to, current membership and contact information, phasing plan compliance, and financial information.

The responsibilities of SKRMA include, but are not limited to the following:

- Serving as the conduit for all major development applications within the Resort District.
- Assessing dues and fees for landscaping, snowplowing, and common area road repairs within the district.
- SKRMA is tasked with the responsibility of carrying out the Transportation Demand Monitoring plan associated with this Master Plan and submitting results as required to the Town of Jackson.
- The organization will have one primary point of contact for all inquiries, billing, and organizational requests. SKRMA will exist in perpetuity to oversee the administration and development plans of the Resort District and to ensure that resort commitments within this Master Plan are transferable to all future owners of property within the District.
- SKRMA is ultimately responsible for ensuring all parties within the Resort District install, maintain, and operate all private infrastructure including water, sewer, stormwater, and roads within the district.
- SKRMA members will pay dues on an annual basis to cover costs associated with the management and operation of the organization. In July, 2019 SKRMA adopted a required minimum District-wide fee as set forth in the conditions of approval (“SKRMA Fee”). This minimum required SKRMA Fee shall be assessed as set forth in the conditions of approval. This minimum required SKRMA Fee will not be assessed on Uses that solely take place on United States Forest Service property irrespective of where a ticket for that Use is purchased as described in the conditions of approval. All property owners within the Planned Resort District

shall contribute the required minimum SKRMA fee to SKRMA via this District-wide fee structure.

- Implementation and monitoring of the Transportation Demand Management Plan, Housing Mitigation Plan, adherence to Design and Dimensional Limitation Plans and will act as the Architectural Review Board for the Snow King Planned Resort District. The Snow King Resort Master Association will be responsible for building or providing all required improvements or services as needed according to the phased development commensurate and coincidental with phases of the resort's development.
- SKRMA will be empowered to either own or have others build and own, as well as to maintain, employee housing, parking areas and structures and other infrastructure. All roads, pathways and utilities within the extent of this Master Plan will remain private.
- SKRMA will act as a Master Association for all the property owners within the district with respect to common utilities, safety, transportation, employee housing and parking.
- SKRMA will coordinate members to manage snow removal, lighting, signing, construction and maintenance of common roads.
- SKRMA shall ensure that private shuttle service continues to be offered from the Resort District to downtown Jackson, the Jackson Hole Airport and to Teton Village. If SKRMA is unable or elects not to provide private shuttle service as provided herein, SKRMA must provide a reasonable and equitable contribution to START as determined by the START Board, Town Council and SKRMA and based upon a defined metric of ridership by Resort District guests.
- SKRMA will serve as the vehicle for pre-screening any final development applications prior to presentation to the Town of Jackson for final development approval. All Final Development plans submitted for review by the Town shall be first reviewed and approved by the Snow King Resort Master Association.
- Ultimately, SKRMA will act as a pseudo improvement district and be entitled to assess and collect dues and assessments from all property owners, renters, resort guests and from any entities performing management functions, owning property or obtaining revenues within this Planned Resort District. These dues are intended to cover all of SKRMA's costs including various mitigation plans, constructing and maintaining any improvements that are its responsibility.

All areas and developments within the resort district will be encouraged to participate as members of SKRMA. This SKRMA fee funding mechanism will serve to maintain the minimum resources required for the maintenance of the Resort District. The SKRMA Fee will be used at the discretion of the SKRMA board for communal improvements, repairs, and maintenance, marketing, events, or other Resort District obligations. It is to be noted that these funds are not to be construed solely as a funding mechanism for the ski area only, but rather as a reserve to ensure that the District can maintain compliance with all obligations of the Master Plan.

Upon the Jackson Town Council's approval of this Master Plan area Amendment, SKRMA shall assess a minimum of a 1% fee ("SKRMA Fee") on the following uses identified in the Master Plan area (collectively, "Uses"):

- a. Non-residential uses as defined in the Master Plan except for Institutional Uses in LDR, Section 6.1.8;
- b. Commercial Amusement;
- c. Indoor Recreation;
- d. Home and Temporary uses;
- e. Outdoor Amusement/Recreation;
- f. Agricultural Uses;
- g. Tour Operators/Outfitters;
- h. Temporary Uses; and
- i. Special Events.

Uses that occur exclusively within the Master Plan area or Uses that occur both within the Master Plan area and on adjacent United States Forest Service property must be assessed the SKRMA Fee. The SKRMA Fee is not required to be assessed on Uses that solely take place on United States Forest Service property irrespective of where a ticket for that Use is purchased (by way of example only, if someone takes the Rafferty lift to access the ropes course, the Rafferty lift ticket is subject to the SKRMA Fee, but the ropes course ticket is not). The SKRMA Fee shall be used at the discretion of the SKRMA Board as a funding mechanism to maintain the Resort District and satisfy SKRMA's obligations under the Master Plan.

To ensure the ski lifts operate as provided herein, SKRMA shall maintain a \$500,000 reserved fund generated by the SKRMA Fee ("Reserved Fund"). The Reserved Fund shall only be used by SKRMA to ensure the ski lifts operate as provided herein. The Reserved Fund shall be adjusted for inflation every 3 years in accordance with a Denver-based, or other more specific, Consumer-Price Index as approved by the Town. The Reserved Fund shall be established within 3 years of the date the SKRMA Fee is first collected and the SKRMA Fee shall exclusively be used to achieve the \$500,000 balance until the Reserved Fund is fully funded. At all times when the Reserved Fund is fully funded, the SKRMA Fee is unrestricted for SKRMA use. If the SKRMA Fee is unable to generate sufficient income to replenish the Reserved Fund by the next required annual report, SKRMA must designate a line of credit to guarantee the \$500,000 in the Reserved Fund or add funds from any other source within 3 months.

Summary of Snow King Resort Master Association Commitments:

Conditions of Approval

(Snow King Planned Resort District Master Plan)

1. If Snow King Resort Master Association (SKRMA) fails to comply with any of the conditions listed in these conditions of approval, in addition to any other enforcement powers granted to the Town of Jackson through the Land Development Regulations (“LDRs”) and Jackson Municipal Code, the Town of Jackson may withhold pending building permits (including permits for remodels and maintenance) for any development within the Master Plan area.

2. Upon the Jackson Town Council’s approval of this Master Plan area Amendment, SKRMA shall assess a minimum of a 1% fee (“SKRMA Fee”) on the following uses identified in the Master Plan area (collectively, “Uses”):

- a. Non-residential uses as defined in the Master Plan except for Institutional Uses in LDR, Section 6.1.8;
- b. Commercial Amusement;
- c. Indoor Recreation;
- d. Home and Temporary uses;
- e. Outdoor Amusement/Recreation;
- f. Agricultural Uses;
- g. Tour Operators/Outfitters;
- h. Temporary Uses; and
- i. Special Events.

Uses that occur exclusively within the Master Plan area or Uses that occur both within the Master Plan area and on adjacent United States Forest Service property must be assessed the SKRMA Fee. The SKRMA Fee is not required to be assessed on Uses that solely take place on United States Forest Service property irrespective of where a ticket for that Use is purchased (by way of example only, if someone takes the Rafferty lift to access the ropes course, the Rafferty lift ticket is subject to the SKRMA Fee, but the ropes course ticket is not). The SKRMA Fee shall be used at the discretion of the SKRMA Board as a funding mechanism to maintain the Resort District and satisfy SKRMA’s obligations under the Master Plan.

3. SKRMA shall provide an annual report to the Town of Jackson by June 15 of each year, for the prior April 15 to April 15 year period, which shall include the following information:

- a. Phasing plan compliance;
- b. Confirmation that the SKRMA Fee (as defined herein) has been collected;
- c. The current balance of the SKRMA Fee fund;
- d. The current balance of the Reserved SKRMA Fund (as defined herein);
- e. A list of the categories of expenditures that over the previous April 15 to April 15 year period the SKRMA Fee has been spent on within the Resort District (not including specific dollar amounts);
- f. SKRMA Board composition and contact information;
- g. Status of the SKRMA organization with the Secretary of State;
- h. The current SKRMA membership and contact information;
- i. Any irregular avalanche control the previous ski season;
- j. Confirmation of whether the ski lifts operated an average of 49/hours a week for the previous ski season;
- k. Information regarding the private shuttle service, if provided, and if not, the financial contribution SKRMA made to START the previous year; and
- l. Information on special events with the Resort District which have more than 200 guests including, but not limited to, the number of events, the location of each event, any complaints received from neighbors outside the Resort District, and the type of event.

4. SKRMA shall ensure that private shuttle service continues to be offered from the Resort District to downtown Jackson, the Jackson Hole Airport and to Teton Village. If SKRMA is unable or elects not to provide private shuttle service as provided herein, SKRMA must provide a reasonable and equitable contribution to START as

determined by the START Board, Town Council and SKRMA and based upon a defined metric of ridership by Resort District guests.

5. SKRMA shall provide a Transportation Demand Management (TDM) report to the Town of Jackson every 3 years, starting 3 years from the date the Master Plan Amendment is approved by Jackson Town Council.

6. SKRMA shall ensure the ski lifts operate an average of 49 hours per week between December and March, barring unforeseen weather conditions; mechanical failures; acts of God; operational challenges outside the control of SKRMA or the ski mountain operator that necessitate deviation. The hours of operation shall include accommodation of key user groups including, but not limited to, the Doug Coombs Foundation and the Jackson Hole Ski and Snow Board Club.

7. To ensure the ski lifts operate as provided herein, SKRMA shall maintain a \$500,000 reserved fund generated by the SKRMA Fee (“**Reserved Fund**”). The Reserved Fund shall only be used by SKRMA to ensure the ski lifts operate as provided herein. The Reserved Fund shall be adjusted for inflation every 3 years in accordance with a Denver-based, or other more specific, Consumer-Price Index as approved by the Town. The Reserved Fund shall be established within 3 years of the date the SKRMA Fee is first collected and the SKRMA Fee shall exclusively be used to achieve the \$500,000 balance until the Reserved Fund is fully funded. At all times when the Reserved Fund is fully funded, the SKRMA Fee is unrestricted for SKRMA use. If the SKRMA Fee is unable to generate sufficient income to replenish the Reserved Fund by the next required annual report, SKRMA must designate a line of credit to guarantee the \$500,000 in the Reserved Fund or add funds from any other source within 3 months.

8. Snow King Mountain Resort, LLC (“Snow King Mountain”) is the current owner of all recreational improvements. Snow King Mountain shall not sell off individual recreational improvements to different owners. This condition shall not prevent Snow King Mountain from selling all of Snow King Mountain’s recreational improvements to a different owner.

9. Building permits within Sub-Area #2 shall not be issued until construction has commenced on an aerial tramway (i.e. gondola). Nor shall the proposed zip-line in sub area #4 be allowed to open until construction of the gondola has commenced. Notwithstanding the foregoing, if SKRMA proceeds with its application and construction of a gondola in good faith, this condition shall not take effect if a regulatory or judicial circumstance prevents SKRMA from building the gondola. Further, this condition shall be void if the Town and SKRMA fail to come to agreement on a lease for the landing of the gondola by August 1, 2020.

10. SKRMA shall continue to engage in discussions with the Town and property owners in Sub-Area #2 on a shared parking arrangement between Sub-Area #2 and the Town’s Phil Baux park property. SKRMA must enter into a shared parking agreement with the Town of Jackson by December 31, 2020 so long as both parties are continuing to negotiate in good faith. The shared parking agreement shall include, at least but not limited to, provisions regarding construction and maintenance of the shared parking areas, snow removal from said areas and storm water system installation and maintenance.

11. SKRMA shall continue to engage in discussions with the Town regarding a Mountain Sports Center and second sheet of ice within the Master Plan area but shall not be obligated to construct or provide land for a Mountain Sports Center or second sheet of ice. The conceptual maps included in the Master Plan currently show a proposed location for the Mountain Sports Center in Sub-Area #5, though this location may change. A Mountain Sports Center, ice rink, affordable or workforce housing, and a maintenance facility shall be permitted by right within Sub-Area #5. All other uses within Sub-Area #5 shall require a conditional use permit.

12. SKRMA shall provide updated information for Chapter 10 of the Master Plan, by December 31, 2020, specifically with respect to the current conditions within the resort district, including updated maps, and discuss the current capacity utilization compared to the potential buildout capacity. This information shall be kept on file at the Town and may incorporated into the Master Plan at a later date.

IX. COMMUNITY SERVICES ELEMENT

Introduction

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

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

Snow King as a Community Partner

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

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

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

As part of the 2019 update to this Master Plan, Snow King Mountain may build a mountain sports center adjacent to the Snow King Center but is not mandated to do so. This sports center is envisioned to include indoor rock climbing and athletic training facilities available to the public. Snow King intends to work with and support the Jackson Hole Ski and Snowboard Club to expand and improve the existing lodge room and administrative facilities above. SKRMA is committed to working with the Town of Jackson and other partners in planning for a second sheet of ice and for the construction of a Mountain

Sports Training Facility. As part of proposed improvements at the summit of the mountain, Snow King Mountain seeks to build a planetarium and observatory that can be used for educational and scientific purposes as well as making the world of astronomy more accessible to the community. These multi-million-dollar investments into infrastructure that directly benefit the community are another direct way of demonstrating Snow King's commitment to Jackson Hole.

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

The Hagen trail connection to Cache Creek, the tubing hill and snowboard terrain park diversify and improve the winter activities while annual events, such as the Hill Climb, continue to draw large numbers of visitors. The figure skating and hockey programs have blossomed since the opening of the Snow King Center. An excellent example of public-private partnership, the Snow King Center has been successfully providing recreation and many other services to the community for over 20 years.

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

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

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

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

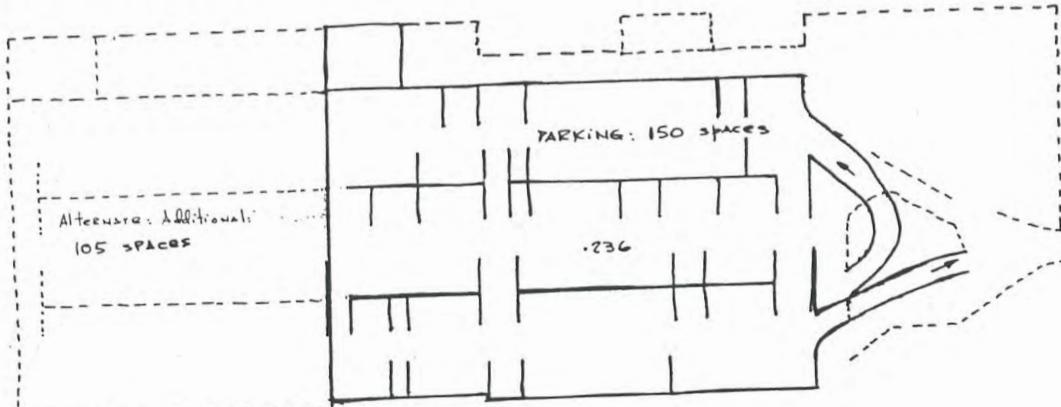
Snow King has, for many years, been one of the largest employers in Teton County. Among the large employers, we pride ourselves in maintaining a very high rate of year-round, stable and level employment. This is a valuable contribution to the stability of our local workforce.

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

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

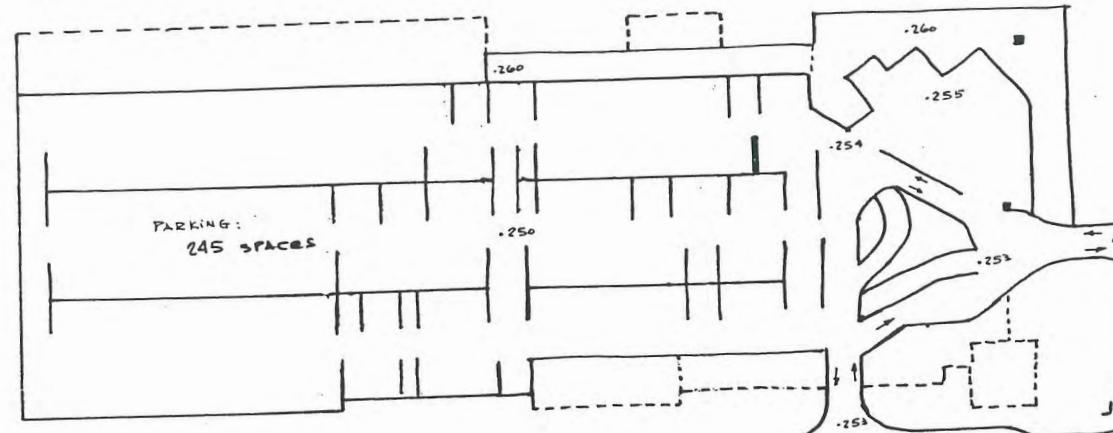
Every season for the past 5 years Snow King Mountain has offered locals appreciation days with free or discounted activities that are affordable to the permanent population and Snow King will continue this practice into the future as a means of supporting our community.

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



ALTERNATE - ADD			
	SHOW KING	KHG	TOTALS
PARKING SPACES	28	77	105
TAKING & CIRCULATION SP	14,000	28,000	42,000
1 Mesh. & SUPPORT	2,000	2,000	4,000
		-	

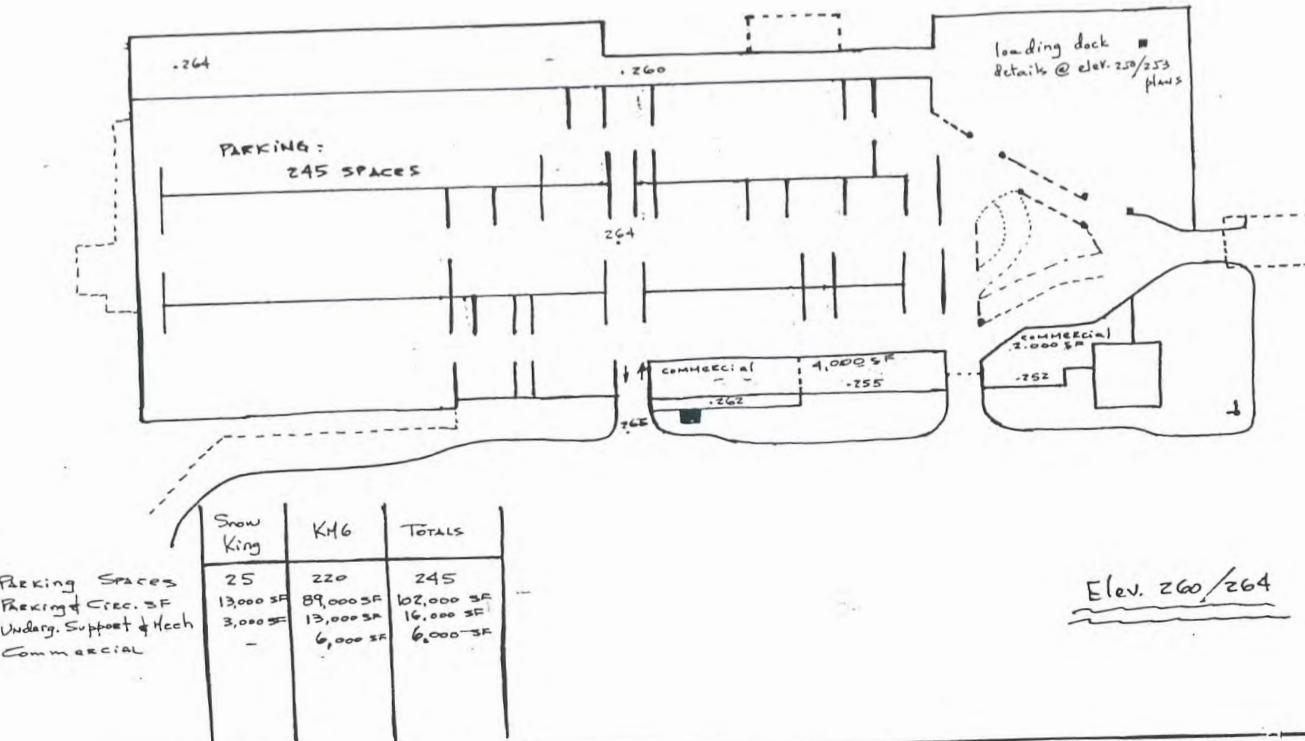
BASE BUILDING
KHG: 150 parking spaces
64,000 SF PARKING & circul. ELEV. 23
4,000 SF Mechanical & support (mech.)



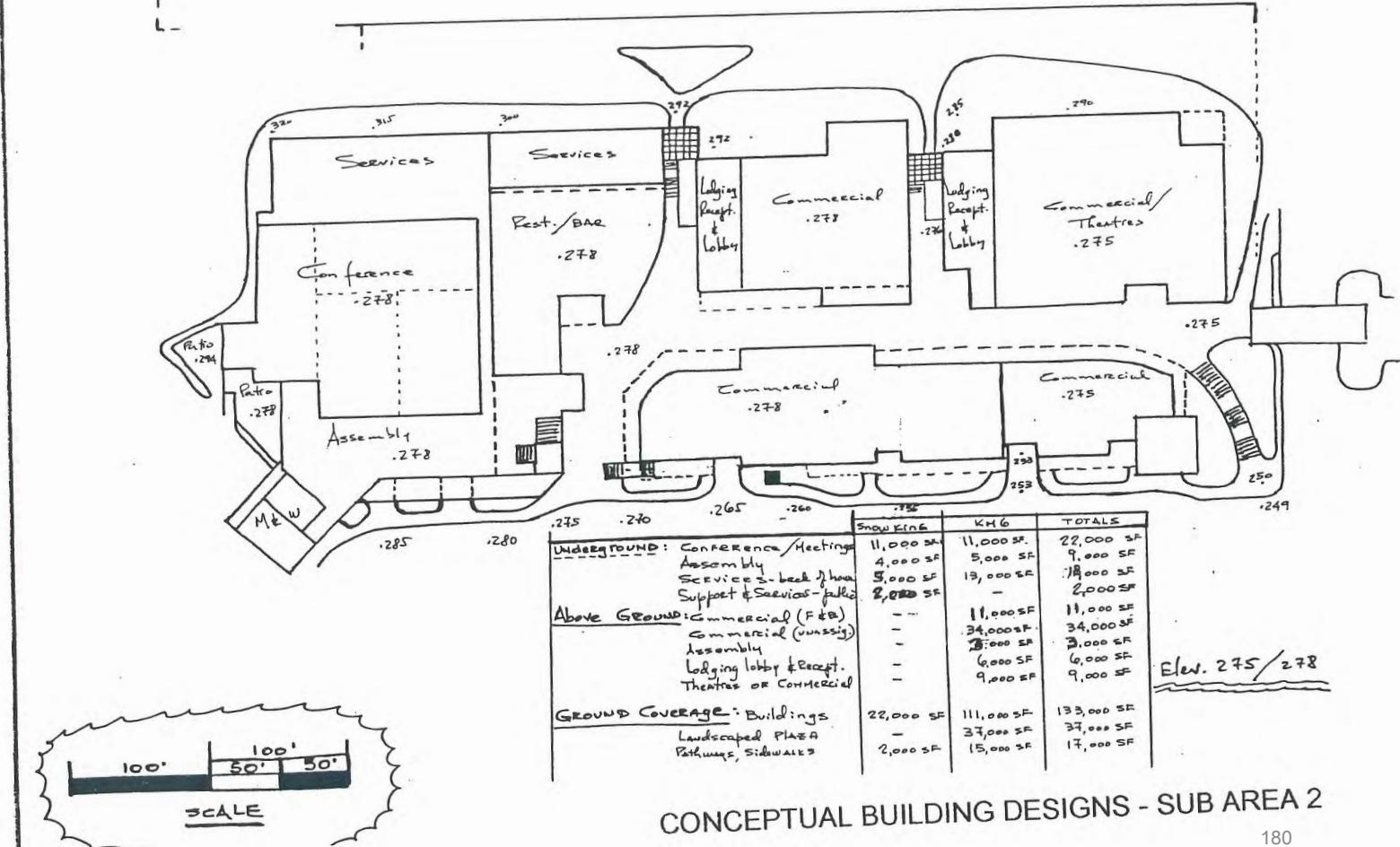
King	11.1.1	
FECKING SPACES	25	220
FECKING & CIRC. SF	13,000 SF	89,000 SF
Undrg. Support & Mech.	2,000 SF	6,000 SF
Undrg. Loading Dock	-	22,000 SF
		22,000 SF

XIII. C. 2

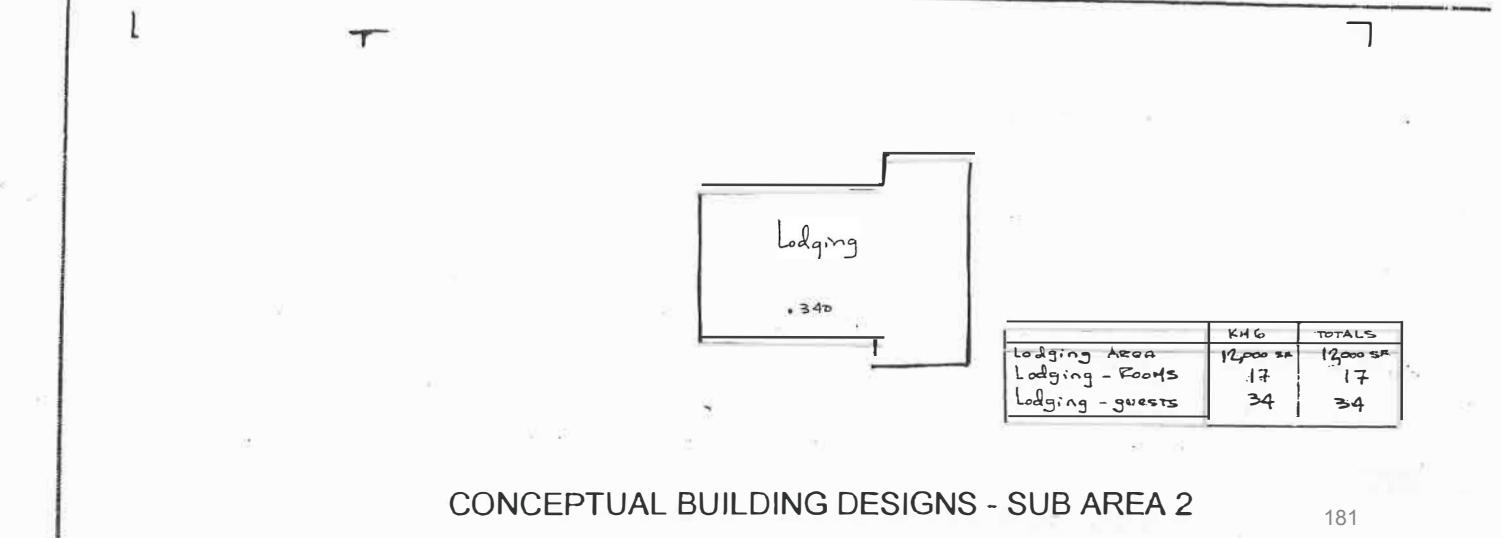
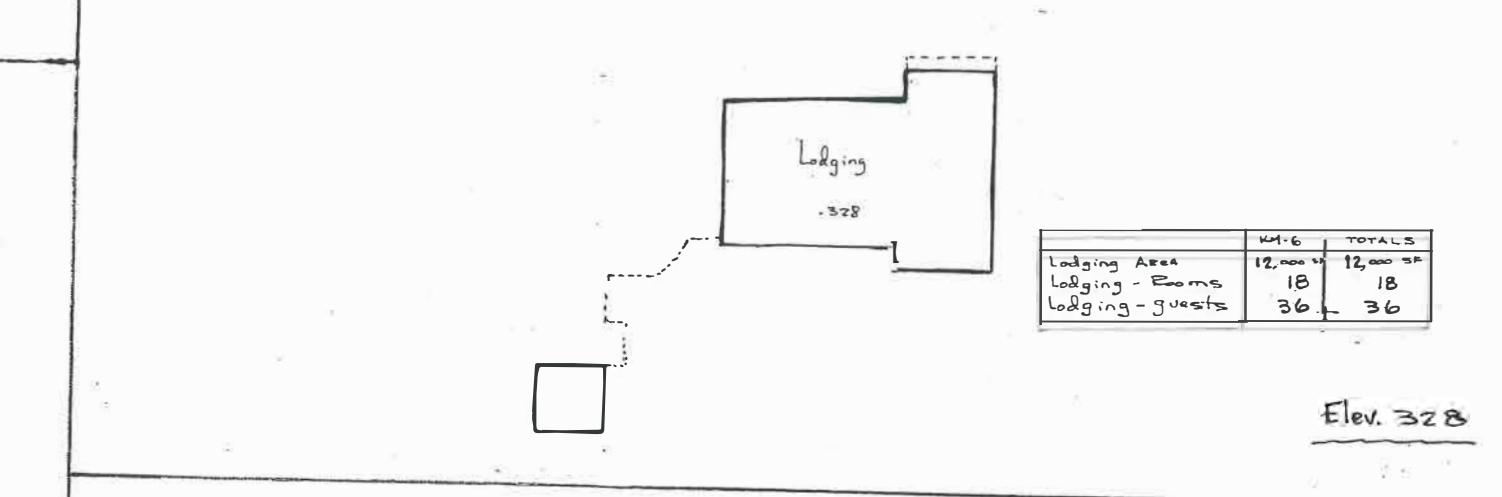
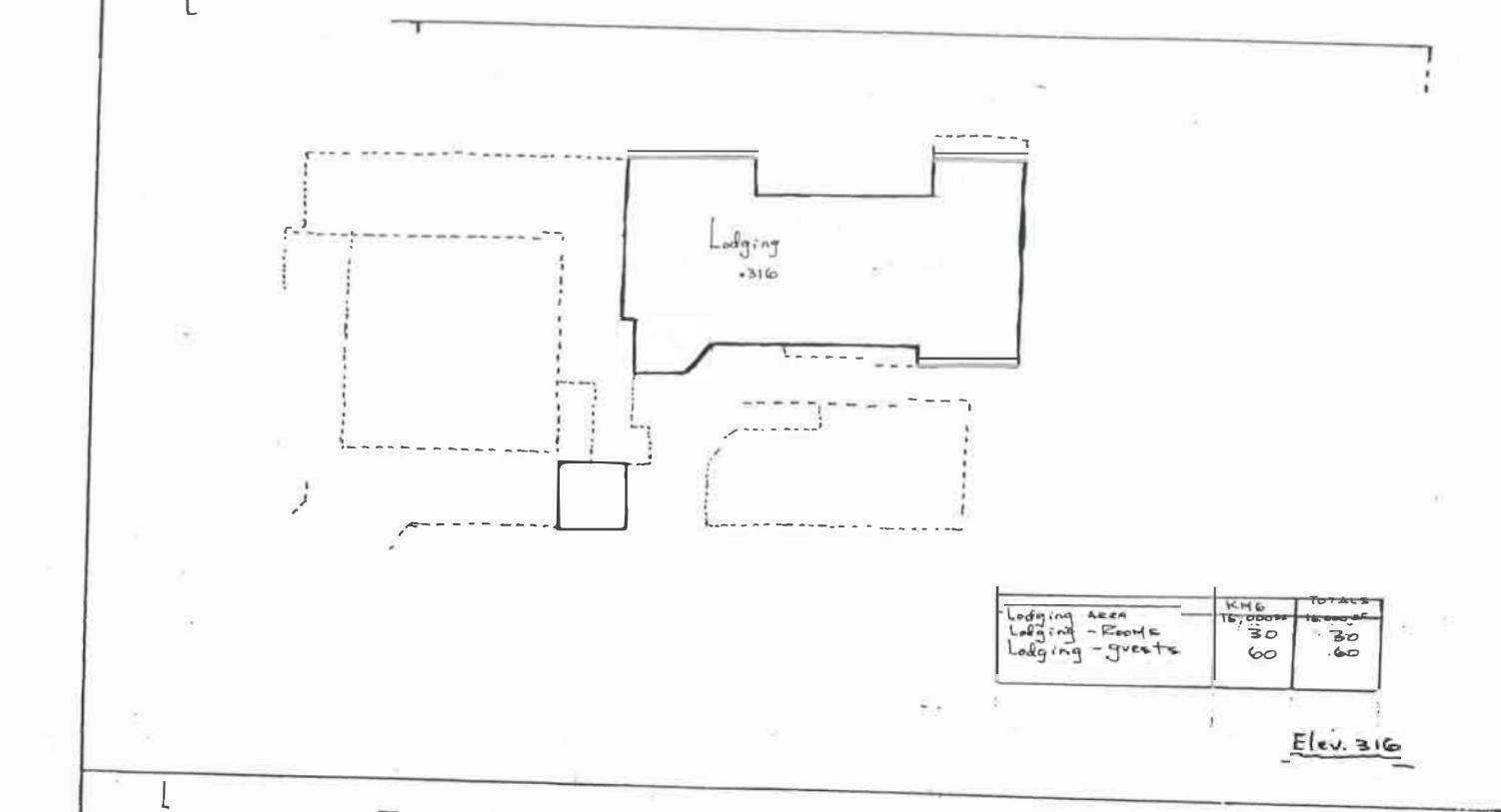
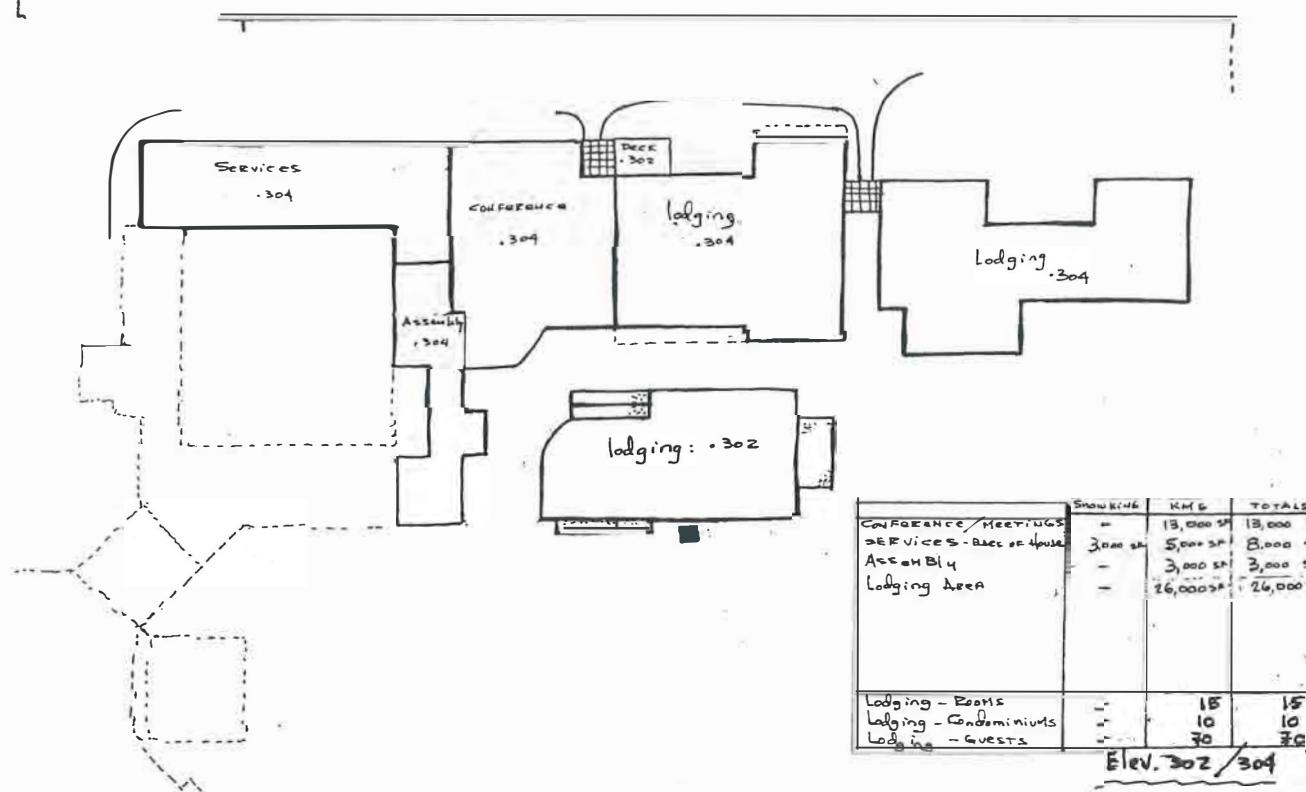
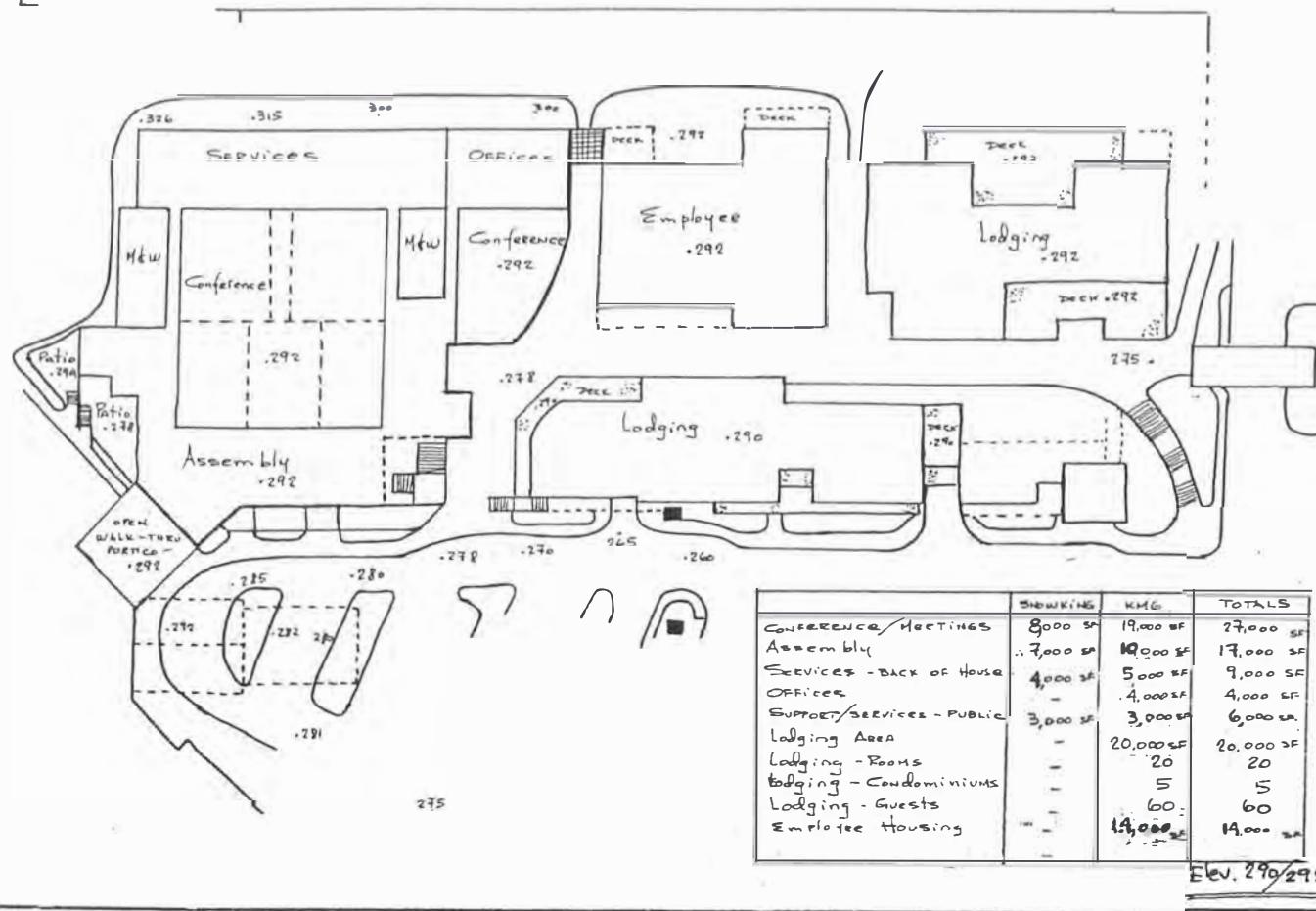
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Elev. 260/264



CONCEPTUAL BUILDING DESIGNS - SUB AREA 2



CONCEPTUAL BUILDING DESIGNS - SUB AREA 2